

# APPENDIX

## **C-2** *CULTURAL HERITAGE EXISTING CONDITIONS AND IMPACT ASSESSMENT REPORT*

PUC TRANSMISSION LP

**CULTURAL HERITAGE REPORT:  
EXISTING CONDITIONS AND  
PRELIMINARY IMPACT ASSESSMENT  
230 KV TRANSMISSION PROJECT – CLASS  
ENVIRONMENTAL ASSESSMENT**

OCTOBER 3, 2022

FINAL





# CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT

## 230 KV TRANSMISSION PROJECT – CLASS ENVIRONMENTAL ASSESSMENT

PUC TRANSMISSION LP

ORIGINAL REPORT

FINAL

PROJECT NO.: 221-01502-00

DATE: OCTOBER 03, 2022

**WSP**

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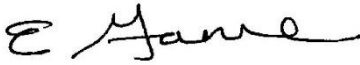
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# EXECUTIVE SUMMARY

WSP Canada Inc. (WSP) was retained by the PUC Transmission LP (PUC) (the Client), to conduct a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (Cultural Heritage Report) as part of the Class Environmental Assessment (EA) for the 230 kV Transmission Project (the Project) in the Sault St. Marie.

PUC is planning for an expansion of the electrical supply related to load expansion at Algoma Steel. This will require a double circuit 230 kV line and a transformer station. The 230 kV line that will be approximately 12 km long, will start from Third Line Transformer Station, which is located in the city of Sault St. Marie, and will terminate at a new transformer station, which will be located near the Algoma Steel plant.

The Project is subject to the requirements of the *Environmental Assessment Act* and *O.Reg. 116/01* (the Electricity Project Regulation). Per the Guide to *Environmental Assessment Requirements for Electricity Projects* (January 2011, PIBS 4021e01) and the amended *Class Environmental Assessment for Minor Transmission Facilities*, the Project would constitute a Category 'B' Project, and is subject to the *Class EA for Minor Transmission Facilities*.

The cultural heritage identification and assessment in this Cultural Heritage Report follows the process set out in the *Draft Existing Conditions and Preliminary Impact Assessment Report Guidelines* provided by the Ministry of Tourism, Culture, and Sport (MTCS) (2019). In addition, best practice in heritage identification and assessment has been used, as outlined in the MTCS' *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010), *Identification and Evaluation Process* (2014) and the *Ontario Heritage Toolkit* (2006a).

This Cultural Heritage Report was prepared by Emily Game, B.A., Cultural Heritage Specialist and reviewed by Joel Konrad, PhD, CAHP, Cultural Heritage Lead, Ontario.

A field review was conducted on June 20 and 21, 2022, by Emily Game, which confirmed that there are four Built Heritage Resources (BHR) with potential cultural heritage value or interest (CHVI) within study area.

Based on the preferred alternatives selected for the project, this report has resulted in the following recommendations:

- 1 Staging and construction activities should be appropriately located and/or planned to avoid impacts to BHR-4 (220 Allen's Side Road).
- 2 Vibration studies are recommended for BHR-4. The study should be prepared by a qualified engineer to determine the maximum acceptable vibration levels and the zone of influence of the construction area in order to mitigate any negative impacts to the heritage attributes of the resource.
- 3 Should future work require expansion of the existing study area, or there is a change in the preferred alternative, a qualified heritage consultant should be contacted to confirm the impacts of the proposed work on known or potential BHRs and CHLs.

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# PROJECT PERSONNEL

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# 1 INTRODUCTION

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## 1.1 STUDY PURPOSE AND OBJECTIVES

PUC Transmission LP (PUC) has identified the need for a double-circuit 230 kilovolt (kV) transmission line and a new transformer station in the city of Sault Ste. Marie, in northern Ontario (the Project). The Project is proposed to serve the immediate need for increased power supply to Algoma Steel for its new electric arc furnaces (EAFs) project and to provide PUC Distribution Inc. with a new source of power that will support its long term asset management needs.

WSP Canada Inc. (WSP) was retained by PUC, to conduct a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (Cultural Heritage Report) as part of the Class Environmental Assessment (EA) for the 230 kV Transmission Project (the Project) in Sault Ste. Marie.

The Project is subject to the requirements of the *Environmental Assessment Act* and *O.Reg. 116/01* (the Electricity Project Regulation). Per the Guide to *Environmental Assessment Requirements for Electricity Projects* (January 2011, PIBS 4021e01) and the amended *Class Environmental Assessment for Minor Transmission Facilities*, the Project would constitute a Category 'B' Project, and will be subject to the *Class EA for Minor Transmission Facilities*.

A Cultural Heritage Report is required for the Class EA process to:

- identify existing and potential built heritage resources (BHR) and cultural heritage landscapes (CHL);
- review the background history of the project area;
- complete a site visit to confirm existing conditions;
- provide a preliminary impact assessment to conserve BHRs and CHLs;
- identify mitigation and/or monitoring for potential impacts; and
- determine whether additional heritage reporting is required.

To meet these objectives, the report will:

- Introduce the Study including the purpose and methodology used to undertake the work.
- Review background studies to complete a summary history of the study area using local histories, historical mapping and aerial photographs. This work will trace the evolution of the study area and aid in the identification of existing and potential BHRs and CHLs.
- Contact the Recreation and Culture department at the City of Sault Ste. Marie regarding heritage recognitions and identification of listed and/or designated heritage properties within the cultural heritage study area.
- Confirm the presence of previously recognized BHRs and CHLs. This process will aid in the identification of BHRs and CHLs that may be impacted by the undertaking. This task will include a review of municipal, provincial, and federal heritage registers and inventories, including the Sault Ste. Marie Heritage Register.

This work will be conducted in accordance with the *Ontario Heritage Act* (OHA) (2005), the Provincial Policy Statement (2020), the *Environmental Assessment Act* (1990) and the City of Sault Ste. Marie Official Plan (1996).

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## 1.2 PROJECT DESCRIPTION AND STUDY AREA

PUC has identified the need for a double circuit 230 kV transmission line and a new transformer station. The Project planning is considering four route options with one common element to all routes and three station options. The study area includes the location options for the 230 kV line and transformer stations, and all immediately adjacent properties (i.e., properties that share a boundary) that could be impacted by proposed works (Figures 1 and 2, Appendix A).

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### 1.2.1 ALTERNATIVE ROUTE OPTIONS

#### ROUTE OPTION A

Starting from the west end of the northern Common Elements Route segment, Route Option A would originate about 230 m south of Third Line West. The route would then extend west, parallel to Third Line West, to Allen's Side Road. Route Option A would then extend south along Allen's Side Road and then east on Wallace Terrace. The route would terminate west of the intersection of Brookfield Avenue and Wallace Terrace, where it would connect to the southern Common Elements Route segment. This route option is approximately 12 km in length.

#### ROUTE OPTION B

Starting from the west end of the northern Common Elements Route segment, Route Option B would originate at approximately 230 m south of Third Line West and extend south approximately 820 m to just west of Arden Street, then extend west 785 m to Allen's Side Road, where the route would turn south parallel to Allen's Side Road until it turned east at the intersection of Allen's Side Road and Wallace Terrace. It would then terminate at the intersection of Brookfield Avenue and Wallace Terrace, where it would connect to the southern Common Elements Route segment. This route option is approximately 12 km in length.

#### ROUTE OPTION C

Starting from the west end of the northern Common Elements Route segment, Route Option C would originate approximately 230 m south of Third Line West and extend south approximately 820 m to just west of Arden Street, then extend west approximately 350 m until it turned south again, terminating west of the intersection of Brookfield Avenue and Wallace Terrace, where it would connect to the southern Common Elements Route segment. This route option is approximately 11.9 km in length.

#### ROUTE OPTION D

Starting from the west end of the northern Common Elements Route segment, Route Option D would originate about 230 m south of Third Line West, then extend south approximately 370 m to just northwest of Chippewa Street where it would extend south-west approximately 400 m, turning west south until it

terminated west of the intersection of Brookfield Avenue and Wallace Terrace, where it would connect to the southern Common Elements Route segment. This route option is approximately 11.9 km in length.

## **COMMON ELEMENTS ROUTE**

Within the 12 km stretch, there are segments identified as “Common Elements Route”, which are common to all of the route options (i.e., these segments have no alternatives). The Common Elements Route is a line that extends approximately 260 metres (m) north of the Hydro One Third Line Station, then extends west approximately 830 m of Goulais Avenue, then south, past Third Line West. From there, several alternative route segments are considered. The alternative route segments terminate at a point at the south end of the line where a second portion of the Common Elements Route would connect the transmission line to the new station and then onto the Algoma Steel EAF station. The northern segment of the Common Elements Route extends within existing PUC easements, while the alternative route and southern segment of the Common Elements Route would extend within new easements.

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### **1.2.2 ALTERNATIVE STATION OPTIONS**

#### **STATION OPTION 1**

Station Option 1 is located at 46°31'37.50"N and 84°23'17.99"W about 138 m from Yates Avenue and 240 m from Glasgow Avenue, on land owned by the city of Sault Ste. Marie.

#### **STATION OPTION 1-A**

Station Option 1-A is located directly south of Station Option 1, on land owned by Algoma Steel.

#### **STATION OPTION 2**

Station Option 2 is located approximately at 46°31'24.65"N and 84°22'36.09"W, about 600 m away from the proposed Algoma Steel Electric Arc Furnace Station, on land owned by Algoma Steel.

## 2 LEGISLATIVE FRAMEWORK & GUIDELINES

This report reviews BHRs and CHLs within the Project Area to ensure that the requirements under the Ontario *Environmental Assessment Act* (1990) are satisfied. This section outlines the various legislative frameworks and policies relevant to the report.

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### 2.1 UNITED NATIONS DECLARATION ON THE RIGHTS OF INDIGENOUS PEOPLES

On June 21, 2021, the Canadian federal government enacted *United Nations Declaration on the Rights of Indigenous Peoples Act* and confirmed that the *United Nations Declaration on the Rights of Indigenous Peoples* (Declaration - 2007) “must be implemented in Canada.” As a result, Indigenous peoples in Canada are recognized as having unique rights, including those that pertain to the conservation of Indigenous heritage. As per Articles 11 and 31 of the Declaration:

11. 1) Indigenous peoples have the right to practice and revitalize their cultural traditions and customs. This includes the right to maintain, protect and develop the past, present and future manifestations of their cultures, such as archaeological and historical sites, artefacts, designs, ceremonies, technologies and visual and performing arts and literature.
31. 1) Indigenous peoples have the right to maintain, control, protect and develop their cultural heritage, traditional knowledge and traditional cultural expressions, as well as the manifestations of their sciences, technologies and cultures, including human and genetic resources, seeds, medicines, knowledge of the properties of fauna and flora, oral traditions, literatures, designs, sports and traditional games and visual and performing arts. They also have the right to maintain, control, protect and develop their intellectual property over such cultural heritage, traditional knowledge, and traditional cultural expressions.
- 2) In conjunction with Indigenous peoples, States shall take effective measures to recognize and protect the exercise of these rights.

These rights to historical sites, ceremonies, cultural traditions, etc. (collectively understood as Indigenous heritage) are pertinent to the Environmental Assessment process through Articles 25 and 26 of the Declaration, which state that:

25. Indigenous peoples have the right to maintain and strengthen their distinctive spiritual relationship with their traditionally owned or otherwise occupied and used lands, territories, waters and coastal seas and other resources and to uphold their responsibilities to future generations in this regard.
26. 1) Indigenous peoples have the right to the lands, territories and resources which they have traditionally owned, occupied or otherwise used or acquired.



2) Indigenous peoples have the right to own, use, develop and control the lands, territories and resources that they possess by reason of traditional ownership or other traditional occupation or use, as well as those which they have otherwise acquired.

3) States shall give legal recognition and protection to these lands, territories and resources. Such recognition shall be conducted with due respect to the customs, traditions, and land tenure systems of the Indigenous peoples concerned.

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## 2.2 ENVIRONMENTAL ASSESSMENT ACT

The purpose of the Ontario *Environmental Assessment Act* (1990) is “the betterment of the people of the whole or any part of Ontario by providing for the protection, conservation and wise management, in Ontario, of the environment” (*Environmental Assessment Act* 2009, *Part I-Section 2*). The *Environmental Assessment Act* (1990) defines the environment broadly to include the built and cultural environment and outlines a planning and decision-making process to ensure that potential environmental effects are considered before a project begins. This legislation applies to provincial ministries and agencies, municipalities and other public bodies.

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## 2.3 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS) (2020) outlines provincial “policy direction on matters of provincial interest related to land use planning and development” (Part I: Preamble PPS 2020). The intent is to provide for appropriate development that protects resources of public interest, public health and safety and the quality of the natural and built environment. The PPS 2020 identifies the conservation of significant built heritage resources and cultural heritage landscapes as a provincial interest in Section 2.6.1.

Relevant definitions from the PPS 2020 include:

**Built Heritage Resources (BHR):** means 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 an Indigenous community. *Built heritage resources* are located on property that may be designated under Parts IV or V of the OHA, or that may be included on local, provincial, federal and/or international registers.

**Cultural Heritage Landscapes (CHL):** means 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 OHA, 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.

**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 the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

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## 2.4 ONTARIO HERITAGE ACT

The *Ontario heritage Act* (OHA) (2005) gives municipalities and the provincial government powers to preserve the heritage of Ontario, with a primary focus on protecting heritage properties and archaeological sites. The OHA grants the authority to municipalities and to the province to identify and designate properties of heritage significance, provide standards and guidelines for the preservation of heritage properties and enhance protection of heritage conservation districts, marine heritage sites and archaeological resources.

Designation ensures the conservation of important places and can take the form of individual designations (Part IV of the OHA) or as part of a larger group of properties, known as a Heritage Conservation District (HCD) (Part V of the OHA). An evaluation using the criteria outlined in Ontario Regulation (O. Reg) 9/06 is used to determine whether a property possesses cultural heritage value or interest and may be worthy of designation under the OHA. Designation offers protection for properties under Sections 33, 34 and 42 of the OHA, prohibiting the owner of a designated property from altering, demolishing or removing a building or structure on the property unless the owner applies to the council of the municipality and receives written consent to proceed with the alteration, demolition or removal.

In addition to designated properties, the OHA allows municipalities to list properties that are considered to have cultural heritage value or interest on their Municipal Heritage Register. Under Part IV, Section 27 of the OHA, municipalities must maintain a Register of properties situated in the municipality that are of cultural heritage value or interest. Section 27 (1.1) states that the register shall be kept by the clerk and that it must list all designated properties (Part IV and V). Under Section 27 (1.2), the Register may include property that has not been designated, but that council believes to be of cultural heritage value or interest. Listed properties, although recognized as having cultural heritage value or interest, are not protected under the OHA to the same extent as designated properties, but are acknowledged under Section 2 of the PPS 2020 under the *Planning Act*. An owner of a listed heritage property must provide the municipality with 60 days' notice of their intention to demolish a building or structure on the property.

The OHA also allows for the designation of provincial heritage properties (PHP). Part III.1 of the OHA enables the preparation of standards and guidelines that set out the criteria and process for identifying the cultural heritage value or interest of PHPs (Part II of the OHA) and cultural heritage value or interest of provincial heritage properties of provincial significance (PHPPS) (Ontario Regulation (O. Reg.) 10/06 of the OHA) and to set standards for their protection, maintenance, use, and disposal.

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### 2.4.1 ONTARIO REGULATION 9/06

The criteria for determining cultural heritage value or interest is defined in O. Reg. 9/06. This regulation was created to ensure a consistent approach to the designation of heritage properties under the OHA. All designations under the OHA made after 2006 must meet the criteria outlined in the regulation.

A property may be designated under Section 29 of the OHA 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.
- 

## 2.5 CITY OF SAULT STE. MARIE OFFICIAL PLAN

The City of Sault Ste. Marie's Official Plan (1996) addresses cultural heritage in Section 3.1.5. Policies relevant to heritage include:

HE.1 Identify, map and maintain an inventory of the following:

- Isolated structures, buildings, sites, areas, neighbourhoods of historical, archaeological, architectural, physical, aesthetic or cultural significance, and medium to high archaeological potential sites,
- Significant cultural or natural landscapes, units, corridors, significant vistas and ridge-lines,
- Nationally and Provincially significant Historic or Prehistoric sites.

HE.2 Pursuant to the *Ontario Heritage Act*, Council may,

- Designate properties to be of historic or architectural value or interest or,
- Define and/or designate areas as heritage conservation districts or neighbourhoods.

HE.3 It is not always possible to preserve all buildings or sites of historical, architectural or archaeological worth, but their significance shall be assessed and recorded prior to demolition or alteration.

- HE.4 Wherever possible, heritage resources shall be managed in a manner that perpetuates their functional use while maintaining their heritage value and benefit to the community.
- HE.5 Historical monuments, cairns and plaques shall be preserved.
- HE.6 The demolition and alteration of heritage resources shall be controlled.
- HE.7 All development applications shall be reviewed for their impact on existing heritage resources.
- HE.8 The preservation or rescue excavation of significant architectural resources shall be encouraged.

## 3 METHODOLOGY

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### 3.1 BACKGROUND REVIEW

BHRs and CHLs already recognized by the municipality, the Ontario Heritage Trust (OHT), provincially and federally were identified by reviewing the following:

- The inventory of OHT easements;
- The OHT's Ontario Heritage Plaque Guide, an online, searchable database of Ontario Heritage Plaques;
- Ontario's Historical Plaques website;
- Inventory of known cemeteries/burial sites in the Ontario Ministry of Government and Consumer Services and the Ontario Genealogical Society's online databases;
- Parks Canada's Historic Places website, an online, searchable register that provides information on historic places recognized at the local, provincial/territorial and national levels;
- Parks Canada's Directory of Federal Heritage Designations, a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings and Heritage Lighthouses;
- Canadian Heritage River System, a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage; and
- UNESCO World Heritage Sites.
- City of Sault Ste. Marie's Heritage Properties Map (City of Sault Ste. Marie, 2022), a website that provides all BHRs and CHLs that are designated under Part IV or V of the OHA, listed on the heritage register and inventoried.

For the purposes of this study, any property previously identified by a municipality, municipal staff, provincial or federal agencies as containing, or having the potential to contain, cultural heritage value or interest (CHVI), will be determined to be a BHR or CHL and, if applicable, will be discussed in **Section 5.4**.

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## 3.2 FIELD ASSESSMENT

Field assessment for this report included a survey of the cultural heritage study areas from the publicly accessible rights-of-way to confirm or identify existing and/or potential BHRs and CHLs. The field survey was completed on June 20, 2022 and June 21, 2022. Where identified, potential resources were photographed and mapped, and physical characteristics visible from the right-of-way or aerial imagery were described.

The use of a 40-year-old threshold is a guiding principle when conducting a preliminary identification of cultural heritage resources (MTCS 2016). 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 younger than 40 years old it does not preclude this resource from having CHVI, however it does provide a systematic means of identifying properties that have a higher likelihood of retaining cultural heritage value. The Ministry of Tourism, Culture, and Sport (MTCS)'s *Criteria for Evaluating Potential Built Heritage Resources and Cultural Heritage Landscapes* was also used to determine potential built heritage resources and cultural heritage landscapes.

This report includes background research that summarizes the history of the study area. In addition to textual sources, historical mapping and aerial photography was consulted to identify the presence of structures/building, settlement patterns and other previously recognized BHRs and CHLs.

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## 3.3 IDENTIFICATION OF CULTURAL HERITAGE VALUE OR INTEREST

Properties identified during field review were screened by employing an application of the 40-year threshold and MTCS' *Criteria for Evaluating Potential Built Heritage Resources and Cultural Heritage Landscapes* used to identify potential BHRs and/or CHLs, followed by a high-level and cursory evaluation based on a theoretical understanding of the criteria outlined in O. Reg. 9/06 for determining CHVI (see Section 2.3.1 for full criteria). The criteria in O. Reg. 9/06 were established to identify properties with sufficient CHVI to warrant designation under the OHA. It is considered best practice when identifying potential BHRs and CHLs to employ O. Reg. 9/06 as it provides a general framework for understanding and interpreting heritage value. It should be noted, however, that the application of this framework is used as a theoretical underpinning, not as a strict measurement applied, to a greater or lesser degree, to each property under study. This report does not provide a comprehensive evaluation of a property according to O. Reg. 9/06 and does not satisfy the requirement for a Cultural Heritage Evaluation Report (CHER).

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## 3.4 AGENCY DATA REQUESTS

As part of this study, the city of Sault Ste. Marie's online Heritage Register was reviewed to determine if properties and structures have been previously identified and/or have been designated under the OHA. The Recreation and Culture Department at the city of Sault Ste. Marie was also emailed on June 23, 2022, to confirm whether there are any known built heritage or cultural heritage landscapes in the study

area. No response has been received to date; however, the online Sault Ste. Marie Heritage Properties website was reviewed and did not include any properties in the study areas.

A request was sent to the OHT on June 23, 2022, to obtain information related to OHT easements and owned properties. No response has been received to date; however, a review of the OHT's online database for featured easement properties does not identify any properties in the study areas.

A request was sent to the MTCS on June 23, 2022, to confirm if any provincial heritage properties (PHPs) were located within the study area. A response was received on June 24, 2022, confirming there are no Provincial Heritage Properties and/or Provincial Heritage Properties of Provincial Significance within the study area.

A summary of data requested through consultation with the agencies noted above is provided in **Table 3-1**.

**Table 3-1: Agency Data Requests**

<b>CONTACT NAME / POSITION</b>	<b>ORGANIZATION</b>	<b>CONTACT INFORMATION</b>	<b>DATES OF COMMUNICATION</b>	<b>DESCRIPTION OF INFORMATION RECEIVED</b>
Virginia McLeod, Manager, Recreation and Culture	City of Sault Ste. Marie	v.mcleod@cityssm.on.ca	June 23, 2022	To date, no response has been received.
Krystal Power, Natural Heritage Coordinator	OHT	krystal.power@heritagetrust.on.ca	June 23, 2022	To date, no response has been received.
Karla Barboza, Heritage Planner	MTCS	karla.barboza@ontario.ca	June 23, 2022	In an email dated June 24, 2022, Ms. Barboza confirmed there are no Provincial Heritage Properties and/or Provincial Heritage Properties of Provincial Significance within the study area.  MTCS requested that any technical heritage studies (e.g., Cultural Heritage Assessment Report, Cultural Heritage Evaluation Report, Heritage Impact Assessment) be sent for MTCS review as part of the environmental assessment process.

# 4 HISTORICAL CONTEXT

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## 4.1 HISTORICAL CONTEXT OVERVIEW

Archaeology in Ontario is divided into four broad periods: Paleo (previously Paleoindian), Archaic, Woodland, and Historic. These periods represent substantial changes in lifeways and/or adaptations to new technology or environmental conditions, as observed in the archaeological record. Although the sequence of these periods is consistent across the province, the time at which they occurred varies by region. In general, the shift from one period to the next occurs later to the north, either because of later deglaciation or later diffusion of technology/ideas from other cultures to the south. The following section presents the culture history and archaeological evidence of human occupation for the region surrounding the study area. In this instance, the focus is on the central area of Northern Ontario, centred around Sault Ste. Marie, extending east and north along the eastern shore of Lake Superior to Wawa and north through the boreal forest to Hearst, where the landscape transforms into the Hudson Bay Lowlands, and east of Sault Ste. Marie to include the northern shore of Lake Huron and Georgian Bay and the Muskoka's.

The city of Sault Ste. Marie is situated along the St. Mary's River, which flows from Lake Superior to the west into Lake Huron to the east. This location has long been an important geographic area and gathering place for the various inhabitants of the area. As such, it has been well documented. Resources, such as *City of the Rapids: Sault Ste. Marie's Heritage* (Arbic, 2003) and *Sault Ste. Marie: City by the Rapids* (Heath, 1988) provide more detail into the history of the area from both an American and Canadian perspective. The following is a summary of our current understanding of the history of the study area and surrounding region.

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### 4.1.1 PRE-CONTACT PERIOD

The pre-contact period in Ontario has been reconstructed, primarily, from the archaeological record and interpretations made by archaeologists through an examination of material culture and site settlement patterns. Technological and temporal divisions of the pre-contact period have been defined by archaeologists based on changes to natural, cultural, and political environments that are observable in the archaeological record. It is pertinent to state that although these divisions provide a generalized framework for understanding the broader events of the pre-contact period, they are not an accurate reflection of the fluidity and intricacies of cultural practices that spanned thousands of years. The following sections present a sequence of Indigenous land-use during periods defined by archaeologists from the earliest human occupation of Ontario following deglaciation to the period when Europeans began to settle the land. These periods are:

- The Paleo Period
- The Archaic Period
- The Woodland Period
- The Post-Contact Period



## PALEO PERIOD

The Paleo period represents the earliest human occupation of the region and is divided into the Early (12,000-10,000 BP) and Late (10,000-7,500 BP) Paleo periods. In north-central Ontario, there is no confirmed evidence of an Early Paleo occupation, largely because deglaciation did not occur until around 10,500 BP when the Laurentide Ice Sheet retreated from the northern shores of Lake Huron and the eastern shores of Lake Superior. Upon deglaciation, the area was largely inundated by glacial Lake Algonquin except for exposed land situated north of Sault Ste. Marie and east of Goulais Bay between Lake Algonquin and the Laurentide Ice Sheet (Heath & Karrow, 2007). However, no evidence of occupation of the exposed land has been recorded during this period. The earliest confirmed human occupation of northern Lake Huron and Georgian Bay dates to ca. 9,500 BP at the Sheguiandah site on Manitoulin Island (Julig, 2002).

A tundra-like environment emerged after deglaciation, providing a suitable habitat for large herds of big game, such as caribou. It is presumed that the earliest inhabitants would have been drawn to the area by migrating caribou herds, supplementing their diet as required with small game, fishing, and gathering of wild edible plants (Julig, 2002). Unfortunately, the acidic soils of the boreal forest are averse to the survival of organic material, such as floral and faunal remains and bone tools, and interpretation of subsistence strategy is based on the relationship between the paleoenvironment, lithic assemblages, and settlement patterns.

Similar to Paleo populations elsewhere in Ontario, there appears to be a preference for littoral habitation sites, particularly near the presence of lithic outcrops. For example, there is an abundance of quartzite available near the Sheguiandah site where there is evidence of long-term reoccupation of the site along various relic shorelines. Similarly, at the western end of Lake Superior, the Cummins site is situated along a relic shoreline and near a taconite outcrop, the favoured tool stone material of the first inhabitants on the western shoreline of Lake Minong (modern Lake Superior) (Julig, 1994).

## ARCHAIC PERIOD

The Archaic period in north-central Ontario roughly dates to 7,500-2,500 BP. Generally, in North America, the Archaic period represents a transition from big game hunting to broader, more generalized subsistence strategies dependent on local environmental parameters. This period is characterized by the following traits:

- An increase in stone tool variation and reliance on local stone sources;
- The emergence of notched and stemmed projectile point types;
- A reduction in extensively flaked tools;
- The use of native copper;
- The use of bone tools for hooks, gorges, and harpoons;
- An increase in extensive trade networks; and,
- The production of ground stone tools.

It is important to note that not all of the traits above are expressed by more northern Archaic cultures (Hamilton, 1991).



The Archaic period in Ontario is generally divided into the Early (8,000 – 7,000 BP), Middle (7,000 – 4,500 BP), and Late (4,500 – 2,300 BP) Archaic. However, little is known of the Archaic in the boreal forest, with most sites being attributed to the Shield Archaic culture (8,000 – 2,500 BP), which encompasses all three subperiods.

In 1972, J.V. Wright proposed the concept of the Shield Archaic to include the various, lesser-known Archaic cultures spread across the Canadian Shield. It is believed that these cultures operated in small, nomadic, kin-based units who moved to various locations based on available resources and seasonal constraints. A broad-spectrum foraging strategy was adapted to survive in the harsh and fluctuating dependency of the boreal forest. It has been suggested that the production of side-notched lanceolate projectile points and wide variety of unifacial scrapers are representative tools for the Archaic period in northeastern Ontario (Hamilton, 1991; Wright, 1972).

The concept of the Shield Archaic is not fully accepted by all archaeologists (Buchner, 1979; Buchner, 1980; Hamilton, 1991). The main issue, which Wright acknowledges, is the unlikelihood that all archaeological sites ascribed to the Shield Archaic can be attributed to a single culture. However, without additional data, the Shield Archaic is necessary to provide some level of classification. Archaeologists also refute Wright's theory that the Shield Archaic represents the migration of peoples eastward from the Keewatin District over thousands of years into Quebec and the Maritimes. In northwestern Ontario, Hamilton believes that the Archaic populations derive from the Paleo populations present in the region. He theorizes that, despite the focus of Paleo sites associated with relic shorelines, Paleo utilization of the upland landscape is probable and it is likely that these early inhabitants pushed further north as the glacial frontier receded, gradually shifting into an Archaic lifestyle as the boreal forest environment became established (Hamilton, 1991). This is likely the case in north-central Ontario as well.

The Old Copper Culture (or Complex) is an Archaic culture centered around the shoreline of Lake Superior, the Boundary Waters to Rainy Lake, northern Wisconsin, the Upper Michigan Peninsula and the northern half of the Lower Michigan Peninsula. This culture quarried copper from bedrock and glacial deposits, producing a variety of tools through heating, hammering, grinding, and annealing. It is believed this copper technology dates as early as 6,120 BP, which makes them some of the earliest metal workers in the world (Hamilton, 2013).

Within north-central Ontario, it is believed that almost every remote lake and river system had been inhabited at some point within the Archaic. Numerous small sized Lake Archaic sites have been found along St. Mary's River and are known as the Mark's Bay complex. These include the Mark's Bay Site, the Harvest Home Site, and the Korah Site, which is located approximately 230 m west of the western portion of the study area (Conway, 1984). Other significant Archaic sites have been identified around Timmins, Killarney and Dog Lake near Missinaibi (Conway, 1981).

## WOODLAND PERIOD

The Woodland period began ca. 2,300 BP with the introduction of pottery to the region, although little change in the lifeways of the inhabitants is suspected. This occurred during the Middle Woodland period with the Laurel Culture (2,050-650 BP), who represent either a migration of peoples or ideas into the area (Wright, 1967; Reid & Rajnovich, 1991). Although the Woodland period includes an Early Woodland stage in southern Ontario, Early Woodland tool types do not appear in the northern archaeological record.

Instead, archaeologists typically define the northern Ontario Woodland period as having an Initial Woodland (2,300 – 1,000 BP) and Terminal Woodland (1,000 – 400 BP) cultural periods.

Two traditions were present near Sault Ste. Marie during the Initial Woodland period: the Laurel, and the La Cloche. In northern Ontario, pottery was first introduced by the Laurel Culture in the boundary waters of northern Minnesota and northwestern Ontario during the Middle Woodland period (Wright, 1995). Pottery with decoration associated with the Laurel Culture began to appear across the boreal forest, stretching as far west as east-central Saskatchewan and as far east as the border of northern Ontario and Quebec. The Laurel Culture was also known for the construction of earthen burial mounds. They are best known for several burial mounds along the Rainy River, but burial mounds have also been discovered near Killarney (Julig & Brose, 2008).

Within north-central Ontario, several Laurel sites have been discovered along the St. Mary's River, along Lake Superior's shoreline, and around Timmins. Artifact assemblages tended to include side-notched projectile points, small blade knives, an abundance of scrapers, net sinkers and a few bone harpoons.

The La Cloche tradition saw less of a presence within the modern borders of Canada. La Cloche sites are situated along the North Channel of Lake Huron in the La Cloche Mountains. They are contemporary to the Laurel Culture but are distinguished by their distinctive pottery styles and frequent use of local quartzite. This tradition appears to have had a stronger affinity towards the Michigan shores of Lake Huron, and the sites found north of Lake Huron may represent their most northerly range (Conway, 1981).

The Late Woodland period saw the emergence of different pottery styles and refined construction methods ca. 650 BP. In northeastern Ontario, regional micro-environments and varying regional influences may have resulted in at least three similar, but distinct techno-traditions. Namely, variation in tool production may be attributed to the Blackduck (which is hypothesized to be the parent tradition of the Ojibway), Moose River Cree, and Algonquin traditions (Pollock, 1975). Iroquoian speaking traditions may have also had an influence either by trade or by technology emulation. The most notable evidence of this is the discovery of 143 Iroquoian-like ceramic vessels found in the Lake Abitibi area (Guindon, 1991).

At the end of what archaeologists define as the Late Woodland period, early European contact resulted in extensive changes to traditions of most populations that inhabited northern Ontario.

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#### **4.1.2 POST-CONTACT PERIOD**

At the arrival of European explorers, the fur trade introduces the proto-contact period, followed by the post-contact period when more permanent European settlements were established. The French were the first Europeans to begin westward exploration from the Atlantic coast. Beginning in the early 1600s, exploration and trade focused primarily on the St. Lawrence River, the Three Rivers (Ottawa, St. Maurice, and Saguenay), what is now New York state, and southern Ontario south of Lake Nipissing (Innis, 2017). European influence preceded their presence in lands north of Lake Nipissing with Algonquin and Nipissing becoming early traders in the proto-historic period. However, as demand for beaver increased, beaver populations drastically reduced in the Three Rivers area. By 1635, beaver populations had been severely impacted, forcing the trade further into more remote areas (Innis, 2017).

The post-contact is generally considered to begin in Ontario in 1650 Common Era (CE); however, on a regional level this period truly begins following regular interaction between Indigenous populations and Euro-Canadians. The transition from the time before European influence and this regular contact has been termed the Proto-Historic, and is a period where European influence begins to appear on Indigenous sites (i.e., metal cookware, trade items, firearms) or when European-introduced disease begins to greatly impact Indigenous populations.

During this time, the Ojibwa continued to live in the area, particularly on Whitefish Island, who referred to the area as *Bawating* (place of the rapids). The Whitefish Island Site (Cdlc-3) is situated beside the rapids of the St. Mary's River and in one of the largest pre-contact and post-contact Indigenous sites in the upper Great Lakes (Conway, 1984). Current understanding of the archaeological material on the island is that it has been occupied since the Archaic period into the 19<sup>th</sup> Century and represents a seasonal site occupied in the Summer. When the Jesuits first arrived, the settlement was estimated to have around 200 inhabitants, but could grow to as many as 2,000 during the seasonal fish runs (Heath, 1988).

The first known European contact with the Indigenous peoples living around Sault Ste. Marie occurred in 1621-22 when Etienne Brule travelled to the area, reporting on the rapids of the St. Mary's River. It is possible that Brule travelled to Sault Ste. Marie during his 1617-1618 exploration of the Lake Huron area, but he did not keep detailed accounts of his journeys (Heath, 1988). Etienne Brule was a French *Truchement* (i.e., young Frenchman sent to live among the Indigenous to establish good relations and learn the language) who was sent by Champlain to live among the Algonquin in 1610 and became a valued interpreter and intermediary between the French and Indigenous peoples (Marsh, 2015).

Jean Nicolet is known to have traveled to the Sault Ste. Marie area in 1634, still in search of the fabled northwest passage (Heath, 1988). The next Euro-Canadians to travel to the area were Pierre-Esprit Radisson and Medard Chouart des Groseilliers, who were French explorers and fur traders who were known for opening up Lake Superior and Lake Michigan to the fur trade and Jesuit Missions. Their exploration of 1659 to 1660 took them through the St. Mary's River and circumnavigated Lake Superior. They were later imprisoned and heavily fined by the New France government for going on this journey without leave. The fallout from this treatment led to the founding of the Hudson's Bay Company after the two French fur traders approached the British in Boston with their knowledge gained from that journey (Canadian Museum of History, n.d.).

The Jesuits began to send delegations to the area to spread their doctrine. A permanent Mission was established in 1668 by Father Jacques Marquette on the south side of St. Mary's River. It is Father Marquette who renamed the area as Ste-Marie du Sault (Heath, 1988). Jesuit Missions and the expanding fur trade led to permanent European settlement in Ontario. As other Christian sects increased their efforts of converting the Indigenous peoples of the Upper Great Lakes, the Catholic and Episcopal missionaries began focusing on the Ojibwe between Thessalon and Batchewana Bay (Chute, 1998 p. 46) and a Catholic Mission was established in 1862 on Goulais Bay (Devlin, 2002 p. 270). The Goulais Mission's placement was near where an Ojibwe community was concentrated. Many Ojibwe gathered in Goulais Bay, Batchewana Bay, and the Sault rapids for fishing (Devlin, 2002 p. 271). Euro-Canadian commercial interests quickly established themselves on the lands and waters used by the Ojibwe. Commercial fishing, timber harvesting, and mining exploration punctuated the lands around Sault Ste. Marie (Devlin, 2002).

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## 4.2 ROBINSON-HURON TREATY (TREATY 61)

The Robinson-Huron Treaty (Treaty 61) was signed on September 9, 1850, in Sault Ste. Marie. The treaty was signed by a number of chiefs on behalf of several First Nations; Treaty Commissioner William Robinson signed on behalf of the Crown. As described in the treaty, the territory includes the land east of Georgian Bay and the northern shore of Lake Huron (Government of Ontario, 2022).

Anishnaabeg Chief Shingwaukonse (Little Pine) (1773-1854) was one of the signatories of the Robinson-Huron Treaty. Chief Shinguakonse was a veteran of the War of 1812, he was instrumental in the establishment of the Garden River First Nation (Government of Ontario, 2022).

Current communities in the area include Sault Ste. Marie, Kirkland Lake and North Bay.

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## 4.3 EURO-CANADIAN SETTLEMENT

### 4.3.1 ALGOMA DISTRICT

The district of Algoma was organized in 1858 and is situated north of Lake Huron and the St. Mary's River, with the district of Sudbury to the east, Cochrane to the north, and Thunder Bay to the west. Algoma consists of fourteen townships; however, Sault Ste. Marie is the only city in the district and was named the headquarters upon its organization (Mika & Mika, 1977, p. 39).

The region became the first area in Ontario to be accurately mapped, as it was heavily traversed during the height of the fur trade. The fur yields collected in the northwest area of the province moved through what would become Sault Ste. Marie, along the Micipicoten-James Bay route towards Hudson Bay. The area was also rich in minerals and, as early as 1665, copper was reported to be found and mining operations began not long after. In 1736, the first vessel to sail on the Great Lakes was built on the St. Mary's River at Point aux Pins and, in 1771, the first blast furnace was built in Ontario to smelt copper ore (Mika & Mika, 1977, p. 39).

Development within the district was aided by the completion of the American and Canadian locks at Sault Ste. Marie in 1885 and 1895 respectively. Additionally, the completion of the Canadian Pacific Railway line linking Sault Ste. Marie and Sudbury, and the construction of an international railway bridge between Ontario and America furthered development in Algoma (Mika & Mika, 1983, p. 40).

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### 4.3.2 TOWNSHIP OF KORAH

There was little settlement within Korah Township prior to 1850 with the exception of the construction of a shipbuilding yard within the Sault Ste. Marie area in 1727. The yard was built to support the fur trade and mining industry and was eventually taken over by Alexander Henry and Company to build ships for the Northwest Fur Trading Company. In the late 1840s, an officer with the Hudson's Bay Company began a mining operation within the township and a road was constructed northwesterly through Korah towards Goulais Bay (Moore, 1998, p. 6).

Korah was surveyed in 1859 by James Johnston; however, the site established for the village of Sault Ste. Marie had been surveyed earlier in 1846 (Mika & Mika, 1981). The early settlers in the area predominantly arrived by boat, and acquired land through the *Crown Land Act*, which stipulated that a house of a certain size must be built and a percentage of the property must be cleared in order for the final deed to be issued. In 1871, Korah Township became part of the Municipality of Sault Ste. Marie, which was made up of seven townships. Korah Township separated from the municipality in 1904 to form the town of Steelton; however, it amalgamated with the city of Sault Ste. Marie in 1965 (Moore, 1998, p. 8).

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### 4.3.3 CITY OF SAULT STE. MARIE

Sault Ste. Marie was initially surveyed in 1846, but by that time Sault Ste. Marie already had a population of approximately 500 people, primarily Hudson Bay Company staff and Indigenous peoples. In 1848, the first dock opened at the foot of Spring Street and the first lake steamer began regular passenger and freight service from Sault Ste. Marie to southern Georgian Bay. Euro-Canadians hoping to settle in Sault Ste. Marie were unable to purchase land until 1850, when the Robinson-Superior Treaty was signed, allowing the Crown to sell off parcels. Following the organization of the Algoma District in 1858, Sault Ste. Marie became the home of the district's headquarters, and by 1866 a courthouse and school had been established (Mika & Mika, 1983, p. 357).

As the fur trade industry declined, settlement in Sault Ste. Marie slowed; however, the discovery of copper and other valuable minerals in the area attracted settlers and, in 1887, Sault Ste. Marie was incorporated as a town. That same year, the Canadian Pacific Railway line was built from Sudbury and a bridge was constructed connecting Sault Ste. Marie with the United States. In 1895, the Ship Canal was opened, which formed part of the route from the Atlantic Ocean to the Great Lakes. Francis Hector Clergue arrived in Sault Ste. Marie in 1894, and soon constructed a power plant, paper and steel mills, and reopened the iron mines. He also established the Algoma Central Railway and the Algoma Steel Corporation, which eventually became one of the largest steel operations in Canada (Mika & Mika, 1983, p. 40).

By the turn of the twentieth century industrial development was growing. In 1912, Sault Ste. Marie was incorporated as a city and six years later, it was amalgamated with the town of Steelton. In 1965, following the amalgamation with Korah and Tarentorus Townships, the population of Sault Ste. Marie was approximately 82,000 (Mika & Mika, 1983, p. 358).

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### 4.3.4 HISTORICAL MAPPING REVIEW

The study area falls on parts of Sections 2-3, 19, 21-24, 27-28, and 33-35 within the Geographic Township of Korah. A review of historical mapping and aerial photography was undertaken to understand the changing landscape and built environment within the study area. To determine the presence of historical features, nineteenth century historical county maps and aerial photos were reviewed. While these maps and photographs were not the only visual sources consulted for the purposes of this study, they were determined to provide the best overview of land development in the study area. It should also be noted that the absence of structures or other features shown on the historical maps does not preclude their presence on these properties.

The Plan of the town of Sault Ste. Marie (Whitney, 1855) was reviewed a part of this Cultural Heritage Report, the study area however is not included on the 1855 map as it is outside of the boundaries of the town.

A nineteenth century map of the townships of Korah and Awengé indicates that lands within the study area were subdivided and original concession roads including Allen's Side Road, Third Line West and Base Line are identified on the map. The village of Sault Ste. Marie, a Hudson's Bay Post and lands owned by the Hudson's Bay are also depicted on the map, east of the study area (Figure 3). As Sault Ste. Marie was incorporated as a town in 1887, it is likely that the map of the townships of Korah and Awengé pre-dates 1887 given reference to the settlement area as a "village".

To gain a better understanding of the more recent land use of the study area, aerial imagery from 1957 was reviewed, made available by Trent University (University of Trent, n.d.). In 1954, the surrounding landscape was largely cleared and under use for agricultural purposes. Residential developments are clustered to the east within the city of Sault Ste. Marie. The present-day Algoma Steel Plant is located within the southern portion of the study area, which has been heavily disturbed. Additionally, the Canadian National Railway Line that had been built in 1887 extends through the central portion of the study area in a north-south direction (Figure 4).

## 5 EXISTING CONDITIONS

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### 5.1 PROPERTY VISITS

Property visits were conducted via publicly accessible lands on June 20 and 21, 2022, by Emily Game, Cultural Heritage Specialist, to record the existing conditions of the study area. The field review was preceded by a review of available historical and current aerial photographs and maps. These photographs and maps were reviewed for any potential BHRs and CHLs that may be extant in the study area. The existing conditions of the study area are described below. Four BHRs were identified and are presented in Table 5-1 in Section 5. Mapping of these BHRs is presented in Figure 5 and Figures 5A to 5D.

### 5.2 DESCRIPTION OF EXISTING CONDITIONS

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The Hydro One Third Line Station is located in the northeast portion of the study area (Photograph 1). The station is located on the western edge of an industrial area, characterized by low-rise buildings with large surface parking lots. Continuing west, the route common to all elements crosses Old Goulais Bay Road, Peoples Road, the Algoma Central Railway corridor, Moss Road, and Goulais Avenue. The lands within this segment of the Common Elements Route are heavily forested, with low-density dwellings scattered along the aforementioned roads (Photographs 2 to 4).

Between Third Line West and Second Line West, Allen's Side Road consists of a rural, two-laned paved road with deep ditches and narrow shoulders. The houses along this portion of Allen's Side Road have a deep setback and are generally sited on large lots; the structures range in height from one to one-and-a-



half storeys. The majority of Allen's Side Road between Second Line West and Wallace Terrace is heavily forested (Photographs 5 to 7).

Within the study area, Wallace Terrace consists of a two-lane paved road with residential dwellings ranging from one to one-and-a-half storeys on the north side; sidewalks are also present on the north side. With the exception of an industrial building at the intersection of Wallace Terrace and Laurier Avenue and a City facility building (sewage pumping station) located at 800 Young Street, the south side of Wallace Terrace is forested and vacant (Photographs 8 to 12).

The lands east of Allen's Side Road and south of Yates Avenue are currently under commercial and industrial uses. The structures within this area consist of low-rise buildings with large surface parking locates and yards for material storage (Photograph 13).

The lands south of Base Line are dominated by Algoma Steel Inc. and associated buildings. A large slag storage area is located west of Goulais Avenue and south of Base Line, several Algoma Steel Inc. buildings, including the Transportation Building, No. 7 Blast Furnace, Algoma Administration building and Lake Superior Power are located south of Base Line between Goulais Avenue and Carmen's Way (Photographs 14 to 16).



**Photograph 1: Hydro One station on Third Line**



**Photograph 2: Example of modern dwelling on Old Goulais Bay Road**



**Photograph 3: Algoma Central Railway crossing at Moss Road**



**Photograph 4: Example of modern dwelling on Moss Road**



**Photograph 5: Example of modern dwelling on Allen's Side Road**



**Photograph 6: Modern townhouse complex at Allen's Side Road and Third Line West**



**Photograph 7: Industrial building at Allen's Side Road and Third Line West**



**Photograph 8: Example of modern dwelling on Wallace Terrace**





**Photograph 9: Example of modern dwelling on Wallace Terrace**



**Photograph 10: Forested area on south side of Wallace Terrace**



**Photograph 11: Industrial building at the intersection of Wallace Terrace and Laurier Avenue**



**Photograph 12: City facility at 800 Young Street**



**Photograph 13: Industrial building on Yates Avenue**



**Photograph 14: Slag storage south of Base Line**



Photograph 15: Algoma stores facility south of Korah Road at Lyons Avenue



Photograph 16: Algoma facility west of Goulais Avenue

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## 5.3 PREVIOUS CULTURAL HERITAGE ASSESSMENTS

No previous cultural heritage assessments have been completed within the Project study area.



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## 5.4 IDENTIFIED CULTURAL HERITAGE RESOURCES



Background research and a field visit were completed to identify known and potential BHRs and CHLs located within the study areas as described in Section 3. In addition, a review was conducted to determine previously identified heritage resources documented within the study area, including listed (registered non-designated) and designated properties, HCDs and known CHLs. This included a review of the city of Sault Ste. Marie's Heritage Properties.

Potential heritage resources were identified through the high-level application of the criteria identified in the MTCS' *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes*. As a result of this review, four BHRs have been identified within the study area. See **Table 5-1** on the following page for a description of the heritage resources and Appendix A - Figure 5 and Figures 5A to 5D, for an illustration of their location within the study area.

Table 5-1: Identified BHRs with Known or Potential CHVI

BHR #	RESOURCE TYPE	LOCATION	HERITAGE RECOGNITION	DESCRIPTION ON KNOWN OR POTENTIAL CHVI	PHOTOGRAPH
BHR-1	Place of Worship / residence	585 Allen's Side Road	Identified during field review	<p>The church on the property appears to have been constructed in two phases. The rear portion of the church has a cross-shaped plan with north and south facing transepts. The front portion of the church appears to be a later addition. It features a combination roof with a spire. The façade is symmetrical, with three bays. The church is sited on a raised concrete foundation and is clad in a combination of horizontal siding and stone.</p> <p>The dwelling on the property is located south of the Christ Church. It consists of a one-and-a-half storey dwelling, clad in brick and horizontal siding. The dwelling features an end-gable roof with a gambrel roof and a large, front-facing shed roof dormer. The three-bay façade is symmetrical, with a centrally placed door flanked by two rectangular windows.</p> <p>The house and church are located on the west side of Allen's Side Road, south of Palomino Drive.</p>	
BHR-2	Place of Worship	1074 Second Line West	Identified during field review	<p>The Bethany Baptist Church is located north of Second Line West and west of Allen's Side Road. The church has an irregular plan and ranges in height from one to two-storeys. The church is clad in brick.</p>	



BHR #	RESOURCE TYPE	LOCATION	HERITAGE RECOGNITION	DESCRIPTION ON KNOWN OR POTENTIAL CHVI	PHOTOGRAPH
BHR-3	Barn	1015 Third Line West	Identified during field review	The barn on the subject property appears to be a vernacular Central Ontario bank barn. It is clad in board and batten with a raised foundation. The barn, built to a rectangular plan with a medium pitched side gable roof, is built into the natural slope of the lot.	
BHR-4	Residence	202 Allen's Side Road	Identified during field review	A one-and-a-half storey Suburban Villa or Farmhouse located on a large lot, south of Wallace Terrace and east of Allen's Side Rad. The house has an L-shaped plan with an intersecting roof. The house has a relatively deep setback with its main façade oriented towards Allen's Side Road. The house is clad in stucco; the roof is clad in metal.	

## 6 PRELIMINARY IMPACT ASSESSMENT

To establish potential impacts, identified BHRs and CHLs were considered against a range of possible impacts as outlined in the MTCS' *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (2017) (see Section 1.2 for a full description of impacts).

Where any BHRs and CHLs may experience direct or indirect impacts, appropriate mitigation measures will be developed. If appropriate, this may require the completion of a CHER to identify the property's CHVI and heritage attributes if the property's heritage attributes have yet to be defined. For properties that have been subject to a CHER or their CHVI has otherwise been defined, an HIA may be required to determine appropriate mitigation measures.

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### 6.1 PRELIMINARY IMPACTS ON CULTURAL HERITAGE RESOURCES

This section provides a preliminary assessment of the potential adverse affects that may result from the Project' preferred alternatives. The conservation of BHRs and CHLs in planning is considered to be a matter of public interest. Changes to infrastructure have the potential to adversely affect BHRs and CHLs by displacement and/or disruption during and after construction. These heritage resources may experience displacement (i.e., removal) if they are located within the footprint of the undertaking. There may also be potential for disruption or indirect impacts to BHRs and CHLs by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and/or setting.

Methods of minimizing or avoiding a negative impact on a BHR or CHL include, but are not limited to:

- Alternative development approaches;
- Isolating development and site alteration from significant built and natural features and vistas;
- Design guidelines that harmonize mass, setback, setting and materials;
- Limiting height and density;
- Allowing only compatible infill and additions;
- Reversible alterations;
- Buffer zones, site plan control and other planning mechanisms;
- Recommendations for additional studies, including CHERs, HIAs and Strategic Conservation Plans; and,
- Alterations to project design during construction planning and project controls (i.e., vibration reduction, dust suppression or other measures).

**Table 6-1** considers the potential impacts of the improvements on known or potential BHRs and CHLs. The study areas for the project were reviewed to assess impacts to identified heritage resources (Figure 5 and Figure 5A to 5D, Appendix A).

**Table 6-1: Impacts and Preliminary Mitigation Strategies for BHRs and CHLs**

<b>BHR or CHL #</b>	<b>Address</b>	<b>Route</b>	<b>Type and Description of Potential/Anticipated Impact(s)</b>	<b>Mitigation Measures</b>
BHR-1	585 Allen's Side Road	Within Route Option A study area	<b>Impact: None</b>  BHR-1 is not located within the Route Option D, which is the preferred alternative.	No mitigation measures required.
BHR-2	1074 Second Line West	Within Route Option A study area and adjacent to Route Option B	<b>Impact: None</b>  BHR-1 is not located within the Route Option D, which is the preferred alternative.	No mitigation measures required.
BHR-3	1015 Third Line West	Within Route Option A study area	<b>Impact: None</b>  Construction of the 230-kV line is sufficiently setback from BHR-3 that there will be no vibration impacts or impacts to the heritage attributes of the resource.	No mitigation measures required.
BHR-4	202 Allen's Side Road	Within Route Options A, B and D study areas and adjacent to Route Option C and the southern portion of the common elements route.	<b>Impact: Indirect</b>  There is a potential for indirect impacts due to the proximity of construction equipment to the property.	Mitigation measures should be undertaken during construction; staging areas for materials and equipment, as well as construction site parking areas, should be strategically located well away from subject property and any mature trees / vegetation to reduce any accidental damage.

## 7 CONCLUSIONS

This Cultural Heritage Report identifies potential BHRs and provides a preliminary impact assessment to identify negative impacts and preliminary mitigation recommendations.

The following provides a summary of the assessment results:

- Four BHRs (BHR-1 to BHR-4) were identified during the field review within the study area;
- One BHR (BHR-4) may be indirectly impacted by the proximity of construction equipment.

## 8 RECOMMENDATIONS

This Cultural Heritage Report has resulted in the following recommendations:

- 4 Staging and construction activities should be appropriately located and/or planned to avoid impacts to BHR-4 (220 Allen's Side Road).
- 5 Vibration studies are recommended for BHR-4. The study should be prepared by a qualified engineer to determine the maximum acceptable vibration levels and the zone of influence of the construction area in order to mitigate any negative impacts to the heritage attributes of the resource.
- 6 Should future work require expansion of the existing study area, or there is a change in the preferred alternative, a qualified heritage consultant should be contacted to confirm the impacts of the proposed work on known or potential BHRs and CHLs.

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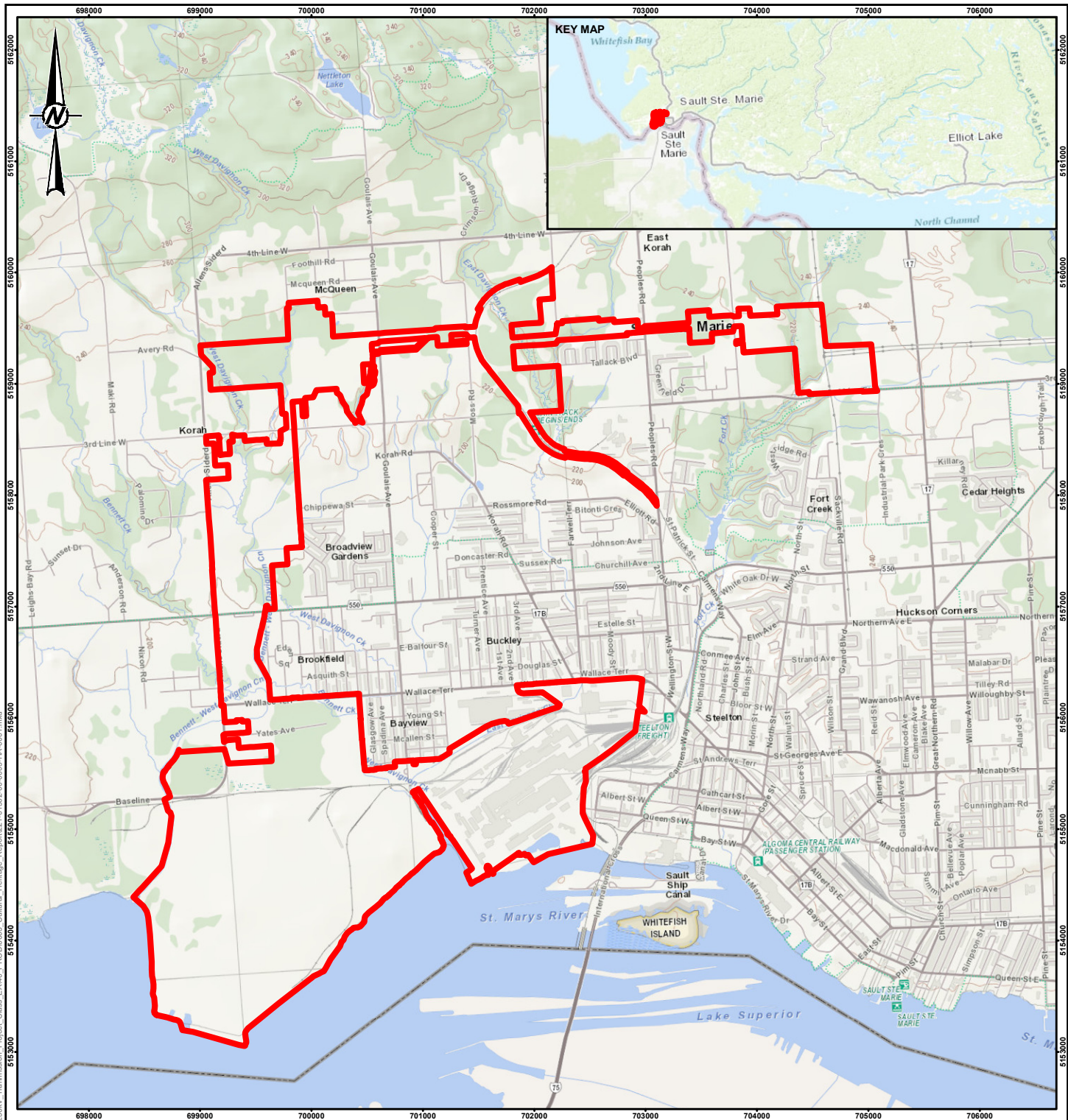
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# APPENDIX

## A FIGURES



#### LEGEND

STUDY AREA

#### NOTE(S)

1. ALL LOCATIONS ARE APPROXIMATE

#### REFERENCE(S)

1. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, INTERMAP, INCREMENT P CORP., GEBCO, USGS, FAO, NPS, NRCAN, GEOBASE, IGN, KADASTER NL, ORDANCE SURVEY, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY  
2. PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83  
COORDINATE SYSTEM: UTM ZONE 16 VERTICAL DATUM: CGVD28

#### CLIENT

PUC TRANSMISSION LP

#### PROJECT

CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, 230 KV TRANSMISSION PROJECT CLASS ENVIRONMENTAL ASSESSMENT

#### TITLE

PROJECT LOCATION

#### CONSULTANT

**wsp GOLDER**

YYYY-MM-DD 2022-07-26

DESIGNED EG

PREPARED BR

REVIEWED ---

APPROVED ---

PROJECT NO.

221-01502-00

CONTROL

0003

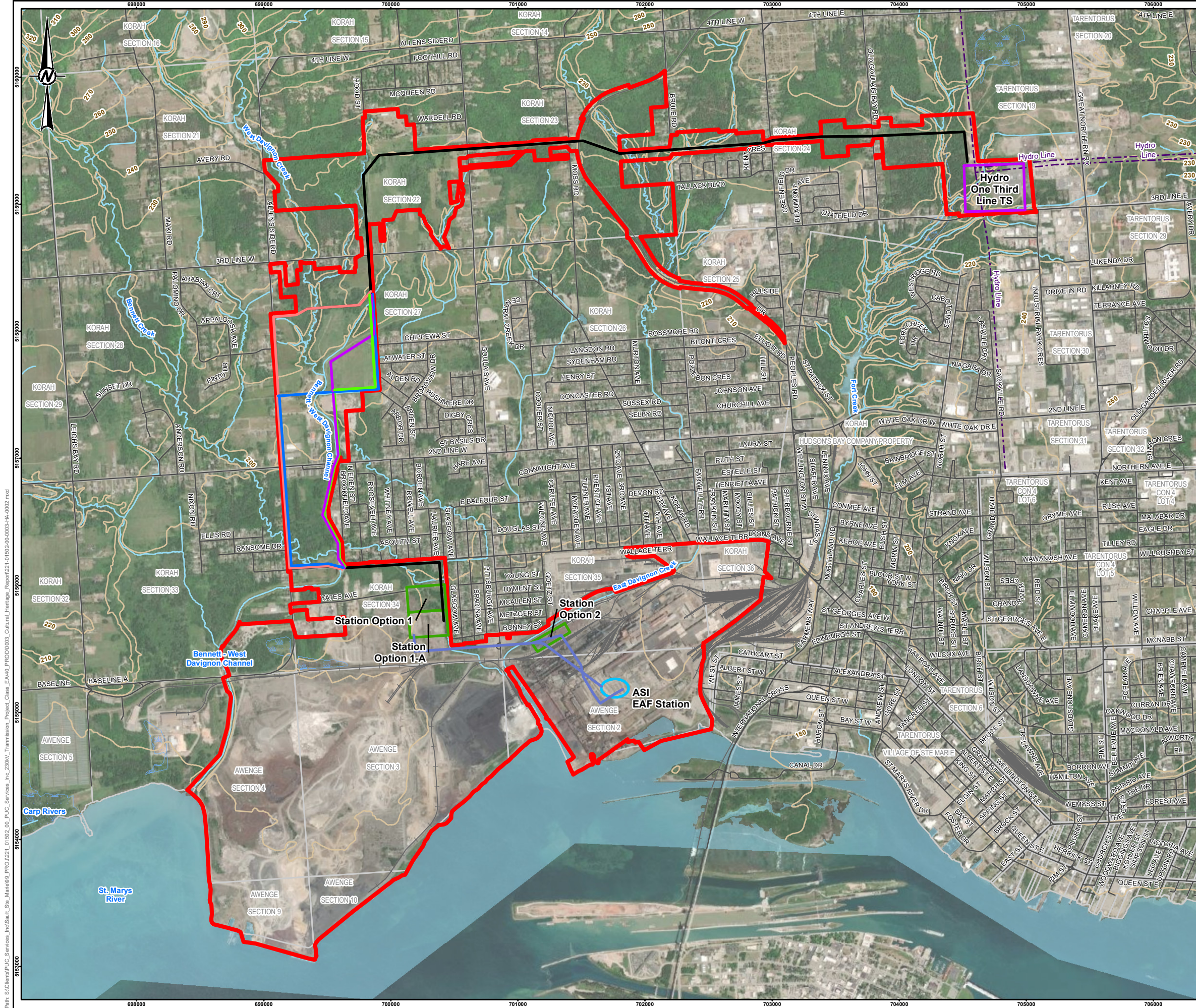
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FIGURE

1





**LEGEND**

- ROUTE OPTION A
- ROUTE OPTION B
- ROUTE OPTION C
- ROUTE OPTION D
- 230 kV COMMON ELEMENT ROUTE
- 115 kV COMMON ELEMENT ROUTE
- NEW PUC STATION OPTION
- ALGOMA STEEL INC. (ASI) ELECTRIC ARC FURNACE (EAF) STATION
- HYDRO ONE THIRD LINE TRANSFORMER STATION (TS)
- STUDY AREA
- ROADWAY
- RAILROAD
- UTILITY LINE
- TOPOGRAPHIC CONTOUR, METRES
- WATERCOURSE
- WATERBODY
- WETLAND
- TOWNSHIP, CONCESSION AND LOT

**NOTE(S)**

1. ALL LOCATIONS ARE APPROXIMATE

**REFERENCE(S)**

1. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2022

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3. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 16, VERTICAL DATUM: CGVD28

0 250 500 1,000  
1:30,000 METRES

CLIENT  
PUC TRANSMISSION LP

PROJECT  
CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, 230 KV TRANSMISSION PROJECT CLASS ENVIRONMENTAL ASSESSMENT

TITLE  
**STUDY AREA**

CONSULTANT	YYYY-MM-DD	2022-07-26
DESIGNED	EG	
PREPARED	BR	
REVIEWED	----	
APPROVED	----	

PROJECT No. 221-01502-00 CONTROL 0003 REV. A

FIGURE 2

28mm

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM:







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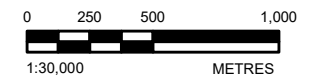
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NOTE(S)

1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)


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2. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 16, VERTICAL DATUM: CGVD28



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PROJECT  
CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND  
PRELIMINARY IMPACT ASSESSMENT, 230 KV TRANSMISSION  
PROJECT CLASS ENVIRONMENTAL ASSESSMENT

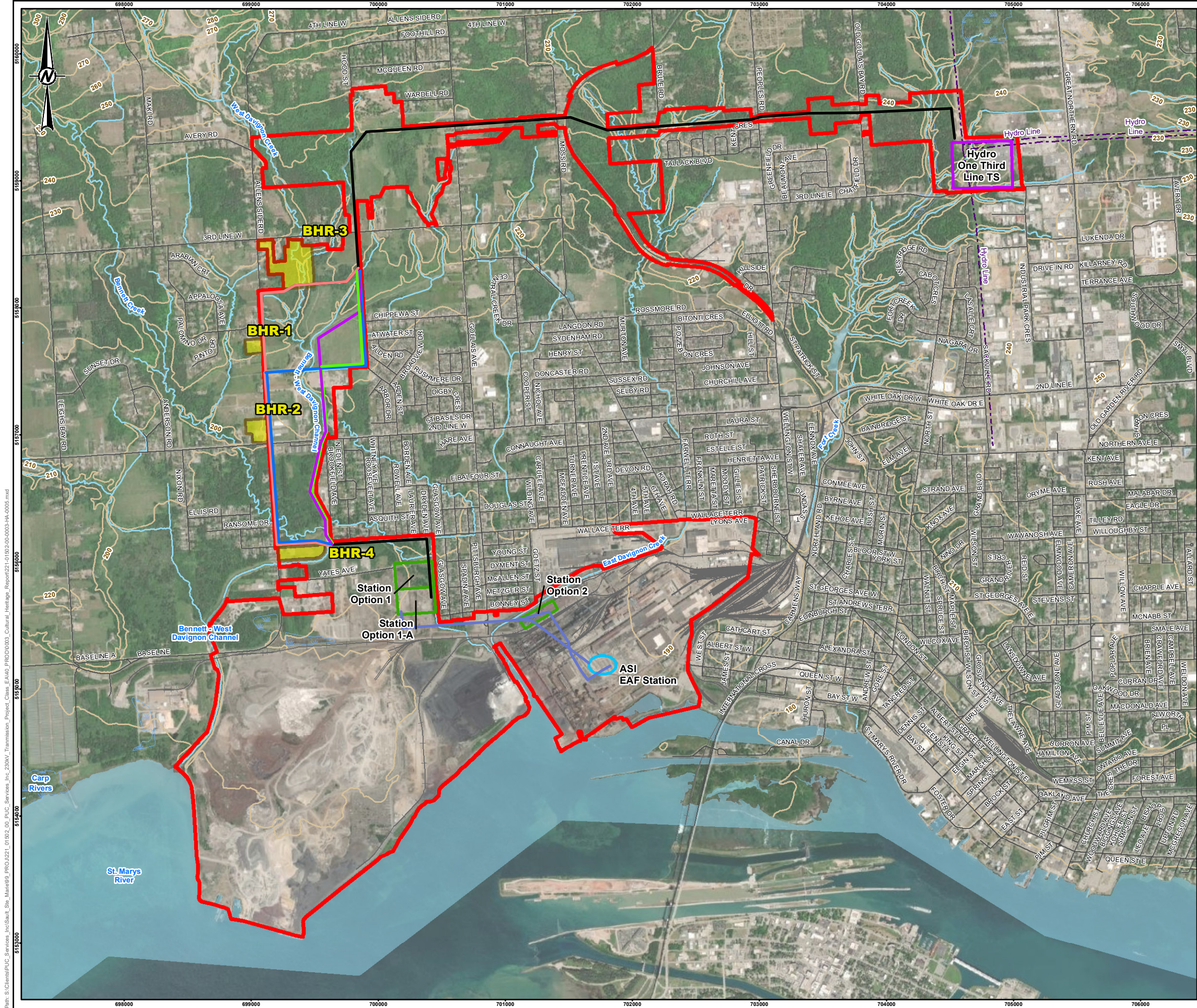
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	DESIGNED	EG	
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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM:  
28mm





**LEGEND**

IDENTIFIED DURING FIELD REVIEW

**BHR - LOCATION**

BHR-1 - 585 ALLENS SIDE ROAD

BHR-2 - 1074 SECOND LINE WEST

BHR-3 - 1015 THIRD LINE WEST

BHR-4 - 202 ALLENS SIDE ROAD

ROUTE OPTION A

ROUTE OPTION B

ROUTE OPTION C

ROUTE OPTION D

230 kV COMMON ELEMENT ROUTE

115 kV COMMON ELEMENT ROUTE

NEW PUC STATION OPTION

ALGOMA STEEL INC. (ASI) ELECTRIC ARC FURANCE (EAF) STATION

HYDRO ONE THIRD LINE TRANSFORMER STATION (TS)

STUDY AREA

ROADWAY

RAILROAD

UTILITY LINE

TOPOGRAPHIC CONTOUR, METRES

WATERCOURSE

WATERBODY

WETLAND

**NOTE(S)**

1. ALL LOCATIONS ARE APPROXIMATE

**REFERENCE(S)**

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3. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 16, VERTICAL DATUM: CGVD28

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METRES

CLIENT

PUC TRANSMISSION LP

PROJECT

CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, 230 KV TRANSMISSION PROJECT CLASS ENVIRONMENTAL ASSESSMENT

TITLE

LOCATION OF BUILT HERITAGE RESOURCES

CONSULTANT

YYYY-MM-DD

2022-07-26

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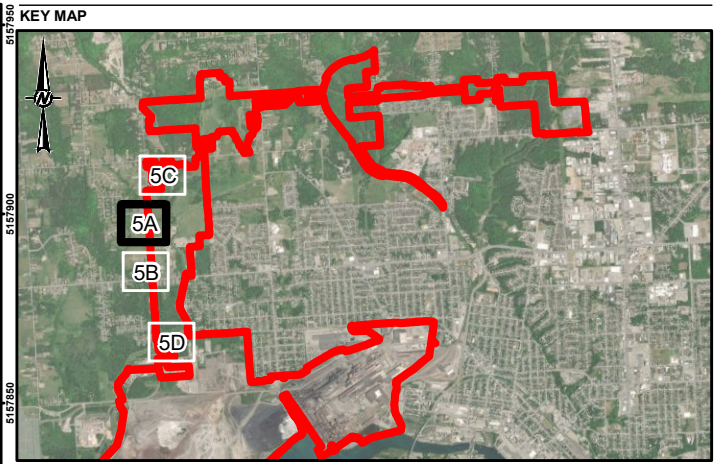
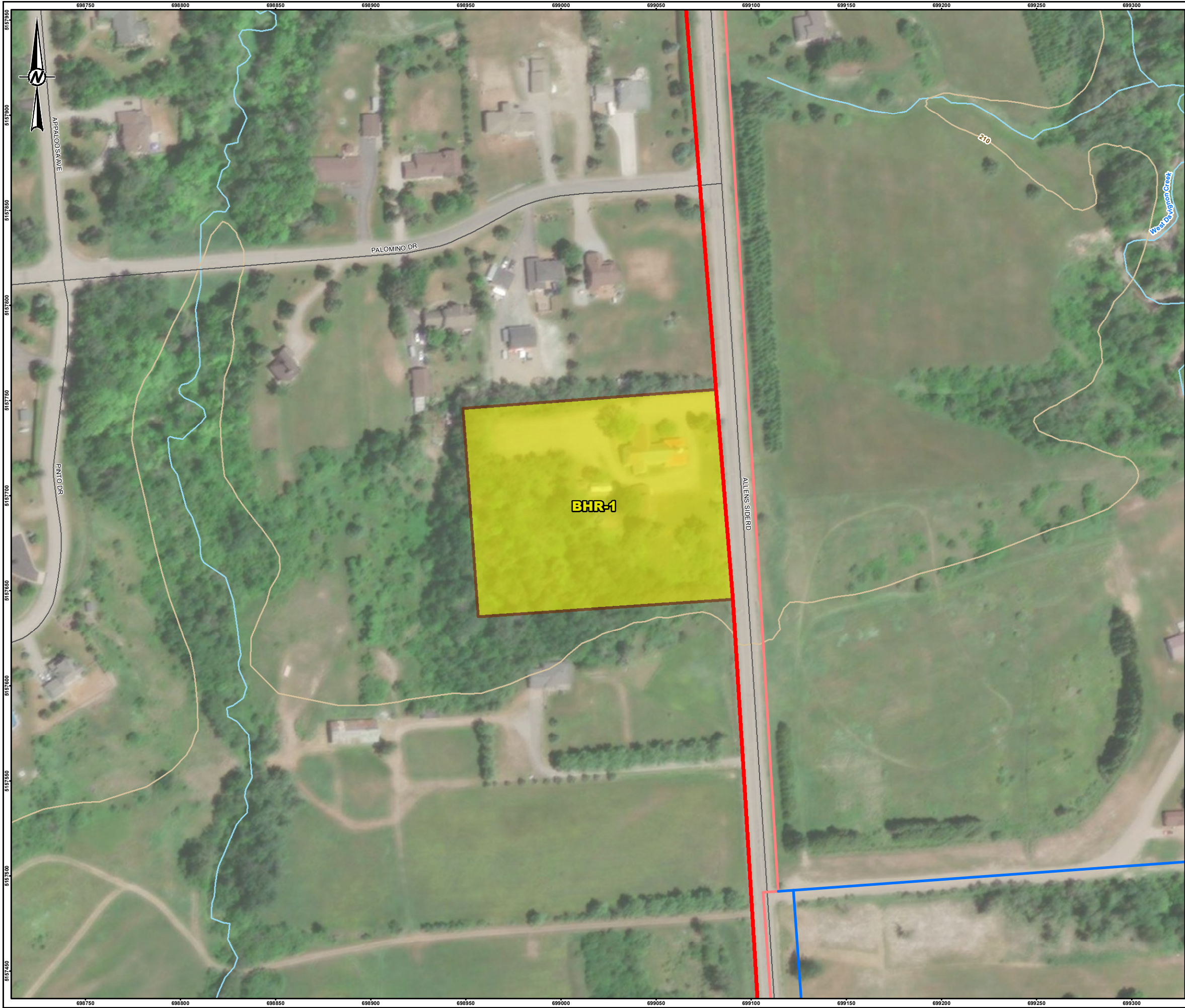
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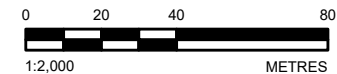
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LEGEND

- IDENTIFIED DURING FIELD REVIEW
- BHR - LOCATION
- BHR-1 - 585 ALLENS SIDE ROAD
- ROUTE OPTION A
- ROUTE OPTION B
- STUDY AREA
- ROADWAY
- TOPOGRAPHIC CONTOUR, METRES
- WATERCOURSE

NOTE(S)  
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)  
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3. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 16, VERTICAL DATUM: CGVD28



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PROJECT  
CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, 230 KV TRANSMISSION PROJECT CLASS ENVIRONMENTAL ASSESSMENT

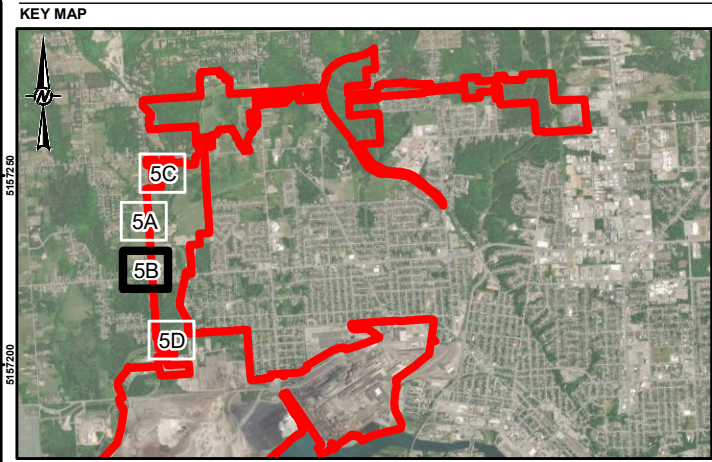
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CONSULTANT	YYYY-MM-DD	2022-07-26
DESIGNED	EG	
PREPARED	BR	
REVIEWED	----	
APPROVED	----	

PROJECT No. 221-01502-00 CONTROL 0003 REV. A FIGURE 5A

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- LEGEND**
- IDENTIFIED DURING FIELD REVIEW
  - BHR - LOCATION**  
BHR-2 - 1074 SECOND LINE WEST
  - ROUTE OPTION A
  - ROUTE OPTION B
  - STUDY AREA
  - ROADWAY
  - TOPOGRAPHIC CONTOUR, METRES
  - WATERCOURSE

**NOTE(S)**  
1. ALL LOCATIONS ARE APPROXIMATE

**REFERENCE(S)**  
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PROJECT  
CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, 230 KV TRANSMISSION PROJECT CLASS ENVIRONMENTAL ASSESSMENT

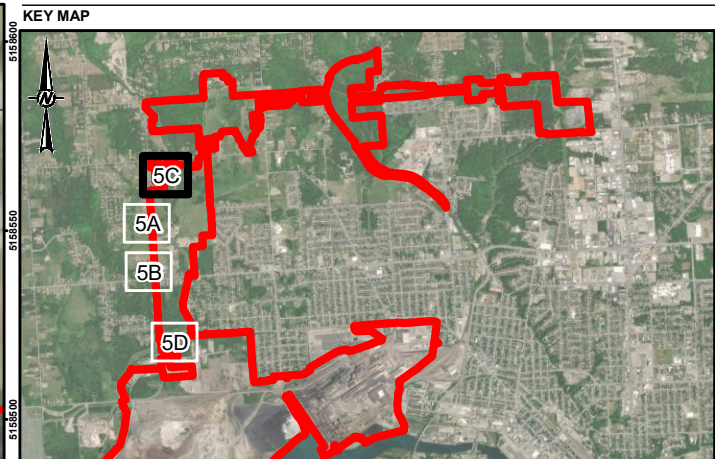
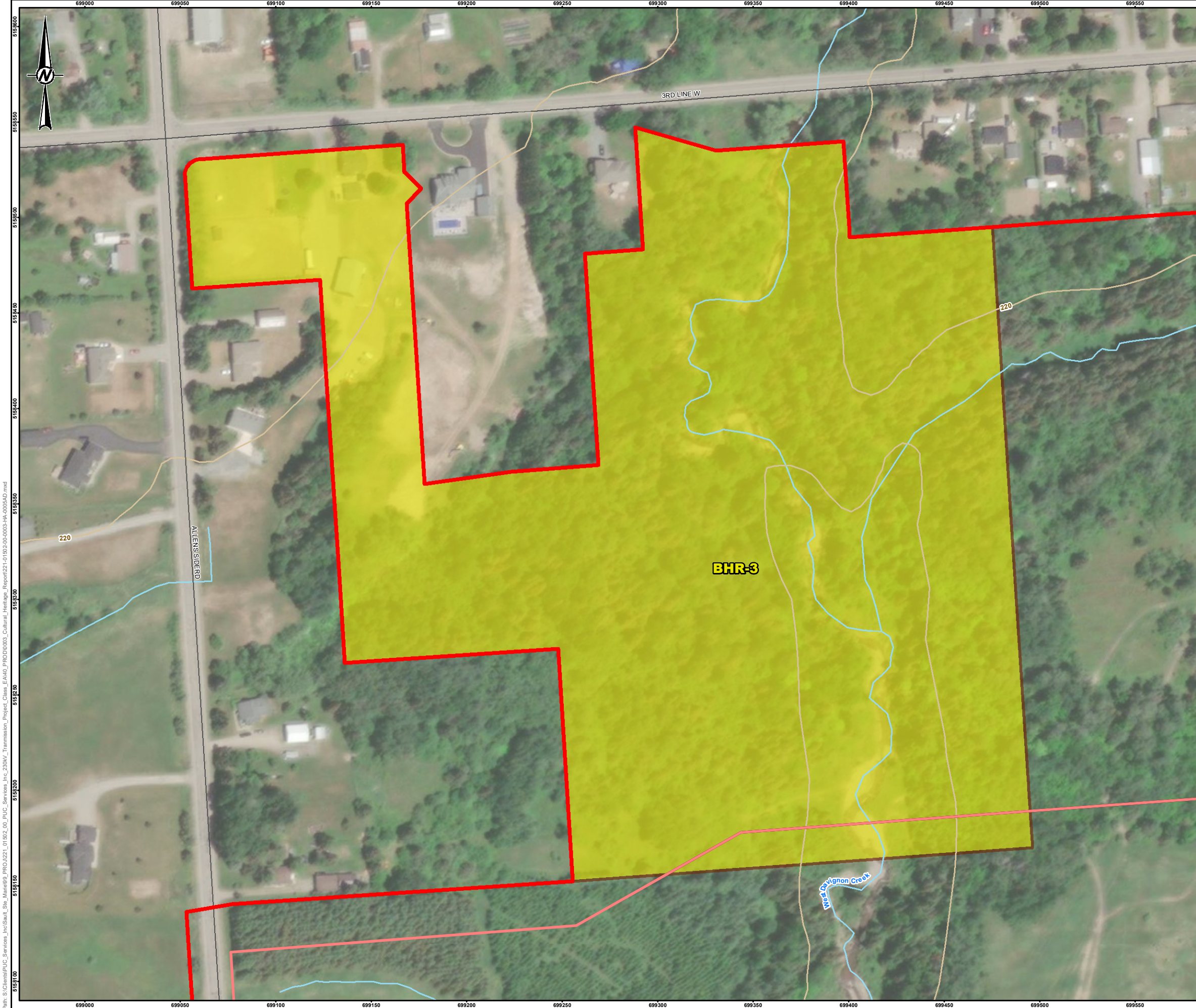
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PROJECT No.	CONTROL	REV.	FIGURE
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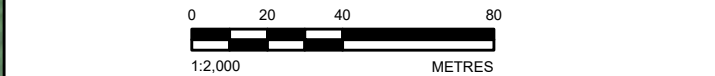
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#### LEGEND

- IDENTIFIED DURING FIELD REVIEW
- BHR - LOCATION
- BHR-3 - 1015 THIRD LINE WEST
- ROUTE OPTION A
- 230 kV COMMON ELEMENT ROUTE
- STUDY AREA
- ROADWAY
- TOPOGRAPHIC CONTOUR, METRES
- WATERCOURSE

**NOTE(S)**  
1. ALL LOCATIONS ARE APPROXIMATE

**REFERENCE(S)**  
1. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2022  
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PUC TRANSMISSION LP

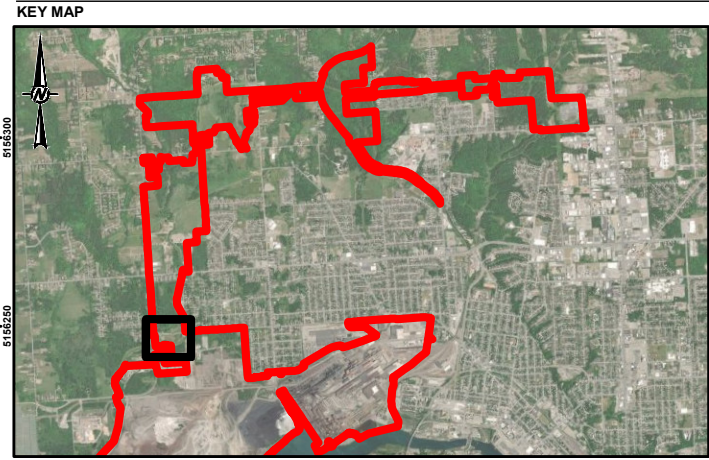
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CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, 230 KV TRANSMISSION PROJECT CLASS ENVIRONMENTAL ASSESSMENT

TITLE  
LOCATION OF BUILT HERITAGE RESOURCES (1015 THIRD LINE WEST)

CONSULTANT	YYYY-MM-DD	2022-07-26
DESIGNED	EG	
PREPARED	BR	
REVIEWED	----	
APPROVED	----	

PROJECT No. 221-01502-00 CONTROL 0003 REV. A FIGURE 5C





**LEGEND**

IDENTIFIED DURING FIELD REVIEW

**BHR - LOCATION**

BHR-4 - 202 ALLENS SIDE ROAD

ROUTE OPTION D

230 KV COMMON ELEMENT ROUTE

STUDY AREA

ROADWAY

WATERCOURSE

**NOTE(S)**

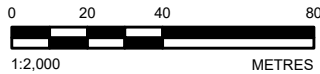
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**REFERENCE(S)**

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2. SERVICE LAYER CREDITS: SOURCE: ESRI, MAXAR, EARTHSTAR GEOGRAPHICS, AND THE GIS USER COMMUNITY

3. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 16, VERTICAL DATUM: CGVD28



**CLIENT**

PUC TRANSMISSION LP

**PROJECT**

CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, 230 KV TRANSMISSION PROJECT CLASS ENVIRONMENTAL ASSESSMENT

**TITLE**

LOCATION OF BUILT HERITAGE RESOURCES (202 ALLENS SIDE ROAD)

CONSULTANT	YYYY-MM-DD	2022-09-12
	DESIGNED	EG
	PREPARED	BR
	REVIEWED	----
	APPROVED	----

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