

APPENDIX H – CULTURAL HERITAGE RESOURCE ASSESSMENT REPORT

Northwest Archaeological Assessments Ltd.

Andrew Hinshelwood, PhD, CAHP | Cultural Heritage Consultant | Consulting Archaeologist

(807) 252-1251

hinshelwoodandrew@gmail.com

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Re: Cultural Heritage Resource Assessment Report draft summary, three proposed rest stop areas, Highway 17, Township of Opatatika and Township of Val Rita-Harty, District of Cochrane, Ontario (GWP 5133-22-00)

Purpose of the Report

Egis Group Ltd. has been engaged by Ministry of Transportation Ontario (MTO) to provide Total Project Management for Preliminary Design, Detail Design and Class Environmental Assessment for five new Highway Rest Centres in northeastern Ontario. The five rest centres proposed will be located near five communities, specifically:

GWP 5133-22-00	Highway 11 Opatatika/Kapuskasing
GWP 5134-22-00	Highway 17 White River
GWP 5135-22-00	Highway 17 Wawa
GWP 5136-22-00	Highway 17/519 Dubreuilville
GWP 5137-22-00	Highway 101/17 Chapleau

As part of this work, Egis Group are responsible to prepare Cultural Heritage Resource Assessment Reports (CHRARs) for each of the proposed sites to fulfil the technical requirements of the *Standards and Guidelines for Conservation of Provincial Heritage Properties (S&Gs)*. For this, Egis Group has retained Northwest Archaeological Assessments (Andrew Hinshelwood, PhD, CAHP) to complete the CHRARs. Each report identifies and documents known or potential Built Heritage Resources and Cultural Heritage Landscapes within and adjacent to the study areas and provides a preliminary impact assessment for each preliminary rest area design.

This report concerns **GWP 5133-22-00, Highway 11 Opatatika/Kapuskasing**. Three potential rest stop areas have been identified. These have been numbered Kap 1, Kap 2 and Kap 3 for the purpose of this report (Map 1). Kap 1 is located on the north side of Highway 11 within the Township of Opatatika approximately one kilometre east of the Opatatika River. Kap 2 is located on the north side of Highway 11 within the Township of Opatatika, about five kilometres east of the Opatatika River. Kap 3 is located on the north side of Highway 11 in the Township of Val Rita-Harty about 500 metres west of Solomon Creek. Each property is rectilinear in shape, and are currently greenfield properties with mature, second growth conifer mixedwood forest cover.

Objectives of the report

Built heritage resources and/or cultural heritage landscapes may experience adverse impact if they conflict with development. Impacts to heritage resources arise through alteration of one or more key heritage attributes, especially alterations that compromise or diminish heritage value. There may also be indirect

impacts to heritage resources resulting from the introduction of physical, visual, audible, or atmospheric elements that are not in keeping with their character and/or setting. In addition, development outcomes may include isolating the cultural heritage resources when development changes conditions such as road access, viewscape, ambient noise levels, and so forth. For built heritage, isolation arising from revised access can lead to demolition due to neglect and/or vandalism.

The principal objectives of this CHRAR are to:

- provide a historical summary of the development and land use of the study area
- conduct a field survey of the study area
- identify known or potential cultural heritage landscapes and built heritage resources
- relate known or potential cultural heritage landscapes and built heritage resources to major historical themes
- identify potential impacts from development to known or potential cultural heritage landscapes and built heritage resources
- make general mitigation recommendations respecting the proposed endeavour.

A brief field review of the study area was completed in October, 2024. The review included a “windshield” survey of the study area, and limited pedestrian survey of the proposed rest stop locations, to confirm observations of ground conditions and heritage resources.

Cultural Heritage Resources

Policy Context

To be completed for the final report.

MTO direction

MCM direction

Assessment Methodology

Northwest Archaeological Assessments Ltd. was retained to undertake a cultural heritage resource survey of the built heritage and cultural heritage landscapes within proposed rest stop areas in or proximate to Wawa, Ontario. The project is proceeding under the direction of the ***Class EA for Provincial Transportation Facilities***.

To support the assessment, the following tasks were completed or are underway:

- Review of available historical information to determine major historical themes for the study area.
- Review of available topographic mapping to determine potential cultural heritage landscape features.
- Survey of lands associated with the potential rest stops
- Identify cultural heritage landscapes and built heritage resources within the study area through analysis of historical themes, mapping, and site review

- Identify the sensitivity of heritage resources to changes introduced by the proposed work
- Develop mitigation recommendations.

Heritage Recognition

Identified built heritage resources and cultural heritage landscapes will be reviewed against existing municipal heritage designations to determine if the properties have designations in place or pending.

Identified built heritage resources and cultural heritage landscapes will also be reviewed with the Ministry of Citizenship and Multiculturalism (MCM) to ensure that no cultural heritage resources designated under Part IV of the Ontario Heritage Act are present on the subject properties.

Historical Summary

To be completed for the final report.

Identification of Cultural Heritage Landscapes and Built Heritage Resources

Description of the Existing Environment

The area along Highway 11 between Kapuskasing and Opasatika is part of an extensive clay plain, punctuated by areas of ground moraine, peaty organic terrain, and, to a lesser extent, glaciofluvial outwash deposits and bedrock exposures. Overall relief in the area is low.

Description of Identified Cultural Heritage Resources

Historic plaques

A number of historic or commemorative plaques are present near the subject properties.

Archaeological and Historic Sites Board, Department of Public Records and Archives of Ontario plaque entitled "Kapuskasing – Garden City and Model Town" is located at the Welcome Centre in Kapuskasing, Ontario. The plaque text describes the importance of the town of Kapuskasing as an example of the 19th century Garden City and City Beautiful town planning movements.

Archaeological and Historic Sites Board, Department of Public Records and Archives of Ontario plaque entitled "The Founding of Kapuskasing" is located at the Ron Morel Memorial Museum in Kapuskasing, Ontario. The plaque text describes the relationship of the town to the 1911 arrival of the transcontinental railway, the establishment of a prisoner of war camp during the First World War, and the role of agriculture and forestry in the town's development.

Archaeological and Historic Sites Board, Department of Public Records and Archives of Ontario plaque entitled "Kapuskasing Internment Camp 1914-1920" is located at the Ron Morel Memorial Museum in Kapuskasing, Ontario. The plaque text describes the establishment and purpose of the camp in detaining recent immigrants, political radicals, and prisoners of war.

Description of Individual Properties

Windshield and pedestrian survey of the subject properties was completed in October, 2024. Weather during the survey was overcast, with occasional rainfall and temperatures between 5° and 10°C. The

purpose of the survey was to examine each candidate property in enough detail to determine the presence of any extant built heritage resources, or landscape features indication cultural heritage landscape presence.

A brief description and photograph of each property (Maps 2 to 4) is included in Table 1.

As no built heritage resources or cultural heritage landscapes were indicated in background research, or identified during fieldwork, the table does not include information on heritage resource category, type, location, description, digital photograph, or heritage recognition.

No structures were noted on the proposed rest stop areas, and no built heritage resources are present. No visible features suggesting the subject properties are part of a cultural heritage landscape were noted in fieldwork. It remains possible that cultural heritage landscape values overlap with one or more of the subject properties. Research is ongoing, and new information will be brought forward in a final report.

Kap 1 (Map 2): Discussion

Proposed rest stop Kap 1 is a greenfield (forested) area adjacent to the north side of Highway 11. The subject property is approximately one kilometre east of Opasatika River. The proposed rest area is situated across the highway from the northern railway operated by Canadian National Railway (CN), with some traffic operated by Ontario Northland also observed. Towards the eastern end of Kap 1, and south of the highway, there is a junction for a rail spur extending to the south. The spur line terminates at the former Agrium phosphate mine which operated between 1999 and 2013. In addition, a small trail runs north through the proposed rest stop area which provides access to the Hydro One transmission line and, further north, a small area of patent land on Hull Creek, a branch of the Opasatika River.

The proposed rest area includes no structures.

To the best of our understanding, the property has not previously been reviewed or screened for heritage values. The property is not designated under Part IV of the Ontario Heritage Act and is not, to the best of our understanding, designated under any federal or international heritage policy.

The property does not contain any historical or interpretive plaques, nor is the property the subject of a commemorative or interpretive plaque. To the best of our understanding there are known burial sites or cemeteries in or adjacent to the property.

The property is not known or understood to be a landmark to the local community or to local Indigenous community. A billboard indicating that the property lies within "Taquatagama", the ancestral land of the Taykwa Tagamou Nation (TTN) is positioned within the subject property. The property does not appear to form part of a specific cultural landscape.

Kap 2 (Map 3): Discussion

Proposed rest stop Kap 1 is a greenfield (forested) area adjacent to the north side of Highway 11. The subject property is bounded by low, marshy ground centred on Duclos Creek. A trail runs north through the subject property, providing access to the HONI transmission line and a forest harvest area. The main forestry road lies to the east. The proposed rest area includes no permanent structures; however, a small "camp" was noted a short distance north of the highway along the trail. The camp appears to be perhaps a seasonal

hunting camp or similar.

To the best of our understanding, the property has not previously been reviewed or screened for heritage values. The property is not designated under Part IV of the Ontario Heritage Act and is not, to the best of our understanding, designated under any federal or international heritage policy.

The property does not contain any historical or interpretive plaques, nor is the property the subject of a commemorative or interpretive plaque. To the best of our understanding there are known burial sites or cemeteries in or adjacent to the property.

The property is not known or understood to be a landmark to the local community or to local Indigenous community. The property does not appear to form part of a specific cultural landscape.

Wawa 3: Discussion

Proposed rest stop Kap 1 is a greenfield (forested) area adjacent to the north side of Highway 11, equidistant from Bear Tooth Lake to the northwest, and Solomon Creek to the east. The proposed rest area includes no permanent structures.

To the best of our understanding, the property has not previously been reviewed or screened for heritage values. The property is not designated under Part IV of the Ontario Heritage Act and is not, to the best of our understanding, designated under any federal or international heritage policy.

The property does not contain any historical or interpretive plaques, nor is the property the subject of a commemorative or interpretive plaque. To the best of our understanding there are known burial sites or cemeteries in or adjacent to the property.

The property is not known or understood to be a landmark to the local community or to local Indigenous community. The property does not appear to form part of a specific cultural landscape.

Table 1: Conditions and descriptions of the proposed rest stop areas.

<p>Kapusking: Proposed rest stop 1 The centre point of the property is approximately 49.52195N, -82.82589E.</p>	<p>This greenfield property includes evidence of a small trail used to access locations further north. A rail spur connecting to the CN railway south of the highway leads to the former Agrium mine.</p>
<p>This property is a second growth conifer mixedwood forest with low, wet areas dominated by alder.</p> <p>Right: View to the east showing low, wet conditions.</p>	
<p>A billboard is present signifying that the area, possibly west of the Opatatika River, is Tahquatagama, the Ancestral Land of the Taykwa Tagamou Nation (TTN).</p> <p>Right: View of the TTN billboard, with the conifer mixedwood forest showing in the distance.</p>	
<p>View east showing the entry point to the small trail crossing the subject property.</p> <p>Note the conifer mixedwood second growth forest cover.</p>	

Kapuskasing: Proposed rest stop 2

The centre point of the property is approximately 49.51202N, -82.77664E.



This greenfield property includes evidence of a small trail used to access locations further north.

View southeast showing the entry to the existing gravel parking lot. The property extends to the tree line in the east, and the utility corridor to the south.



View southwest showing second growth conifer mixedwood forest. The high incidence of Larch suggests wet conditions.



<p>Kapuskasing: Proposed rest stop 3 The centre point of the property is approximately 49.49793N, -82.73445E.</p>	<p>Proposed rest stop 3 is located in a greenfield area. The location consists of a clay loam soil and is generally level, and under a closed canopy of a spruce dominated mixedwood forest.</p>
<p>View west showing shoulder and dominant forest conditions.</p> <p>Note that the forest cover changes as the terrain drops to a wet area.</p>	
<p>View north showing forest conditions. Small variation in terrain result in notable changes in forest cover, with increased Larch and shrubs in lower areas.</p>	

Potential Effects of the Undertaking on Cultural Heritage Resources

Construction of new highway infrastructure, including the development of rest stop areas, has the potential to adversely affect cultural heritage landscapes and built heritage resources. Impacts may occur during and after construction. Built heritage resources and cultural heritage landscapes may be directly affected by site preparation or construction, and cultural heritage landscapes that are not entirely subsumed under the development, may experience longer term impacts by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and/or setting.

Built heritage resources and cultural heritage landscapes may be *altered, displaced or removed* if they are located within the construction footprint of the undertaking. Indirect impacts that disrupt cultural heritage resources may also occur where physical, visual, audible or atmospheric elements incompatible with the character or setting of the resource are introduced. Changing traffic patterns may also introduce indirect

impacts by isolating the resource from other components of a heritage landscape, or providing opportunity for vandalism or 'demolition due to neglect'.

The proposed rest stop areas include paved areas supporting medium term parking of commercial transports, short-term parking for recreational and passenger vehicles, and restroom facilities. Development may include clearing forest vegetation, demolition of previously developed areas, excavation, grading, and paving.

Direct Impacts

Direct impacts will not affect built heritage resources at Kap 1, Kap 2 and Kap 3. No cultural heritage resources have been identified for the properties to the time of this report.

Indirect Impacts

Kap 1, Kap 2 and Kap 3. Indirect impacts will not affect built heritage resources or cultural heritage resources.

Mitigation Recommendations

As this is a preliminary report, no recommendations are made at this time.



Map 1



Map 2



Map 3



Map 4