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# Hamilton Rapid Transit Preliminary Design and Feasibility Study

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## A-LINE

### BUILT HERITAGE & CULTURAL LANDSCAPES INVENTORY

Version:2.0



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### BUILT HERITAGE & CULTURAL LANDSCAPES INVENTORY

Version:2.0

February 2012



An agency of the Government of Ontario



**Cultural Heritage Assessment Report:  
Built Heritage Resources and Cultural Heritage Landscapes**

**Existing Conditions**

**Hamilton Rapid Transit A-Line  
City of Hamilton, Ontario**

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**Cultural Heritage Assessment Report:  
Built Heritage Resources and Cultural Heritage Landscapes**

**Existing Conditions**

**Hamilton Rapid Transit A-Line  
City of Hamilton, Ontario  
Class Environmental Assessment Study**

**EXECUTIVE SUMMARY**

Archaeological Services Inc. (ASI) was contracted by SNC-Lavalin Inc. (SLI), Toronto, on behalf of the City of Hamilton, to conduct a Cultural Heritage Resource Assessment for the proposed Hamilton Rapid Transit A-Line. The A-Line is proposed to serve as a north-south rapid transit line from the waterfront to the Hamilton International Airport. At present, the A-Line alignment is proposed to run along James Street North from Guise Street to King Street. At King Street, two alternatives are under consideration. Option 1 includes an alignment proposed for Bus Rapid Transit (BRT) that continues to travel southerly at King Street, along James Street South. At Hunter Street East, a loop is proposed to travel easterly and then southerly and westerly along John Street South and Charlton Avenue East respectively. The alignment continues southerly along James Street South and James Mountain Road. The alignment travels southerly along West 5<sup>th</sup> Street to Fennel Avenue West and then along Upper James Street. Option 2 includes an alignment proposed for Light Rail Transit that travels along King Street East to Victoria Avenue South. The alignment continues southerly along Wellington Street South and Victoria Avenue South to the Claremont Access and then along Upper James Street. Between Fennel Avenue West and the Hamilton International Airport, only one alignment is under consideration. In this section the A-Line is proposed to travel along Upper James Street to the Hamilton International Airport via Homestead Drive.

The purpose of this report is to present a built heritage and cultural landscape inventory of cultural heritage resources in the study corridor, identify general impacts to identified cultural heritage resources, and propose appropriate mitigation measures

For the purposes of presenting inventories of cultural heritage resources and to identify cultural heritage sensitivities, the study corridor, which incorporates both the proposed routes of the A-Line corridor, has been divided into four subsections:

- SgA: South along James Street North from Guise Street to King Street;
- SgB James Street South, James Mountain Road, West 5<sup>th</sup> Street, and Fennel Avenue West
- SgC King Street East and Southerly Along Wellington Street South and Victoria Avenue South
- SgD South along Upper James Street from Fennel Avenue to Hamilton International Airport via Homestead Drive



The results of historical research and field survey confirmed that the entire study corridor from Guise Street in the north to 9500 Airport Road West in the south features historically surveyed thoroughfares, residences, commercial structures and farm complexes that date back to the nineteenth century. The nature of the corridor changes dramatically from south to north both in the nature of the individual thoroughfares and in the nature of land use. The cultural heritage resources identified within the entire study corridor include, but are not limited to, houses located within an urban setting; small factory or commercial structures, a variety of churches and other institutional structures to more rural farm lots with residential structures more typical of a rural setting. In some instances, the landscapes in the southern section of the study corridor (i.e., in section SgD) retain evidence of village/ hamlet and other rural settlement patterns.

In short, each of the four areas within the study corridor retains a large number of heritage resources (including streetscapes) and each should be considered a sensitive heritage area. The nature and the impacts of the proposed A-Line vary depending on the nature of the road rights-of-way, specific details regarding integration of transit-related and transit stop infrastructure into existing road rights-of-way, and the identified heritage resources. The stretch along Homestead Drive through the historic settlement of Mount Hope (part of SgD) and the route along James Street North, from MacNab/Strachan Streets to south of Charlton Avenue, through the downtown core, are particularly sensitive areas that are densely occupied.

At present, the proposed A-Line alignment, including alternative running types and stop locations have been developed at a conceptual level of detail. As such, detailed impacts in relation to specific cultural heritage resources have not been identified at present. Rather, general impacts have been identified based on conceptual details as illustrated in Appendix A, and which may include:

- Displacement and/or visual alteration of cultural heritage resources where property acquisitions are required for the purposes of establishing transit-related and transit stop infrastructure. In many cases, identified cultural heritage resources are located very close to established road rights-of-way. Additionally, clusters of resources combine together to maintain a visual character that is associated with nineteenth-century urban development particularly in the downtown core. As such, property acquisitions and introduction of transit-related and transit stop infrastructure, particularly in the downtown core have the potential to impact resources through destruction and/or alteration.
- Displacement and visual alteration to east side of St. Joseph's Mountain Hospital (SgB18), which has been protected under the *Ontario Heritage Act*. Displacement and visual alteration is expected as a result of proposed light rail transit and bus rapid transit running along a new segregated reserve on the west side of West 5<sup>th</sup> Street between Claremont Drive and Fennel Avenue West, outside of the existing road right-of-way. Based on communications from Heritage Planning Staff, it has been confirmed that a currently approved site plan for the site includes road widening and transit stops/lanes for a proposed 'transit hub'. While a built heritage resource is likely to be demolished, Heritage Planning Staff anticipate that the demolition will be mitigated through salvage and commemoration. There is potential for the proposed transit undertaking to impact the proposed commemorative feature. The subject undertaking should be planned to avoid or mitigate impacts to this commemorative feature.
- Displacement and/or visual alterations where property acquisitions are required should the alignment run outside the road right-of-way. For much of the study corridor, the Upper James Street road right-of-way is bordered by sidewalks and a grass median. As such, cultural



heritage resources in this area are not likely to be impacted. However, south of Alderlea Road (just south of Twenty Road) the right-of-way retains the four lanes (seen in the southern part of this section) but the roadway narrows and the sidewalks are replaced with soft shoulders and ditches. In these areas, cultural heritage resources have the potential to be impacted through encroachment.

- Homestead Drive is an historic roadscape (SgD33) which has retained most of its early features including narrow side shoulders and lots running back from the road right-of-way. Further, this two-lane roadscape runs through the historic settlement of Mount Hope (SgD32), which is a sensitive cultural heritage landscape that retains a number of structures listed in Hamilton's Heritage volumes. Alone, and together as clusters, these cultural heritage resources combine together to create a strong visual character reminiscent of its late-nineteenth/early-twentieth-century character and land use. Any alterations within or adjacent to the right-of-way have the potential to severely affect the cultural heritage resources through a number of impacts, including: displacement and/or visual alteration of cultural heritage resources where property acquisitions are required for the purposes of establishing transit-related and transit stop infrastructure. In many cases, identified cultural heritage resources are located very close to the established road right-of-way and would be impacted through encroachment. As such, property acquisitions and introduction of transit-related and transit stop infrastructure should be planned to avoid alterations. If that is not possible, transit infrastructure should be introduced very sensitively.

Appropriate mitigation measures should be developed wherever any identified, above-ground cultural heritage resources are to be affected by direct or indirect impacts. This may include completing a heritage impact assessment or documentation report, or employing suitable measures such as landscaping, buffering or other forms of mitigation, where appropriate. In this regard, provincial guidelines should be consulted for advice and further heritage assessment work should be undertaken as necessary.

Based on the results of background data collection, field review, and impact assessment, the following preliminary recommendations have been developed:

1. Any proposed transit alignments, property requirements, and associated infrastructure be suitably planned in a manner that avoids any identified, above ground, cultural heritage resource. If it is determined that the proposed infrastructure will require a lateral expansion of the current road right-of-way and will result in property requirements, the selection of directly impacted areas should be informed by the results of the assessment presented in this report. Consideration should be given to proposing property requirements in areas where no cultural heritage resources have been identified.
2. If more detailed concept plans determine that no property requirements are expected and that the planned infrastructure and any associated construction will be confined to the current road right-of-way, an assessment and analysis of indirect impacts is recommended. Based on the findings of this assessment, and in conjunction with any new data provided by the City of Hamilton, the visual impact of introducing rapid transit infrastructure and the proximity of the proposed infrastructure to identified resources should be assessed by a qualified heritage consultant. Attention should be paid to considering how the proposed infrastructure may yield visual impacts that may compromise contextual attributes, the setting, and extent of scenic amenity



associated with identified cultural heritage resources. Attention should also be paid to identifying cases in which the proposed infrastructure may restrict vehicular access to structures, and therefore limit the extended and long-term use of identified cultural heritage resources. Following assessment of impacts, appropriate mitigation measures should be developed. Negative impacts of noise and vibration on adjacent structures should also be conducted; however, this type of study is outside the expertise of a heritage consultant. At a minimum, photographic documentation of cultural heritage landscapes is recommended in advance of introduction of transit infrastructure.

3. As part of the proposed undertaking, design principles and branding strategies should be sympathetically developed to compliment adjacent cultural heritage resources and to respect their scenic amenity, contextual values, and character. There are opportunities to sympathetically integrate the proposed rapid transit infrastructure into the existing fabric of heritage resources through the design and branding of stop infrastructure, platforms, signage, shelters, and seating, resulting in a transit undertaking that compliments existing cultural heritage resources.
4. Following development of detailed functional planning for the preferred route for the A-Line, impacts of the undertaking on cultural heritage resources should be reviewed to confirm and address any gaps in cultural heritage inventory data collection. This assessment should be undertaken to: confirm impacts on identified cultural heritage resources, including identification of impacts on cultural heritage landscapes as a whole and the individual parcels that comprise these features as well as individually identified built heritage resources; and recommend appropriate conservation and/or mitigation measures. As part of this process of confirming impacts of these various infrastructure components, visual modelling of the proposed infrastructure should be reviewed to assess visual impacts of the undertaking on known cultural heritage resources. Where it is determined that a cultural heritage resource will be adversely impacted by the undertaking, and in cases where the property has not been designated under the *Ontario Heritage Act*, further research will be required to evaluate and identify its specific heritage significance and to subsequently recommend appropriate conservation and/or mitigation measures.



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ENVIRONMENTAL ASSESSMENT DIVISION**

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## TABLE OF CONTENTS

EXECUTIVE SUMMARY .....	ii
PROJECT PERSONNEL .....	vi
TABLE OF CONTENTS .....	vii
1.0 INTRODUCTION .....	1
2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT.....	1
2.1 Approach and Methodology.....	1
2.2 Data Collection.....	5
3.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT .....	7
3.1 Introduction .....	7
3.2 Township Survey and Settlement.....	8
3.2.1 City of Hamilton .....	8
3.2.2 Nineteenth-Century Historic Map Review.....	11
3.3 Existing Conditions.....	12
3.3.1 SgA James Street North from Guise Street to King Street.....	14
3.3.2 SgB James Street South, James Mountain Road, West 5 <sup>th</sup> Street, and Fennel Avenue West ...	16
3.3.3 SgC King Street East Southerly Along Wellington Street South and Victoria Avenue South.....	17
3.3.4 SgD Upper James Street from Fennel Avenue to 9500 Airport Road West.....	18
4.0 CONCLUSIONS .....	23
4.1 SgA James Street North from Guise Street to King Street.....	23
4.2 SgB James Street South, James Mountain Road, West 5 <sup>th</sup> Street, and Fennel Avenue West.....	24
4.3 SgC King Street East Southerly Along Wellington Street South and Victoria Avenue South .....	25
4.4 SgD Upper James Street from Fennel Avenue to 9500 Airport Road West .....	26
5.0 RECOMMENDATIONS .....	27
6.0 CULTURAL HERITAGE RESOURCE MAPPING.....	29
7.0 REFERENCES .....	42
APPENDIX A: Illustrative A-Line Design Workbook 1 Alignments (October 2011) .....	44
APPENDIX B: 1876 and 1893 Bird’s Eye View.....	54
APPENDIX C: Identified Cultural Heritage Resources .....	58

## LIST OF FIGURES

Figure 1: Location of the study corridor, City of Hamilton.....	2
Figure 2: The study corridor overlaid on the map of Barton and Glanford Townships. ....	10
Figure 3: Key Plan of the Study Corridor.....	30
Figure 4: Location of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Corridor.....	31
Figure 5: Location of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Corridor.....	32
Figure 6: Location of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Corridor.....	33
Figure 7: Location of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Corridor.....	34
Figure 8: Location of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Corridor.....	35
Figure 9: Location of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Corridor.....	36
Figure 10: Location of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Corridor.....	37
Figure 11: Location of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Corridor.....	38
Figure 12: Location of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Corridor.....	39



Figure 13: Location of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Corridor ..... 40

Figure 14: Location of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Corridor .....41

Figure 15: Part of the study corridor superimposed on a map of the 1876 *Bird's Eye View of the City of Hamilton* ..... 55

Figure 16: Part of the study corridor superimposed on a map of the 1893 *Bird's Eye View of the City of Hamilton* ..... 56

Figure 17: Part of the study corridor superimposed on a map of the 1893 *Bird's Eye View of the City of Hamilton* ..... 57

**LIST OF TABLES**

Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Located Along James Street North, Guise Street to King Street East ..... 59

Table 2: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along James Street South, James Mountain Road, West 5<sup>th</sup> Street, and Fennel Avenue West ..... 65

Table 3: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) along King Street East, Wellington Street South, and Victoria Avenue South ..... 81

Table 4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along Upper James Street, Fennel Avenue to 9500 Airport Road West ..... 87



## 1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by SNC-Lavalin Inc. (SLI), Toronto, on behalf of the City of Hamilton, to conduct a Cultural Heritage Resource Assessment for the proposed Hamilton Rapid Transit A-Line (Figure 1). The A-Line is proposed to serve as a north-south rapid transit line from the waterfront to the Hamilton International Airport. At present, the A-Line alignment is proposed to run along James Street North from Guise Street to King Street. At King Street, two alternatives are under consideration. Option 1 includes an alignment proposed for Bus Rapid Transit (BRT) that continues to travel southerly at King Street, along James Street South. At Hunter Street East, a loop is proposed to travel easterly and then southerly and westerly along John Street South and Charlton Avenue East respectively. The alignment continues southerly along James Street South and James Mountain Road. The alignment travels southerly along West 5<sup>th</sup> Street to Fennel Avenue West and then along Upper James Street. Option 2 includes an alignment proposed for Light Rail Transit that travels along King Street East to Victoria Avenue South. The alignment continues southerly along Wellington Street South and Victoria Avenue South to the Claremont Access and then along Upper James Street. Between Fennel Avenue West and the Hamilton International Airport, only one alignment is under consideration. In this section the A-Line is proposed to travel along Upper James Street to the Hamilton International Airport via Homestead Drive.

The purpose of this report is to present a built heritage and cultural landscape inventory of cultural heritage resources in the study corridor, identify general impacts to identified cultural heritage resources, and propose appropriate mitigation measures. This research was conducted under the project direction of Rebecca A. Sciarra, Manager, Built Heritage and Cultural Landscape Planning Division.

## 2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT

### 2.1 Approach and Methodology

This cultural heritage assessment considers cultural heritage resources in the context of improvements to specified areas, pursuant to the *Environmental Assessment Act*. This assessment addresses above ground cultural heritage resources over 40 years old. Use of a 40 year old threshold is a guiding principle when conducting a preliminary identification of cultural heritage resources (Ministry of Transportation 2006; Ministry of Transportation 2007; Ontario Realty Corporation 2007). While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.

Road improvements have the potential to affect cultural heritage resources in a variety of ways. Impacts can include: direct impacts that result in the loss of resources through demolition, or the displacement of resources through relocation; and indirect impacts that result in the disruption of resources by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting. Potential impacts on identified cultural heritage resources were identified based on the proximity of a resource to the proposed undertaking.



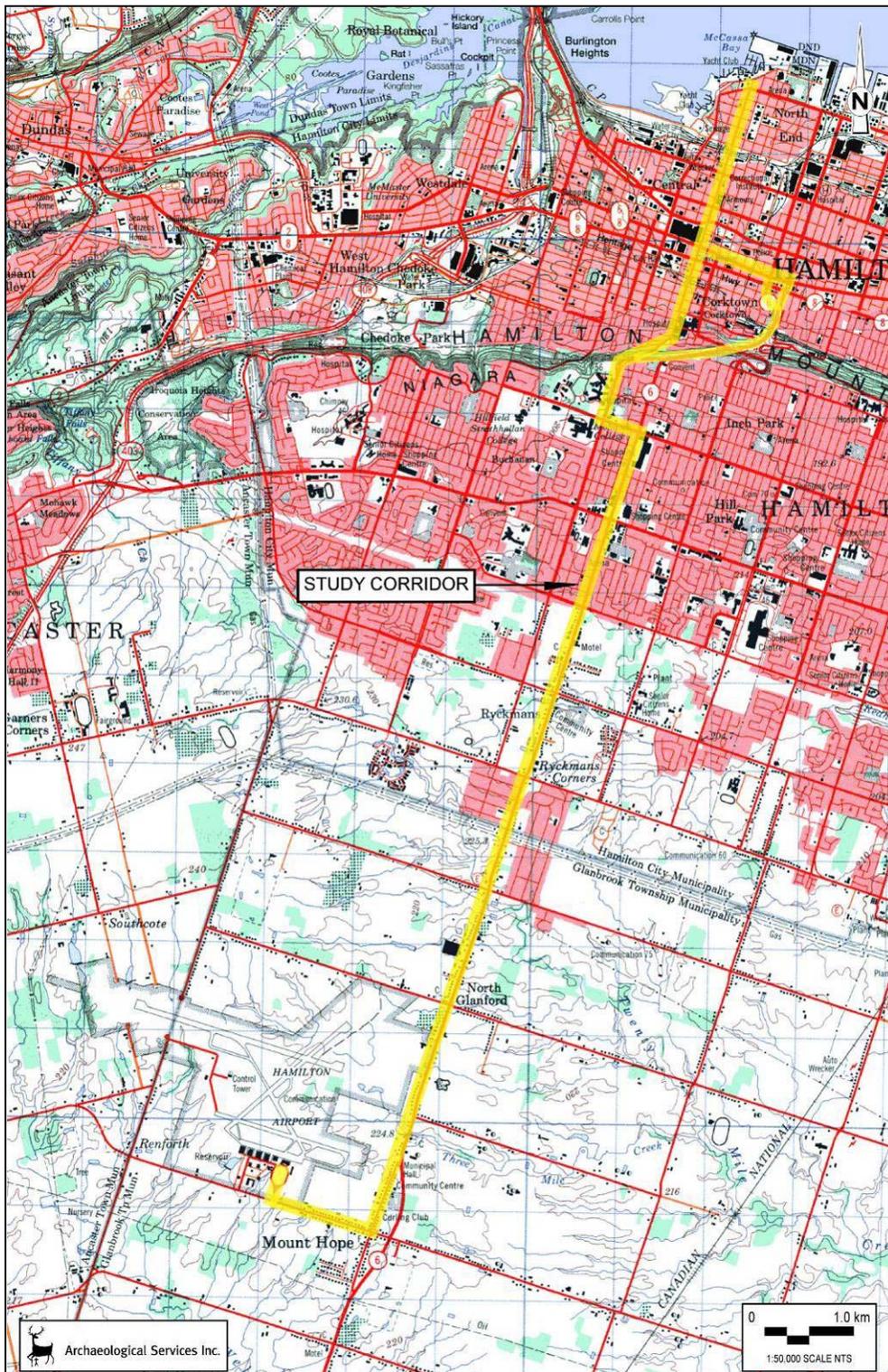


Figure 1: Location of the study corridor, City of Hamilton.  
Base map: NTS Sheet 30 M/04 (Hamilton-Grimsby)

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

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

- cultural conditions that influence the life of man or a community, and;
- any building, structure, machine, or other device or thing made by man.

The Ministry of Tourism and Culture is charged under Section 2 of the *Ontario Heritage Act* with the responsibility to determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario and has published two guidelines to assist in assessing cultural heritage resources as part of an environmental assessment: *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992), and *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1981). Accordingly, both guidelines have been utilized in this assessment process.

The Guidelines on the Man-Made Heritage Component of Environmental Assessments (Section 1.0) states the following:

When speaking of man-made heritage we are concerned with the works of man and the effects of his activities in the environment rather than with movable human artefacts or those environments that are natural and completely undisturbed by man.

In addition, environment may be interpreted to include the combination and interrelationships of human artefacts with all other aspects of the physical environment, as well as with the social, economic and cultural conditions that influence the life of the people and communities in Ontario. The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* distinguish between two basic ways of visually experiencing this heritage in the environment, namely as cultural landscapes and as cultural features.

Within this document, cultural landscapes are defined as the following (Section 1.0):

The use and physical appearance of the land as we see it now is a result of man's activities over time in modifying pristine landscapes for his own purposes. A cultural landscape is perceived as a collection of individual man-made features into a whole. Urban cultural landscapes are sometimes given special names such as townscapes or streetscapes that describe various scales of perception from the general scene to the particular view. Cultural landscapes in the countryside are viewed in or adjacent to natural undisturbed landscapes, or waterscapes, and include such land uses as agriculture, mining, forestry, recreation, and transportation. Like urban cultural landscapes, they too may be perceived at various scales: as a large area of homogeneous character; or as an intermediate sized area of homogeneous character or a collection of



settings such as a group of farms; or as a discrete example of specific landscape character such as a single farm, or an individual village or hamlet.

A cultural feature is defined as the following (Section 1.0):

...an individual part of a cultural landscape that may be focused upon as part of a broader scene, or viewed independently. The term refers to any man-made or modified object in or on the land or underwater, such as buildings of various types, street furniture, engineering works, plantings and landscaping, archaeological sites, or a collection of such objects seen as a group because of close physical or social relationships.

Additionally, the *Planning Act* (1990) and related *Provincial Policy Statement (PPS)* make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

2.0 ...protecting cultural heritage and archaeological resources for their economic, environmental, and social benefits.

Part 4.5 of the *PPS* states that:

Comprehensive, integrated and long-term planning is best achieved through municipal official plans. Municipal official plans shall identify provincial interests and set out appropriate land use designations and policies. Municipal official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions.

Municipal official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of a municipal official plan.

Those policies of particular relevance for the conservation of heritage features are contained in Section 2-Wise Use and Management of Resources, wherein Subsection 2.6 - Cultural Heritage and Archaeological Resources, makes the following provisions:

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

2.6.3 Development and site alteration may be permitted on adjacent lands to protected heritage property where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.



Mitigative measures and/or alternative development approaches may be required in order to conserve the heritage attributes of the protected heritage property affected by the adjacent development *or* site alteration.

A number of definitions that have specific meanings for use in a policy context accompany the policy statement. These definitions include built heritage resources and cultural heritage landscapes.

*Built heritage resources* mean one or more buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic, or military history, and identified as being important to a community.

*Cultural heritage landscapes* mean a defined geographical area of heritage significance that has been modified by human activities. Such an area is valued by a community, and is of significance to the understanding of the history of a people or place. Examples include farmscapes, historic settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value (*PPS 2005*).

In addition, significance is also more generally defined. It is assigned a specific meaning according to the subject matter or policy context, such as wetlands or ecologically important areas. With regard to cultural heritage and archaeology resources, resources of significance are those that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people (*PPS 2005*).

Criteria for determining significance for the resources are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation (*PPS 2005*).

Accordingly, the foregoing guidelines and relevant policy statement were used to guide the scope and methodology of the cultural heritage assessment.

## **2.2 Data Collection**

In the course of the cultural heritage assessment, all potentially affected cultural heritage resources within the study corridor are subject to inventory. Short form names are usually applied to each resource type, (e.g. barn, residence). Generally, when conducting a preliminary identification of cultural heritage resources, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of cultural heritage resources in a particular geographic area.

Background historic research, which includes consultation of primary and secondary source research and historic mapping, is undertaken to identify early settlement patterns and broad agents or themes of change in a study corridor. This stage in the data collection process enables the researcher to determine the presence of sensitive heritage areas that correspond to nineteenth and twentieth century settlement and development patterns. To augment data collected during this stage of the research process, federal, provincial, and municipal databases and/or agencies are consulted to obtain information about specific properties that have been previously identified and/or designated as retaining cultural heritage value. Typically, resources identified during these stages of the research process are reflective of particular architectural styles, associated with an important person, place, or event, and contribute to the contextual facets of a particular place, neighbourhood, or intersection.



A field review is then undertaken to confirm the location and condition of previously identified cultural heritage resources. The field review is also utilized to identify cultural heritage resources that have not been previously identified on federal, provincial, or municipal databases.

Several investigative criteria are utilized during the field review to appropriately identify new cultural heritage resources. These investigative criteria are derived from provincial guidelines, definitions, and past experience. A built structure or landscape is identified as a cultural heritage resource that should be considered during the course of the environmental assessment. A resource will be considered if it is 40 years or older<sup>1</sup>, and if the resource satisfies at least one of the following three categories:

#### Design/Physical Value:

- It is a rare, unique, representative or early example of a style, type, expression, material or construction method
- It displays a high degree of craftsmanship or artistic merit
- It demonstrates a high degree of technical or scientific achievement
- The site and/or structure retains original stylistic features and has not been irreversibly altered so as to destroy its integrity

#### Historical/Associative Value:

- It has a direct association with a theme, event, belief, person, activity, organization, or institution that is significant to: the City of Hamilton; the Province of Ontario; Canada; or the world heritage list
- It yields, or had the potential to yield, information that contributes to an understanding of: the City of Hamilton; the Province of Ontario, Canada; or the world heritage list
- It demonstrates or reflects the work or ideas of an architect, artist builder, designer, or theorist who is significant to: the City of Hamilton, the Province of Ontario; Canada; or the world heritage list

#### Contextual Value:

- It is important in defining, maintaining, or supporting the character of an area
- It is physically, functionally, visually, or historically linked to its surroundings
- It is a landmark
- It illustrates a significant phase in the development of the community or a major change or turning point in the community's history
- The landscape contains a structure other than a building (fencing, culvert, public art, statue, etc.) that is associated with the history or daily life of that area or region
- There is evidence of previous historic and/or existing agricultural practices (e.g. terracing, deforestation, complex water canalization, apple orchards, vineyards, etc.)

If a resource meets one or more of the categories, it will be identified as a cultural heritage resource and is subject to further research where appropriate and when feasible. Typically, further historical research and consultation is required to determine the specific significance of the identified cultural heritage resource.

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<sup>1</sup> Use of a 40 year old threshold is a guiding principle when conducting a preliminary identification of cultural heritage resources (Ministry of Transportation 2006; Ministry of Transportation 2007; Ontario Realty Corporation 2007). While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.



When identifying cultural heritage landscapes, the following categories are typically utilized for the purposes of the classification during the field review:

Farm complexes:	comprise two or more buildings, one of which must be a farmhouse or barn, and may include a tree-lined drive, tree windbreaks, fences, domestic gardens and small orchards.
Roadscapes:	generally two-lanes in width with absence of shoulders or narrow shoulders only, ditches, tree lines, bridges, culverts and other associated features.
Waterscapes:	waterway features that contribute to the overall character of the cultural heritage landscape, usually in relation to their influence on historic development and settlement patterns.
Railscapes:	active or inactive railway lines or railway rights of way and associated features.
Historical settlements:	groupings of two or more structures with a commonly applied name.
Streetscapes:	generally consists of a paved road found in a more urban setting, and may include a series of houses that would have been built in the same time period.
Historical agricultural Landscapes:	generally comprises a historically rooted settlement and farming pattern that reflects a recognizable arrangement of fields within a lot and may have associated agricultural outbuildings, structures, and vegetative elements such as tree rows;
Cemeteries:	land used for the burial of human remains.

Results of data collection are contained in Section 3.0; while Sections 4.0 and 5.0 contain conclusions and recommendations.

### **3.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT**

#### **3.1 Introduction**

This section provides a brief summary of historic research and a description of identified above ground cultural heritage resources that may be affected by the proposed corridor. This corridor, herein referred to as the 'A-Line' corridor is proposed to follow a route along James Street North from Guise Street in the north to Airport Road, ending just west of the Hamilton International Airport. At time of writing there are two options for the proposed route (See Appendix A).

Option 1: This route runs south along James Street North from Guise Street near the waterfront. At the southerly terminus of James Street South, the route then travels up the mountain via James Mountain



Road and continues along West 5<sup>th</sup> Street and Fennel Avenue West where it follows Upper James Street to Airport Road. This option accesses the airport via the main entrance but, in this instance, it loops around within the grounds, returning via the entranceway. This option also proposes a route along Homestead Drive through the historic settlement of Mount Hope

Option 2: Like the first option, this route runs from Guise Street in the north, along James Street North to King Street. Under this option the route diverts eastward along King Street East where it splits along each of Wellington Street South and Victoria Avenue South. This route runs up the Mountain via the Claremont Access, to West 5<sup>th</sup> Street and Fennel Avenue West where, like the first option, it continues along Upper James Street to Airport Road where it enters the airport grounds on a new alignment east of the existing main entrance drive. It is important to note that the proposed route currently runs along Homestead Drive through the historic settlement of Mount Hope.

A review of available primary and secondary source material was undertaken to produce a contextual overview of the study corridor, including a general description of Euro-Canadian settlement and land-use. Historically, the study corridor is located in the Townships of Barton and Glanford. This area is now part of the City of Hamilton, Ontario.

## **3.2 Township Survey and Settlement**

### *3.2.1 City of Hamilton*

This section provides a brief summary of historic research for the study corridor. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study corridor, including a general description of Euro-Canadian settlement and land-use.

Although the study corridor falls within the present-day limits of the City of Hamilton, historically it was associated with the Townships of Barton and Glanford and, thus, the early settlement and development of these townships is important in understanding the cultural heritage resources (Figure 2).

The land within Barton Township was acquired by the British from the Mississaugas in 1784. The first township survey was undertaken in 1791, and the first legal settlers occupied their land holdings the same year. The township is said to have been named after Barton upon Humber in Lincolnshire, England. Barton was initially settled by disbanded soldiers, mainly Butler's Rangers, and other Loyalists following the end of the American Revolutionary War. By the 1840s, the township was noted for its good farms and soil (Smith 1846:8; Burkholder 1956; Armstrong 1985:141; Rayburn 1997:24).

The land within Glanford Township was acquired by the British from the Mississaugas in 1784. The first township survey was undertaken in 1794, and the first legal settlers occupied their land holdings in the same year. The township is said to have been named after a town called Glanford Brigg in Lincolnshire, England. Glanford was initially settled by disbanded soldiers, mainly Butler's Rangers, and other Loyalists following the end of the American Revolutionary War. In 1805, Boulton noted that Glanford contained good soil, and only required time to render it a valuable township. By the 1840s, the township was noted for its good farms and "a mixed population" (Boulton 1805:79; Smith 1846:63; Armstrong 1985:143; Rayburn 1997:134).



A number of crossroad communities are located along the study corridor, including Ryckman Corners, North Glanford, and Mount Hope. Ryckman's Corners, a post office village, was situated on part Lots 14 and 15 in Concessions 7 and 8, Barton Township, and part Lots 5 and 6 Concession 1, Glanford. It was named after Samuel Ryckman who settled there in the 1790s. It once contained a wagon shop, small hotel, store and post office, and tollgate. The population numbered 150 in 1873 (Crossby 1873:282; Glanford 1985:56-58).



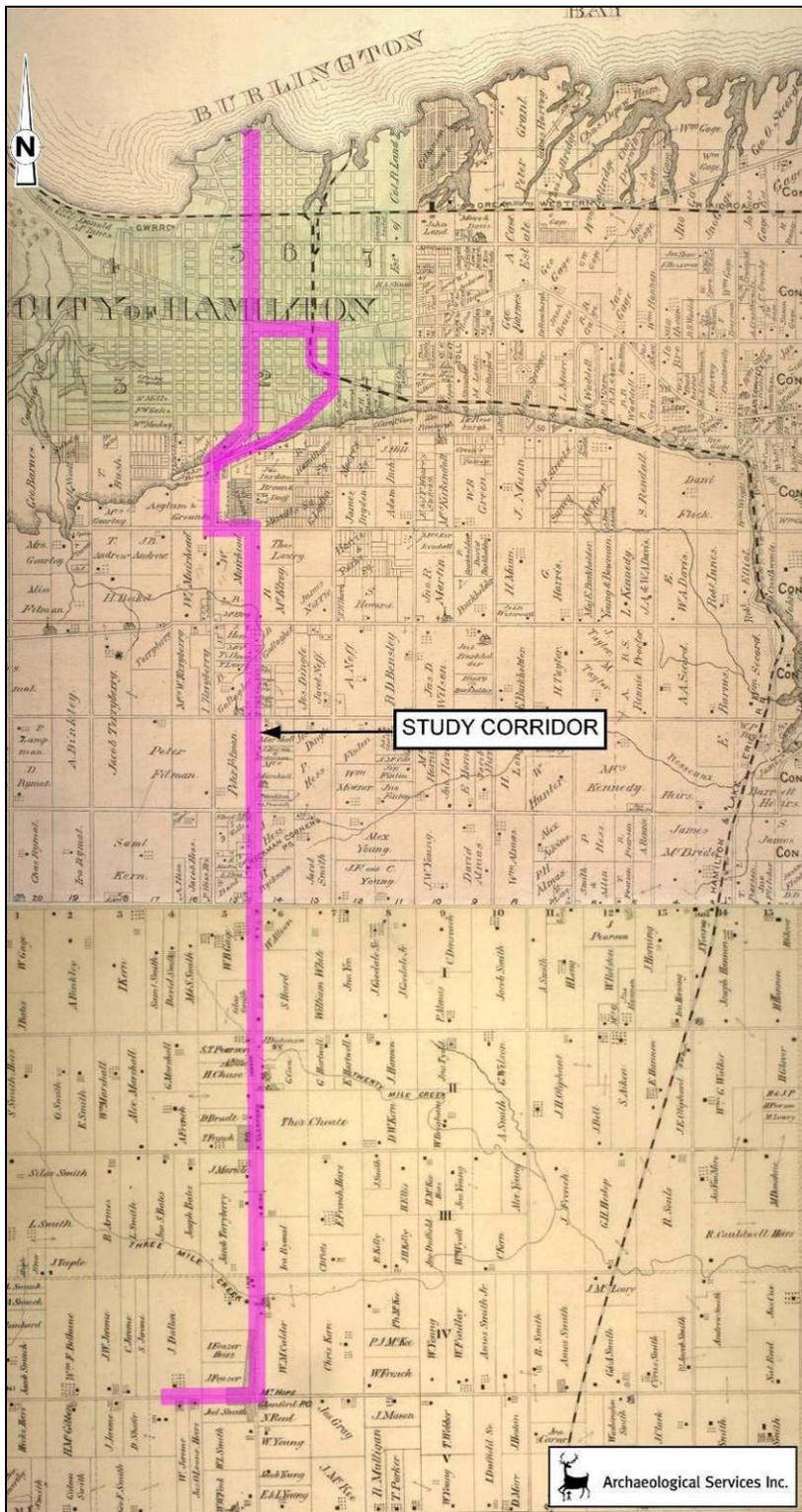


Figure 2: The study corridor overlaid on the map of Barton and Glanford Townships.  
Source: 1875 Illustrated Historical Atlas of the County of Wentworth

North Glanford, another post office village, was situated on Highway 6 on part Lots 5 and 6 in Concession 2, Glanford Township. These lots were first granted to Samuel Ryckman in 1798 and Francis Hartwell in 1818. It contained a post office, blacksmith shop, a hotel known as the “Old Homestead” or “Rose Hill Tavern,” brickyard and school. A sawmill and inn owned by Jacob Terryberry stood on the next lot, Lot 6 Concession 3 (Glanford 1985:50-54).

Mount Hope was situated on part Lots 5 and 6 in Concessions 4 and 5, Glanford Township. Lands in the area were originally granted to settlers around 1802. It was first named “Swazie’s Corners” after Swazie’s Hotel, and later “Hines Corners” after Henry Hines who purchased the hotel. Another early name is said to have been “Briggs Corners” after a settler named Alma Briggs. The post office was opened as “Glanford” in 1847, but the name “Mount Hope” was suggested by an early settler, John Renton, during the 1850s after the church on the hill. The village contained blacksmiths, hotels, butchers, wagon makers, a shoe maker, carriage makers, grocer, hardware store, druggist, furniture factory and an undertaker. The village also contained an Orange Hall (Glanford 1985:27-50; Rayburn 1997:232).

### *3.2.2 Nineteenth-Century Historic Map Review*

This section provides the results of historical research. Historically, the study corridor traverses across the Townships of Barton and Glanford. Each of the current road rights-of-way follows original historic thoroughfares that connected the Hamilton settlement with surrounding communities. From north to south, the James Street portion of the study corridor begins at the intersection of James Street and Guise Street in the City of Hamilton and travels along the road allowance between Lots 14 and 15 (Township of Barton) and Lots 5 and 6 Township of Glanford) from Burlington Bay, the 4<sup>th</sup> Concession, Township of Glanford (now Airport Road).

James Street takes its name from the son of Nathaniel Hughson, one of the early founders of the City of Hamilton. The early development of this thoroughfare is tied to the Desjardins Canal. Following its opening in 1823, James Street became an important transportation and communication route between Hamilton and the port, located at the foot of James Street North at Burlington Bay. James Street is the site of the first industry in Hamilton, a foundry built in 1837 near Merrick Street. The stretch of James Street which runs through the city centre area was home to the first Town Hall, City Hall, and market. It also became the first major commercial district, had the first wooden pedestrian walkway, the first horse-drawn tram line beginning in 1874, and was the site of a number of cultural landmarks, including an opera house, the Grand Hotel and the Tivoli Theatre (n.a, 2007 Hamilton Spectator). In 1957, the streetcar tracks were removed from James Street. South of Hunter Street, James Street South developed as an affluent residential corridor in the late nineteenth century. Lavish residences were constructed for notable and prominent businessmen in the fashionable architectural styles of the day. Many of these residences still frame the James Street South road right-of-way. During the early twentieth century the James Street South corridor saw some changes in relation to its built form and land use as St. Joseph’s hospital began to develop and expand.

Towards the southern terminus of James Street, notable mansions and estates developed during the nineteenth century, frame the north side of James Mountain Road. James Mountain Road runs along an historic alignment and functions as a highly scenic corridor providing access to the Mountain. By the late nineteenth century the southern terminus of James Street would have been very popular destination with the construction of the Hamilton Barton Incline Railway which provided access to the Mountain and with a station platform at the base of James Street.



In the mid-1980s, a downtown revitalization project recommended that a Heritage Conservation District Study of James Street North between Barton Street and King Street be initiated. However, this plan never came to fruition given strong opposition to the study from local business owners (Hamilton Public Library, James Street Scrapbook).

The section of the study corridor running south from Fennel Avenue was also a major thoroughfare and early in its history was also known as the Caledonia Road. This section ran through established farm land and a number of small hamlets and post offices. Among these small settlements were Ryckman's Corners, North Glanford and Glanford; the last of which was the largest. Now renamed Mount Hope, Glanford was home to a post office, (latterly) a town hall, school, church and in the early twentieth century was home to a number of blacksmiths. Glanford (Mount Hope) was an important centre during World War I when it was home to the RCAF navigation school. This is tied to the early development of the Hamilton International Airport. The other two settlements have largely disappeared, although the names remain in use for both Ryckman's Corners and North Glanford. Typical of a major connecting road, in addition to the settlements there were also a number of public buildings, including churches, post offices and at least two inns, including a large establishment owned by Jacob Terryberry.

Considerable development has occurred along this stretch of the study corridor during the twentieth century. The landscape of Upper James Street ranges from postwar residential to commercial (mall) development from the 1960s onward. The northern and middle section to Rymal Road are both characterised by large malls and car dealerships.

### 3.3 Existing Conditions

In order to make a preliminary identification of existing built heritage resources and cultural heritage landscapes within the study corridor, a number of municipal resources were consulted and which include:

- *Hamilton's Heritage Volume 1: List of Designated Properties and Heritage Conservation Easements under the Ontario Heritage Act.*
- *Hamilton's Heritage Volume 2: Inventory of Buildings of Architectural and/or Historical Interest.*
- *Hamilton's Heritage Volume 3: Canadian Inventory of Historic Buildings for Hamilton.*
- *Hamilton's Heritage Volume 5: Reasons for Designation under Part IV of the Ontario Heritage Act.*
- *Hamilton's Heritage Volume 6: Inventory of Cemeteries and Burial Grounds.*
- *Hamilton's Heritage Volume 7A: Inventory of Places of Worship: Ancaster, Beverly, Binbrook, Dundas, East Flamborough, Glanford, Saltfleet, and West Flamborough*
- *City of Hamilton Register of Property of Cultural Heritage Value or Interest.*
- Cultural Heritage Landscape Inventory contained in the document entitled *Hamilton's Heritage Volume 2: Inventory of Buildings of Architectural and/or Historical Interest.*
- Informal mapping of cultural heritage landscapes identified by heritage planning staff at the City of Hamilton, dating to 2009.
- Results of cultural heritage inventories contained in the following reports: *Cultural Heritage Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes, Rapid Transit Initiative, City of Hamilton* (ASI 2009); and *Cultural Heritage Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes: Existing Conditions – Impact Assessment, B-Line Rapid Transit Corridor from Eastgate Square/Centennial Parkway to McMaster University City of Hamilton, Ontario* (ASI 2011).



Additional resources that were consulted for the purposes of identifying and analyzing cultural heritage resources within the study corridor included:

- The 1875 *Illustrated Historical Atlas of the County of Wentworth, Ontario* (Page and Smith) provides detailed maps of the seven wards that compose the City of Hamilton, as well as maps for each of the townships that the City occupies.
- The 1876 *Bird's Eye View of the City of Hamilton* (H. Brosius) and the 1893 *Bird's Eye View of the City of Hamilton* (Toronto Lithographing Company) each illustrate the buildings and streets in the original City of Hamilton (Appendix B).
- The 1898 *Fire Insurance Plan of the City of Hamilton* (C. Goad) and the 1911/1914 *Fire Insurance Plan of the City of Hamilton* (C. Goad) provide a detailed record of the buildings located in the City of Hamilton in the late nineteenth and early twentieth century. The plans contain information such as building heights, building types or uses, construction materials and municipal addresses (reviewed at the Lloyd Reed Map Library).
- Topographic maps for the City of Hamilton from 1905, 1907-1909, 1928, 1938, and 1965 were reviewed at the Ontario Archives.

Identification of cultural heritage resources potentially impacted by the undertaking was guided by review of the aforementioned data sources and based on investigative criteria and definitions presented in Sections 2.1 and 2.2 of the present report. Review of heritage inventories compiled by the City of Hamilton confirmed that over 500 previously identified, individual cultural heritage resources are located within the defined subject study corridor. Review of these heritage inventories was undertaken in October 2010 and November 2011. For the purposes of providing a feasible, yet sufficient level of detail regarding the existing conditions of the study corridor, an aggregate approach was employed to define areas, streetscapes, or corridors that may be categorized as cultural heritage landscapes, some of which contain individual properties that have been individually identified in municipal heritage inventories, designated under the *Ontario Heritage Act*, listed on the City's Register of Property of Cultural Heritage Value, and/or commemorated as a National Historic Site for example.

Mapping of identified cultural heritage resources (See Section 6.0) presents three types of resources: cultural heritage landscapes, properties designated under Part IV or Part V of the *Ontario Heritage Act*, and built heritage resources. Cultural heritage landscapes were mapped based on an analysis of municipal data sources, historic mapping and observations made during the field review, which included consideration of the extent to which groups of structures retained architectural and stylistic fluidity, scenic amenity, and contributed to the character of the area. This category of resource consists of properties listed on the City of Hamilton's heritage inventories, properties listed on the City of Hamilton Register of Property of Cultural Heritage Value, and sites newly identified during the field review. Appendix C generally describes the data sources that informed identification of cultural heritage landscapes rather than identifying each parcel contained within the aggregate feature and its corresponding municipal inventory source. Built heritage resources were mapped based on their potential to retain or known design, associative, and/or contextual associations, but which are physically situated in a setting that lacks stylistic or aesthetic fluidity. This category of resource generally consists of properties that are known to or have the potential to retain cultural heritage value, but are no longer contextually associated with, or distinct from, their surrounding built environment. This category consists of properties listed on the City of Hamilton's heritage inventories, listed on the City of Hamilton Register of Property of Cultural Heritage Value, and/or sites newly identified during the field review. Maps contained in Section 6.0



should be read in conjunction with inventory tables of identified cultural heritage resources (See Appendix C).

It should be noted that within the subject study corridor, over 500 individual properties have been previously identified as cultural heritage resources by the City of Hamilton in their municipal heritage inventories. In addition, numerous streetscapes and corridors have also been identified by the City of Hamilton as cultural heritage landscapes, some of which contain properties identified in the municipal heritage inventories, but which also contain additional properties newly identified during field survey activities. For the purposes of the existing assignment, a data collection strategy was developed to distinctly map properties designated under the *Ontario Heritage Act* and to separately map cultural heritage landscapes and built heritage resources based on the results of archival research, information contained in the City's municipal heritage inventories and field survey activities. Mapping of properties designated under the *Ontario Heritage Act* was undertaken to clearly demarcate properties with formal legal protections under the *Ontario Heritage Act* and which have been registered on title. All identified cultural heritage resources are intended to be considered as significant, or potentially significant pending further research and analysis, warranting appropriate assessment to ensure that the proposed undertaking does not result in adverse impacts to these resources.

For the purposes of presenting inventories of cultural heritage resources and to identify cultural heritage sensitivities, the study corridor, which incorporates both the proposed routes of the A-Line corridor, has been divided into four subsections:

- SgA: South along James Street North from Guise Street to King Street;
- SgB James Street South, James Mountain Road, West 5<sup>th</sup> Street, and Fennel Avenue West
- SgC King Street East and Southerly Along Wellington Street South and Victoria Avenue South
- SgD South along Upper James Street from Fennel Avenue to Hamilton International Airport via Homestead Drive

Each segment has been assigned a code, which allows each identified cultural heritage resource to be catalogued with a unique alphanumeric code. Field surveys of these areas were undertaken between by Lindsay Popert, Cultural Heritage Specialist ASI (January 2009); Mary-Cate Garden Cultural Heritage Specialist ASI (November 2010) and Rebecca Sciarra Manager Built Heritage and Cultural Landscapes ASI (December 2011). Each corridor was surveyed to identify cultural heritage resources located adjacent to the proposed A-Line route. Section 3.3.1, 3.3.2, 3.3.3, and 3.3.4 provide summaries of cultural heritage resources located adjacent to the proposed alignment. Appendix C provides inventory tables of cultural heritage resources, while Section 6.0 illustrates the location of identified cultural heritage resources. It should be noted that cultural heritage resource features have been mapped in accordance with known parcel limits. In cases where a built heritage resource is mapped within a cultural heritage landscape, building footprints of built heritage resources are used to define the limits of the boundary, while parcel limits are used to denote the boundary of the associated cultural heritage landscape.

### 3.3.1 SgA James Street North from Guise Street to King Street

A field review was undertaken by Mary-Cate Garden, Cultural Heritage Specialist, ASI in November 2010 to confirm cultural heritage resource sensitivities in this portion of the study corridor. The field survey confirmed that James Street North serves as a major north-south thoroughfare on an historic alignment that retains numerous cultural heritage resources. An initial field survey of this portion was



conducted in 2009 by ASI as part of preliminary planning of the B-Line and A-Line rapid transit initiatives.

The following provides a summary of results of background data collection and field survey activities:

- A total of 14 cultural heritage resources were identified within this portion of the study corridor.
- A variety of data sources were used to identify cultural heritage resources, as described in Section 3.1.
- Of the 14 identified cultural heritage resources, six have been designated under Part IV of the *Ontario Heritage Act*; two are National Historic Sites; one is protected under the *Federal Heritage Railway Stations Protection Act*; and contain properties listed on the City of Hamilton's Register of Property of Cultural Heritage Value and/or Interest.
- Resources identified include the following feature types: residences, commercial buildings, a church, a railway station and rail corridor; a public building and transitional nineteenth and early-twentieth-century streetscapes.
- Of the 14 identified cultural heritage resources, 13 have been previously identified by the municipality through a variety of means, including but not limited to, municipal designation, listing on a municipal register, and/or listing in a municipal heritage inventory.
- Of the 14 identified cultural heritage resources, one was newly identified during field survey activities and has no previous identification status.

Previously identified properties located along James Street North between Guise Street and King Street were reviewed in order to determine their current status and record changes to structures since the 2009 fieldwork (ASI 2009). Throughout the corridor, a number of vacant buildings were identified; however, unless they appeared to be vulnerable or in danger of development or damage through neglect, these are not included in this report and/or listed as "changes" to the 2009 field review. One additional property located at 351 James Street North was added and the limits of SgA8 were accordingly adjusted. This small structure currently operating as a commercial enterprise was listed in Hamilton's Heritage Volume 2. Significant changes were noted to five of the resources presented in the 2009 ASI report.

1. Lister Block (28-50 James Street South). This property is currently under restoration and at the time of the visit its front façade and street level frontage were covered by scaffolding and hoarding.
2. The William Thomas building (46-52 James Street South). A large structure located adjacent to (north of) the Lister Block, has had its front façade removed. Hoarding had been erected at street level so alterations to the lower frontage were not visible. Work was ongoing at the time of the field review. The City of Hamilton reports that the stone façade and other designated features have been disassembled and stored off-site for future reassembly.
3. 118 and 207 James Street North. Signage at the property identifies this property as 118 James Street. This property is undergoing restoration and renovation as residential lofts. Significant work is being undertaken in the interiors. Some cosmetic work appears to be underway on the frontage.



4. 153 James Street North. This small property is, at the time of the review, surrounded by hoarding. The front façade appears to have been removed completely; however the majority of the structure appears intact. It appears that this is a renovation project.
5. 144 James Street North. Hoarding at street level. Property appears to be under renovation.

Table 1 in Appendix C provides detailed inventory descriptions of cultural heritage resources identified along James Street North between Guise Street and King Street. Sheets 1 and 2 (Figures 4 and 5) illustrate the location of these features.

In sum, this section of the study corridor retains much of the character of nineteenth-century and early-twentieth-century character of the downtown core of Hamilton. The streetscapes in this section of the study corridor present strong visual clues to the historic land use patterns and to the development of the city. Further, the area located nearest to the waterfront retains a number of vernacular residences (including potential multi-occupancy dwellings, such as rooming houses) typical of workers' houses, with small shops and other commercial enterprises interspersed. In both instances the landscapes represented within this section of the study corridor represent evolving landscapes with older buildings adapted for new and/or sympathetic purposes, infill structures at a complementary scale and massing, retention of alignment and orientation of streetscapes, as well as the retention of historic structures and properties spanning the time period from the late nineteenth-century through the first half of the twentieth century.

### 3.3.2 SgB *James Street South, James Mountain Road, West 5<sup>th</sup> Street, and Fennel Avenue West*

A field review was undertaken by Rebecca Sciarra, Cultural Heritage Specialist, ASI in December 2011. The field survey confirmed that both James Street South and John Street South serve as major north-south thoroughfares on historic alignments. James Street South is defined by clusters of prominent and well preserved residential buildings that date to the mid-to-late nineteenth century and early twentieth century, many of which have been designated under the *Ontario Heritage Act*. Overall, James Street South functions as an important corridor in the city that expresses important milestones and events associated with urban development patterns in the City of Hamilton. Similarly, John Street South retains a nineteenth-century character that is defined by clusters of two and three storey brick commercial buildings and two-and-a-half storey brick residences. Although less used and intact when compared to James Street, John Street South is an important historic corridor in the city's historic commercial centre. At the base of James Street South, numerous affluent estates dating to the nineteenth century are extant. James Mountain Road winds to the south of these estates climbing up the Escarpment. This alignment has been in place since at least the mid-nineteenth century. At the brow of the Escarpment, James Mountain Road merges into West 5<sup>th</sup> Street and is framed by mid-twentieth century development on its east side and St. Joseph's Mountain Hospital on its west side. The hospital grounds date to the nineteenth century and continue to retain numerous buildings and landscape features that express the site's heritage significance. At the northeast corner of Fennel Avenue West and West 5<sup>th</sup> Street, Auchmer Estate, a provincially-significant heritage resource, remains nestled within a changing landscape defined by mid-twentieth century residential subdivision.

The following provides a summary of results of background data collection and field survey activities:

- A total of 27 cultural heritage resources were identified within this portion of the study corridor.



- A variety of data sources were used to identify cultural heritage resources, as described in Section 3.1.
- Of the 27 identified cultural heritage resources, 20 have been designated under Part IV of the *Ontario Heritage Act*; one has been designated under Part V of the *Ontario Heritage Act*; one is a National Historic Site; and contain properties listed on the City of Hamilton's Register of Property of Cultural Heritage Value and/or Interest.
- Resources identified include the following feature types: residences, commercial buildings, churches, a transportation complex, a transitional nineteenth and early-twentieth-century streetscape, a heritage conservation district, a scenic corridor, nineteenth-century residential cluster, a mid-twentieth century high rise, hospitals, estates, a professional building, and stone terraces.
- Of the 27 identified cultural heritage resources, 25 have been previously identified by the municipality through a variety of means, including but not limited to, municipal designation, listing on a municipal register, and/or listing in a municipal heritage inventory.
- Of the 27 identified cultural heritage resources, only two were newly identified during field survey activities and have no previous identification status.

Table 2 in Appendix C provides detailed inventory descriptions of cultural heritage resources identified within this section of the study corridor. Sheets 2 to 4 (Figures 5 to 7) illustrate the location of these features.

### 3.3.3 SgC King Street East Southerly Along Wellington Street South and Victoria Avenue South

A field review was undertaken by Rebecca Sciarra, Cultural Heritage Specialist, ASI, in December 2011. The field survey confirmed that King Street East, between James Street and Victoria Avenue, retains one of the most important historic commercial landscapes in the City of Hamilton. Similarly, Wellington Street South and Victoria Avenue South express nineteenth-century urban development patterns through the retention of clusters of contemporaneous residential building stock. An initial field survey of the King Street portion of this section was conducted in 2009, and then again in July 2011, as part of preliminary planning and environmental assessment activities related to the B-Line rapid transit initiative. Cultural heritage resources identified as a result of these 2009 and 2011 survey activities were reviewed to determine their current status and record ensuing changes to structures and/or landscapes.

The following provides a summary of results of background data collection and field survey activities:

- A total of 13 cultural heritage resources were identified within this portion of the study corridor.
- A variety of data sources were used to identify cultural heritage resources, as described in Section 3.1.
- Of the 13 identified cultural heritage resources, five have been designated under Part IV of the *Ontario Heritage Act*; one is a National Historic Site; and contain properties listed on the City of Hamilton's Register of Property of Cultural Heritage Value and/or Interest.



- Resources identified include the following feature types: late-nineteenth and early-twentieth-century commercial and residential streetscapes, commercial buildings, designed landscapes/public parks, a railscape, a semi-detached residence, and a remnant twentieth-century institutional landscape.
- Of the 13 identified cultural heritage resources, 11 have been previously identified by the municipality through a variety of means, including but not limited to, municipal designation, listing on a municipal register, and/or listing in a municipal heritage inventory.
- Of the 13 identified cultural heritage resources, only two were newly identified during field survey activities and have no previous identification status.

Table 3 in Appendix C provides detailed inventory descriptions of cultural heritage resources identified within this section of the study corridor. Sheets 2 and 3 (Figures 5 and 6) illustrate the location of these features.

#### *3.3.4 SgD Upper James Street from Fennel Avenue to 9500 Airport Road West*

A field review was undertaken by Mary-Cate Garden, Cultural Heritage Specialist, ASI in November 2010 to document the existing conditions of the study corridor. The field review revealed that Upper James Street is a busy north-south thoroughfare. The study corridor south of Fennel Avenue is a wide, four-lane street with a high to very high volume of traffic. Upper James Street was formerly known as part of Highway 6 and south of Ryckman's Corner (Rymal Road) the road most resembles the current Highway 6, with reduced gravel shoulders and lanes. The proposed A-Line route leaves Upper James Street where it veers to the east around the hamlet of Mount Hope. The proposed route continues in a direct line south along Homestead Drive through Mount Hope. The stretch of Homestead Road is an historic narrow, two-lane road with soft shoulders. At Airport Road—located to the south of Mount Hope—the proposed route turns west and continues westward to the John C. Munro International Airport where it enters the airport grounds near the extant entrance road. In this final stretch, the right-of-way tends to be generally wider with a greater capacity for traffic (than through Mount Hope) and although the right of way shows evidence of being modernised, there are stretches east of the airport where the older road configuration has been maintained.

The following provides a summary of results of background data collection and field survey activities:

- A total of 38 cultural heritage resources were identified within this portion of the study corridor.
- A variety of data sources were used to identify cultural heritage resources, as described in Section 3.1.
- Of the 38 identified cultural heritage resources, none has been designated under Part IV of the *Ontario Heritage Act* although there is one which has given notice as 'intent to designate'; and contain properties listed on the City of Hamilton's Register of Property of Cultural Heritage Value and/or Interest.
- Resources identified include the following feature types: residences, commercial buildings, churches, a transportation complex, a transitional nineteenth and early-twentieth-century



streetscape, a twentieth-century streetscape, an historic settlement and roadscape; churches (some with attached cemeteries); a cemetery, nineteenth-century residential cluster, public buildings, a mid-twentieth century low rise streetscapes, farm complexes and an airport.

- Of the 38 identified cultural heritage resources, 20 have been previously identified by the municipality through a variety of means, including but not limited to, municipal designation, listing on a municipal register, and/or listing in a municipal heritage inventory.
- Of the 38 identified cultural heritage resources, 18 were newly identified during field survey activities and have no previous identification status.

In addition, a number of properties originally identified within Hamilton's Heritage Volume 2 and/or 3 Inventory were not identified during the field review. In most instances, this was due to ongoing development (e.g., properties listed at 1400 and 1508 Upper James Street had been lost to more recent mall development). However, there were a few instances in which there was no obvious development and/or properties contained anomalous structures. In a few extraordinary circumstances there remained some concerns about the properties listed in Hamilton's Heritage volumes but which were not identified during the field review. Most notable of these was the RCAF 447 Squadron 'H Hut' which is listed on the City of Hamilton's 'Register of Property of Cultural Heritage Interest (hereafter: the City of Hamilton's Heritage Register) and which is located at 9300 Airport Road. This structure was demolished in May 2010; it was recommended in May 2011 that the property be removed from the Register (City of Hamilton May 2011). Other heritage resources, listed in the inventories but which remain unidentified, include:

1. 9132 and 9031 Airport Road (adjacent to each other) were noted as having heritage significance. Currently two late-twentieth century houses sit on these properties and no other heritage assets were identified during the field review.
2. 2219 Upper James Street is listed as an 1850s structure. A series of early to mid-twentieth-century houses sit near this property. Fields behind may be associated with historic land uses on the lot. It is likely that this structure has been demolished.
3. 2862 Upper James Street was described as an 1870s single dwelling and although the property retains an earlier topography and mature plantings, the only structure visible on the site is a late-twentieth-century residence. It is likely that this structure has been demolished.
4. 1039 Upper James Street needs further research to determine the age/ origin of the three storey structure extant on the site.

Table 4 in Appendix C provides detailed inventory descriptions of cultural heritage resources identified within this section of the study corridor. Sheets 4 to 11 (Figures 7 to 14) illustrate the location of these features.



### 3.4 Impact Assessment

A total of 92 cultural heritage resources were identified within the study corridor. At the time of writing the proposed route runs from Guise Street in the north to 9500 Airport Road West in the south. Within this route there are two options; one which runs along James Street South to James Mountain Road and a second alternative which also runs south on James Street South but turns eastward along King Street and includes spurs at Wellington Street South and Victoria Avenue South accessing the Mountain via the Claremont Access on James Street North. Both of these proposed routes run along West 5<sup>th</sup> Street and Fennel Avenue West, where they then run south on Upper James Street to the Hamilton International Airport. At present, numerous options are under consideration with regard to integration of rapid transit infrastructure into existing road rights-of-way. The following running types are under consideration:

- On-street in segregated lanes in the following areas:
  - James Street North, Guise Street to King Street;
  - King Street East, James Street to Walnut Street;
  - King Street East, West Avenue to Victoria Avenue;
  - Wellington Street South; King Street East to Victoria Avenue South;
  - Victoria Avenue South southerly and along Claremont Access;
  - Claremont Access between Victoria Avenue South and Upper James Street;
  - Fennel Avenue West between West 5<sup>th</sup> Street and Upper James Street;
  - James Street South, King Street to St. James Place;
  - John Street South, Hunter Street East to Charleton Avenue East.
- On-street mixed with traffic in the following areas:
  - King Street East, Walnut Street to West Avenue;
  - Homestead Drive between divergence with Upper James Street and Airport Road West;
  - Airport Road West, Homestead Drive to Hamilton International Airport;
  - Hamilton International Airport;
  - Hunter Street East, James Street South to John Street South;
  - James Mountain Road and West 5<sup>th</sup> Street, Claremont Drive to Brantdale Avenue.
- Fully-segregated off-street in the following areas:
  - Claremont Access between Upper James Street and James Mountain Road;
  - James Mountain Road and West 5<sup>th</sup> Street, Claremont Drive to Fennel Avenue West;
  - Upper James Street, Alderlea Avenue to divergence between Homestead Drive and Upper James Street;
  - Airport Road westerly of Warplane Museum and within Hamilton International Airport;
  - James Mountain Road and West 5<sup>th</sup> Street, Brantdale Avenue to Fennel Avenue West.
- Fully-segregated in median in the following areas:
  - Upper James Street between Fennel Avenue and Alderlea Avenue.
- Dedicated transit way (bus rapid transit, buses and emergency vehicles only) in the following areas:
  - James Mountain Road, St. James Place to Claremont Drive.

Numerous stop locations have also been proposed in the following locations:

- Waterfront: Guise Street and James Street North;



- Picton: Picton Street and James Street North;
- James Street North GO: Strachan Street and James Street North;
- Cannon Street: Cannon Street and James Street North;
- Gore Park; King Street East and James Street;
- Walnut; King Street East and Walnut Street
- First Place (westbound stop); West Avenue and King Street East;
- First Place (southbound stop); Wellington Street and King Street East
- Hunter Street GO Centre (northbound stop); Hunter Street and James Street South;
- Hunter Street GO Centre (southbound stop); Hunter Street and John Street South;
- St. Joseph's Hospital (southbound stop); Charleton Avenue East and Hughson Street South;
- St. Joseph's Hospital (northbound stop); Charleton Avenue and James Street South;
- St. Joseph's Mountain Campus; Brantdale Avenue and West 5<sup>th</sup> Street;
- Mohawk College; Fennel Avenue West and West 5<sup>th</sup> Street;
- James and Fennel; Upper James Street and Fennel Avenue
- James and Mohawk; Upper James Street and Mohawk Road;
- Aldridge Linc; Upper James Street and Limeridge Road;
- Stone Church; Upper James Street and Stone Church Road
- Rymal; Upper James Street and Rymal Road;
- Twenty Road; Upper James Street and Twenty Road;
- Mountain Transit Centre; Upper James Street between Twenty Road and Dickenson Road;
- Dickenson; Upper James Street and Dickenson Road;
- English Church; Upper James Street and English Church Road;
- Mount Hope: Homestead Drive and Airport Road West;
- Warplane Museum; East end of airport lands;
- Hamilton International Airport; Centre of airport lands.

Typically, potential impacts of the undertaking, are considered against a range of possible impacts as outlined in the Ministry of Tourism and Culture document entitled *Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* (September 2010), which include:

- Destruction of any, or part of any, significant heritage attribute or feature (III.1).
- Alteration which means a change in any manner and includes restoration, renovation, repair or disturbance (III.2).
- Shadows created that alter the appearance of a heritage attribute or change the visibility of a natural feature of plantings, such as a garden (III.3).
- Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship (III.4).
- Direct or indirect obstruction of significant views or vistas from, within, or to a built and natural feature (III.5).
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces (III.6).



- Soil Disturbance such as a change in grade, or an alteration of the drainage pattern or excavation (III.7)

At present, the proposed A-Line alignment, including alternative running types and stop locations have been developed at a conceptual level of detail. As such, detailed impacts in relation to specific cultural heritage resources have not been identified at present. Rather, general impacts have been identified based on conceptual details as illustrated in Appendix A, and which may include:

- Displacement and/or visual alteration of cultural heritage resources where property acquisitions are required for the purposes of establishing transit-related and transit stop infrastructure. In many cases, identified cultural heritage resources are located very close to established road rights-of-way. Additionally, clusters of resources combine together to maintain a visual character that is associated with nineteenth-century urban development particularly in the downtown core. As such, property acquisitions and introduction of transit-related and transit stop infrastructure, particularly in the downtown core have the potential to impact resources through destruction and/or alteration.
- Displacement and visual alteration to east side of St. Joseph's Mountain Hospital (SgB18), which has been protected under the *Ontario Heritage Act*. Displacement and visual alteration is expected as a result of proposed light rail transit and bus rapid transit running along a new segregated reserve on the west side of West 5<sup>th</sup> Street between Claremont Drive and Fennel Avenue West, outside of the existing road right-of-way. Based on communications from Heritage Planning Staff, it has been confirmed that a currently approved site plan for the site includes road widening and transit stops/lanes for a proposed 'transit hub'. While a built heritage resource is likely to be demolished, Heritage Planning Staff anticipate that the demolition will be mitigated through salvage and commemoration. There is potential for the proposed transit undertaking to impact the proposed commemorative feature. The subject undertaking should be planned to avoid or mitigate impacts to this commemorative feature.
- Displacement and/or visual alterations where property acquisitions are required should the alignment run outside the road right-of-way. For much of the study corridor, the Upper James Street road right-of-way is bordered by sidewalks and a grass median. As such, cultural heritage resources in this area are not likely to be impacted. However, south of Alderlea Road (just south of Twenty Road) the right-of-way retains the four lanes (seen in the southern part of this section) but the roadway narrows and the sidewalks are replaced with soft shoulders and ditches. In these areas, cultural heritage resources have the potential to be impacted through encroachment.
- Homestead Drive is an historic roadscape (SgD33) which has retained most of its early features including narrow side shoulders and lots running back from the road right-of-way. Further, this two-lane roadscape runs through the historic settlement of Mount Hope (SgD32), which is a sensitive cultural heritage landscape that retains a number of structures listed in Hamilton's Heritage volumes. Alone, and together as clusters, these cultural heritage resources combine together to create a strong visual character reminiscent of its late-nineteenth/early-twentieth-century character and land use. Any alterations within or adjacent to the right-of-way have the potential to severely affect the cultural heritage resources through a number of impacts, including: displacement and/or visual alteration of cultural heritage resources where property acquisitions are required for the purposes of establishing transit-related and transit stop infrastructure. In many cases, identified cultural heritage resources are located very close to the established road right-of-way and would be impacted through encroachment. As such, property acquisitions and



introduction of transit-related and transit stop infrastructure should be planned to avoid alterations. If that is not possible, transit infrastructure should be introduced very sensitively.

Appropriate mitigation measures should be developed wherever any identified, above-ground cultural heritage resources are to be affected by direct or indirect impacts. This may include completing a heritage impact assessment or documentation report, or employing suitable measures such as landscaping, buffering or other forms of mitigation, where appropriate. In this regard, provincial guidelines should be consulted for advice and further heritage assessment work should be undertaken as necessary.

## 4.0 CONCLUSIONS

The results of historical research and field survey confirmed that the entire study corridor from Guise Street in the north to 9500 Airport Road West in the south features historically surveyed thoroughfares, residences, commercial structures and farm complexes that date back to the nineteenth century. The nature of the corridor changes dramatically from south to north both in the nature of the individual thoroughfares and in the nature of land use. The cultural heritage resources identified within the entire study corridor include, but are not limited to, houses located within an urban setting; small factory or commercial structures, a variety of churches and other institutional structures to more rural farm lots with residential structures more typical of a rural setting. In some instances, the landscapes in the southern section of the study corridor (i.e., in section SgD) retain evidence of village/ hamlet and other rural settlement patterns.

In short, each of the four areas within the study corridor retains a large number of heritage resources (including streetscapes) and each should be considered a sensitive heritage area. The nature and the impacts of the proposed A-Line vary depending on the nature of the road rights-of-way, specific details regarding integration of transit-related and transit stop infrastructure into existing road rights-of-way, and the identified heritage resources.

A detailed discussion of each of the study corridor areas follows below. However, two areas: the stretch along Homestead Drive through the historic settlement of Mount Hope (part of SgD) and the route along James Street North, from MacNab/Strachan Streets to south of Charlton Avenue, through the downtown core, are particularly sensitive areas that are densely occupied.

### 4.1 SgA James Street North from Guise Street to King Street

Within this section identified cultural heritage resources range from small or medium-scale vernacular residences in the area nearest the waterfront to small churches and a cathedral to small-scale commercial enterprises and retail enterprises and public buildings. In general, the road right-of-way is narrow and the land within this section is densely occupied—particularly in the section between MacNab and King Streets.

The field survey confirmed that James Street North serves as a major north-south thoroughfare on an historic alignment that retains numerous cultural heritage resources. An initial field survey of this portion was conducted in 2009 by ASI as part of preliminary planning of the B-Line and A-Line rapid transit initiatives. The survey in November 2010 confirmed the condition of most of these resources. One new structure was identified and the northern boundary of SgA8 was extended northward to include this new



feature as part of the previously-identified streetscape. Some changes were noted to the condition of structures and these have been detailed in section 3.3.1.

The following provides a summary of results of background data collection and field survey activities:

- A total of 14 cultural heritage resources were identified within this portion of the study corridor.
- A variety of data sources were used to identify cultural heritage resources, as described in Section 3.1.
- Of the 14 identified cultural heritage resources, six have been designated under Part IV of the *Ontario Heritage Act*; two are National Historic Sites; one is protected under the *Federal Heritage Railway Stations Protection Act*; and contain properties listed on the City of Hamilton's Register of Property of Cultural Heritage Value and/or Interest.
- Resources identified include the following feature types: residences, commercial buildings, a church, a railway station and rail corridor; a public building and transitional nineteenth and early-twentieth-century streetscapes.
- Of the 14 identified cultural heritage resources, 13 have been previously identified by the municipality through a variety of means, including but not limited to, municipal designation, listing on a municipal register, and/or listing in a municipal heritage inventory.
- Of the 14 identified cultural heritage resources, one was newly identified during field survey activities and has no previous identification status.

#### **4.2 SgB James Street South, James Mountain Road, West 5<sup>th</sup> Street, and Fennel Avenue West**

Within this section identified cultural heritage resources range from nineteenth-century churches, notable and prominent commercial buildings that have defined the city's financial core since the mid-to-late nineteenth century, numerous residential structures, and commercial building stock that dates to the latter part of the nineteenth century. The field review confirmed that this portion of the study corridor is particularly sensitive along James Street South, John Street South, and Charleton Avenue East. Buildings are set very close to road rights-of-way and overall, these streets have retained a nineteenth-century scale and character despite introductions of new building stock and land use. James Mountain Road is also a sensitive corridor that presently functions as a scenic route, providing access between the mountain and the downtown core. Its south side is framed by notable vegetation and vernacular nineteenth-century structures. The north side of the road is strongly defined by historic estates and stone foot walls, parts of which date to the nineteenth century. At the top of the escarpment, the St. Joseph's Mountain Hospital also stands as an evolved cultural heritage landscape with landscape features located along its eastern elevation and which may be sensitive to transit improvements. Finally, the Auchmer Estate, located at Fennel Avenue West and West 5<sup>th</sup> Street stands as a provincially-significant cultural heritage resource that retains both buildings and landscape features of cultural heritage value.

The following provides a summary of results of background data collection and field survey activities:

- A total of 27 cultural heritage resources were identified within this portion of the study corridor.



- A variety of data sources were used to identify cultural heritage resources, as described in Section 3.1.
- Of the 27 identified cultural heritage resources, 20 have been designated under Part IV of the *Ontario Heritage Act*; one has been designated under Part V of the *Ontario Heritage Act*; one is a National Historic Site; and contain properties listed on the City of Hamilton's Register of Property of Cultural Heritage Value and/or Interest.
- Resources identified include the following feature types: residences, commercial buildings, churches, a transportation complex, a transitional nineteenth and early-twentieth-century streetscape, a heritage conservation district, a scenic corridor, nineteenth-century residential cluster, a mid-twentieth century high rise, hospitals, estates, a professional building, and stone terraces.
- Of the 27 identified cultural heritage resources, 25 have been previously identified by the municipality through a variety of means, including but not limited to, municipal designation, listing on a municipal register, and/or listing in a municipal heritage inventory.
- Of the 27 identified cultural heritage resources, only two were newly identified during field survey activities and have no previous identification status.

#### **4.3 SgC King Street East Southerly Along Wellington Street South and Victoria Avenue South**

Within this section identified cultural heritage resources generally consist of late-nineteenth-century commercial building stock and public parks along east-west roads and residential building stock along north-south roads. The King Street corridor between James Street and Victoria Avenue is one of the city's most important nineteenth-century streetscapes. Its retention of prominent, multi-storey commercial buildings, concentrated between James Street and Wellington Street, as well as landscape features such as the Gore Park, make this an area rich with outstanding examples of nineteenth-century architecture and a visual and physical character that expresses early urban development themes. The Wellington Street South and Victoria Avenue South corridors generally retain nineteenth-century residential building stock reflecting Edwardian design influences. Residences are generally similar to one another, with two-and-a-half storey scales, brick exteriors, multi-storey porches, and front-facing gable roofs; features which were typical of late-nineteenth and early-twentieth-century market town residential architecture. These residences together, form intact streetscapes that contribute to the visual and physical character of the downtown core.

The following provides a summary of results of background data collection and field survey activities:

- A total of 13 cultural heritage resources were identified within this portion of the study corridor.
- A variety of data sources were used to identify cultural heritage resources, as described in Section 3.1.



- Of the 13 identified cultural heritage resources, five have been designated under Part IV of the *Ontario Heritage Act*; one is a National Historic Site; and contain properties listed on the City of Hamilton's Register of Property of Cultural Heritage Value and/or Interest.
- Resources identified include the following feature types: late-nineteenth and early-twentieth-century commercial and residential streetscapes, commercial buildings, designed landscapes/public parks, a railscape, a semi-detached residence, and a remnant twentieth-century institutional landscape.
- Of the 13 identified cultural heritage resources, 11 have been previously identified by the municipality through a variety of means, including but not limited to, municipal designation, listing on a municipal register, and/or listing in a municipal heritage inventory.
- Of the 13 identified cultural heritage resources, only two were newly identified during field survey activities and have no previous identification status.

#### **4.4 SgD Upper James Street from Fennel Avenue to 9500 Airport Road West**

Within this section identified cultural heritage resources range from post-war small bungalows; larger scale farmhouses and residences (most now being used for commercial purposes); to churches and the Hamilton International Airport. In general, most of the resources sit back from the road and are buffered by sidewalks and grass verges. This is particularly true of the area between Fennel Avenue and Twenty Road. South of Twenty Road, Upper James Street/Highway Six features gravel shoulders and ditches with some resources located in closer proximity to the road right-of-way. In particular, Homestead Drive (SgD33) retains most of its nineteenth-century character with sensitive heritage resources located in close proximity to the road right-of-way. As such, Homestead Drive and the historic settlement of Mount Hope have been identified as cultural heritage landscapes (SgD33 and SgD32 respectively).

The field review confirmed that the study corridor retains elements that are associated with development of the townships and historic settlements which are now part of the City of Hamilton; the identified cultural heritage resources represent periods of development dating back as far as the nineteenth century and as recently as the mid-twentieth century. This section of the study corridor retains some early structures and landscapes which are remnants of the agricultural past of this area's early residential development, dating predominantly to the late nineteenth century and early twentieth century through to the postwar development of the city in the mid and late twentieth century. At the time of the field review the north half of section SgD was more characteristic of a late-twentieth-century peri-urban landscape of mixed residential and commercial use. The south half, in contrast, is more typical of the areas' rural past.

The following provides a summary of results of background data collection and field survey activities:

- A total of 38 cultural heritage resources were identified within this portion of the study corridor.
- A variety of data sources were used to identify cultural heritage resources, as described in Section 3.1.
- Of the 38 identified cultural heritage resources, none has been designated under Part IV of the *Ontario Heritage Act* although there is one which has given notice as 'intent to designate'; and



contain properties listed on the City of Hamilton's Register of Property of Cultural Heritage Value and/or Interest.

- Resources identified include the following feature types: residences, commercial buildings, churches, a transportation complex, a transitional nineteenth and early-twentieth-century streetscape, a twentieth-century streetscape, an historic settlement and roadscape; churches (some with attached cemeteries); a cemetery, nineteenth-century residential cluster, public buildings, a mid-twentieth-century low rise streetscapes, farm complexes and an airport.
- Of the 38 identified cultural heritage resources, 20 have been previously identified by the municipality through a variety of means, including but not limited to, municipal designation, listing on a municipal register, and/or listing in a municipal heritage inventory.
- Of the 38 identified cultural heritage resources, 18 were newly identified during field survey activities and have no previous identification status.

## 5.0 RECOMMENDATIONS

The proposed transit improvements may have a variety of impacts upon built heritage resources and cultural heritage landscapes. Impacts can include: direct impacts that result in the loss of resources through demolition or alteration, or the displacement of resources through relocation; and indirect impacts that result in the disruption of resources by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting. Based on the results of background data collection, field review, and impact assessment, the following preliminary recommendations have been developed:

1. Any proposed transit alignments, property requirements, and associated infrastructure be suitably planned in a manner that avoids any identified, above ground, cultural heritage resource. If it is determined that the proposed infrastructure will require a lateral expansion of the current road right-of-way and will result in property requirements, the selection of directly impacted areas should be informed by the results of the assessment presented in this report. Consideration should be given to proposing property requirements in areas where no cultural heritage resources have been identified.
2. If more detailed concept plans determine that no property requirements are expected and that the planned infrastructure and any associated construction will be confined to the current road right-of-way, an assessment and analysis of indirect impacts is recommended. Based on the findings of this assessment, and in conjunction with any new data provided by the City of Hamilton, the visual impact of introducing rapid transit infrastructure and the proximity of the proposed infrastructure to identified resources should be assessed by a qualified heritage consultant. Attention should be paid to considering how the proposed infrastructure may yield visual impacts that may compromise contextual attributes, the setting, and extent of scenic amenity associated with identified cultural heritage resources. Attention should also be paid to identifying cases in which the proposed infrastructure may restrict vehicular access to structures, and therefore limit the extended and long-term use of identified cultural heritage resources. Following assessment of impacts, appropriate mitigation measures should be developed. Negative impacts of noise and vibration on adjacent structures should also be conducted; however, this type of study is outside



the expertise of a heritage consultant. At a minimum, photographic documentation of cultural heritage landscapes is recommended in advance of introduction of transit infrastructure.

3. As part of the proposed undertaking, design principles and branding strategies should be sympathetically developed to compliment adjacent cultural heritage resources and to respect their scenic amenity, contextual values, and character. There are opportunities to sympathetically integrate the proposed rapid transit infrastructure into the existing fabric of heritage resources through the design and branding of stop infrastructure, platforms, signage, shelters, and seating, resulting in a transit undertaking that compliments existing cultural heritage resources.
4. Following development of detailed functional planning for the preferred route for the A-Line, impacts of the undertaking on cultural heritage resources should be reviewed to confirm and address any gaps in cultural heritage inventory data collection. This assessment should be undertaken to: confirm impacts on identified cultural heritage resources, including identification of impacts on cultural heritage landscapes as a whole and the individual parcels that comprise these features as well as individually identified built heritage resources; and recommend appropriate conservation and/or mitigation measures. As part of this process of confirming impacts of these various infrastructure components, visual modelling of the proposed infrastructure should be reviewed to assess visual impacts of the undertaking on known cultural heritage resources. Where it is determined that a cultural heritage resource will be adversely impacted by the undertaking, and in cases where the property has not been designated under the *Ontario Heritage Act*, further research will be required to evaluate and identify its specific heritage significance and to subsequently recommend appropriate conservation and/or mitigation measures.



## 6.0 CULTURAL HERITAGE RESOURCE MAPPING



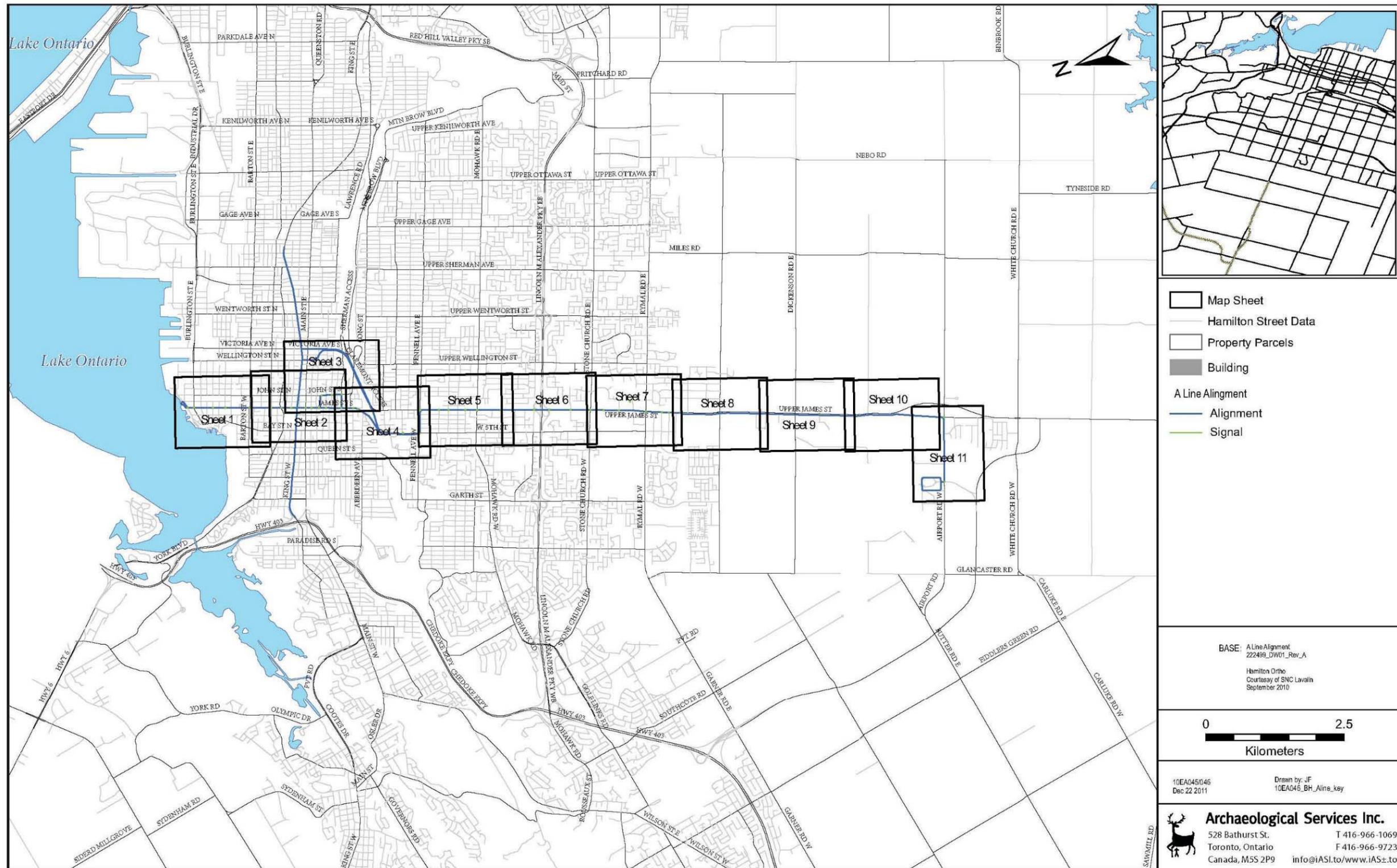


Figure 3: Key Plan of the Study Corridor

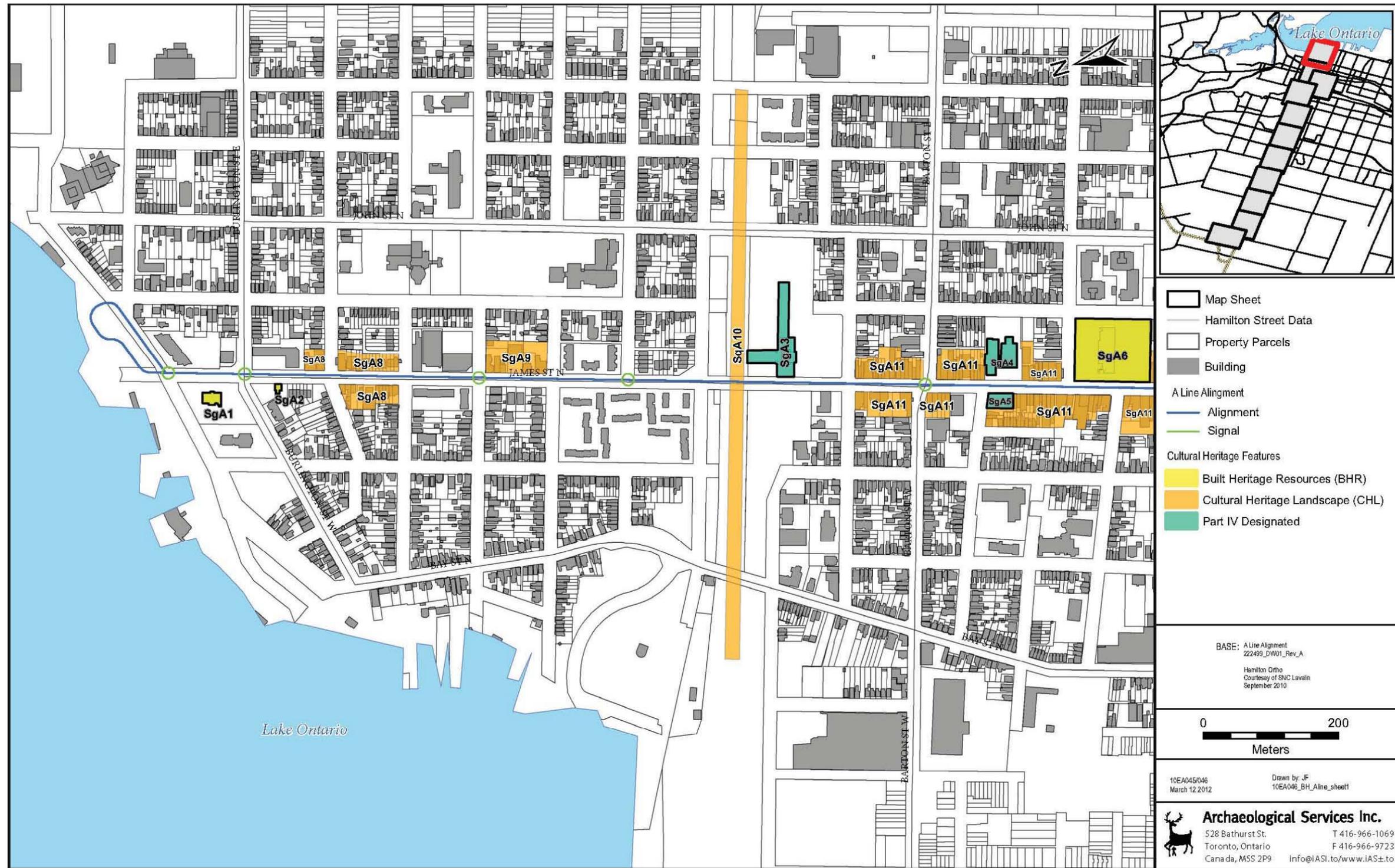


Figure 4: Location of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Corridor

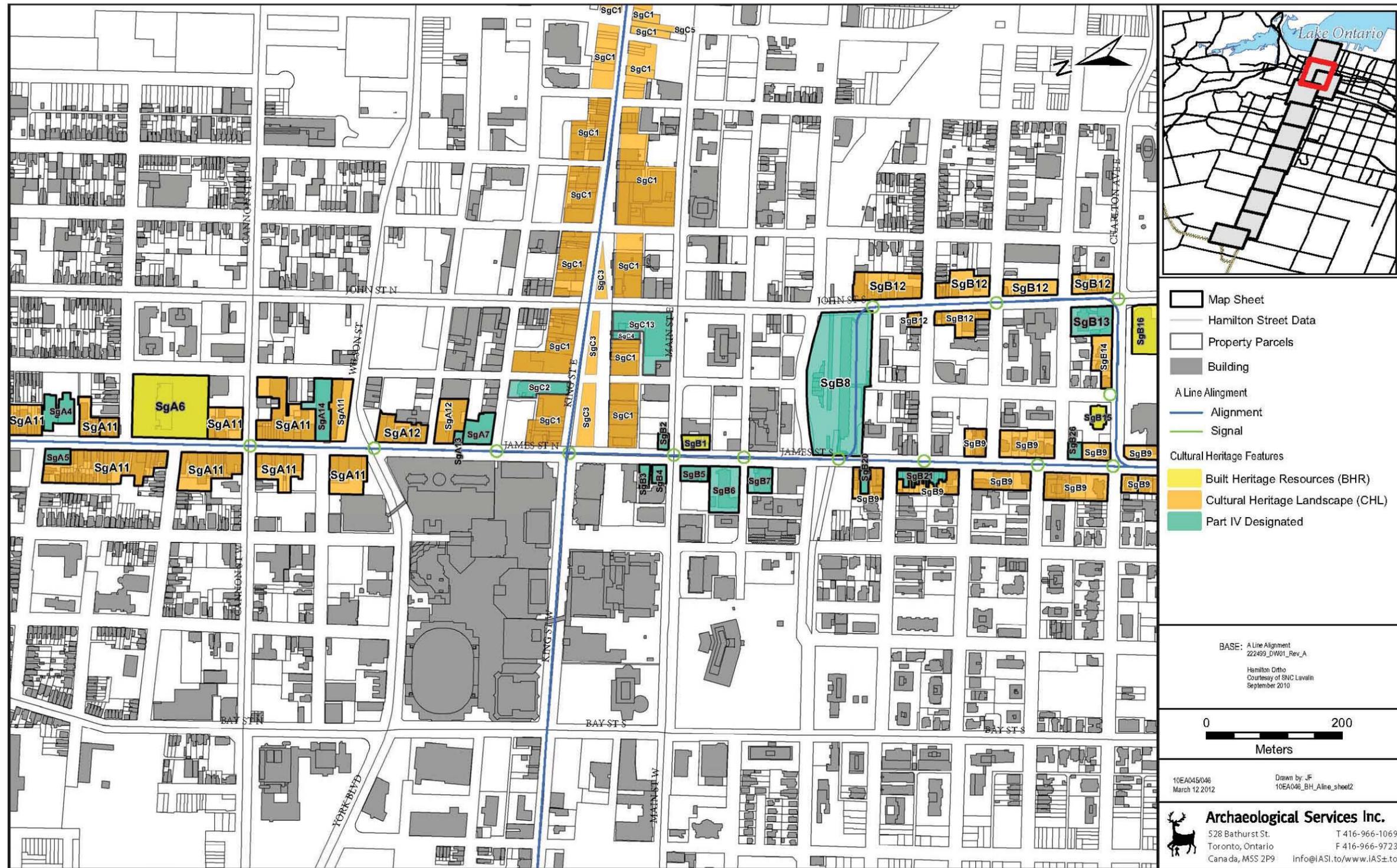


Figure 5: Location of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Corridor

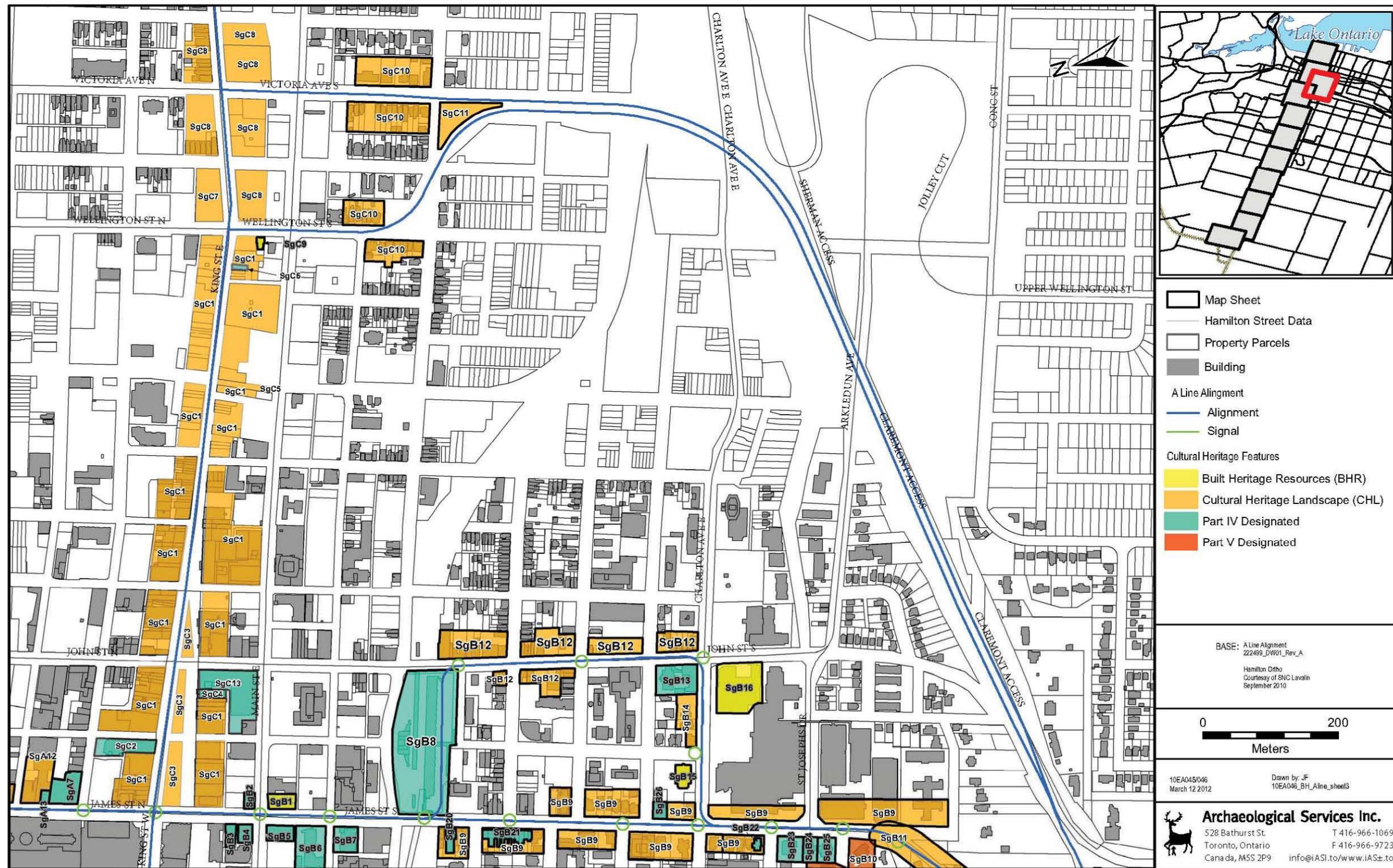


Figure 6: Location of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Corridor

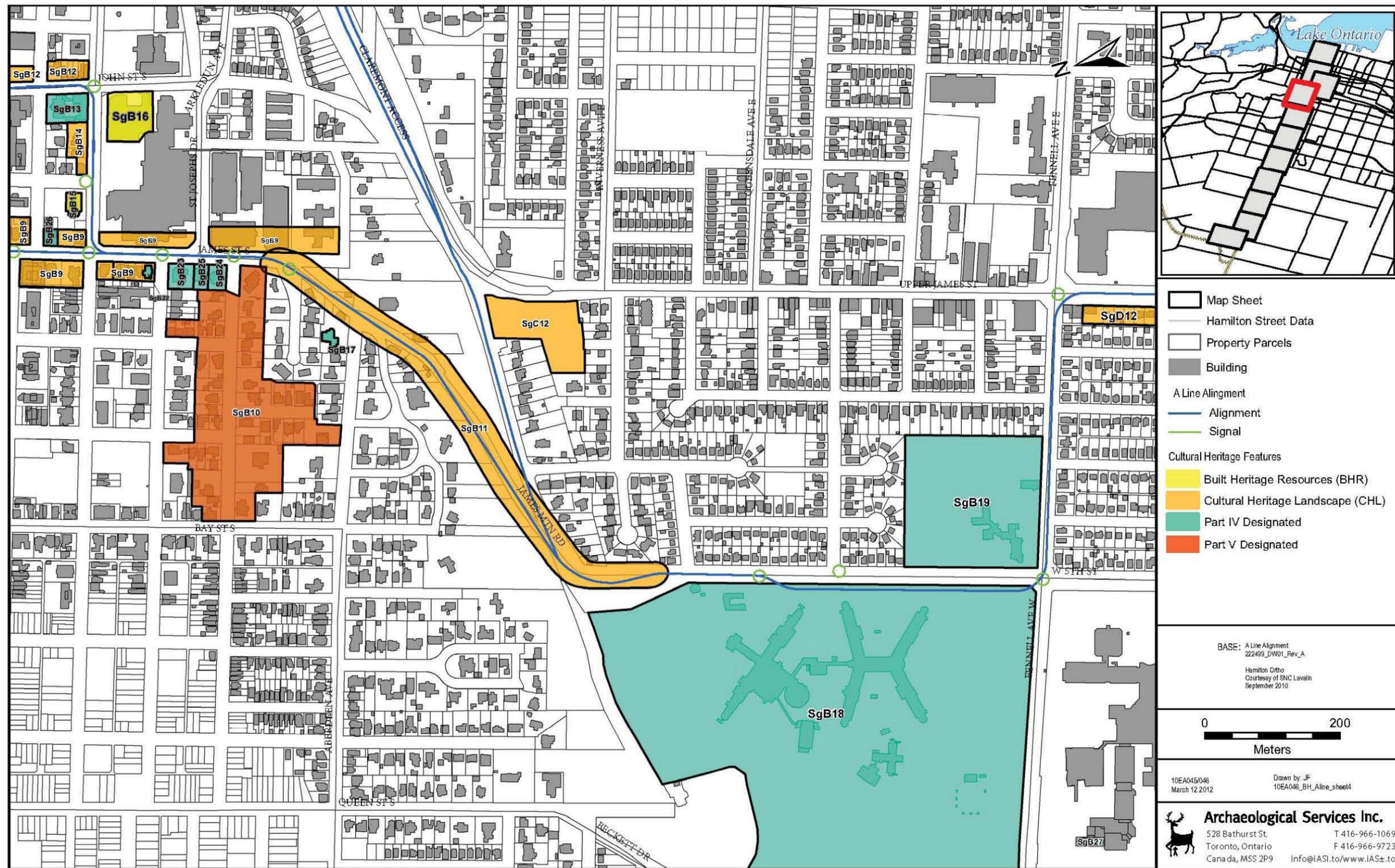


Figure 7: Location of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Corridor



Figure 8: Location of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Corridor

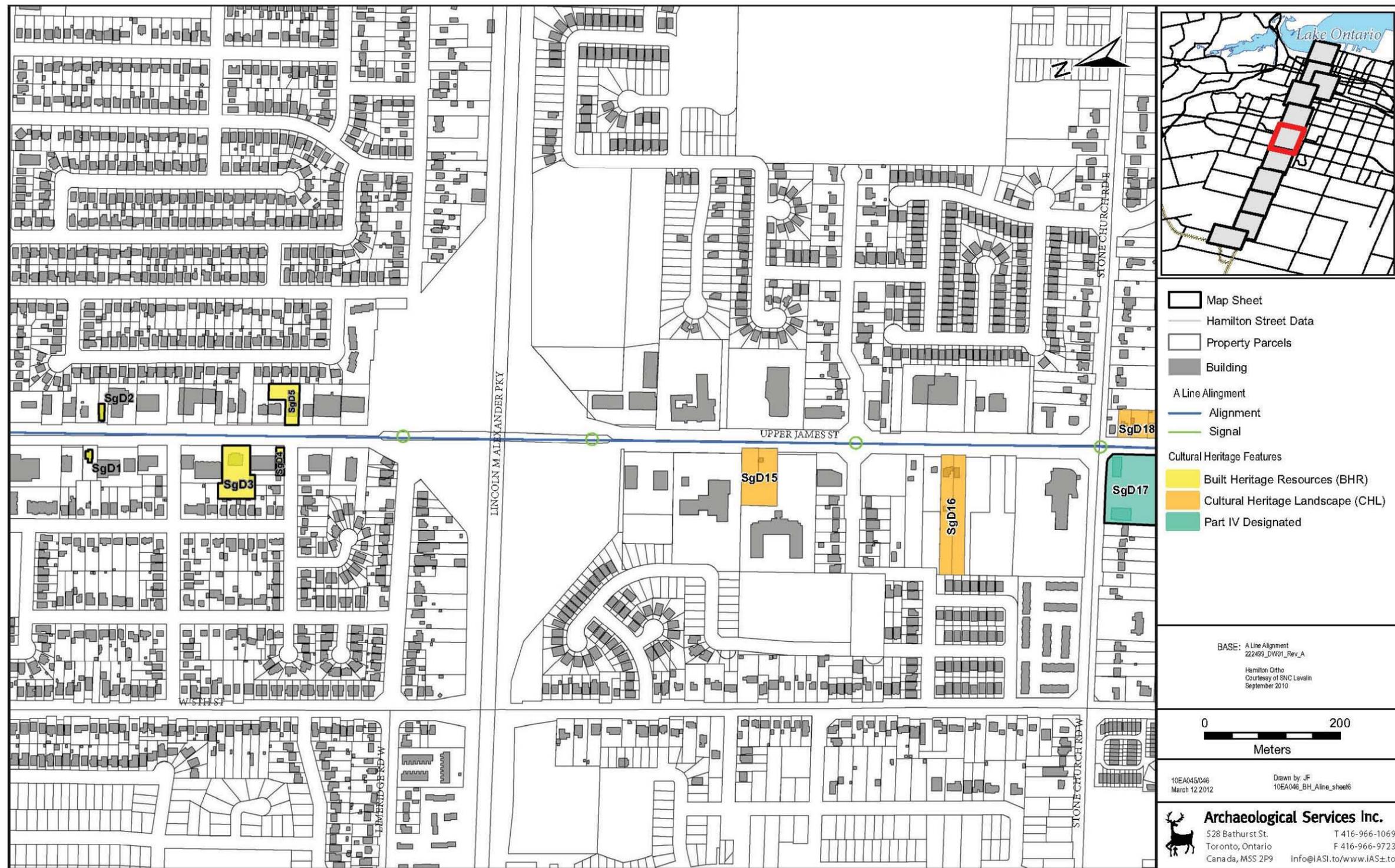


Figure 9: Location of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Corridor



Figure 10: Location of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Corridor



Figure 11: Location of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Corridor



Figure 12: Location of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Corridor



Figure 13: Location of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Corridor

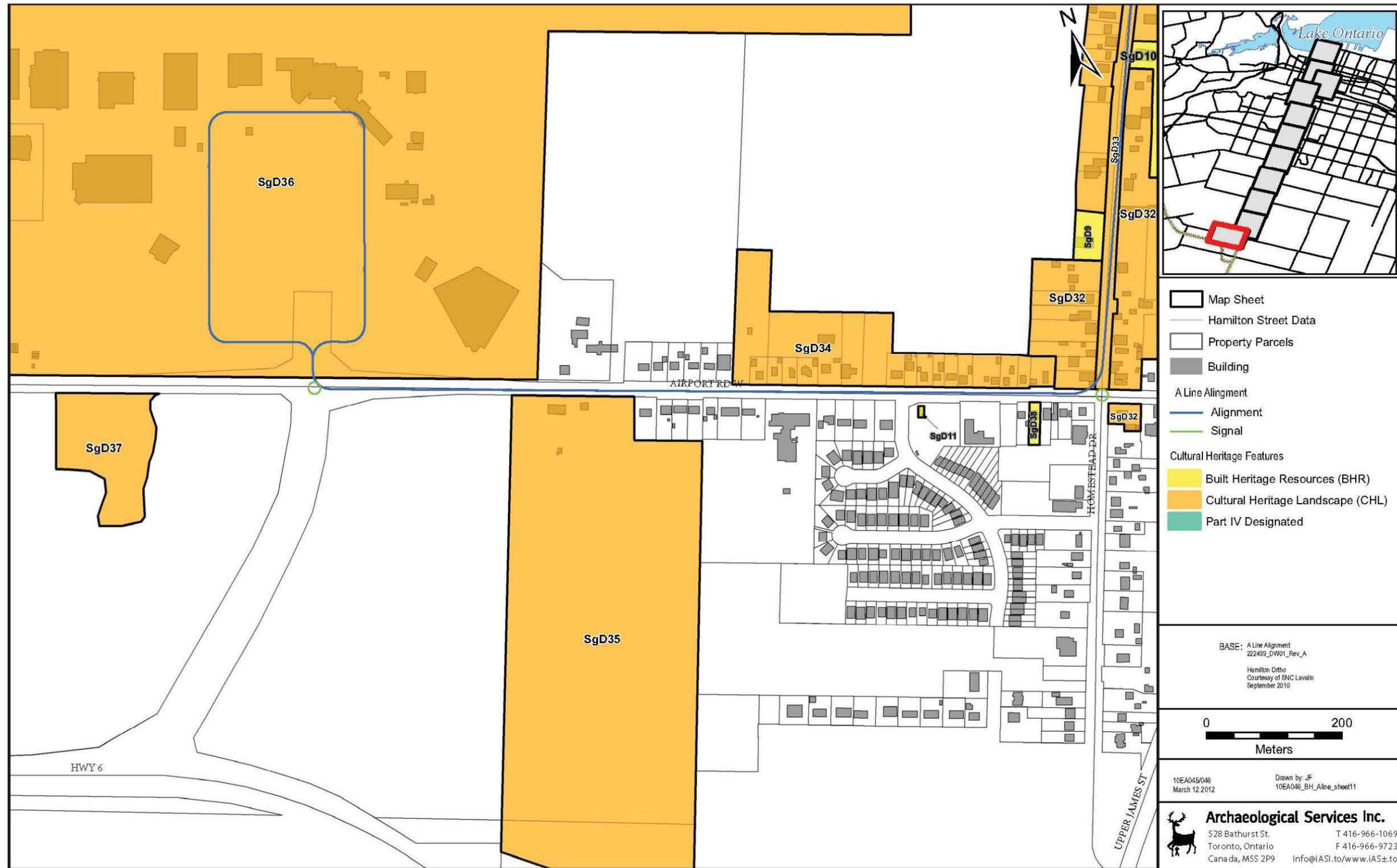


Figure 14: Location of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Corridor

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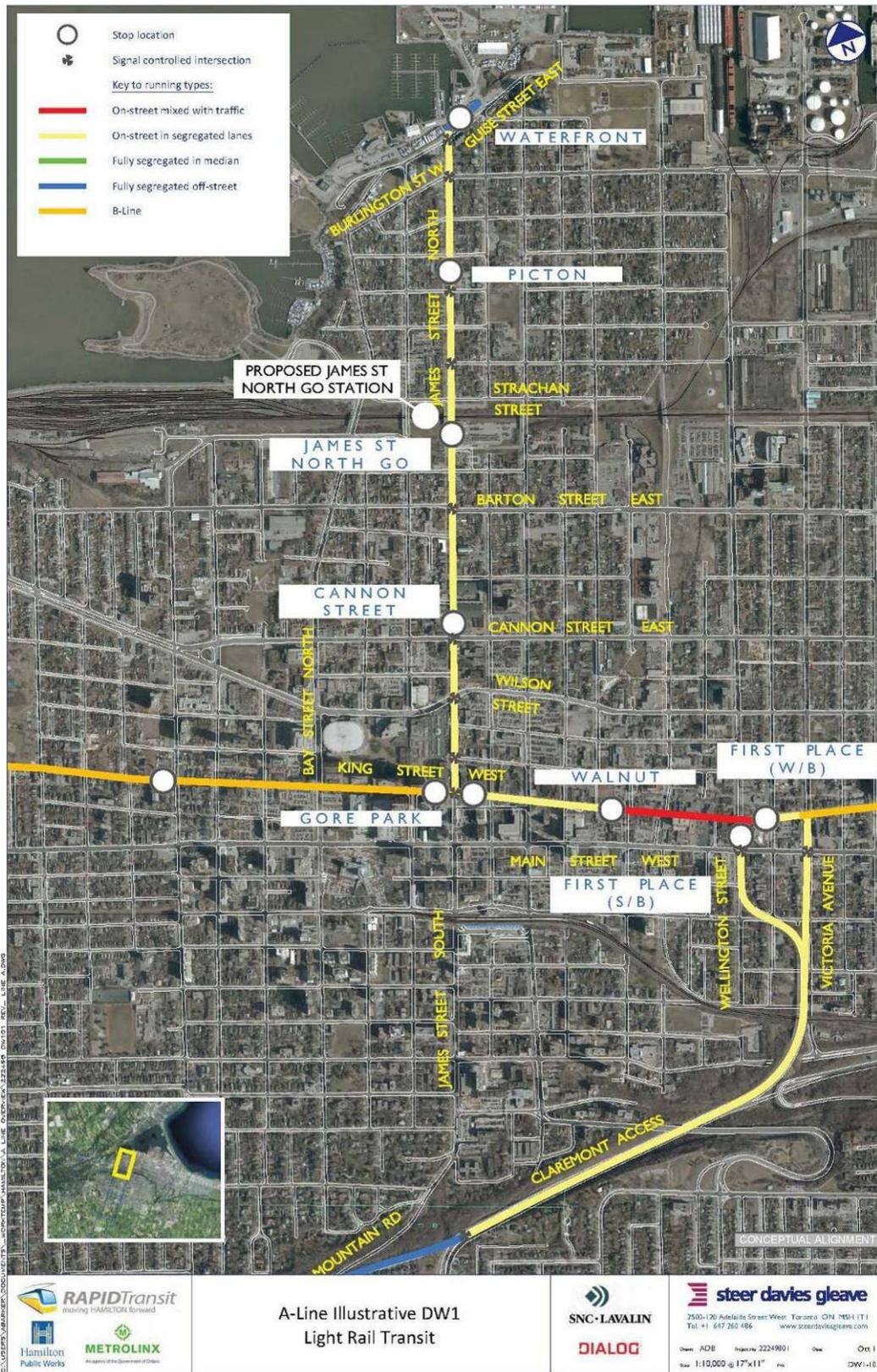
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**APPENDIX A: Illustrative A-Line Design Workbook 1 Alignments (October 2011)**







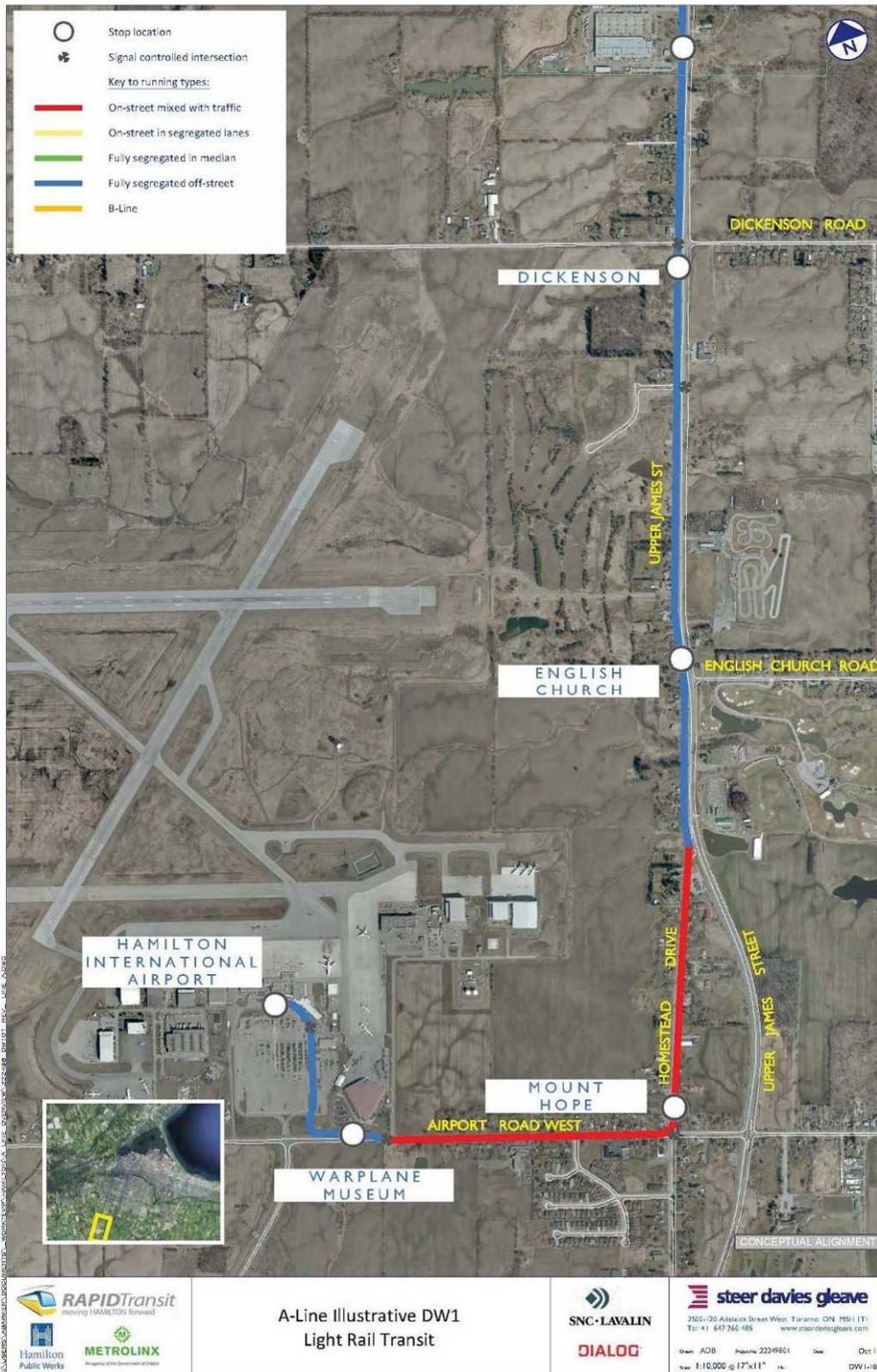


A-Line Illustrative DW1  
 Light Rail Transit

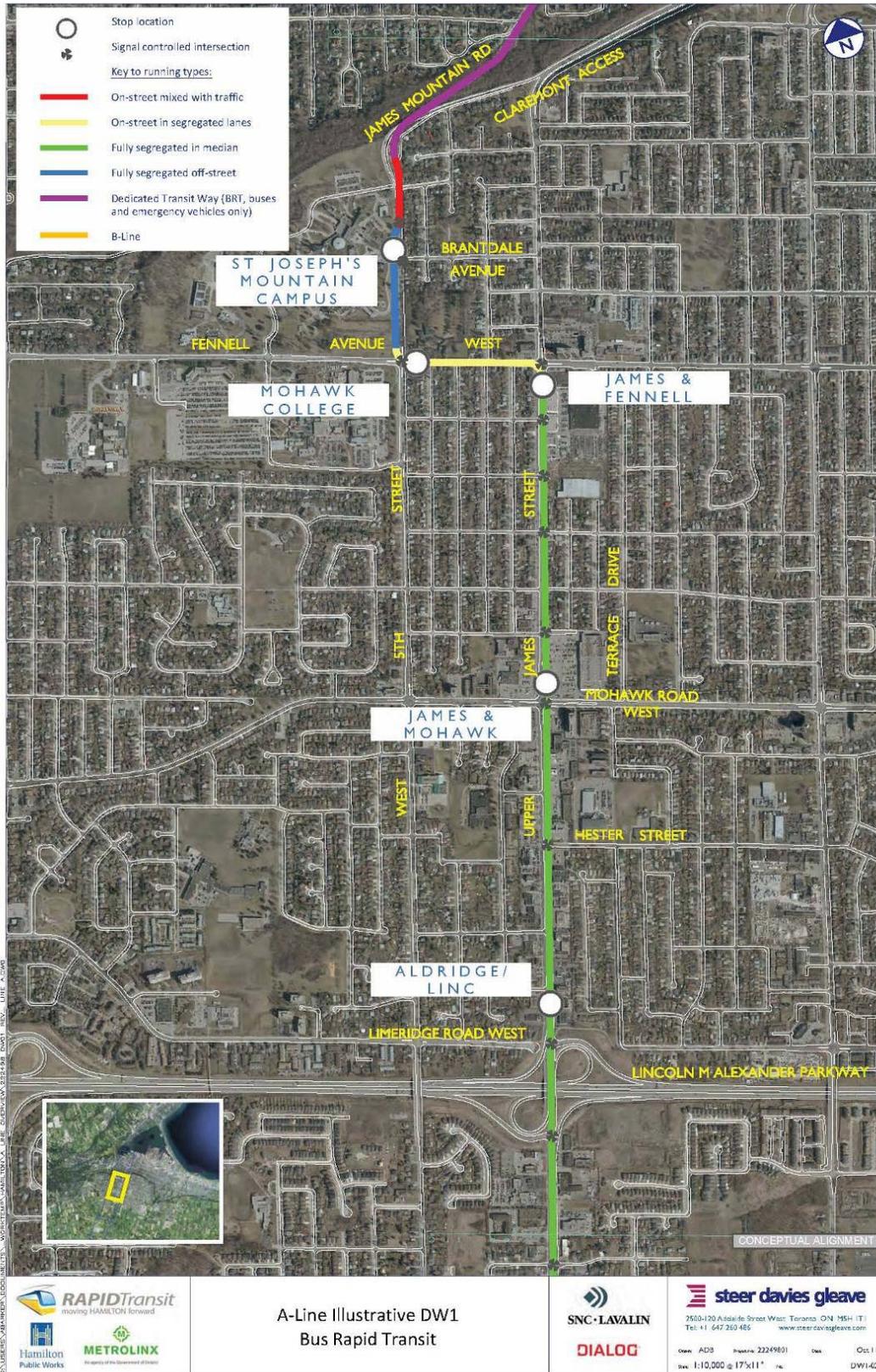


**steer davis gleave**  
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 Tel: +1 647 263 4865 www.steerdavisgleave.com

Draw: AD8 Project: 2224901 Date: Oct 11  
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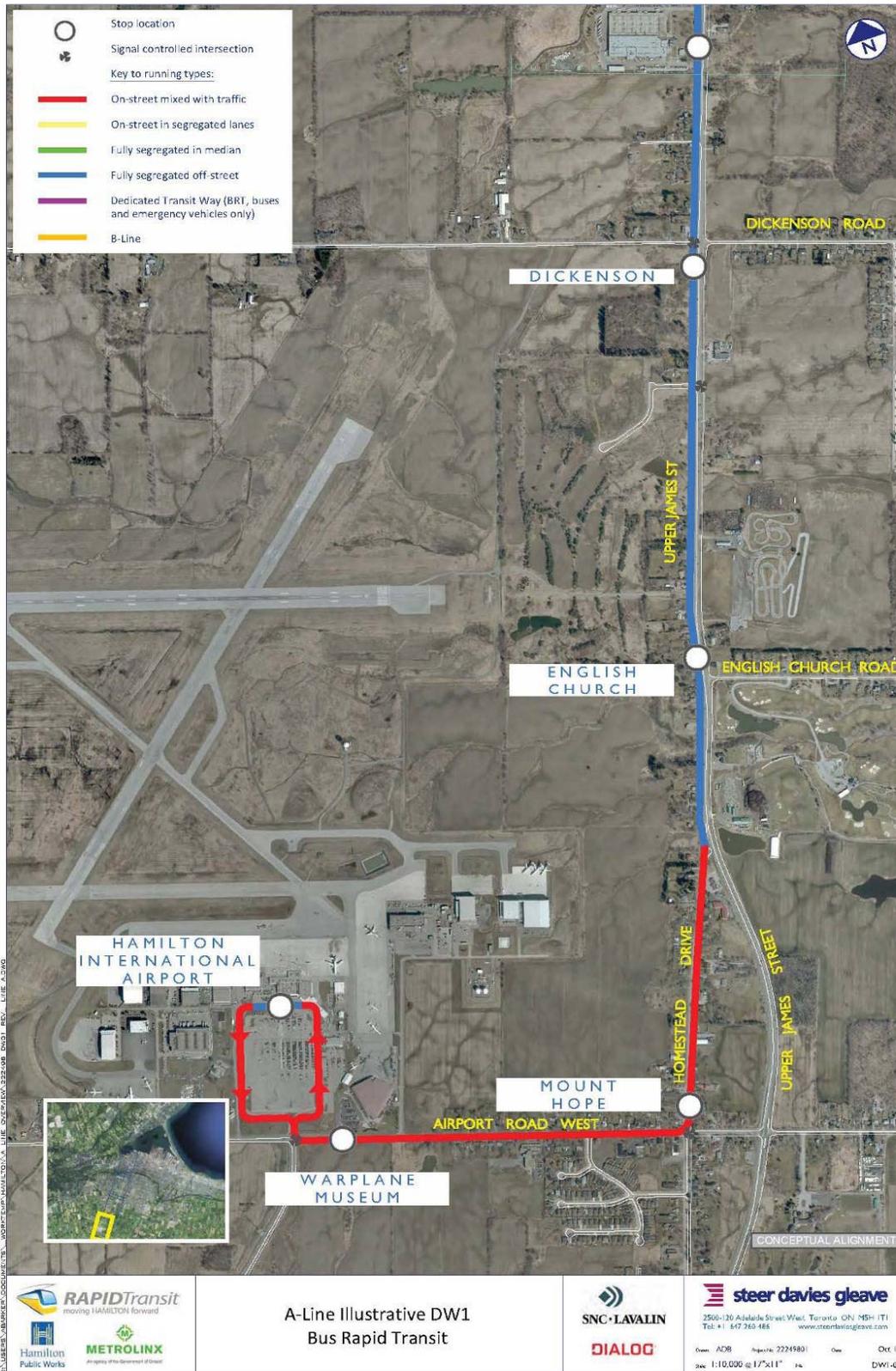












	<p>A-Line Illustrative DW1                  Bus Rapid Transit</p>		<p>2500-30 Adelaide Street West, Toronto, ON M5H 1T1                  Tel: +1 416 265-1668                  www.steerdavesgleave.com</p> <p>Client: ADR    Project: 22245801    Date: Oct 11                  Scale: 1:10,000 @ 17"x11"    File:    DW1-04</p>
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**APPENDIX B: 1876 and 1893 Bird's Eye View  
City of Hamilton**



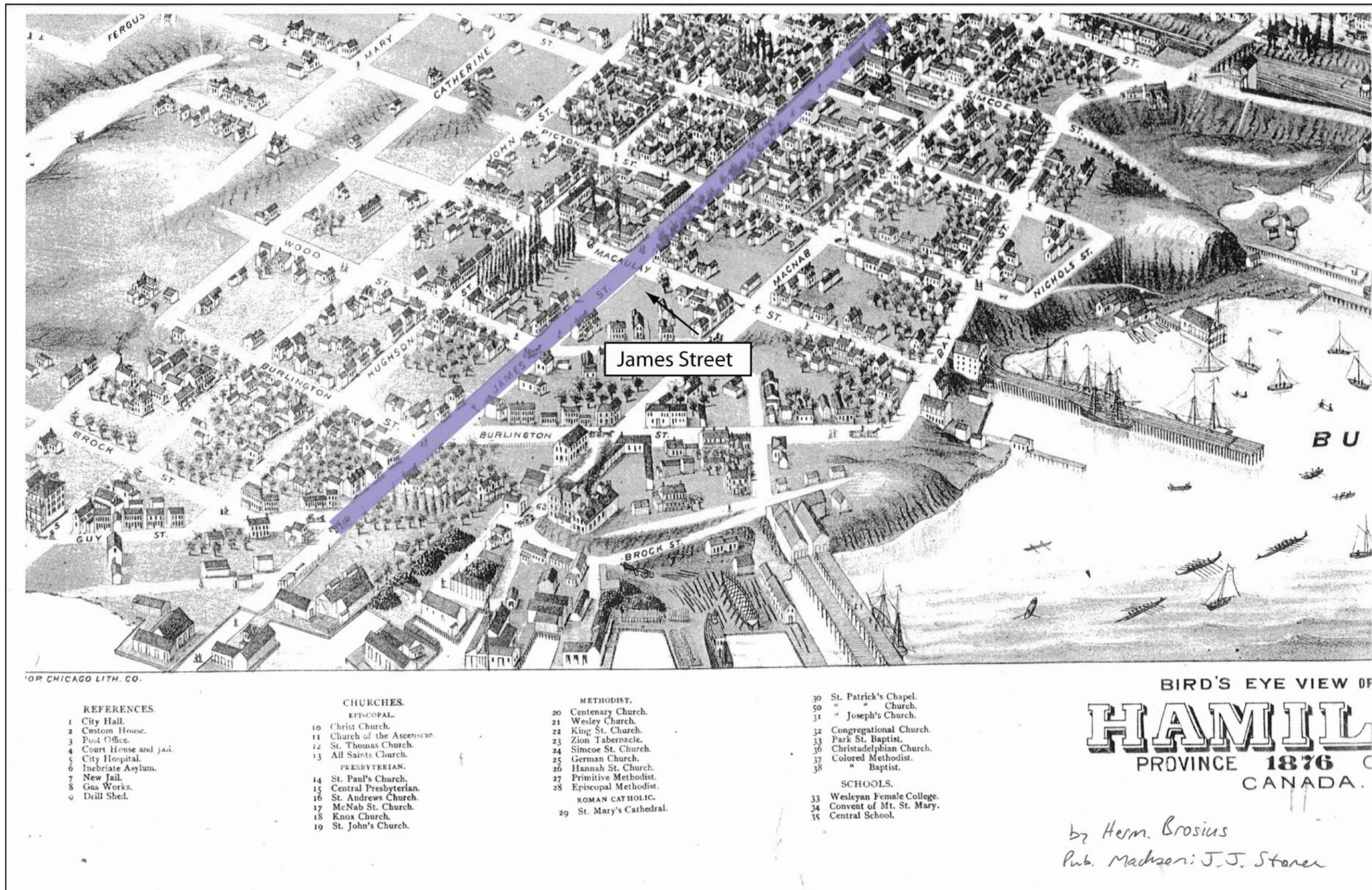


Figure 15: Part of the study corridor superimposed on a map of the 1876 *Bird's Eye View of the City of Hamilton*

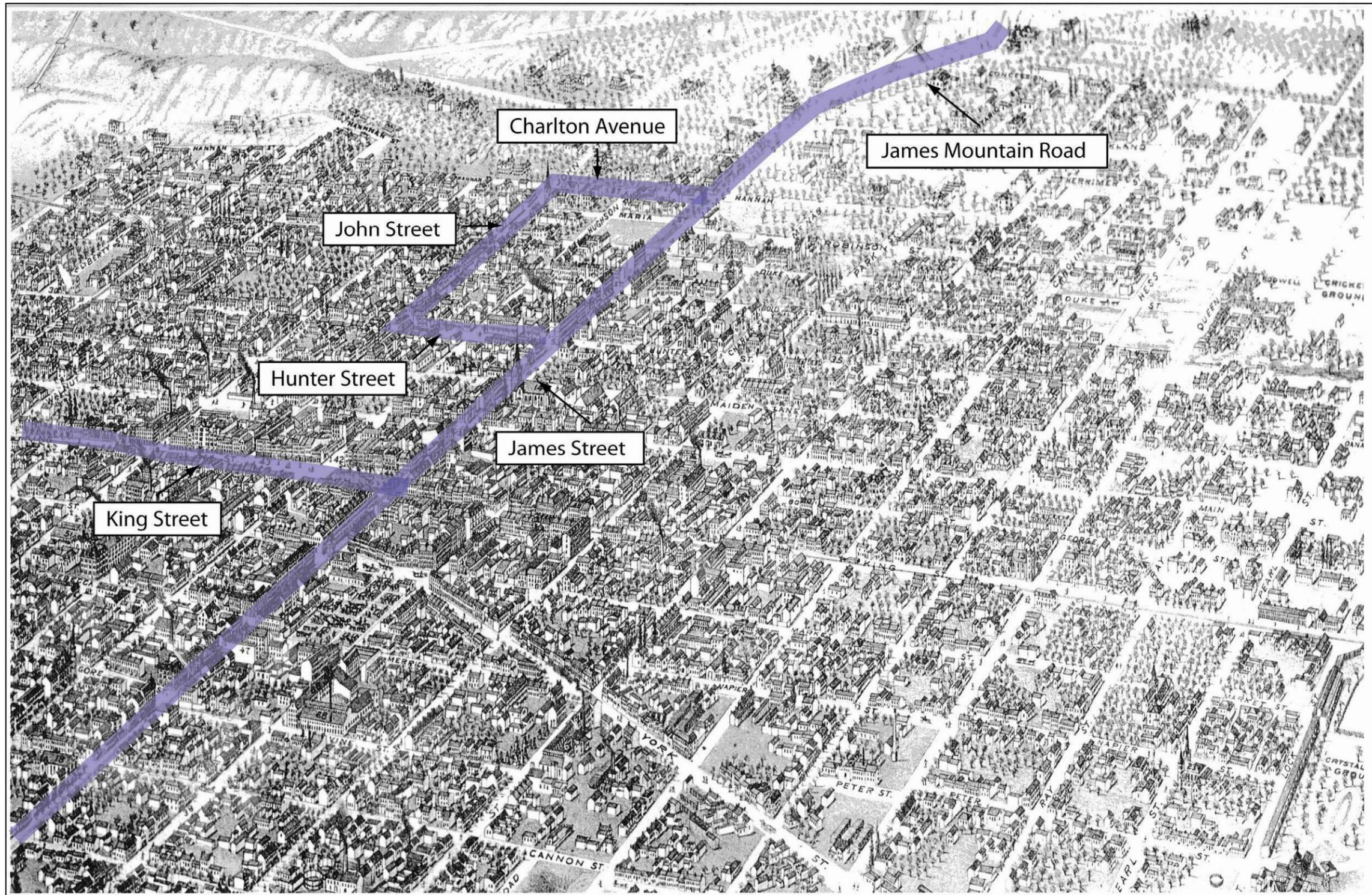


Figure 16: Part of the study corridor superimposed on a map of the 1893 *Bird's Eye View of the City of Hamilton*

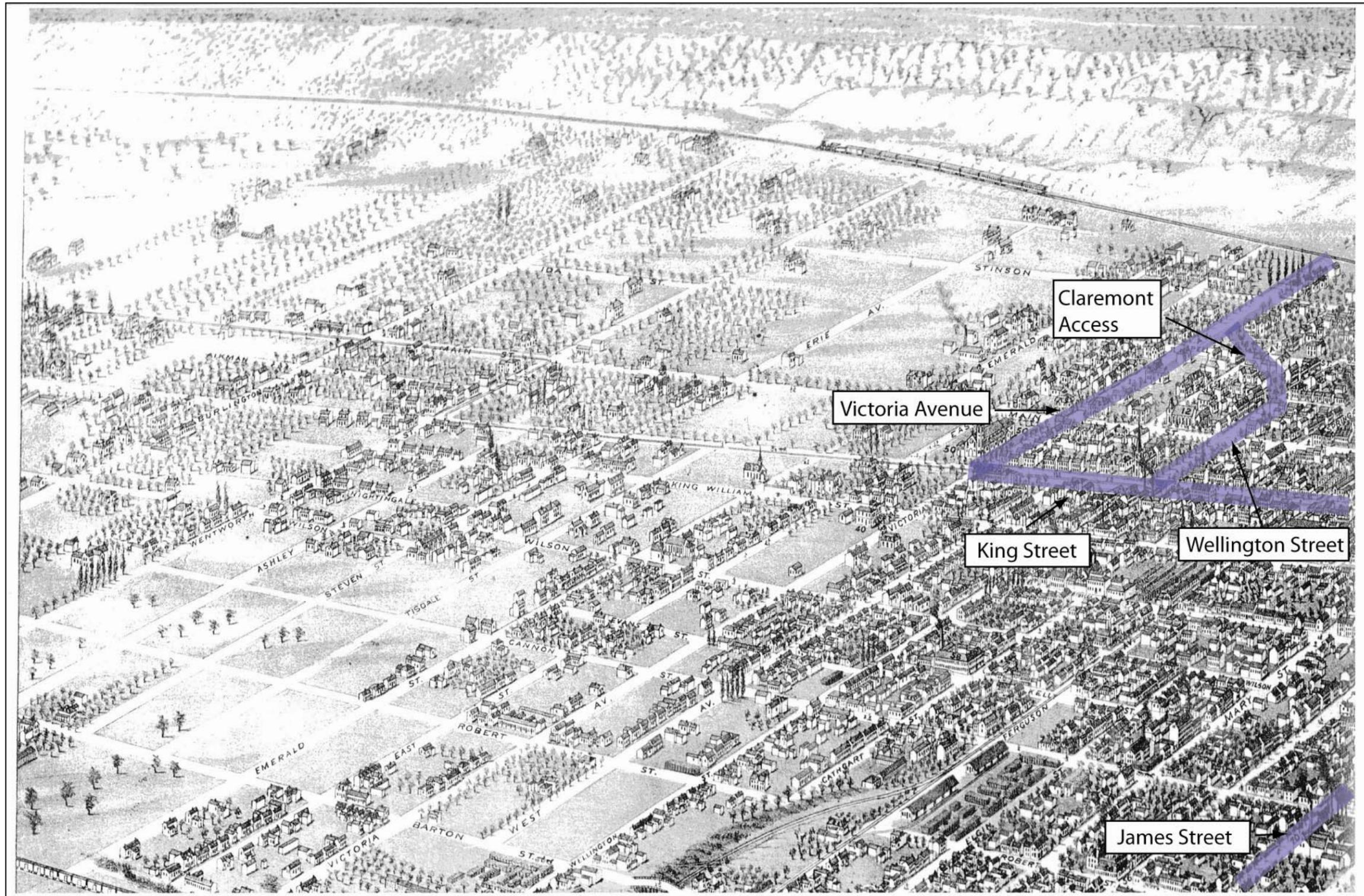


Figure 17: Part of the study corridor superimposed on a map of the 1893 *Bird's Eye View of the City of Hamilton*

## **APPENDIX C: Identified Cultural Heritage Resources**



**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Located Along James Street North, Guise Street to King Street East**

Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgA1	BHR Transportation	605 James Street North	This building is known as the Hamilton Harbour Commission Building (now Hamilton Port Authority). Constructed with five storeys in 1950 and later enlarged with a sixth storey in the 1960s, this limestone and aluminum-clad structure is located at the foot of James Street North. This structure is typical of the Art-Deco style of architecture and many of its elements, including the front entrance (notably the head of Tecumseh) and panels on the front elevation are typical of the period. The structure retains all or most of its character-defining elements.	Hamilton's Heritage Vol. 2	
SgA2	BHR Residence	577 James Street North	This two storey frame dwelling dates to the second half of the nineteenth century. It features a gable roof and a central (interior) chimney. This structure is remarkable for the lack of window openings on the north elevation. This may indicate that this structure was part of a row of similar structures or may suggest renovations which took place subsequent to construction. The gable end faces James Street North and features three windows on the upper storey and a door and two windows on the lower storey. This structure is similar to others seen in a row and found within the landscape making up SgA12 and may be an example of a multi-occupancy residence/ commercial property and is an important example of the type of vernacular architecture which would have been typical of the port area of the city.	Identified during field review	
SgA3	BHR Public	360 James Street North	This property is known as Hamilton CN Railway Station and was built in 1930. Sitting at the north end of the James Street North, together with SgA10, this resource forms an important component of Hamilton's transportation and infrastructure heritage. The structure is not only notable for its architecture typical of railway stations and other Beaux-Arts public building of this period; it is also notable for its position at the corner of James and Murray Streets. The structure is fronted with a grass-covered plaza which offers an important vista north and west from James Street North. The station itself is associated with the late-nineteenth-century Grand Trunk Railway which is located below grade and to the north of the structure. The structure is widely believed to be among the finest of railway stations of this era and is protected under the <i>Federal Heritage Railway Stations Protection Act</i> .	National Historic Site of Canada  Designated under the Part IV of the <i>Ontario Heritage Act</i>  Subject to an Ontario Heritage Trust (OHT) easement  Hamilton's Heritage Vol. 1	

**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Located Along James Street North, Guise Street to King Street East**

Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgA4	BHR Church and School	252-254 James Street North	This property is known as Christ's Church Cathedral and Schoolhouse. Construction on the Cathedral began in 1852 and was initially undertaken by William Thomas; completion came c. 1873-75 and was latterly undertaken by architects Langley and Burke. The present building was constructed on the site of the first Anglican church in Hamilton. Since 1924 when additions were made to the chancel, the structure has remained unchanged. It is in the Gothic Revival style and is set back from James Street North. At the time of the site visits in 2008 and 2010 much of the immediately surrounding property had been retained and continues to represent the nineteenth-century character of the church. The wrought iron fence which fronts the property is noted within the municipal designation. Together with the adjacent school, the Cathedral forms an important complex on the James Street North streetscape.	Designated under the Part IV of the <i>Ontario Heritage Act</i>  Subject to an Ontario Heritage Trust (OHT) easement  Hamilton's Heritage Vol. 1	
SgA5	BHR Commercial	255-265 James Street North	This property is known as the Hamilton Brass Manufacturing Co. Building. Originally built as a Brass foundry this redbrick three-storey structure maintains a significant presence on the James Street North streetscape. The entry in Vol. 5 of 'Hamilton's Heritage' notes that the building was enlarged c. 1889-91 and then converted to stores and residences .c 1919. The entry cites the arched windows and terra cotta embellishments as notable.	Designated under the Part IV of the Ontario Heritage Act  Hamilton's Heritage Vol. 1	

**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Located Along James Street North, Guise Street to King Street East**

Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgA6	BHR Military	200 James Street North	This property is known as the John Weir Foote VC Armoury. This structure was designated as a National Historic Site (1989) based upon character defining elements which include (but are not limited to): a prominent location within the James Street North streetscape; the massing and scale of the structure around a central courtyard and its quality as a “fine example” of drill hall construction. The structure was originally constructed c. 1887 and includes both the wooden Drill Hall and the red brick and buff stone work in Italianate and Romanesque Revival styles. This property takes up much of the block running south from Robert Street and retains its prominent massing on the street.	National Historic Site	
SgA7	BHR Commercial	28-44 James Street North	Erected in 1923, the Hamilton’s Heritage Vol. 1 listing notes that this structure has been “a prominent downtown landmark” since its construction. Located on the corner of James Street North and King William Street the structure is also noted for the double frontage and its architectural elements. Now the oldest retail structure within the City of Hamilton, this structure was innovative in the early twentieth century. Built by Joseph Lister as an arcade containing a number of small businesses and “service agencies” this property remained occupied until the late 1970s. Amongst its notable details are terracotta embellishments and the integration of “Renaissance Revival” stylistic elements. At time of the site visit the property was undergoing restoration/renovation work with much of the eastern façade covered by scaffolding. The façade of this building has been disassembled and (along with that of William Thomas Building (46-52 James Street N) and is being stored off site.	Designated Part IV of the <i>Ontario Heritage Act</i>  Hamilton’s Heritage Vol. 1	

**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Located Along James Street North, Guise Street to King Street East**

Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgA8	CHL Streetscape	James Street North – Port of Hamilton, Macaulay Street to north of Wood Street	This feature consists of a split commercial and residential streetscape with residences and small commercial enterprises dating to the late nineteenth and early twentieth centuries. Like the other landscapes in the northern end of James Street North this one offers visual clues to the past of this neighbourhood. Largely made up of small to medium-scale frame houses, the streetscape also includes one-and-a-half storey brick structures, a frame church and twentieth-century commercial enterprises (some in purpose-built structures, others in residences which have been adapted).	Identified by the City of Hamilton (CHL) Mapping (2009)  Hamilton’s Heritage Vol. 2  Identified during field review	
SgA9	CHL Streetscape	James Street North - Port of Hamilton, Ferrie Street to Picton Street	This feature consists of a split commercial and residential streetscape dating from the late nineteenth to the mid twentieth century. This streetscape is later than those noted below (e.g. SgA12 and SgA11) and represents the transition of the neighbourhood at the north end of James Street North from a largely residential area to mixed residential and commercial. In general, the commercial structures—although many are two storeys—are of much smaller scale than their counterparts to the north. Residences tend to be vernacular frame structures with some brick structures interspersed. This streetscape is less densely occupied than those to the south.	Identified by the City of Hamilton (CHL) Mapping (2009)  Identified during field review	
SgA10	CHL Railscape	James Street North, east of Strachan Street	Formerly part of the Grand Trunk Railway which dates to the mid-nineteenth century, this rail corridor is an important element in Hamilton’s railway heritage and infrastructure. A predecessor to the extant station (SgA3) was constructed in 1875 as a means to service this important rail line. The tracks sit below grade; James Street North is carried over these east-west running lines.	Identified by the City of Hamilton (CHL) Mapping (2009)  Identified during field review	

**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Located Along James Street North, Guise Street to King Street East**

Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgA11	CHL Streetscape	James Street North, York Boulevard/Wilson Street to Murray Street.	This feature consists of a commercial streetscape dating to the nineteenth and twentieth centuries. This streetscape, like SgA12, is an important example of the type of commercial structures which populated James Street North in the late nineteenth and into the twentieth century. Like SgA12, these structures are important as individual buildings but even more so for their unbroken stretch along James Street North. Like SgA12 and the other streetscapes, these structures have been notably altered at street level; however, nearly all of the character defining elements have been retained on the upper stories. The massing, scale and variety of formal and informal styles seen within this cultural heritage landscape provide notable information about the nineteenth and early-twentieth-century commercial district of the historic settlement of 'Jamesville'.	Identified by the City of Hamilton (CHL) Mapping (2009)  Hamilton's Heritage Vol. 2  Identified during field review	
SgA12	CHL Streetscape	James Street North south of Rebecca Street to York Boulevard/Wilson Street	This feature consists of a commercial streetscape dating to the nineteenth century. This example of commercial architecture is typical of a late-nineteenth-century urban landscape. Within this cultural heritage landscape there are a variety of commercial buildings. Ranging from two-and-a-half storeys to larger-scale three storey structures, these properties appear to have been in use since their construction in the late nineteenth and early twentieth centuries. At street level, many of the individual shops have been altered with large plate glass windows and modern signage; nonetheless, many of the original/ early features are retained at this level and nearly all of the features retained in the upper levels. These structures front directly onto the sidewalk and are in close proximity to the road right-of-way. These structures—both individually and as part of a connected streetscape—offer important insight to the nature of the nineteenth-century commercial development in the downtown core of Hamilton.	Identified by the City of Hamilton (CHL) Mapping (2009)  Hamilton's Heritage Vol. 2  Identified during field review	

**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Located Along James Street North, Guise Street to King Street East**

Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgA13	BHR Commercial Structure	46-52 James Street North	This structure, the William Thomas Building, was located adjacent to the Lister Block (SgA7). Dating to c. 1855 this commercial structure housed a number of businesses throughout the nineteenth and twentieth centuries. It occupied a prominent position on the James Street North streetscape. This building was under demolition at the time of the field review in November 2010 and was a vacant lot on a site visit in March 2012. The exterior front panels and other elements have been designated under Part IV of the <i>Ontario Heritage Act</i> . The se components are, at time of writing, in storage.	Designated Part IV of the <i>Ontario Heritage Act</i>  Hamilton's Heritage Vol. 1	 <p>November 2010</p> <p>March 2012</p>
SgA14	BHR Entertainment Complex	108 James Street North	The Tivoli Theatre was used as a theatre since 1908 and, originally fronted onto James Street North. Built in 1875, the James Street portion of the building served first as a carriage factory (until c. 1901) and later was a succession of theatres including the 'Wonderland Theatre' reputedly Hamilton's first cinema. With the construction of a large auditorium on Hughson Street the building was principally used as the Tivoli Theatre. Although the Hughson Street portion of the structure remains, the building(s) on James Street North were demolished sometime after 2004. Today, the James Street site is a largely empty lot backed by the west elevation of the Tivoli auditorium.	Designated Part IV of the <i>Ontario Heritage Act</i>  Hamilton's Heritage Vol. 1	

Table 2: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along James Street South, James Mountain Road, West 5 <sup>th</sup> Street, and Fennel Avenue West					
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgB1	BHR Residence	6 Main Street East	This two-and-a-half storey residence is located at the southeast corner of the city's oldest and most important downtown intersection. It is clad in brick and sits on a combination of stone and concrete foundations. In places, the structure retains older six over six pane sash windows. Based on variations in brickwork and overall building layout, the building appears to have been constructed in stages. This building has housed the Hamilton Club since 1837, when it assumed its present location in the house of former Mayor Charles Magill.	Hamilton's Heritage Vol. 2	
SgB2	BHR Commercial Building	47 James Street South	Located at the nexus of the city's historic financial centre, this building was constructed in 1908 for the Landed Banking and Loan Company. This structure is an exceptional example of Classical Revival architecture. It is in the oldest bank building still standing in the city's original financial centre.	Designated under Part IV of the <i>Ontario Heritage Act</i>  Hamilton's Heritage Vol. 1	

Table 2: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along James Street South, James Mountain Road, West 5 <sup>th</sup> Street, and Fennel Avenue West					
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgB3	BHR Commercial Building	36-40 James Street South	This building was constructed in 1928 to house offices for the Pigott Construction Company. Built for J.M Pigott and designed by Prack and Prack, the subject building has been noted by the City of Hamilton as being of provincial significance. It is one of downtown's most prominent structures and for a period time was the tallest structure in the downtown core.	Designated under Part IV of the <i>Ontario Heritage Act</i>  Hamilton's Heritage Vol. 1	
SgB4	BHR Commercial Building	42 James Street South	This building was constructed in 1905-1906 for the Federal Life Assurance Company and design by Montreal Architects Finley and Spencer. Its significance is tied to its material innovations as the city's first building featuring modern steel skeleton construction. Its association with: the Federal Life Assurance Company; Hamilton's function as a major city centre in the early twentieth century; and its contextual contribution to this prominent intersection are also of local significance.	Designated under Part IV of the <i>Ontario Heritage Act</i>  Hamilton's Heritage Vol. 1	

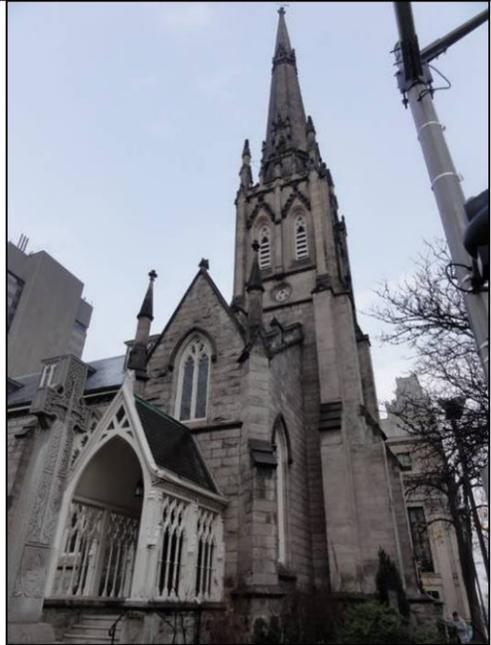
Table 2: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along James Street South, James Mountain Road, West 5 <sup>th</sup> Street, and Fennel Avenue West					
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgB5	BHR Commercial Building	1 Main Street West	This structure was built in 1928 for the Bank of Montreal. It was designed by Montreal architect Kenneth G. Rea and Pigott Construction of Hamilton was retained to execute the building contract. Its significance is tied to its material and design, as one of the best types of Bank Architecture in the city and its association with prominent and notable architectural and construction firms. It is also tied to its wider surroundings at the Main Street and James Street intersection, the heart of the city's original financial district.	Designated under Part IV of the <i>Ontario Heritage Act</i>  Hamilton's Heritage Vol. 1	
SgB6	BHR Church	64 James Street South	St. Paul's Church was completed in 1857 and was designed by architect William Thomas. It is an excellent example of the Gothic Revival style and reflects design and aesthetic associations with the English Medieval parish church. The site is framed by mature trees on its east elevation and monuments along its south elevation. The church's magnificent spire makes it a landmark and contributes to the visual quality of the downtown.	National Historic Site  Designated under Part IV of the <i>Ontario Heritage Act</i>  Subject to an Ontario Heritage Trust (OHT) easement  Hamilton's Heritage Vol. 1 and 6	

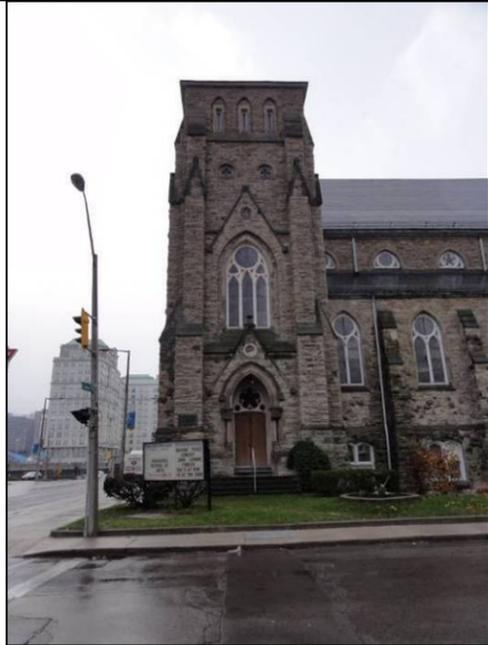
Table 2: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along James Street South, James Mountain Road, West 5 <sup>th</sup> Street, and Fennel Avenue West					
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgB7	BHR Church	96 James Street South	James Street Baptist Church was constructed between 1878 and 1882. It reflects the Gothic Revival style and is noted for its use of rock-faced masonry walls. The subject building is associated with the Baptist congregation, a religious organization that has played a role in the city since at least the mid-nineteenth century. The Baptist Congregation is also notable for having financially contributed to the establishment of McMaster University in the City of Hamilton.	Designated under Part IV of the <i>Ontario Heritage Act</i>  Hamilton's Heritage Vol. 1	

Table 2: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along James Street South, James Mountain Road, West 5 <sup>th</sup> Street, and Fennel Avenue West					
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgB8	CHL Transportation Complex	36 Hunter Street East	The Toronto Hamilton and Buffalo Railway company constructed tracks along Hunter Street circa 1890. During this time, a brick and stone station was located at the northeast corner of Hunter Street East and James Street South. Today, a plaque commemorates the building that once stood at this corner. The present Go Station, centered at the base of Hughson Street was constructed in 1933 of buff stone material, indicative of both the Art Deco and International styles popular in the first half of the twentieth century. The rail line is carried into the station by a concrete and steel bridge, featuring two spans, and which carries the tracks over Hunter Street.	Designated under Part IV of the <i>Ontario Heritage Act</i>  Identified by the City of Hamilton's Cultural Heritage Landscapes (CHL) Mapping (2009)  Identified during field review  Hamilton's Heritage Vol. 1	 

Table 2: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along James Street South, James Mountain Road, West 5 <sup>th</sup> Street, and Fennel Avenue West					
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgB9	CHL Transitional Nineteenth and Early- Twentieth-Century Streetscape	East and west sides of James Street South, Hunter Street East to Freeman Place	This portion of James Street South is defined by clusters of residential buildings dating to various periods of the nineteenth century. The streetscape is defined by groupings of buildings that have similar set backs, massing, and scale. Additionally, extant nineteenth-century residences function together to provide excellent examples of period designs and construction techniques, including pre-confederation stone terrace construction, Richardsonian Romanesque, Queen Anne, and High Victorian styles. In places the streetscape has been fractured through the introduction of modern infill development. Nonetheless, the streetscape retains excellent examples of mid-nineteenth century stone construction (clustered between Bold Street and Duke Street, some of which have been designated under the <i>Ontario Heritage Act</i> ) and High Victorian residences as well as more common Edwardian-inspired residences. Of additional note are circa 1930s introductions into the streetscape, including the Medical Arts Building at the northeast corner of Young Street and James Street South, and an apartment building at James Street South and Freeman Place.	Identified by the City of Hamilton (CHL) Mapping (2009)  Identified during field review  Hamilton's Heritage Vol. 2 and 3	
SgB10	CHL Durand–Markland Heritage Conservation District	Markland Street and James Street South	This heritage conservation district extends westerly from James Street South on the north and south sides of Markland Street. This district contains residential properties of an early-twentieth-century vintage with some dating to the nineteenth century set within a park setting.	Designated under Part V of the <i>Ontario Heritage Act</i>  Hamilton's Heritage Vol. 1	

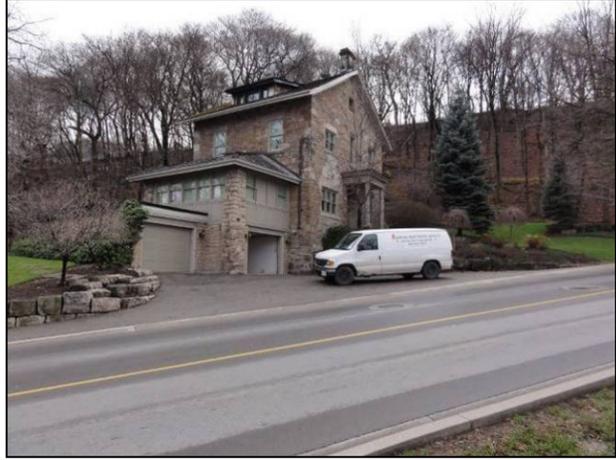
Table 2: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along James Street South, James Mountain Road, West 5 <sup>th</sup> Street, and Fennel Avenue West					
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgB11	CHL Scenic Corridor	North and south sides of James Mountain Road, St. Joseph's Place to Gateview Drive	This scenic corridor traces a historic alignment that provided access between the downtown city centre and the escarpment since at least the mid-to-late nineteenth century. It is framed by notable estates to the north and two nineteenth-century residences on the south side; features vegetation on either side of the road right-of-way as well as stone foot walls on the north side, and may retain elements of the former Hamilton and Barton Incline Railway that extended up the mountain from the southern terminus of James Street South in the first half of the twentieth century. Vehicular use of this corridor provides exceptional views of the city in all directions.	Identified by the City of Hamilton (CHL) Mapping (2009)  Identified during field review	 

Table 2: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along James Street South, James Mountain Road, West 5 <sup>th</sup> Street, and Fennel Avenue West					
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgB12	CHL Nineteenth-century commercial/residential streetscape	East and west sides of John Street South, Hunter Street East to Charlton Avenue East	This streetscape is historically associated with mid-to-late nineteenth-century commercial and residential development patterns in the original urban core of the city. Southerly from Hunter Street East, the streetscape is generally defined by two and three storey brick commercial structures that would have clustered in this area due to proximity of the rail line along Hunter Street East. Southerly, towards Augusta Street and Charlton Avenue East, the streetscape transitions to a smaller scale with two-and-a-half storey residential structures, generally with brick exteriors, clustered in groupings and illustrative of 'market town' architecture that would have emerged towards the end of the nineteenth century in this area of the city. Of particular note and sensitivity is a residential structure located at the southeast corner of Forest Avenue and John Street South. This structure is of a one storey scale and is therefore unique or rare within the context of remaining nineteenth century residential building stock in the city, which generally consists of a one-and-a-half, two, or two-and-a-half storey scale. This structure is indicative of the Regency style which dates to the first half of the nineteenth century. Additionally, a stone foot wall surrounds the north and west elevations of the property line and which may be susceptible to vibration effects or removal should encroachment on to the property be required.	Hamilton's Heritage Vol. 2  Identified during field review	 

Table 2: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along James Street South, James Mountain Road, West 5 <sup>th</sup> Street, and Fennel Avenue West					
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgB13	BHR Church	65 Charlton Avenue East	The Church of the Ascension sits at the northwest corner of John Street South and Charlton Avenue East. It was the second Anglican Church to be built in the city in 1850 with opening services held in 1851. Land for the church was donated by Richard Juson, a prominent merchant in the city. The structure is valued for its design merits as a good example of Gothic Church architecture using limestone materials, which were likely readily available locally. Of particular note and sensitivity is the stone and wrought iron fencing that surrounds the structure on its east and south elevations. This element is purported to date to 1867.	Designated under Part IV of the <i>Ontario Heritage Act</i>  Hamilton's Heritage Vol. 1	 

Table 2: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along James Street South, James Mountain Road, West 5 <sup>th</sup> Street, and Fennel Avenue West					
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgB14	CHL Nineteenth-century residential cluster	Charlton Avenue East, north side, east of Hughson Street South	This residential cluster is located within an evolved portion of the southern area of the downtown core. These three residences likely date to the last quarter of the nineteenth century and are valued for their illustration of Victorian, high style elements such as domes and drums and Flemish dormers. This cluster of houses helps trace residential development patterns in this increasingly changed area of the downtown that is increasingly defined by its health care related facilities.	Hamilton's Heritage Vol. 2  Identified during field review	
SgB15	BHR; Mid-Twentieth century high rise	25 Charlton Avenue East	This concrete tower sits at the northwest corner of Hughson Street South and Charlton Avenue East and is one of very few mid-twentieth century structures located in the area that exhibits design adherence to a particular architectural style. The subject structure may be described as an example of Brutalist architecture. Although distinct from its surroundings, the scale and detailing of this building is very similar to mid-twentieth century buildings constructed within the McMaster University campus and therefore, further research may reveal historical or design associations between the two.	Identified during field review	
SgB16	BHR Hospital	50 Charlton Avenue East	St. Joseph's Hospital is situated at the southeast corner of James Street South and Charlton Avenue East. The subject site has housed the St. Joseph's hospital since 1890 when the Sister's of St. Joseph established a 25-bed hospital. The hospital underwent a major reconstruction program after World War II. The northeast corner of the complex, including the property's northerly frontage contains buildings that appear to date to the first half of the twentieth century. There is also potential that within the complex, older buildings may be extant given that health care services were delivered from this site as early as 1890. The subject site retains associative value with: the Sister's of St. Joseph; the development of institutionalized medical services in the early twentieth century; and the local neighbourhood as other buildings with related uses, particularly the Medical Arts Buildings on James Street South, developed in the area as a result.	Identified during field review	

Table 2: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along James Street South, James Mountain Road, West 5 <sup>th</sup> Street, and Fennel Avenue West					
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgB17	BHR Estate	316 James Street South	This property, known as Ballinahinch, was constructed between 1849 and 1850 for Aeneas Sage Kennedy, a Scottish dry goods merchant. It is valued for its architectural excellence as an outstanding example of the country villa style and demonstration of Italianate and Gothic-inspired architectural detailing. The subject property was subsequently owned by Edward Martin, publisher William Southam, and industrialist Frank McKune. It also contributes to the streetscape that lines the northern side of James Mountain Road and which combine together to create a picturesque streetscape of estate homes that date to the nineteenth century and which would have been sited at the base of mountain to offer an ideal setting while still maintaining a close distance to the commercial centre of the city. Of particular sensitivity to operations within the road of right-of-way are the ornately carved entrance gates situated at the beginning of the drive way.	Designated under Part IV of the <i>Ontario Heritage Act</i>  Hamilton's Heritage Vol. 1	 

Table 2: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along James Street South, James Mountain Road, West 5 <sup>th</sup> Street, and Fennel Avenue West					
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgB18	CHL; St. Joseph's Mountain Hospital	100 West 5 <sup>th</sup> Street	St. Joseph's Mountain Hospital complex is an evolved cultural heritage landscape. The grounds were first established in the 1870s as the Hamilton Asylum for Inebriates and contains several buildings of known heritage value, such as Grove Hall (1931), Hickory House (1929), Gateview (1877), the Claremont Building (1960), the Auchmar Complex (1960), and Century Manor (City of Hamilton 2009). A Heritage Impact Assessment completed for the subject site in 2008 by Unterman McPhail Associates confirmed that the site retains numerous significant buildings and that any new development should be sympathetic to the site's character, which might include maintenance of mature trees, the curvilinear road system, the open lawns, and the central green. As such, sensitivities associated with the site and in relation to road right-of-way improvements are present along the property's eastern elevation where mature trees and open space are situated.	<p>Designated Under Part IV of the <i>Ontario Heritage Act</i></p> <p>City of Hamilton Register of Property of Cultural Heritage Value or Interest</p> <p>Hamilton's Heritage Vol. 1, 2, and 3</p>	

Table 2: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along James Street South, James Mountain Road, West 5 <sup>th</sup> Street, and Fennel Avenue West					
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgB19	CHL Auchmar Estate	88 Fennel Avenue West	The Auchmar Estate is a recognized designed cultural heritage landscape in the City of Hamilton. It sits at the northerly part of the escarpment and once occupied lands extending northerly from Fennel Avenue to the brow of the mountain. A plaque located at the Claremont Drive and Arcade Crescent intersection identifies the 'Claremont Lodge' that was built for the Honourable Isaac Buchanan and notes that the Buchanan Estate located at Fennel Avenue West and West 5 <sup>th</sup> Street was established in 1855. Buchanan subdivided his lands, explaining the concentration of the Auchmar Estate buildings at Fennel Avenue West and West 5 <sup>th</sup> Street and the Claremont Lodge located much further north. The Auchmar Estate buildings are concentrated close to the Fennel Avenue West right-of-way and overall, the entire property is an excellent and outstanding example of the Picturesque country estate set within a designed landscape that was popular among the wealthy in the nineteenth century. Features sensitive to road right-of-way improvements include mature tree lines and hedgerows located along the property's western and southern elevations, as well as: stone entrance gates located along Fennel Avenue West; mature trees that line West 5 <sup>th</sup> Street; and road-side slopes along Fennel Avenue West that have been reinforced with stone materials.	Designated under Part IV of the <i>Ontario Heritage Act</i>  Hamilton's Heritage Vol. 1, 2, and 3	 
SgB20	BHR Professional Building	126 James Street South	This building was constructed in 1905 to house the Hamilton Conservatory of Music. Its location just south of Hunter Street and prominent position in an elevated portion of the James Street South streetscape, as well as its three-storey massing and brick and stone construction materials make it an important contextual feature within this historic corridor. Architect A. W. Peene designed the subject building as well as the Carnegie Library on Main Street West.	Designated under Part IV of the <i>Ontario Heritage Act</i>  Hamilton's Heritage Vol. 1	

Table 2: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along James Street South, James Mountain Road, West 5 <sup>th</sup> Street, and Fennel Avenue West					
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgB21	BHR Stone Terraces	142-160 James Street South	Situated between Bold Street and Duke Street, on the west side of James Street South, a row of ten-unit stepped stone terrace buildings strongly define the James Street South streetscape. Constructed between 1854 and 1860, these structures stand as a once common, but now vanishing building type in the City of Hamilton. These buildings stand as a very good and well-preserved example of pre-confederation stone construction and row housing architecture. Originally, these row houses were built for affluent businessmen in the city: merchant John Mackenzie; contractor George Murrison; and manufacturer Alexander Gordon all occupied these buildings. Murrison went on to Build the Custom House in 1858.	Designated under Part IV of the <i>Ontario Heritage Act</i>  Hamilton's Heritage Vol. 1	
SgB22	BHR Residence	250 James Street South	The subject structure is located at the northwest corner of Herkimer Street and James Street South and is noted as one of the city's finest examples of a Second Empire residence. The subject residence was designed by James Balfour, a local architect who was also responsible for designing the Detroit Art Museum and Hamilton City Hall. In addition to its design significance as an outstanding example of the Second Empire style, the subject residence is contextually important within the James Street South streetscape and is also associated, through long-term occupancy, with two noted Hamiltonians: merchant William J. Maugh, active in the Y.M.C.A., and physician John F. Houston.	Designated under Part IV of the <i>Ontario Heritage Act</i>  Hamilton's Heritage Vol. 1	

Table 2: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along James Street South, James Mountain Road, West 5 <sup>th</sup> Street, and Fennel Avenue West					
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgB23	BHR Residence	252 James Street South	Located at the southwest corner of Herkimer Street and James Street South, the subject residence was built in 1891 for business magnate Tunis B. Griffith who managed the Hamilton Street Railway. It is valued as a superb example of the Richardsonian Romanesque style that was popular in the late nineteenth century as a bold representation of Victorian architecture. The property is also associated with prominent businessmen who contributed to nineteenth-century urban development in the city. Owners of the home have included: Sir John S. Hendrie, businessman and politician and former Lieutenant Governor of Ontario; and his son, Major William Ian S. Hendrie, a military officer and president of the Hamilton Bridge Works Company. The subject residence also contributes to the visual and historical character of the James Street South streetscape.	Designated under Part IV of the <i>Ontario Heritage Act</i>  Hamilton's Heritage Vol. 1	
SgB24	BHR Residence	262 James Street South	This structure is located between Herkimer Street and Markland Street. Built between 1892 and 1893, this residence is valued as a very good example of the Queen Anne architectural style. It is associated with Henry P. Coburn, president and manager of one of the city's important nineteenth-century industries, and who commissioned construction of the residence. It is also valued as a contributory element of the James Street South streetscape.	Designated under Part IV of the <i>Ontario Heritage Act</i>  Hamilton's Heritage Vol. 1	

Table 2: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along James Street South, James Mountain Road, West 5 <sup>th</sup> Street, and Fennel Avenue West					
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgB25	BHR Residence	268 James Street South	Similar in style to SgB24, this structure is located at the northwest corner of Markland Street and Herkimer Street. The subject residence is also noted as a good example of the Queen Anne architectural style. The residence was erected by Charles Counsell, an affluent businessman who was successful in real estate. Like adjacent properties to the north, this structure strongly contributes to the historical and visual character of the James Street South streetscape.	Designated under Part IV of the <i>Ontario Heritage Act</i>  Hamilton's Heritage Vol. 1	
SgB26	CHL Residences	209-211 James Street South	These three houses are characteristic of the nineteenth-century streetscape of James Street South. Constructed 1888-89, they were the part of a trend of speculative building in Hamilton at the end of the nineteenth century. Owned by Andrew Rutherford a businessman, these three residences were built by James Philips. The red-brick structure feature high-style Gothic Revival architecture with steeply pitched roofs a narrow footprint. Many early/original elements including decorative bargeboard and exterior fire breaks/walls remain in place. Operating as commercial business there has been some alteration—particularly the two southernmost structures. –however, most of the character of the two designated structures (209 and 211) have been retained	Designated under Part IV of the <i>Ontario Heritage Act</i>  Hamilton's Heritage Vol. 1	
SgB27	BHR Storage	135 Fennell Ave	'Known as 'The Cellar' this stone structure was originally constructed c. 1891 and was likely part of the Andrews farm complex that was part of the Hamilton Asylum for the Insane (later Hamilton Psychiatric Hospital). This stone structure is presently operating as a student centre and pub. Part of the farm complex, this structure is now just one of two remaining farm buildings on the property.	Designated under Part IV of the <i>Ontario Heritage Act</i>  Hamilton's Heritage Vol. 1	

Table 3: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) along King Street East, Wellington Street South, and Victoria Avenue South					
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgC1	CHL Late-Nineteenth-Century Commercial Streetscape	King Street East, James Street to Wellington Street	This commercial streetscape is noted as one of the most prominent and character-defining corridors in the City of Hamilton. It is lined by commercial buildings that date to the nineteenth century and also contains various other features such as significant parks and railscape features. The buildings that define either side of the road are characterized by three storey massing but are designed with a pedestrian-friendly scale. This corridor serves as a dynamic expression of nineteenth-century commercial development and city-building themes in the City of Hamilton.	Identified by the City of Hamilton (CHL) Mapping (2009)  City of Hamilton Register of Property of Cultural Heritage Value or Interest  Identified during field review  Hamilton's Heritage Vol. 2 and 3	
SgC2	BHR Commercial Building	35-41 King Street East	The Right House is situated at the southwest corner of Hughson Street North and King Street East across from the Gore Park. It was constructed between 1890 and 1893 by Hamilton merchant Thomas C. Watkins. The building's significance is tied to its architectural value as an excellent example of 'modern' late-nineteenth-century commercial architecture emphasizing running arcades, columns and stone arches. It is historically associated with and illustrative of commercial development patterns in the downtown core as this building functioned as one of the first examples of large-scale retail space in the downtown. Finally, its location at this intersection and particularly across from the Gore Park is notable. Its design and scale contributes to the visual experience of the streetscape and is sympathetic to pedestrian uses and circulation routes along the King Street corridor and through the Gore Park.	Designated under the Part IV of the <i>Ontario Heritage Act</i> .  Hamilton's Heritage Vol. 1	

Table 3: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) along King Street East, Wellington Street South, and Victoria Avenue South					
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgC3	CHL Designed Landscape/Public Park	King Street and James Street	The Gore Park is a significant designed cultural heritage landscape in the City of Hamilton that retains associative, design, and contextual value. Establishment of this site as a garden park dates to 1860 to mark the visit of the Prince of Wales. Since then, it has served as a visual and design focal point in the downtown core that is valued by the local community. Significant monuments were installed throughout the nineteenth century and continued into the twentieth century as the park expanded east of Hughson Street (in 1898) and then finally to Catharine Street in 1983.	City of Hamilton Register of Property of Cultural Heritage Value or Interest	
SgC4	BHR Commercial Building	66 King Street East	This building, known as Victoria Hall, was designed by Williams Stewart and built between 1887 and 1888 for local barrister, Alexander Bruce. It was originally known as Victoria Hall and is notable in the downtown as the only building dating to the 1880s to feature an applied metal façade; its design value is also linked with its High Victorian features such as ornate stone carving and for its metal front which mimic carved stone. It is historically associated with late-nineteenth-century commercial development within the original commercial centre of Hamilton. It contributes to and maintains the visual and physical experience of one of the city's most important commercial streetscapes.	National Historic Site of Canada  Designated under the Part IV of the <i>Ontario Heritage Act</i> .  Hamilton's Heritage Vol. 1	

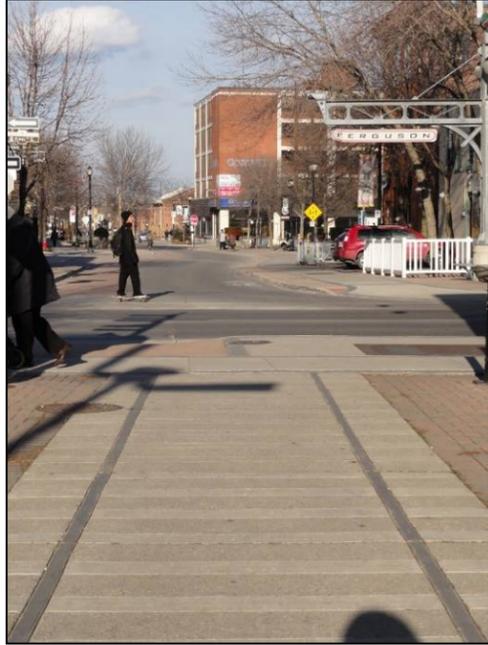
Table 3: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) along King Street East, Wellington Street South, and Victoria Avenue South					
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgC5	CHL Railscape	Ferguson Avenue and King Street East	The Grand Trunk Railway company operated a rail corridor along the Ferguson Avenue right-of-way from ca. 1870 until the 1980s. At the southwest corner of Ferguson Avenue and King Street East, a passenger station and garage was located herein as early as 1911, making this intersection a prominent location along the rail corridor. This feature is associated with nineteenth-century commercial development patterns in the downtown core and contributes to the visual and physical character of the King Street streetscape through the downtown.	Identified by the City of Hamilton (CHL) Mapping (2009)  Identified during field review	
SgC6	BHR Commercial Building	320 King Street East	The subject structure likely dates to the late nineteenth century as commercial building stock developed along either side of King Street through the downtown core. It is characterized by brick construction materials, decorative dentil bands between the upper storey windows and an ornate frieze adorning the flat roofline. This property is associated with late-nineteenth-century commercial development in the downtown core and likely dates to the 1870 to 1900 period. It is illustrated on 1911 mapping and is identified as the Smart Tea Company. This structure contributes to and maintains the visual and physical character of the King Street streetscape between James Street and Wellington Street.	Designated under Part IV of the <i>Ontario Heritage Act</i> .  Hamilton's Heritage Vol. 1	

Table 3: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) along King Street East, Wellington Street South, and Victoria Avenue South					
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgC7	CHL Designed Landscape/Public Park	Wellington Street and King Street East	This designed cultural heritage landscape is associated with early settlement patterns in the City of Hamilton. A plaque situated along the park's southern elevation acknowledges that many 'firsts' in the City developed around this section including the development of Smith's Tavern, the first public house in the City, and in 1796 hosted the first meeting of the Barton Lodge Free and Accepted Masons. At the southeast corner of this intersection, the first log school house was erected, later accompanied by a Methodist Church. A new church was built at the southeast corner in the early twentieth century. A review of Bird's Eye view mapping from 1893 confirms that the subject park was established by this time, featuring axial pathways beginning at the corners of the park and converging at a radial centre. Mapping from 1893 also confirms that the southern elevation of the resource was lined with deciduous trees at this time.	Identified in the City of Hamilton's Inventory of Cultural Heritage Landscapes  Hamilton's Heritage Vol. 2	
SgC8	CHL Split Residential/Commercial Streetscape	King Street East, Wellington Street to Wentworth Street	This cultural heritage landscape was identified as a transitional residential and commercial streetscape dating to the late nineteenth century. This resource retains associative value with early settlement patterns in the City of Hamilton and also serves as a good example of local architecture and materials employed for construction of residential and commercial buildings during this time period. This resource also retains contextual value in relation to the broader streetscape; architectural styles, materials, set backs, massing, and scale maintains and supports the character of the area.	Identified by the City of Hamilton (CHL) Mapping (2009)  Hamilton's Heritage Vol. 2  Identified during field review	
SgC9	BHR Semi-Detached Residence	12-14 Wellington Street South	This two-and-a-half storey semi-detached residence is clad in red brick and sits on stone foundations. It features matching frontispieces on its eastern elevation which are defined by arched window openings and gable dormers with scalloped shingles. The structure is a remnant of late-nineteenth-century residential development on the east side of the downtown core, now situated between a Tim Hortons and parking lot.	Identified during field review	

Table 3: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) along King Street East, Wellington Street South, and Victoria Avenue South					
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgC10	CHL Late-Nineteenth-Century Residential Streetscape	Wellington Street South, east and west sides between Hunter Street East and Jackson Street East; Victoria Avenue South, east and west sides between Main Street East and Stinson Street	These residential streetscapes generally consist of detached, two-and-a-half storey brick residences. The architectural styles vary in parts, with some structures demonstrating higher architectural detailing. Generally, the streetscapes are defined by a two-and-a-half storey scale, identical setbacks, front-facing gable roofs, two-tier front porches reminiscent of Edwardian architectural influences, and bay windows.	Identified during field review  Hamilton's Heritage Vol. 2 and 3	
SgC11	CHL Remnant Twentieth-Century Institutional Landscape	Southwest corner of Hunter Street East and Victoria Avenue South	The Claremont Access parkettes occupy the northeast and southwest corners of a block of land that housed the Hamilton Collegiate Institute Technical School in the early twentieth century but which was later altered to accommodate construction of the Claremont Access in the 1970s. The northeast parkette, located at the southwest corner of Hunter Street East and Victoria Avenue South, consists of a small triangular piece of land with maple trees located along its eastern and southwestern elevations. Based on a review of topographic and aerial mapping, there is potential for this vegetation to express associations with earlier institutional land uses on this lot and illustrate the land alterations that were undertaken therein to accommodate mid-twentieth century road construction activities.	Identified during field review	

Table 3: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) along King Street East, Wellington Street South, and Victoria Avenue South					
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgC12	CHL Southam Park	Convergence of Claremont Access and Upper James Street	Southam Park is located at the convergence of the Claremont Access and Upper James Street and therefore forms part of, and offers, exceptional vistas of the downtown core and the mountain from southbound and northbound directions. This park is historically associated with mid-nineteenth-century settlement patterns in the city and the Hamilton and Barton Incline Railway. By the mid-nineteenth century an inn was situated at this location and over the intervening years this space functioned as a semi-public and recreational space for travelers moving northward and later for users of the Hamilton and Barton Incline Railway. Today, this space functions as a park commemorating these former uses. It contains a historical plaque, a variety of vegetation and matures trees, and a prominent stone and wood plaza at its northeast end.	Identified in the City of Hamilton's Inventory of Cultural Heritage Landscapes  Hamilton's Heritage Vol. 2	 
SgC13	BHR Public Institution	10 John Street	The John Sopinka Courthouse, located at the corner of King and John Streets. Built as the Dominion Public Building it served as a post office and housed several other Federal departments including customs and excise building; health, immigration. This building was typical of a number of public buildings constructed in the 1920s and 1930s and was part of a Depression-era work project. Constructed by the local firm of Hutton and Souter this structure is considered to have the finest interior of any of the other Federal block buildings of the era. With its front façade on John Street and full occupying the west end of the block between King Street and Main Street, the Court House occupies a prominent position on the downtown streetscapes. The building now operates as the John Sopinka Federal Courthouse.	Designated under the Part IV of the <i>Ontario Heritage Act</i> .  Hamilton's Heritage Vol. 1	

**Table 4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along Upper James Street, Fennel Avenue to 9500 Airport Road West**

Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgD1	BHR Residence	962 Upper James Street	This late-nineteenth/early-twentieth-century house is presently being used for commercial purposes. A two-and-a-half story brick structure with a hipped roof and shed dormer, this structure is largely unaltered. Sitting on foundations of cut stone blocks, this property has a front porch with hipped roof and asphalt clad and side projecting bay. There are two chimneys, at least one of these on the north side is external; the rear chimney stack was not visible.	Identified during field review	
SgD2	BHR Residence	993 Upper James Street	This small nineteenth-century residence has been highly altered and is currently being used for commercial purposes. A small one-and-a-half storey structure, this building features a saltbox roof and stuccoed exterior. A small modern window under the eaves on the south elevation may represent an older window opening and two ground floor windows retain their stone sills although the windows here, too, are new. The building appears to be sitting on rusticated concrete block foundations.	Hamilton's Heritage Vol. 2	

**Table 4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along Upper James Street, Fennel Avenue to 9500 Airport Road West**

Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgD3	BHR Residence	1032 Upper James Street	This former residence is currently being used as the Cresmount Funeral Home. This large-scale two-and-a-half storey structure has two single storey wings on the north and south elevations and several extensions to the rear. An early-twentieth-century house, this house is in the Georgian style with a centrally placed entrance and hall and symmetrically placed windows. The front entrance features columns and a pediment capping the entablature above the door. The single chimney is partially external, rising out of the roof of the north wing. The visible windows appear to date to the construction of the building with the brick arches and stone sills retained. The foundations are not fully visible; however, the structure appears to be sitting on a row of brick stretchers which is, in turn, sitting on a row of 'soldiers'; bricks standing on end.	Identified during field review	
SgD4	BHR Residence	1036 Upper James Street	This early-to-mid twentieth-century structure is now being used in part or whole as a business. This is a small-scale, one-and-a-half storey brick structure with a gable roof, projecting porch bay, and two shed dormers with hipped roofs. The front bay is stone clad and the main structure is red brick with synthetic siding on the upper storey. There is a single external brick chimney stack on the south elevation. A two storey extension clad in siding has been added to the rear. The main house sits on rusticated concrete block foundations. The front yard of the property retains some earlier landscape features with variation in the topography and the house sitting on a slight rise.	Identified during field review	
SgD5	BHR Commercial	1035 Upper James Street	This structure is a three storey commercial building with a false pediment and stucco façade. Currently being used as a commercial college, this building is of dark, yellow-brown brick with large window openings on the front elevation. Although the date of construction is uncertain it appears that this building could date as early as the latter half of the twentieth century. The structure sits on a large lot, most of which has been converted to a parking area. A property was noted on this site within Hamilton's Heritage Vol. 2; however, it did not appear to be extant.	Identified during field review	

**Table 4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along Upper James Street, Fennel Avenue to 9500 Airport Road West**

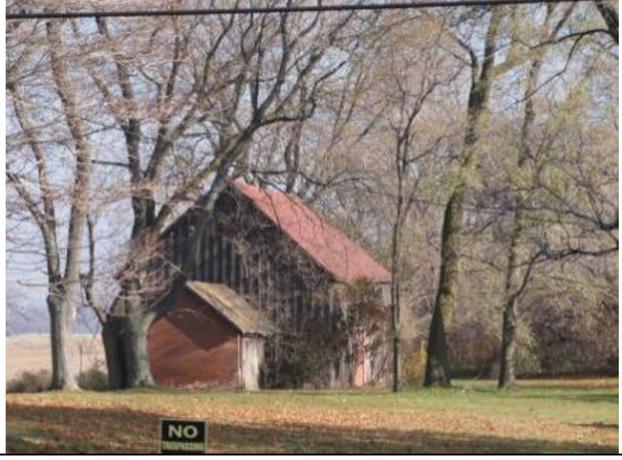
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgD6	BHR Residence	1694 Upper James Street	This former residence is presently being used as part of Corpus Christi Catholic Church. The large two-and-a-half storey, late-nineteenth-century brick house features a gable roof and single external chimney stack. The visible foundations have been parged but appear to be stone. There is a substantial two storey addition/ extension at the rear that may be contemporaneous with the front half. This structure is nearly identical to the front portion of the building and features a gable roof. In addition, two modern extensions have been added to the property; a two storey addition at the rear of the property which is clad in synthetic siding and, the other, a single storey stone-clad structure on the north side of the building. All visible windows are new as is the door and a modern metal porch which has been added to the front elevation. A modern structure sits at the rear of this house. Although much of the property has been given over to parking lot, a number of large mature deciduous plantings have been retained. This built heritage resource is part of SgD20, a late-nineteenth-century/early-twentieth-century streetscape.	Hamilton's Heritage Vol. 2	
SgD7	BHR Residence	2235 Upper James Street	This single storey brick regency style building features a hipped roof and belvedere, with a single storey gable roofed, 'summer kitchen' extension at the rear. The main building appears largely unaltered apart from new windows. An external brick chimney is located on the north elevation. The 'summer kitchen' is currently clad with asphalt shingles. A line of new brick at the top of the wall plate suggests that the roof has been raised. The visible windows on the extension appear to be older/original. A number of other small extensions—including a frame structure—have been added onto the rear of the summer kitchen. The main entrance retains its original sidelights and transom and the door itself also appears to be original. The porch pediment likewise appears original although the concrete block foundations are new. The house sits on fieldstone footings on a slight rise of land amid cultivated fields. The property retains some mature deciduous plantings to the north and the rear and large coniferous trees along the south side of the building.	Hamilton's Heritage Vol. 2	
SgD8	BHR Barn	2543 Upper James Street	This small barn and brick extension no doubt represents the remains of a farm complex. A small silo is located to the rear and the south of the barn. The barn features a gable roof clad with metal roofing materials and has a large opening on the south elevation. The small brick extension also features a gable roof—clad in asphalt shingles—also has an opening to the south. The structure is located near a line of mature deciduous trees that appear to demarcate the line between farm yard and field. A small wood lot appears to be located behind the barn.	Hamilton's Heritage Vol. 2 Identified during field review	

Table 4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along Upper James Street, Fennel Avenue to 9500 Airport Road West					
Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgD9	BHR Church	3076 Homestead Drive	Now known as Mount Hope United Church, this was previously known as Mount Hope Methodist Episcopal Church. Built in 1876 by local builders, the 'Places of Worship' inventory notes that the bricks were made in the builders' yards at the southeast corner of Upper James and Twenty Road. This church has a twentieth-century hall attached to it but the property consists only of church buildings; there is no associated cemetery.	Hamilton's Heritage Vol. 7A	
SgD10	BHR Institutional	3027 Homestead Drive	A cornerstone dates this two storey structure to 1904. Currently it serves as the Mount Hope branch of the Hamilton Public Library. Originally this structure was built as the Glanford Community (Township) Hall and served as the township centre for Glanford Township (established 1849) until the 1970s. This dark buff coloured building features a gable roof and two projecting side bays. The front elevation features decorative brick pillars and arches across the front and around the windows and doors. A small round window sits underneath the eaves. There is decorative vergeboard on the ends of the projecting eaves on the front elevation.	City of Hamilton Register of Property of Cultural Heritage Value and/or Interest  Hamilton's Heritage Vol. 2 and 3	
SgD11	BHR Residence	9075 (also 9089) Airport Rd West	This large-scale, two-and-a-half storey red brick house is located on a corner lot. At the time of the field review, the house was isolated and appears to have been a remnant of an older streetscape of early-twentieth-century residences. Featuring a roof with a dormer on the north (front) elevation, this house presents with a single external brick chimney on the east elevation. Window openings appear to be largely contemporary with the house construction. This house is slightly earlier than the frame bungalows located on the north side of the street. It likely dates to the inter-war period. This large-scale, single family residence may be typical of a more affluent neighbourhood than that represented by the bungalows within SgD34.	Identified during field review	

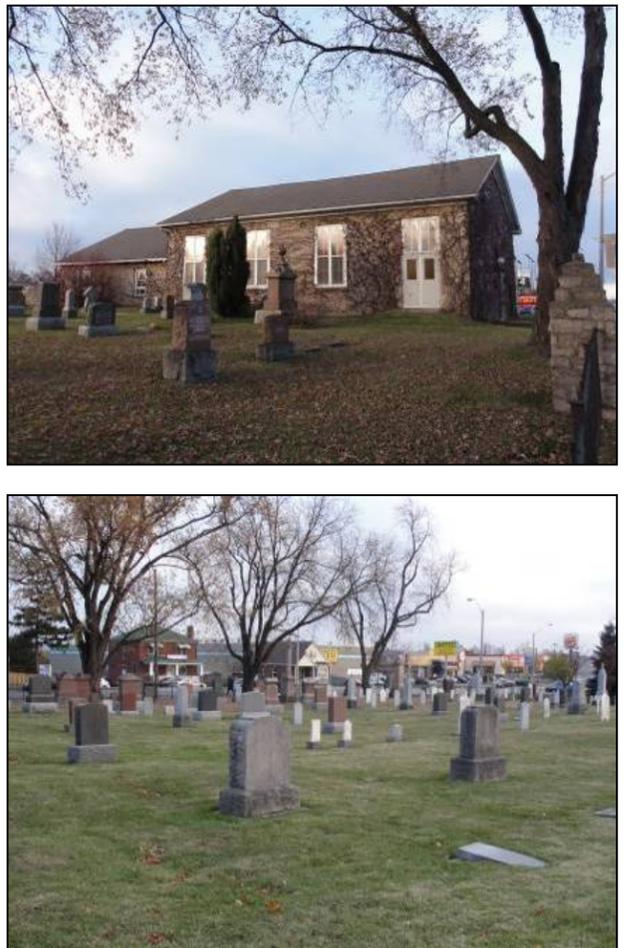
**Table 4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along Upper James Street, Fennel Avenue to 9500 Airport Road West**

Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgD12	CHL Streetscape	642-678 Upper James Street	This small streetscape of postwar bungalows is located on the east and west sides of the street, just south of the intersection with Fennell Avenue. These properties are all set back from the road with lawns or paved areas in front. Many retain mature plantings. A few have been converted partially or wholly for commercial use. This is an evolving landscape and many of these structures show alterations such as dormers or second storeys that represent continued occupation of this area.	Identified during field review	
SgD 13	CHL Streetscape	721-725 Upper James Street	These three low-rise, mid-twentieth century are distinguished by higher density property use (than those properties in SgD12) and by design elements that were particular to the mid-twentieth century. These resources are located between the postwar bungalows to the north and a similar but distinct set of three low-rise apartments to the south.	Identified during field review	

**Table 4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along Upper James Street, Fennel Avenue to 9500 Airport Road West**

Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgD 14	CHL Streetscape	727-731 Upper James Street	This streetscape is defined by low-rise apartment buildings. Like their counterparts to the north, these three low-rise apartment buildings are typical of a mid-twentieth-century building style. These structures are distinct from the more common small postwar family homes which line much of this section of Upper James Street. The style of these apartments suggests that they were constructed after those which make up SgD13.	Identified during field review	
SgD15	CHL Cemetery	1214 Upper James Street	This feature is known as the Ohev Zedek Cemetery. This Jewish cemetery is located in the front court of a hotel. It is screened from the parking lot by a modern brick wall and from the road by cinderblock and decorative fencing and cedar trees. A small multi-purpose building consisting of one room and stuccoed exterior with a hipped roof features a plaque on the exterior that dates the building to 1940. The oldest stone identified during the field review dates to 1912. The cemetery is noted as the burial place of Bessie Starkman the wife of a noted prohibition gangster.	Hamilton's Heritage Vol. 6	
SgD16	CHL Streetscape	1294 & 1296 Upper James Street	These two properties sit on long lots which run west from Upper James Street. Both residences are single storey gable roofed houses with a single external chimney at a gable end. Both are clad with synthetic siding and sit on cinderblock foundations. The front yards of both these properties contain large, mature deciduous trees. These two properties represent a twentieth-century streetscape in their built component but may be associated with nineteenth-century land use patterns.	Identified during field review	

**Table 4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along Upper James Street, Fennel Avenue to 9500 Airport Road West**

Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgD17	CHL Church and Cemetery	21 Stone Church Road	<p>Barton Stone United Church is located at the corner of Upper James Street and Stone Church Road. This landscape takes up the entire corner and extends some distance down both its frontages. This early Gothic Revival church features a gable roof and four sets of double gothic arched windows on each side. The lower half of one set of windows on the south elevation has been adapted as a modern entrance. Those on the north elevation are unchanged, although all feature modern storms. The windows feature decorative wooden 'frames'. The stone extension on the east elevation was added in the 1970s. The cemetery is of considerable local importance as a number of early settlers and prominent landowners including Ira Rymal, Jacob Hess and Jacob Terryberry publican of a large inn are buried here. The cemetery is fronted (on Upper James Street) by a stone and wrought iron fence. The date of this fence is unknown; however, it may postdate the construction of the church.</p>	<p>Hamilton's Heritage Vol. 2 and 5                       Intent to designate under the <i>Ontario Heritage Act</i></p>	
SgD 18	CHL Streetscape	North of 1367 Upper James	<p>This streetscape is comprised of small-scale, postwar bungalows intermixed with larger storey brick houses. These properties are set back from the road but differ from the properties in SgD12 with larger back yards and somewhat small areas in the front. All of these properties contain mature plantings and a woodlot at the rear. The ground level shows variation suggesting that rather than flat urban lots, these parcels retain elements of their earlier topography.</p>	<p>Identified during field review</p>	

**Table 4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along Upper James Street, Fennel Avenue to 9500 Airport Road West**

Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgD 19	CHL Farm Complex	1452 Upper James Street	<p>The property at 1452 Upper James sits on a large tract of land that includes fields and pastures to the west and a field which has been under recent cultivation to the south. An orchard borders the southern edge of this field and a small watercourse lies to the north. The field and orchard sit below the grade of the road right-of-way and extend east to a line of trees. Another, smaller line of mature ornamental conifers sits on the high ground to the south of the field and acts as a visual block and/or wind break for a small house. This house, a small bungalow with external chimney stack appears to date to the mid-twentieth century. A few small outbuildings are located to the rear of the residence. The southern property line is marked by a fence line and trees which block the view to the late-twentieth-century mall which has been built adjacent to the property. It appears that a new(er) twentieth-century residence has been built on a much older lot, no doubt part of a farm complex which may date as far back as the nineteenth century.</p>	Identified during field review	

**Table 4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along Upper James Street, Fennel Avenue to 9500 Airport Road West**

Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgD20	CHL Streetscape	1699-1719 & 1694 Upper James Street	<p>This streetscape exists on both the east and west sides of Upper James Street with the bulk of it located on the east side. This streetscape is characterised by late-nineteenth and early-twentieth-century structures. Structures of both dates are intermixed with a late-nineteenth/early-twentieth-century farmhouse (see 1719 Upper James Street) sitting adjacent to postwar bungalows. The smaller residences are set back from the road and the properties contain very large, mature deciduous trees along the lot lines and in the rear of the property. A large brick farm house, currently used as part of Corpus Christi Church (SgD6), and the corner lot upon which it and a school sits are also typical of this evolved nineteenth and twentieth century-streetscape.</p>	Identified during field review.	

**Table 4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along Upper James Street, Fennel Avenue to 9500 Airport Road West**

Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgD21	CHL Streetscape	1749-1755 Upper James Street	This streetscape is situated between SgD20 with its late-nineteenth to early-twentieth-century structures to the north and a large field and Alderlea Avenue to the south. The structures making up this streetscape more likely date to the 1950s and 1960s. The properties all possess large, mature deciduous trees in many of the front yards and along the property lines. This streetscape includes Harmony Baptist Church which was built on its current site in the 1960s and a small vernacular structure located to the north of the driveway. This small structure appears to be made in part from log or log siding and appears to sit on high cinderblock foundations. Harmony Baptist Church is noted in Hamilton's Heritage Vol. 2	Hamilton's Heritage Vol. 2 and 7A  Identified during field review.	 
SgD22	CHL Streetscape	1899 & 1915 Upper James Street	This small cluster of houses is located to the south of SgD21 and is also part of postwar settlement and occupation of Upper James Street. The properties are large—some containing sizable outbuildings—and many possess large, mature deciduous plantings. Both these houses are accessed via paved driveways. Principal buildings include garages and large metal clad storage buildings.	Identified during field review	

**Table 4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along Upper James Street, Fennel Avenue to 9500 Airport Road West**

Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgD23	CHL Farm Complex	1980 Upper James Street	<p>This is a large property which consists of a number of barns and large outbuildings. No house was visible at the time of the visit. The property is bounded along the road by a post and wire fence. Two substantial stone gate posts sit at either side of the driveway which retains half of a large wrought iron gate in place. A length of stone fencing runs southward where it is picked up by a post and wire fence; the point of transition between the two fences roughly marks the transition from front yard or workspace to the fields to the south. The ground dips slightly to the south towards a small watercourse that runs behind the property and curves somewhat to an east-west orientation and runs under Twenty Road. There are mature plantings near the drive and around the house and the field areas are divided up by a series of internal fences</p>	Identified during field review	 <p>The top photograph shows a stone gate post on a gravel driveway. The bottom photograph shows a house partially obscured by trees and brush.</p>
SgD24	CHL 13 Farm Complex	2028 Upper James Street	<p>This one-storey twentieth-century frame house sits on a small rise of land south of a small stream which runs roughly east-west. Mature plantings border the stream with very large willows located on the south side. This section of the property—and the area comprising the front yard—retains much of its natural topography and early character. The fields to the south retain some of their early character; however, this land has been notably altered by the placement of hydro pylons.</p>	Identified during field review	 <p>The photograph shows a large, mature willow tree in a grassy area with other trees in the background.</p>

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Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgD25	CHL 14 Streetscape	2072-2084 Upper James Street	A small cluster of post-war residences this section is typical of the land use which occurred during and after the initial post war construction. These houses are likely remnants of the development of this area as it transitioned from rural properties and farm complexes to a peri-urban landscape with commercial enterprises. These residences would have been typical of this area before that transition.	Identified during field review	
SgD26	CHL Residence	2081 Upper James Street	This property is known as Stoneholm Farm. This farm complex consists of at least two large barns with gable roofs and a smaller barn or drive shed. The frontage is planted with large conifers and some mature deciduous trees which partially block the view from the street to the house. The property is fronted with a highly decorative wrought iron fence and gate. The house itself is a one-and-a-half storey stone block Ontario Gothic cottage with a centrally placed window in the dormer located above the main door. The dormer window is bordered with a six-over-six sash window with a small wood vent making up the point of the gothic arched window. A small amount of gingerbread trim remains on the dormer. The door, sidelights and transom all appear to be original as does the pediment above; however, marks on the stone wall suggests that there was a larger porch located on this elevation. There are two internal chimneys located at either gable end; both are located on the front roof, slightly below the ridge. The landscape of this farm complex appears to have retained many of its original/ early features and topography.	Hamilton's Heritage Vol. 2 and 3	 

**Table 4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along Upper James Street, Fennel Avenue to 9500 Airport Road West**

Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgD27	CHL Residence	2173 Upper James Street	This small stone house sits in a low spot on a heavily wooded property and is, therefore, almost completely obscured from view from the street. The property is accessed via a long dirt driveway and is separated from the street by a set of decorative iron gates with a sign which reads, in part, ' <i>Insane Asylum</i> '; these gates may have been removed from another location. It appears that there is at least one other structure on this property. The property is heavily wooded with deciduous trees and has a small watercourse near the northwest corner of the property.	Hamilton's Heritage Vol. 2 and 3	
SgD28	CHL Farm Complex	2240 Upper James Street	This property consists of a small one storey house, a modern frame garage, a larger shed with double doors and gambrel roof and a large gambrel roofed barn and silo to the rear. The property is bounded by fields on the north and the east sides. The residence is a small one storey brick house with gable roof and synthetic siding on the upper portion of the gable ends. This property is listed on the City of Hamilton Heritage Inventory as containing a 1820s residence. Although this structure is not immediately apparent, the scale, the location and nature of a brick central chimney on the extant house and the relationship with the barn all suggest that the early structure may have been heavily altered. Slight indicators in the brick work of window alterations and a parged foundation lend further evidence to this idea. Large fields under cultivation are located to the north.	Hamilton's Heritage Vol. 3	 

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Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgD29	CHL 18 Streetscape	2285 Upper James Street	This streetscape is made up of small to medium scale residences which date to the mid-to-late twentieth century. These are located on both the east and west sides of the road. Most sit in middle proximity to the road and many possess large front yards. In general, these houses sit at grade with Upper James Street. Many of these properties contain mature plantings near the house and along the frontage.	Identified during field review	

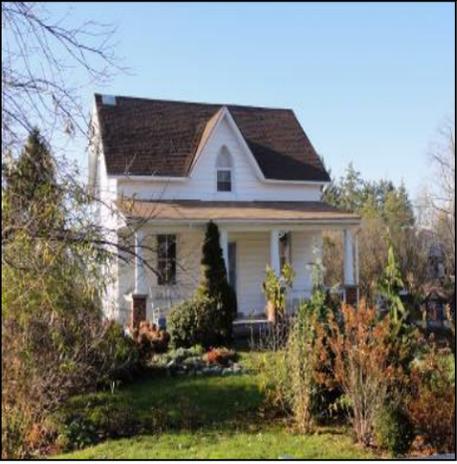
**Table 4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along Upper James Street, Fennel Avenue to 9500 Airport Road West**

Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgD30	CHL Cluster	2332 & 2340 Upper James Street	<p>These two 1860s houses are listed on the City of Hamilton’s Heritage Inventory Vol. 2 and, together with four frame structures, once formed a streetscape between Talbot Lane and Dickenson Road. Both these properties and the two to the north are made up of long, narrow parcels of land which are typical of the original eighteenth or nineteenth-century lots. The residence at 2332 Upper James is located in close proximity to the road, at the head of a small semi-circular drive. This one-and-a-half storey brick structure sits on what appears to be stone foundations. Its counterpart at 2340 Upper James is also a brick structure with projecting bay and gable. These two houses are typical of a mid-nineteenth-century rural/village streetscape</p>	Hamilton’s Heritage Vol. 2	

**Table 4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along Upper James Street, Fennel Avenue to 9500 Airport Road West**

Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgD31	CHL Church and Cemetery	2869 Upper James Street	<p>St Paul's Glanford Anglican Church was constructed circa 1851 as a small brick church in the Early Gothic style. The property consists of the church and cemetery sitting on 1¼ acre of land. Later additions to the nineteenth-century structure include a tower (1926) and a parish hall added in the 1950s. The original church building sits on fieldstone foundations. The original acre of land was added to in 1943 when the church purchased additional land to bury RAF servicemen who had died in training exercises. This property sits on a rise of land above a water course to the north and is accessed via a gravel drive and parking lot. The church yard at the front contains a small number of stones and sits above the roadway and the parking lot. The church itself is accessed via a flight of modern concrete steps. At the rear, the land slopes to the south giving the property a slightly rolling appearance.</p>	Hamilton's Heritage Vol. 3 and 7A	

**Table 4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along Upper James Street, Fennel Avenue to 9500 Airport Road West**

Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgD32	CHL Settlement	Homestead Drive	<p>This feature is known as the settlement of Mount Hope. This landscape derives its character from three main periods: (1) an intact rural nineteenth-century landscape containing farmhouses and extant fields as well as village settlement along both sides of Homestead Drive; (2) strong evidence of structures and landscapes related to the RAF and RCAF navigation school and associated activities and ancillary structures which led to the development of the John C. Munro International Airport; and (3) an evolved early to mid-twentieth-century landscape of a small village. This landscape retains notable features associated with each of these periods and, together, represents an unique evolved landscape. Although there are individually significant structures which have been previously identified in Hamilton’s Heritage volumes—among them SgD9 and SgD10—others, including the Quonset huts and a number of farmhouses also contribute to the significance of this landscape as a whole. Many of the properties on the west side retain their original house/field alignments. In some cases historic barns are extant. Many of these fields which sit at the end of the runway are under active cultivation. The properties on the east side of the street back onto Upper James Street and most of these do not have fields but do sit on sizable lots. Mature plantings are found on both sides of the street.</p>	<p>Identified during field review                       Hamilton’s Heritage Vol. 7A, 2 and 3.</p>	   

**Table 4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along Upper James Street, Fennel Avenue to 9500 Airport Road West**

Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgD33	CHL Roadscape	Homestead Drive	<p>This historic roadscape spans the curve of Upper James Street, creating a crescent-shaped property to the east. Homestead Drive consists of a two lane paved road with gravel and dirt shoulders. Large, mature deciduous trees line both sides of the road. The road is at grade with the surrounding landscapes and follows the natural topography. This road is a narrow thoroughfare with little room for widening. The viewshed to the north focuses upon St Paul's Glanford. The south portion which has evolved into a mid-twentieth-century roadscape likewise maintains its character. A large nineteenth century inn known as Homestead house sits at the southeast corner of the intersection between Airport Road and Homestead Drive. This cultural heritage landscape includes a number of structures noted in Hamilton's Heritage Vol. 2</p>	<p>Identified during field review                       Hamilton's Heritage Vol. 2</p>	
SgD34	CHL Streetscape	Airport Road	<p>This streetscape of small bungalows dating to the post-war period is representative of a mid-twentieth-century neighbourhood. This streetscape is typical of a neighbourhood of workers houses and may be associated with the John C. Munro International Airport. These houses all sit on large lots and are set back from the road right-of-way suggesting that the extant structures may have been constructed on earlier lots and evidences an early-twentieth-century land use. Together with this stretch of Airport Road, this streetscape retains much of its original character.</p>	<p>Identified during field review</p>	

**Table 4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along Upper James Street, Fennel Avenue to 9500 Airport Road West**

Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgD35	CHL 24 Farm Complex	9255 Airport Road West	<p>This small nineteenth-century frame house is in the Ontario Gothic cottage style. Currently abandoned, this property is accessed from Airport Road via a gravel driveway. The subject property is comprised of agricultural fields, the residence and possibly a pond to the rear. The front of the property contains plantings in the front yard and towards the east side of the house. The house is boarded up and is in poor shape; however, it retains a number of original features including remnants of decorative gingerbread trim and a finial about the dormer. Portions of shutters remain and may be original to the house. There are two internal chimneys each located at the gable ends. It appears that this structure sits on fieldstone foundations.</p>	Hamilton's Heritage Vol. 3	

**Table 4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along Upper James Street, Fennel Avenue to 9500 Airport Road West**

Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgD36	CHL Commercial and Public	Airport Road West	<p>John C. Munro International Airport. This landscape includes all airport-related lands and structures apart from 9500 Airport Road. It includes the War Plane Heritage Museum at 9280 Airport Road. An airport was first built on this site in 1940 to meet military needs during the war, only becoming a civilian airport after 1963. Much of the landscape has since been altered but the subject t property does retain a number of older hanger buildings. The War Plane Heritage Museum was originally housed in one of these older structures. The Airport Road property may also include a property listed in the Hamilton's Heritage Vol. 3 at 9500 Airport Road West. At the time of the field review, the property was occupied by an hanger/ factory.</p>	Hamilton's Heritage Vol. 3	

**Table 4: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Along Upper James Street, Fennel Avenue to 9500 Airport Road West**

Identifier	Feature Category and Type	Address	Description/Comment	Recognition and References	Photo
SgD37	CHL Farm Complex	9705 Airport Road West	This farm complex consists of a house sited well back from the road on a rise of land. The main structure is a one-and-a-half storey brick Ontario Gothic style farmhouse dating to the late nineteenth century. The property has been abandoned. The structure features a brick central chimney and gable roof with projecting eaves. A small bay has been added to the west elevation. A decorative soffit runs beneath the eaves. The window openings all appear to be original with intact brick arches. The nature of the foundations is unknown. The house sits amid large fields and the property contains some large, mature plantings near the house.	Hamilton's Heritage Vol. 2	
SgD38	BHR Residence	9031 Airport Road West	This small one-and-a-half storey farmhouse is located on small lot on the north side of Airport Road. A frame building in the Ontario Gothic style of vernacular farmhouse, this structure is a remnant of the nineteenth-century settlement of this area. This structure is likely associated with the settlement of Mount Hope. There are few mature plantings on this lot apart from those on the property line adjacent to the driveway. The house appears to be clad in synthetic siding and all visible window openings appear to be original but with modern windows. The foundations have been covered with wood cladding making it difficult to determine their nature.	Glanbrook Heritage Inventory (LACAC).	