

APPENDIX I

Built Heritage



**Environmental
Engineering
Scientific
Management
Consultants**

Suite 200
2781 Lancaster Road
Ottawa ON
Canada K1B 1A7

Bus 613 738 0708
Fax 613 738 0721

www.jacqueswhitford.com

FINAL REPORT

BUILT HERITAGE ASSESSMENT,
PROPOSED NEW EAST-WEST ROAD
CORRIDOR OPTION (HIGHWAY 6 TO
BRANT STREET), CITY OF HAMILTON,
ONTARIO

Submitted to: City of Hamilton

November 18, 2008

PROJECT NO. 1037892

**Jacques
Whitford**

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PROJECT NO. 1037892

REPORT TO

**City of Hamilton
Capital Planning & Implementation
Public Works Department
77 James St. N., Suite 320
Hamilton, ON L8R 2K3**

REGARDING

**Built Heritage Assessment, Proposed New
East-West Road Corridor Option (Highway
6 to Brant Street), City of Hamilton, Ontario**

November 18, 2008

Jacques Whitford
Suite 200, 2781 Lancaster Road
Ottawa, ON K1B 1A7

Phone: 613-738-0708

Fax: 613-738-0721

www.jacqueswhitford.com



EXECUTIVE SUMMARY

A Built Heritage Assessment was completed for undeveloped land north of Parkside Drive between Highway 6 and Robson Road (Beeforth Road) and undeveloped land north of Dundas between Robson Road and Evans Road, in the City of Hamilton. Land along both sides of Dundas Street between Evans Road and Brant Street, in the City of Burlington was also included in the assessment. The assessment included a review of archival material and a windshield survey. In addition to several Historic period residences previously identified as buildings of heritage interest, the current assessment identified one further building of potential cultural heritage significance. Only one of the identified resources would be directly impacted through project design.

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1.0 INTRODUCTION

The City of Hamilton (the City) has proposed to make improvements, including the construction of a new road, to the east-west roadways between Highway 6 and Brant Street, in the former Village of Waterdown, in the City of Hamilton, Ontario (the City) (Figure 1.1). As part of the Environmental Assessment process the City has requested a Built Cultural Heritage Assessment of the proposed project area which includes land along both sides of the existing Parkside Drive and Dundas Street as well as fields to the north of Parkside Drive and to the north and south of Dundas Street. Under the existing Consultant Services Roster agreement, the City retained Jacques Whitford Limited (Jacques Whitford) to complete a Built Cultural Heritage Assessment of the project area. The assessment examined various built heritage features; including roads, survey patterns, agriculture and architecture. The study was completed by Christie Uchiyama, B.A., Assistant Archaeologist with Jacques Whitford. Colin Varley, M.A., R.P.A., Senior Archaeologist and Heritage Planner acted as project director and senior reviewer.

1.1 PROJECT METHODOLOGY

The Built Heritage assessment study was composed of a program of archival research and visual assessment of built heritage along the proposed project route. To familiarise the study team with the project area local historical societies were consulted, archival documents were reviewed and a summary historical background of the local area was prepared. Listings of provincially Designated built heritage sites and easements and buildings of architectural or historical interest for each municipality were reviewed in order to compile a catalogue of existing identified heritage resources. A visual (windshield) survey was conducted along the length of the roadways along the proposed project route to confirm the presence of the listed properties and to identify any new potential built heritage resources.

2.0 PROJECT AREA

The project area is composed of undeveloped land north of Parkside Drive between Highway 6 and Beeforth Road and land along both sides of Dundas Street between Beeforth Road and Brant Street (in the City of Burlington). The project area also encompasses undeveloped land north of Dundas Street between Beeforth Road and Evans Road (Figure 2.1). The project area is an irregularly shaped piece of land measuring approximately 85 ha (210 acres) being parts of Lots 1 through 4, Concession 3, Lots 4 through 13, Concession 4, East Flamborough Township, City of Hamilton and parts of Lots 20 through 24, Concession 1 North, Nelson Township, City of Burlington.

Spring Creek runs through the project area just south of Dundas Street flowing west towards Lot 6, Concession 3 where it joins Grindstone Creek, approximately 200 m west of Mill Street (Figure 1.1). Grindstone Creek flows south through Waterdown, over the Niagara Escarpment and empties into Lake Ontario.

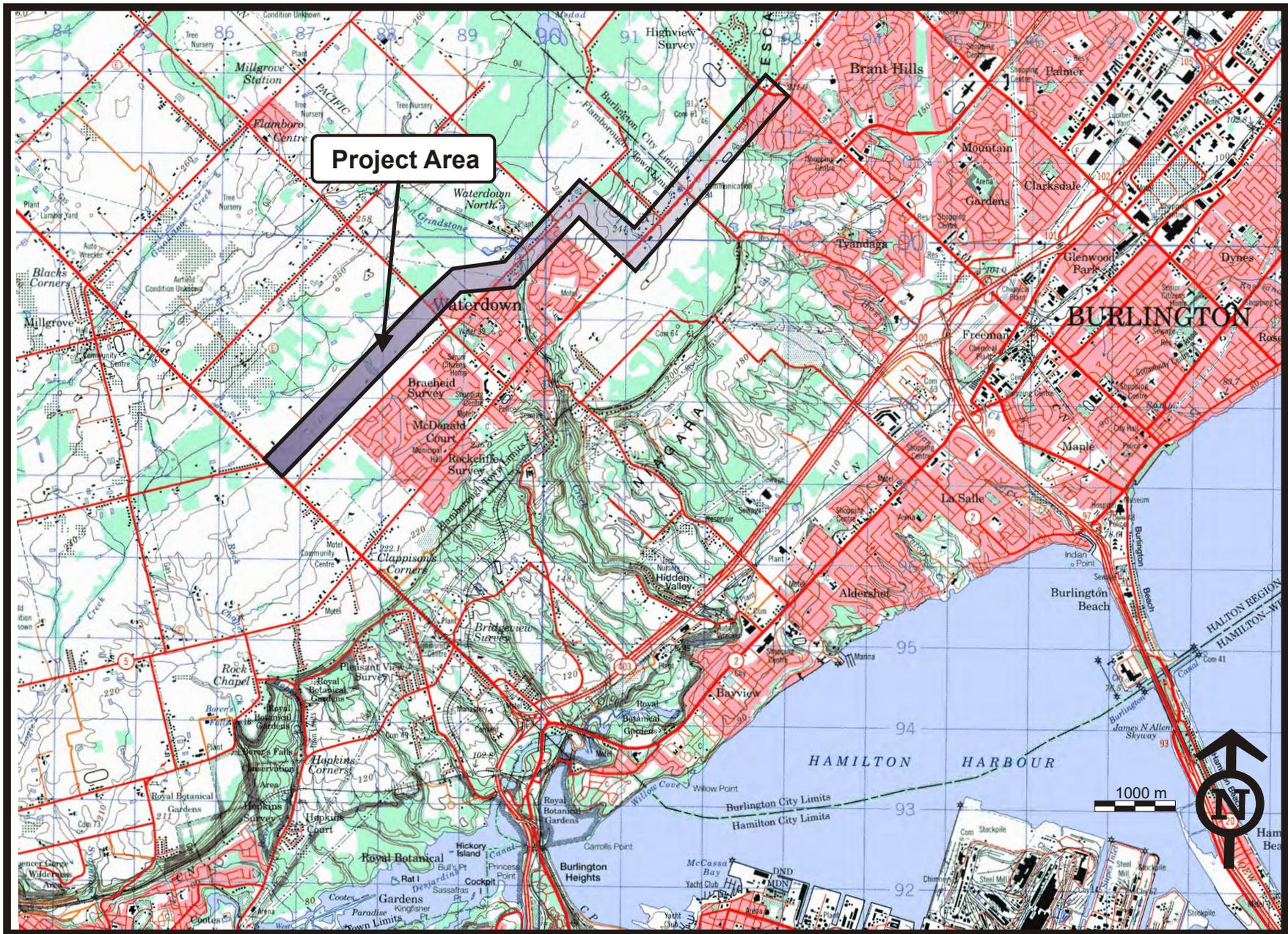


Figure 1.1 -Location of Project Area

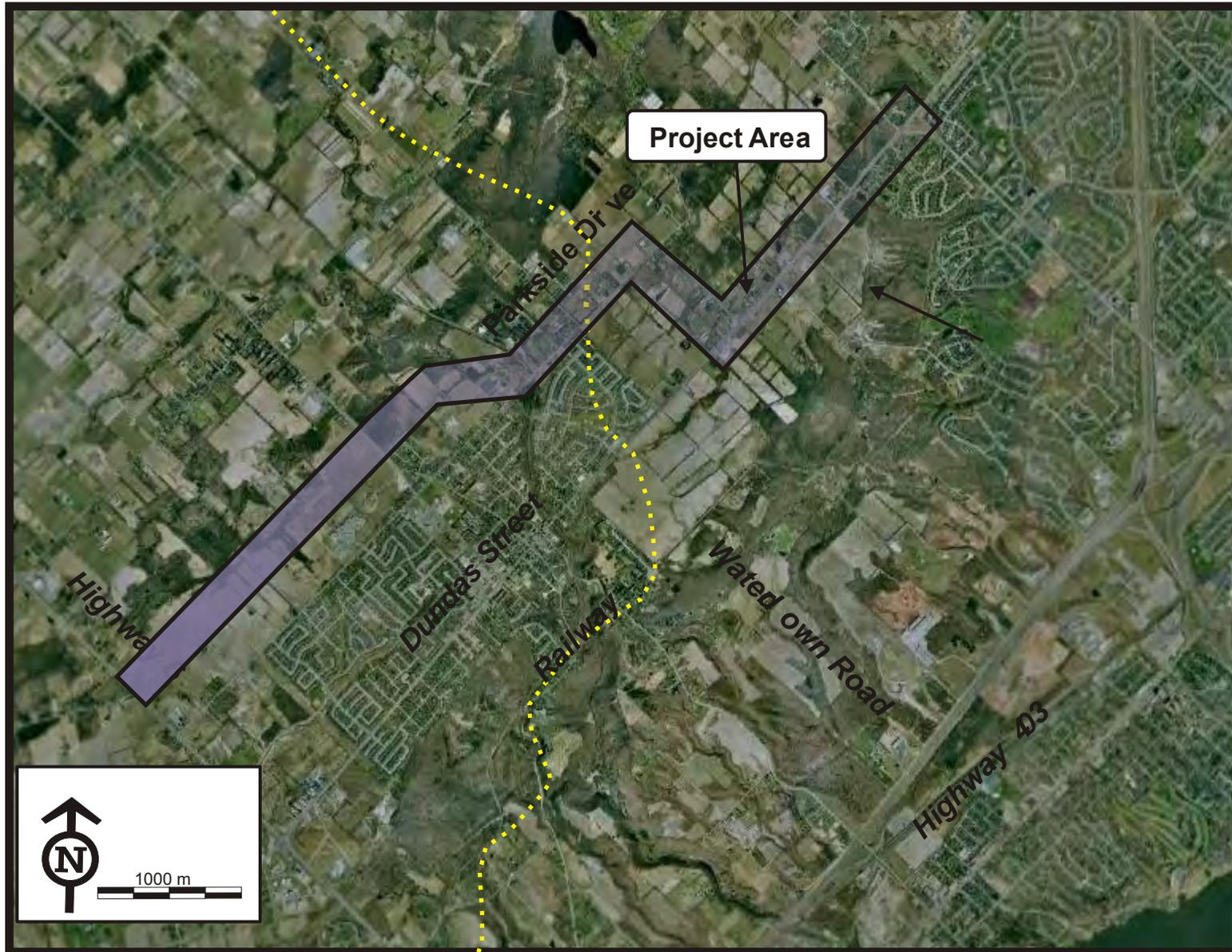


Figure 2.1 - Project Area, Current Conditions

3.0 HISTORICAL BACKGROUND

3.1 TOWNSHIP SURVEY AND EARLY SETTLEMENT

Survey of the land in the project area was first undertaken in 1793 by Augustus Jones in association with the clearing of land for the construction of the Dundas Road. The road, planned by Lieutenant Governor John Graves Simcoe, was intended as a military route connecting York and Dundas. The strategic importance of the route led Simcoe to immediately begin granting land along the road to those soldiers who had cleared the land and to other Loyalist soldiers even before the survey was officially completed (Woods *et al.*, 1967).

Prior to the 1793 Jones survey, the land on the lower shelf of the escarpment had been surveyed and mapped (Figure 3.1). Notes by Augustus Jones indicate that the map was a copy of an original by John Fredrick Holland. The lots and concessions are almost square, being laid out in a 7 by 5 grid. At the completion of Jones' survey in 1793, East Flamborough was laid out with 13 concessions, each with 13 lots. The western boundary of East Flamborough runs 70° west from Cootes Paradise. The lots are each composed of 200 acres running roughly northwest from the shore of Lake Ontario. Figure 3.2 shows the lots and concessions as they were laid out in 1797 as well as crown land, clergy reserves and the names of the original settlers to whom the land was granted.

3.2 AGRICULTURE

In the early 19th century, the project area lay on the outskirts of the Village of Waterdown as it developed. Land usage was focused on agriculture, lots along Dundas Street being among the first to be farmed. The 1851 Census indicates that the land within the project area was being developed for agricultural usage (Figure 3.3). The census suggests that wheat was a staple crop and that a large percentage of the project area was being used as pasture. The Surtees map of 1859 suggests very little change in land-use patterns (Figure 3.4). With the exception of Lot 10, Concession 4 which was a clergy reserve until the mid-19th century, the project area was being used entirely for agricultural and residential purposes. The 1875 Atlas of Wentworth and the 1877 Atlas of Halton indicate that the project area supported orchards (Figure 3.5).

3.3 EDUCATIONAL, RELIGIOUS AND PUBLIC BUILDINGS

At present, there are 6 churches and 3 former churches within 1 km of the project area, there are two places of worship within the project area; the Bethel Christian Reformed Church at 606 Dundas Street East accessed via Kerns Road and the Rehoboth Canadian Reformed Church at 1225 Dundas Street, in Burlington. The churches are both modern constructions, having been built in 1978 and 1974, respectively. The recently built St. Thomas the Apostle Catholic Elementary School is located north of the project area along with the St. Thomas the Apostle Roman Catholic Church. The Waterdown Union Cemetery is located to the west of the project area, west of Mill Street and north of Dundas Street. The 1877 map of Nelson Township indicates that a school and a church existed in Lots 20 and 21 respectively (Figure 3.5). In addition to the St. Thomas Catholic Elementary School, there is a public high school, Waterdown Public High School on the north side of Parkside Drive, approximately 250 m south of the proposed new road.

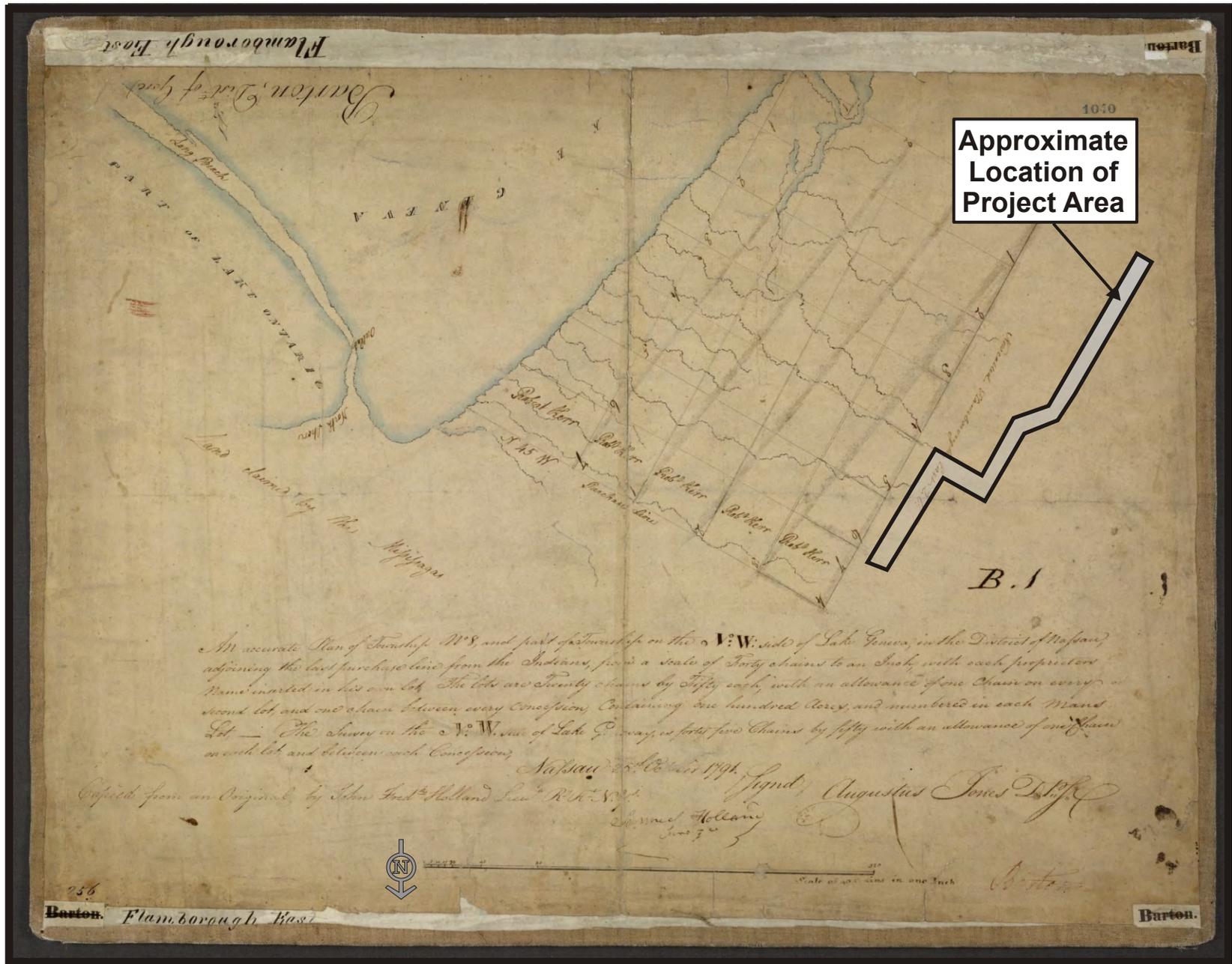


Figure 3.1 -1791 Map of East Flamborough

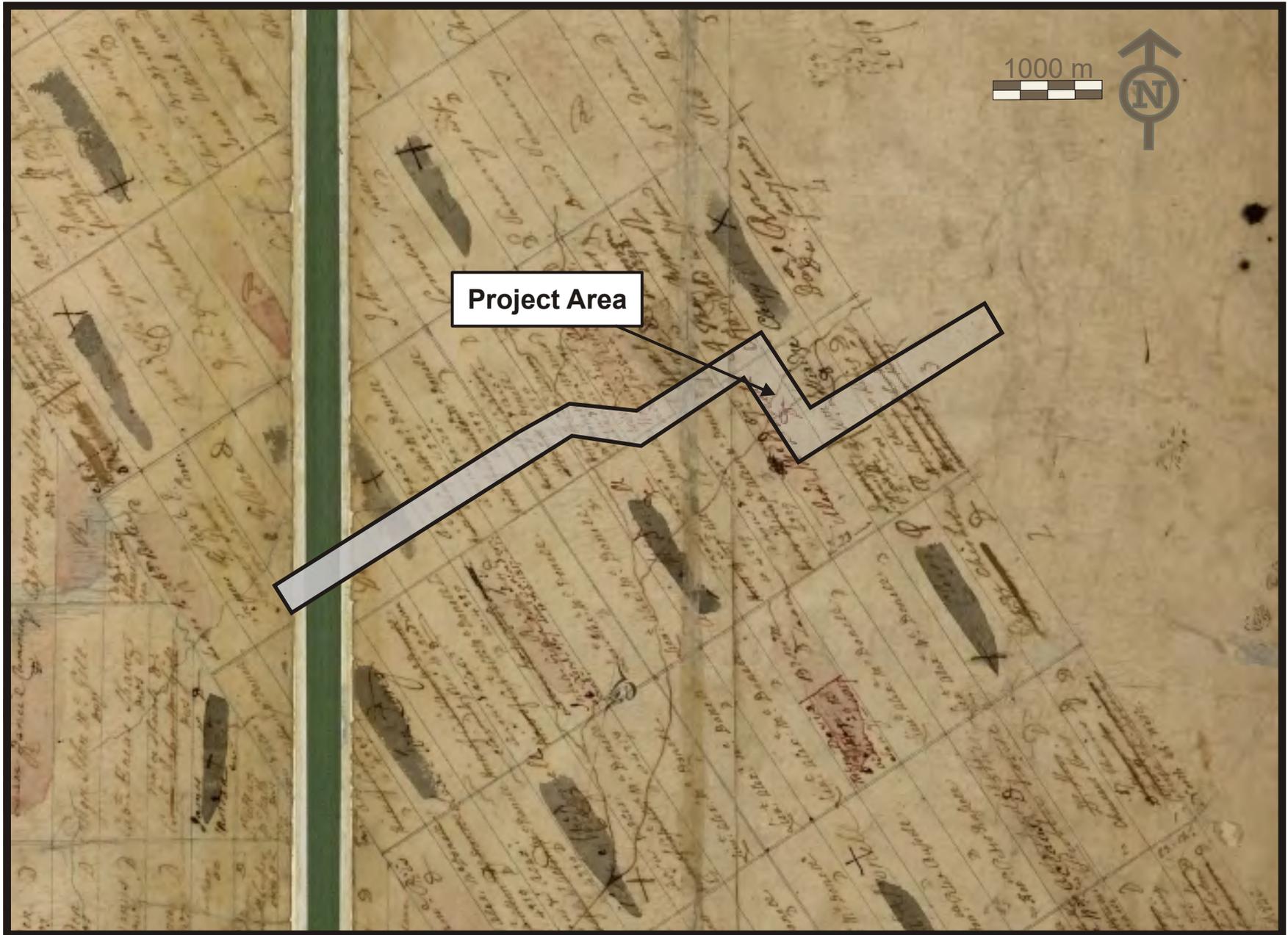


Figure 3.2 -Detail of 1797 Map Showing Project Area

AGRICULTURAL CENSUS—ENUMERATION, DISTRICT, No. 1

1 in the Parish of **OF**

Name of occupier.	Concession or Range.	Lot or part of Lot.	Number of Acres of Land.						Wheat.		Barley.		Rye.	
			Held by each person or family.	Under Cultivation.	Under Crops in 1851.	Under Pasture 1851.	Gardens or Orchards.	Under Wood or Wild.	Acres.	Produce Bsh.	Acres.	Produce Bsh.	Acres.	Produce Bsh.
1 Mrs. Giverson	3	7	42	30	24½	4	1½	12	6	100	0	0	0	0
2 Mrs. B. Graham	3	6	100	60	43	17	0	40	15	453	4	62	0	0
3 Read Baker	3	6	25	16	12	4	0	9	5	129	0	0	0	0
4 [illegible]	3	7	100	100	100	100	100	100	100	100	100	100	100	100
5 Wm. Mc Donnell	3	45	400	250	119	122	9	150	50	800	6	250	0	0
6 Wm. Smoke	3	3	100	80	55	24	1	20	20	200	0	0	0	0
7 Widow Smoke	3	3	30	25	0	25	0	5	0	0	0	0	0	0
8 Harker Knowles	3	3	100	60	52	5½	3½	40	30	190	2	50	0	0
9 Walter Evans	3	2	40	40	28½	14	2½	0	5	40	0	0	0	0
10 Philip Bonnet	3	2	90	70	42	26	2	20	20	100	0	0	0	0
11 Andrew Hall	3	3	40	40	18½	19½	2	0	10	30	1	30	0	0
12 Mary King	3	1	50	40	12	28	0	10	12	100	0	0	0	0
13 William King	3	1	50	20	9	11	0	20	0	0	0	0	0	0
14 James Yake	3	1	50	32	18½	10½	3	18	12	65	½	13	0	0
15 Capt. F. Fiddle	3	78	133	103	30½	73½	0	30	14	200	2½	66	0	0
24 [illegible]	3	15	100	100	100	100	100	100	100	100	100	100	100	100
25 Wm. Waller	2	6	35	20	18	2	0	15	15	100	0	0	0	0
26 William Bellin	2	7	50	40	38	30	2	10	15	100	0	0	0	0
35 Bro. Appleby	12x3	478, 900	689	180	130	48	2	439	90	925	2	80	0	0
12 [illegible]	3	15	100	100	100	100	100	100	100	100	100	100	100	100
13 Alex. White	1	6	55	55	42	13	0	0	20	420	0	0	0	0
14 Thomas Hemond	2	7	100	70	35	35	0	30	20	408	0	0	0	0
18 [illegible]	3	2	69	47	22	18	0	10	10	100	0	0	0	0
19 Hugh Breer	7	8	189	130	85	42	3	59	35	450	0	0	0	0
20 Edward Evans	4	96	250	155	80	72	3	95	24	500	0	0	0	0
21 [illegible]	4	11	200	70	46	24	0	130	20	250	0	0	0	0
32 [illegible]	3	1	100	100	100	100	100	100	100	100	100	100	100	100
33 Geo. F. Graham	3	68	220	230	50	130	50	0	0	0	0	0	0	0

Figure 3.3 - Details From Pages of 1851 Census



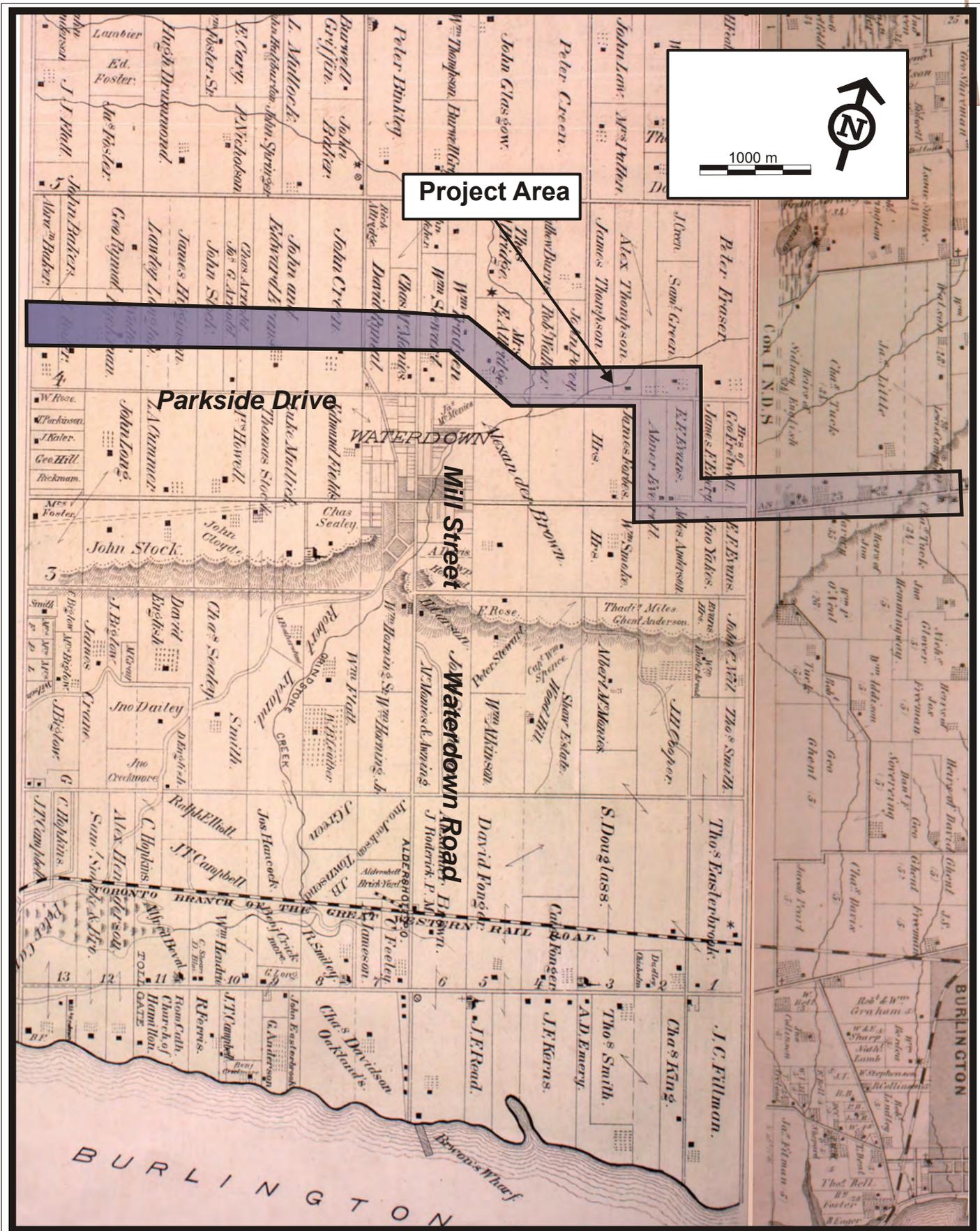


Figure 3.5 - Project Area As Shown on 1875 and 1877 Atlases
 (Wentworth Source: Page and Smith, 1875 Halton Source: Walker and Miles, 1877)

3.4 INDUSTRY

3.4.1 Mills and Factories

Industry was a significant factor in the development of Waterdown. In 1805, having purchase Lots 6 and 7, Concession 3 from the original grantee Alexander McDonnell, Alexander Brown is credited with building the first mill along Grindstone Creek (Green *et al.*, 1997). Ebenezer Griffin followed suit, acquiring Lot 6 and part of Lot 7, Concession 3 from Brown around 1823. He not only built his own mills along the creek, but also laid out plans for a new village. Towards the late 19th century, Grindstone Creek supported more than 15 mills and several factories, before a series of fires, the advent of steam-powered mills and the depletion of Grindstone Creek led to the redundancy of the mills of Waterdown.

3.4.2 Electric Power

In 1906 the Toronto Power Generating Station was constructed in Niagara Falls. A transmission corridor passing through Concession 2, south of the project area was constructed in 1919. The transmission line intersecting the project area was constructed in the mid to late 20th century.

3.5 TRANSPORTATION

The project area and surrounding land has traditionally been vital to transportation. Unlike the majority of the Niagara Escarpment, the former Village of Waterdown provides a gentle slope up and down the escarpment by way of the Grindstone Creek valley and the nearby valley that present-day Snake Road follows. The area was also of great strategic importance for military routes in the 18th and 19th centuries, the Dundas Road being the most famous example. Figure 3.6 indicates the locations of roads, creeks and railway lines in the project area.

3.5.1 Water

There are several small waterways within the project area and vicinity. There is post-contact evidence to suggest that local native groups used present-day Snake Road, west of Grindstone Creek as a pass to traverse the escarpment (Woods *et al.*, 1967). It seems more than likely that watercourses north of the Great Falls (Grindstone Falls) would have been used by prehistoric peoples for transportation. Historic period occupants, however, are not known to have used the watercourses in and around the project area for transportation.

3.5.2 Roads

Roadways played a central role in the development of the project area. The evolution of roadways in the project area and vicinity can be traced back to the creation of the Dundas Road in 1793.

Lieutenant Governor Simcoe strongly believed that the Dundas Road was strategically important in defense against the recently liberated Americans. Clearing of the section of the Dundas Road in which the project area is located was completed within a month. The road, however, was far from complete. While brush had been cleared to make a corridor, many tree stumps and large groups of trees remained *in situ* (Wray and Green, 1994). The survival of the Dundas Road and subsequent roadways

in the area was dependent upon the Loyalist soldiers and others who chose to take up their grants of land along the road.

An 1815 map by Nefield (Figure 3.7) indicates Dundas Street as well as two roads running between Dundas Street across the escarpment, possibly present day Highway 6 and Waterdown Road (Mill Street). While not shown on the map, it is likely that some of the concession allowance roads in and around the project area were also forced through.

In 1839 Philip John Bainbrigge, a Royal Engineer, travelled through Southern Ontario, passing through Waterdown. In his diary, he sketched the roads he took and the surrounding landscape features. His notes included details about the condition of the Dundas Road as well as billeting capacities (Figure 3.8). He noted that along the top of the Niagara Escarpment the Dundas Road was “well cleared” and “thickly inhabited by a superior class of settlers”. He further indicates that while the road was good, it was intersected by two deep ravines (Bainbrigge, 1839).

The 1850 de Rottenburg map shows some detail in the project area including roads (Figure 3.9). The Dundas Road is illustrated as well as present day Centre Road. The map also indicates that concession roads north of Dundas and west of Centre Road were forced through. This includes Parkside Drive (Concession Road 4). Present-day Kerns Road, along the boundary between East Flamborough and Burlington is also indicated on the map running from Dundas, south towards the lake.

On the 1859 Surtees map present-day Centre Road is indicated on the map as “Gravel Road”(Figure 3.4). Centre Road had been improved to the extent that it had become an important route for north-south travel, the “Hamilton, Waterdown and Carlisle Gravel Road”. The gravel improvements to the road resulted in the road being a toll road, and a toll gate was located at the junction of the gravel road and the 5th Concession Road.

The roads in the project area have, for the most part, evolved with the surrounding area. Dundas Street retains very little of its early form with the exception of the corner of Dundas Street and Mill Street, where heritage buildings prevent widening. In the project area, Dundas Street has undergone several expansions and upgrades most notably in the 1920s and 1960s when the Dundas Street Bridge was widened. Parkside Drive and Centre Road have also been paved and widened although both maintain some of their earlier characteristics.

3.5.3 Bridges

There are two bridges of note near the project area; the Dundas Bridge (Plate 15) and the Canadian Pacific Rail line bridge over Mill Street (Plate 16). The Dundas Bridge is located along Dundas Street, east of Mill Street (Waterdown Road). Originally built to cross over Grindstone Creek, the bridge has been altered a number of times and now consists of four lanes of traffic, passing over the Canadian Pacific Rail Line. The bridge over Mill Street is located north of the current project area and dates to 1911, when the rail line was constructed.

3.5.4 Rail

While the Grand Trunk Railway existed south of the project area, passing through Aldershot; there was no railway passing through Waterdown until 1912. Beginning in 1910, the CPR constructed a line linking Guelph and Hamilton. Given the relatively gentle slope of Grindstone Creek Valley, Waterdown remains one of the few places where the escarpment can be passed by rail. The construction of the line through Waterdown was a massive undertaking involving the relocation of Grindstone Creek. The line follows Grindstone Creek from north of the project area passing under the pre-existing Dundas

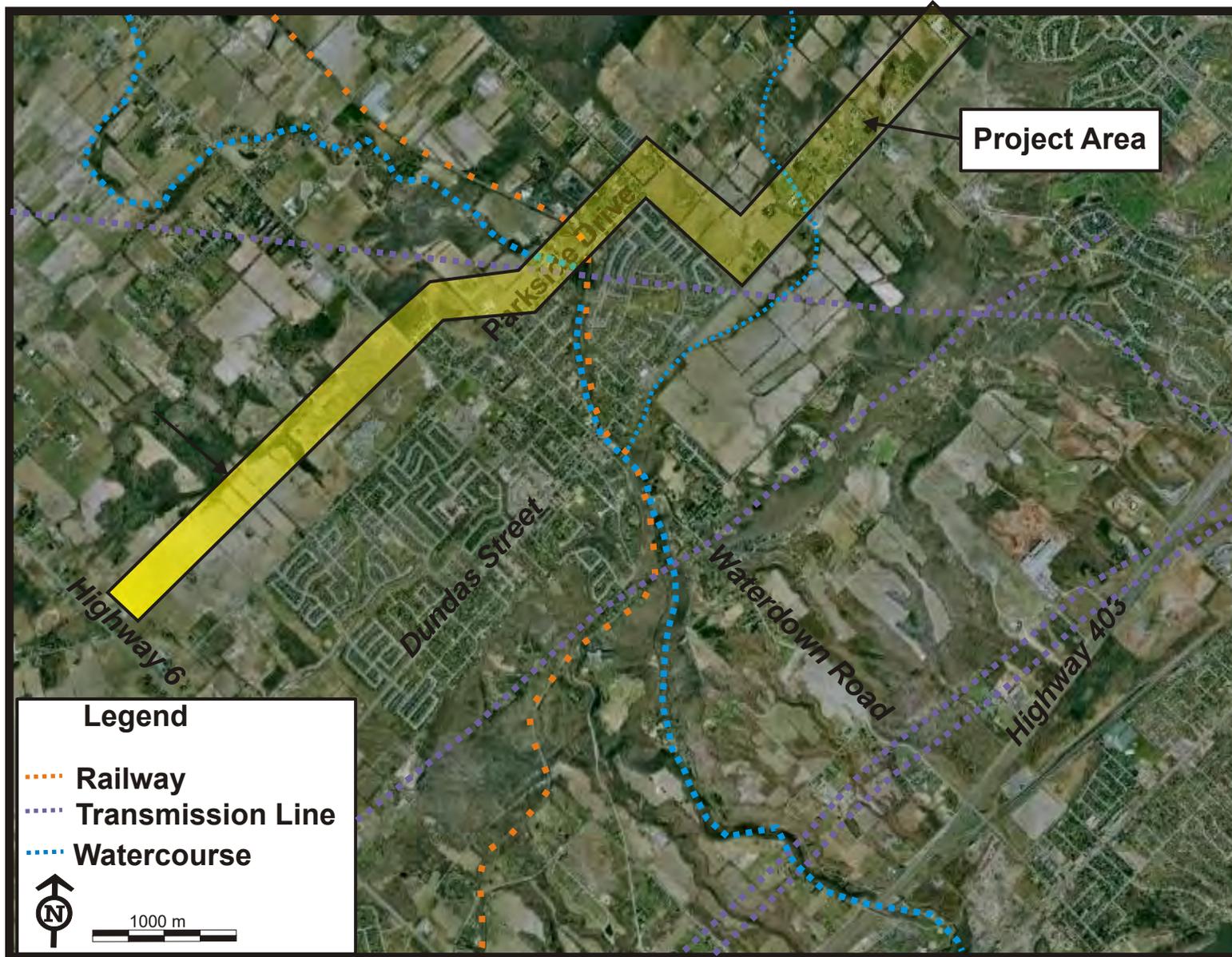


Figure 3.6 - Transportation and Transmission Lines in Project Area

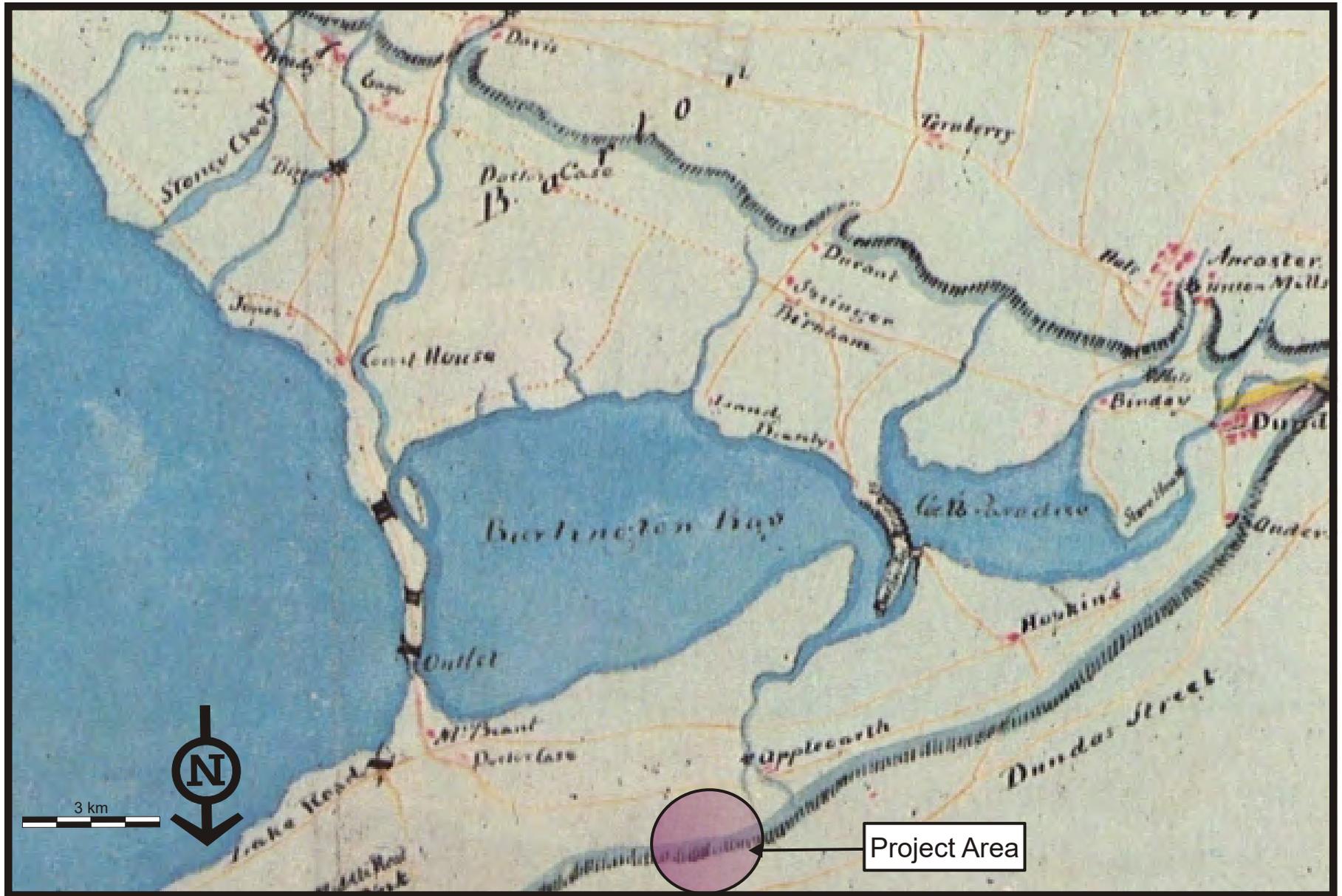


Figure 3.7 - General Location of Project Area on 1815 Nesfield Map

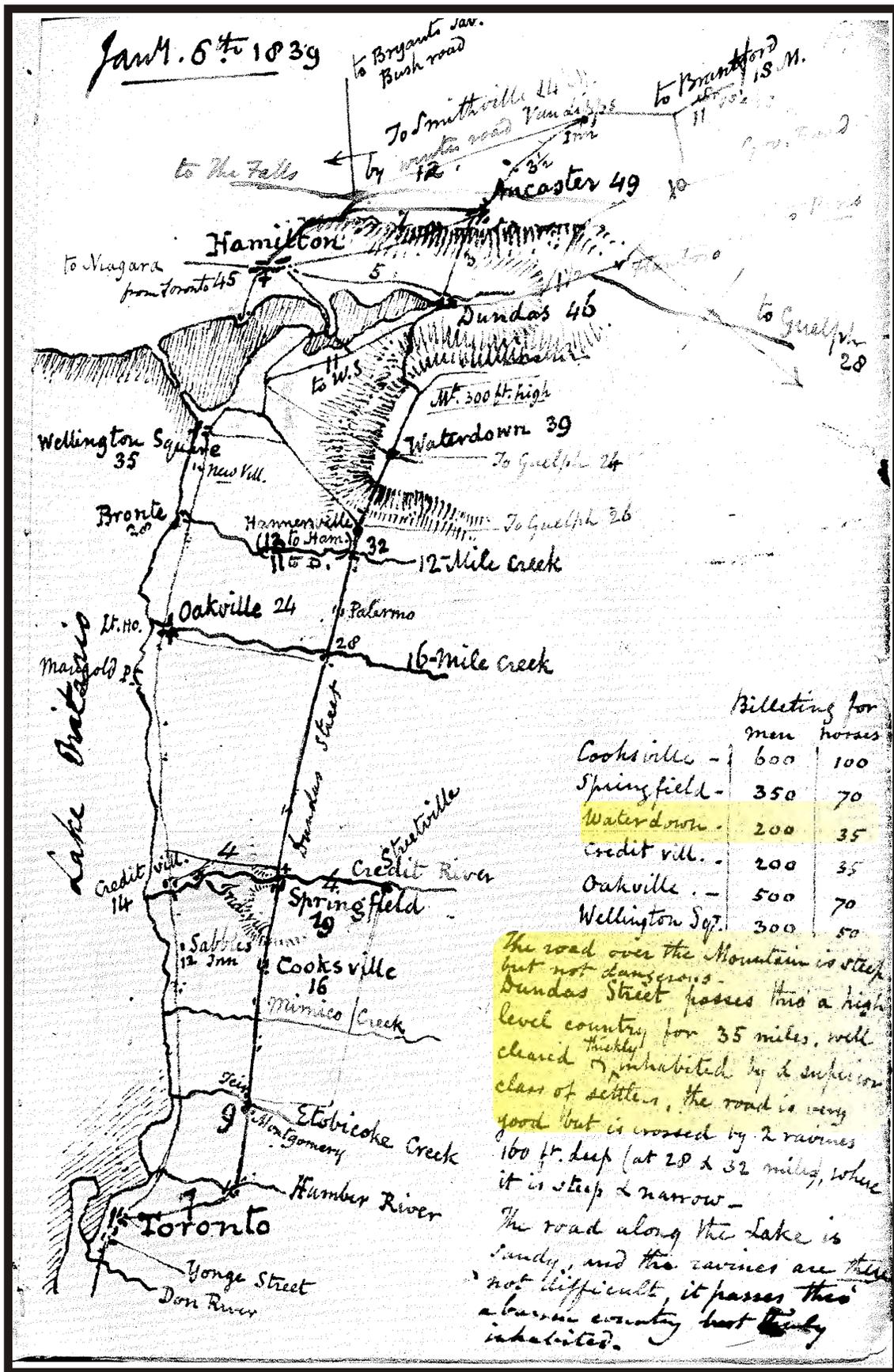


Figure 3.8 - 1839 Diary Entry by Philip John Bainbrigge Describing Project Area

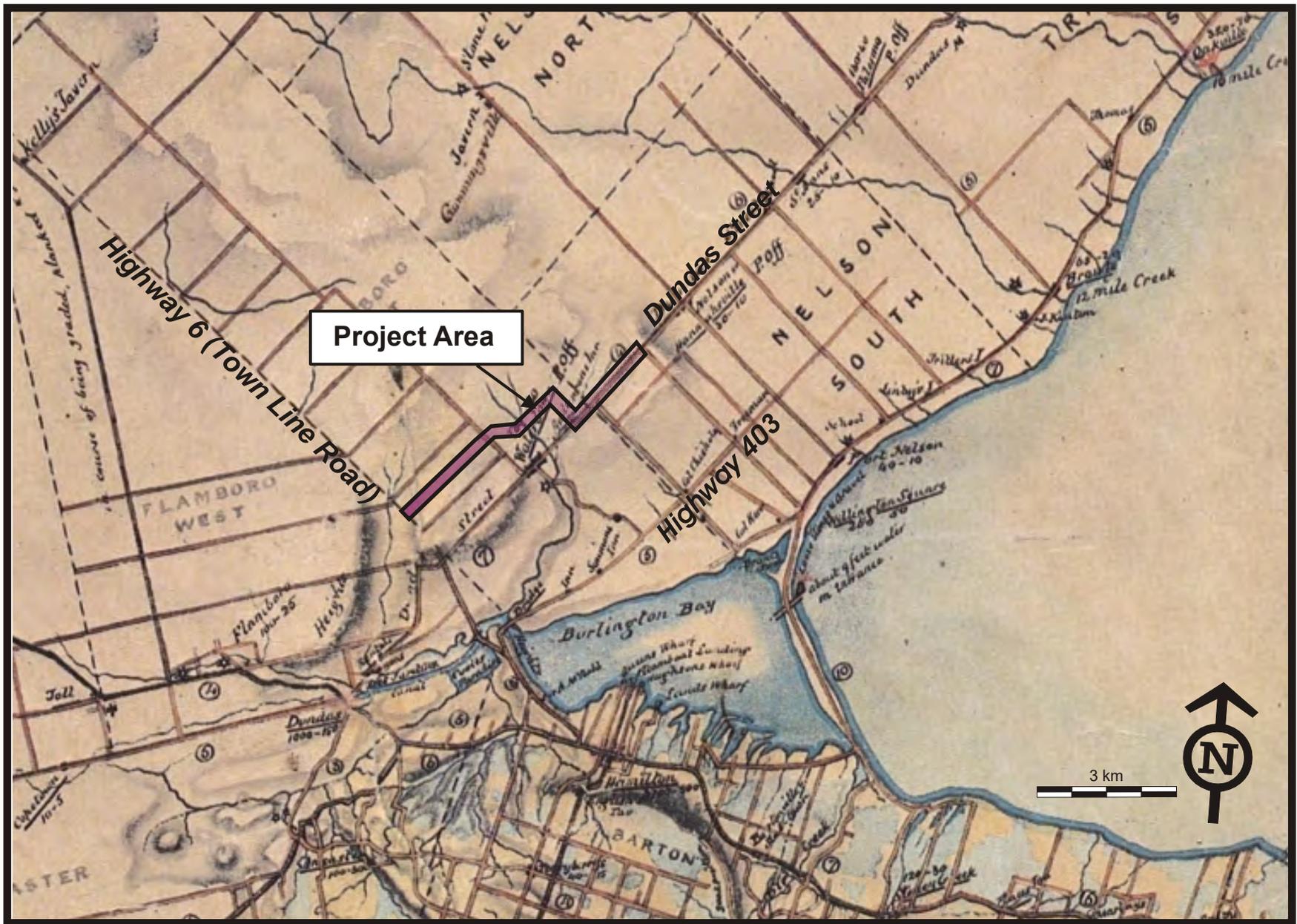


Figure 3.9 - Project Area on ca. 1850 Rottenburg Map

Bridge. The line crosses over Grindstone Creek just north of Spring creek and then passes over Waterdown Road and continues south (Figure 3.6). Until 1950, when it discontinued passenger service, the line served as an important component to transportation in and around the project area. It now transports only freight (Wray and Green, 1994).

4.0 BUILT HERITAGE RESOURCES

4.1 METHODOLOGY

Built heritage resources in the project area were assessed based on Ontario Provincial Policy guidelines. Significant built heritage resources are protected under the Provincial Policy Statement, 2005 (PPS, 2005) policy 2.6.1. Built heritage resources involve "one or more significant buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community. These resources may be identified through designation or heritage conservation easement under the Ontario Heritage Act, or listed by local, provincial or federal jurisdictions." Using the PPS, 2005 as a guideline, the project area was assessed for built heritage resources.

Once built heritage resources were identified, their significance was evaluated based on the PPS, 2005's definition of significant. A built heritage resource is considered significant if it is "valued for the important contribution [it] make[s] to our understanding of the history of a place, an event, or a people."

Built Heritage Assessment Criteria considered for the purposes of this assessment included:

- **Historical Associations** - Potential resources were evaluated based on their age and/or relationship to historical themes, events, persons and/or groups;
- **Architecture and Design** - Building styles, materials and architect were evaluated where possible;
- **Integrity** - A windshield survey was performed to assess buildings of architectural and/or heritage interest in the inventories of both the City of Hamilton and the City of Burlington. A photographic record of identified buildings and their surrounding environment was created. Other buildings not listed by either City were also observed and evaluated. Buildings not visible from the street were not included in the photographic record;
- **Environmental Context** - Identified resources were evaluated for their contribution to the character of their surrounding landscape, or for the integrity of their original environmental setting;
- **Social Value** - For the purposes of this assessment, buildings included in local inventories were considered to have social value.

4.2 EXISTING HERITAGE DESIGNATIONS, EASEMENTS AND CONSERVATION DISTRICTS

Within or near the project area there are two buildings currently designated Ontario Heritage Easements; the Pearson Home (Avonsyde Dairy) (Plate 1) and the Drummond House (Plate 2).



Plate 1 - 493 Dundas Street East

493 Dundas Street East, The Pearson Home

The Pearson Home (Plate 1) is an excellent example of Georgian architecture in brick. The home was originally built by James Forbes c. 1857 who established a farm after purchasing 100 acres of the property from King's College. The house is best known for its 20th century owners, the Pearsons, who purchased the land in 1913 and established the Avonsyde Dairy. The house is located approximately 50 m north of the extant Dundas Street.



Plate 2 - 315 Parkside Drive

315 Parkside Drive, The Drummond House

The house at 315 Parkside Drive (Plate 2), built is an excellent example of Victorian architecture. The gables are verged in half-sunburst patterns and the front veranda is supported by ornate pillars. The house's historical associations include Charles Sealey, the first Reeve of Waterdown. The building is located approximately 375 m south of the proposed new roadway and 200 m west of the section of extant Parkside Drive proposed to be widened.

4.3 DOMESTIC/RESIDENTIAL BUILT HERITAGE RESOURCES

In addition to the Pearson Home which is an Ontario Heritage Easement, several structures of heritage integrity exist within the project area. Table 4.1 lists the residential heritage identified by The City of Hamilton and the City of Burlington as buildings of heritage interest. Photographs were not taken of buildings that had been altered to the extent that their heritage integrity was not readily recognisable or in cases where photographs could not be taken from the street.



Plate 3 - 626 Highway 6

626 Highway 6

The buildings at 626 Highway 6, a farmhouse and its outbuildings (Plate 3), are an example of vernacular farmhouse architecture. The exterior of the house is stuccoed and there is an early 20th century addition to the rear of the house. The house at 626 Highway 6 is located along the proposed new roadway. There are at least two extant outbuildings, including one silo on the property. Late 20th century aluminum additions are visible on the north side of the house. Based on the windshield survey, the integrity of the house is moderately low, however, the character of the house is well-suited to the surrounding landscape which consists of agricultural lands and farmhouses and it is included on the City of Hamilton inventory. Based on a preliminary windshield survey, the house is rated as having fair cultural heritage significance.

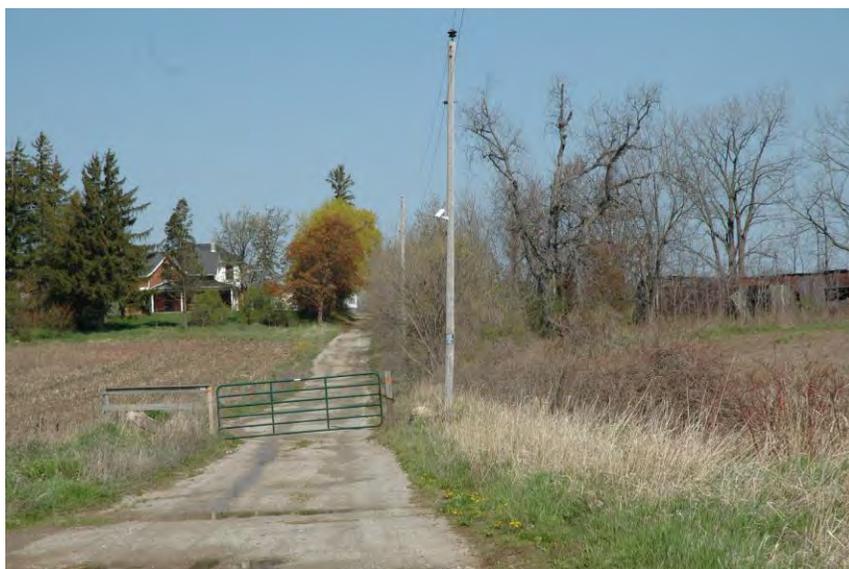
**Plate 4 - 25 Parkside Drive**

25 Parkside Drive

The house at 25 Parkside Drive (Plate 4) is a good example of mid-19th century vernacular farmhouse construction in Southern Ontario. The exterior of the house is brick and the long, covered front porch includes Doric columns. The house is situated on a sandy knoll overlooking the surrounding farmland and is one of the last remaining examples of historic period residential architecture along Parkside Drive, west of Centre Road. The residence is well-suited to its landscape, although threatened by the expansion of residential development directly south of Parkside Drive. The windshield survey indicated that the building was well maintained and many of the original fixtures were intact. The building is considered by this assessment to be a significant built heritage resource.

63 Parkside Drive

Although 63 Parkside Drive is included in the City of Hamilton's inventory, the windshield survey did not identify any remaining residential buildings at the location. A dirt access road was discovered in the vicinity, although it possibly led to the outbuildings of the property's farm or those of one of the surrounding farms. The structural foundations and remains of several outbuildings are located within 100 m of the proposed new road and are an archaeological concern. There are no built heritage concerns related to 63 Parkside Drive.

**Plate 5 - 111 Parkside Dr**

111 Parkside Drive (Scheduled for Demolition)

The construction of 111 Parkside Drive (Plate 5) is similar to that of 25 Parkside Drive (Plate 4). The brick, vernacular farmhouse is located far back from the roadway. The house is situated on a sandy knoll, although not as prominently placed above the farmland as 25 Parkside Drive to the west. The building appears to include a later back addition, but this is not easily discernable from the street. The original section of the house likely dates to the mid 19th century. The farmhouse includes a covered front porch that extends across the whole front of the house as well as high gables above the door. The property also includes several outbuildings. The integrity of the outbuildings could not be assessed via windshield survey. The house, however, is well-suited to its context and is a good example of vernacular farmhouse architecture. Given its level of upkeep and its inclusion in the city's heritage inventory, it should be considered a significant built heritage resource.

157 Parkside Drive

Although 157 Parkside Drive is included in the City of Hamilton's inventory, the property has since been demolished and the windshield survey did not identify any remaining built cultural heritage at the location. There are no built heritage concerns related to 157 Parkside Drive.

619 Centre Road

619 Centre Road is included in the City of Hamilton's inventory, but the property has since been demolished and the windshield survey did not identify any remaining built cultural heritage at the location. There are no built heritage concerns related to 619 Centre Road.

715 Centre Road

715 Centre Road is included in the City of Hamilton's inventory, but the property has since been demolished and been replaced by St. Thomas the Apostle Roman Catholic Church and St. Thomas Catholic Elementary School. There are no built heritage concerns related to 715 Centre Road.



Plate 6 - 475 Parkside Drive

475 Parkside Drive

The house at 475 Parkside Drive (Plate 6) is a good example of stone built Georgian architecture. The house is one and a half storeys and includes Doric columns supporting a small, covered entrance and a Dutch dormer across the front. The property includes a well-established tree-line along both sides of the driveway. The addition on the west of the house may possibly date to the late 19th century although, the stone section of the house likely dates from the early to mid 19th century. It is likely that this is the home occupied by Alex Thompson at the time of the 1875 Atlas (Figure 3.5). The character of the building suits the surrounding landscape and it is well maintained. 475 Parkside drive should be considered a significant built heritage structure.



Plate 7 - 487 Parkside Drive, House



Photo 8 - 487 Parkside Drive, House and Barn

487 Parkside Drive

The residence at 487 Parkside (Plates 7 and 8) dates to the same period as 475 Parkside Drive (Plate 6). Although the two homes date to roughly the same period, the styles are strikingly different. 487 Parkside Drive appears to be brick veneer. High gables along the front of the house, over the second storey windows, suggest a Gothic Revival Style, although the covered front porch is a component of vernacular farmhouse architecture. An addition on the back of the house is only slightly visible from the street. The building and associated outbuildings are well maintained. The property is considered a significant heritage resource.



Plate 9 - 519 Parkside Drive

519 Parkside Drive

519 Parkside Drive (Plate 9) is built in the vernacular farmhouse style. There is a balcony above the covered porch, which is a unique feature within the project area. The house appears to be brick construction dating from the mid to late 19th century. A dormer window on the west side of the roof may be a modern addition. One agricultural use building is visible from the street. The house is

considered a significant built heritage resource given its relationship to the surrounding agricultural landscape, its inclusion in the city inventory of heritage resources and its design qualities. The level of integrity of the fixtures appears, from the street, to be moderately high.



Plate 10 - 531 Dundas Street East

531 Dundas Street East

531 Dundas Street East (Plate 10) and neighbouring 545 Dundas Street East, are situated east of the early 19th century residential section of Waterdown, Vinegar Hill. As a result, it seems, 531 Dundas St. E. was built in a similar style to many of the residences within the Village of Waterdown, and is a similar size. The house was built in a Gothic Revival Style, with high, verged gables along the front, as well as a long covered porch supported by Doric columns. The materials used on the exterior of the house appear to have been modernized without changing the character of the house. Based on its social value, character, design and maintenance, 531 Dundas Street is considered a significant built heritage resource.



Plate 11 - 545 Dundas Street East

545 Dundas Street East

Although it is situated on farmland, 545 Dundas Street (Plate 11) shares its features with the residential buildings to the west. The house appears to be an early to mid 19th century example of Gothic Revival

built in Stone. The shape of the window below the gable was a common convention in the surrounding area. Based on its character, maintenance, and design the house should be considered a significant built heritage resource.



Plate 12 - 562 Dundas Street East, House and Outbuildings as seen from Kerns Road, facing west.

562 Dundas Street East

The cultural heritage integrity of the house and outbuildings at 562 Dundas St. E. (Plate 12) was assessed in August of 2006 by the City of Hamilton. At the time the buildings partially satisfied the criteria of significant cultural heritage resources. The house itself is an example of a late 19th century vernacular farmhouse. The exterior has been altered and at least one early to mid 20th century addition is visible. The property, however, does provide an example of the typical configuration, numbers and dimensions of agricultural outbuildings. 562 Dundas Street does not meet the majority of the criteria used in this assessment.



Plate 13 - 1107 Dundas Street, Stoneacres

1107 Dundas Street

The home at 1107 Dundas Street (Plate 13) was originally built for Charles Tuck in 1854 (City of Burlington, 2008). The two-storey house was built in the Neo-classical style with building materials from the property (Byers and McBurney, 1982). 1107 Dundas Street has received a grading of A (Highest Level of Cultural Heritage Significance) from the City of Burlington and is considered to be a significant built heritage resource, meeting all the criteria of this assessment. Charles Tuck was an important figure in the development of the area. The church and school that once stood in the project area were built by Tuck on his land. The design of the house and its integrity are of a high quality. The home is included in the Burlington Heritage Database and is consistent with the character of its surrounding landscape. The house is secluded from the street by trees that line the road.



Plate 14 - 1219 Dundas Street

1219 Dundas Street

The house at 1219 Dundas Street (Plate 14) does not appear in the city database. It is an early to mid 20th century vernacular house with a rubble stone foundation which may predate the present house. It is in the same location as a building in Lot 22, Concession 1 North on the 1877 map of Nelson (Figure 3.4). The 19th century building was shown adjacent to Charles Tucker's orchard and it may have been an agricultural-use structure. The house is considered to be a moderately significant cultural heritage resource by this assessment.

1245 Dundas Street

The James Little House at 1245 Dundas Street is located approximately 500 m north of the extant road. The house, which is not visible from the street, was built c. 1855 by James Little. The Burlington Heritage Database indicates that the house is a brick, vernacular farmhouse and received a grading of A as a cultural heritage resource. Given the location of the house, far removed from the road, it will not be impacted by the proposed widening.

4.3.1 Survey Patterns

Present-day lots follow the same general configuration as the original Jones survey. As farms and homesteads developed in the project area, tree-lines and fences were erected to delineate property lines. Many of these tree-lines have been maintained and are still visible today. Tree-lined fields occur throughout the western parcel. The aerial imagery indicates that tree-lines in Lot 3, Concession 3,

north of Dundas Street may still maintain a high level of heritage integrity although it is difficult to discern by way of windshield survey (Figure 2.1).

4.4 EDUCATIONAL, RELIGIOUS AND PUBLIC BUILDINGS

There are no built heritage resources related to education or religion within the boundaries of the project area.

4.5 INDUSTRIAL BUILT HERITAGE

4.5.1 Mills and Factories

There are no built heritage resources related to mills or factories within the project area.

4.5.2 Electric Power

There are no built heritage resources related to electric power within the project area.

4.6 TRANSPORTATION BUILT HERITAGE RESOURCES

4.6.1 Water

There are no built heritage resources related to water transportation within the project area.

4.6.2 Roads

The roads in the project area, for the most part retain very little of their heritage value. Dundas Street has been greatly altered by over 200 years as a major route of transportation and at present presents low heritage integrity. Concession Road 5 to the north of the western parcel of the project area has maintained a great deal more heritage value than Parkside Drive (Concession Road 4). Centre Road has been greatly altered as commercial properties have been built. South of Parkside Drive, the heritage value of Centre Road has been greatly compromised due to newly developed commercial properties and residences.



Plate 15 - The Dundas Bridge, facing east



**Plate 16 - The CPR Bridge
over Mill Street,
facing north**

4.6.3 Bridges

Both the Dundas Street Bridge over Grindstone Creek and the Canadian Pacific Rail line (Plate 15) and the Canadian Pacific Rail line over Mill Street (Plate 16) are included in the Hamilton Heritage Bridge Inventory (City of Hamilton, 2006). The Hamilton Heritage Bridge Guideline and Heritage Bridge Conservation methodology rates bridges based on age, material, design, integrity, aesthetics and environment and historical association. The Dundas Street Bridge is rated by the City of Hamilton to be a C grade resource, of moderate heritage value. The Dundas Bridge (Plate 15) is not considered by this study to have high built heritage integrity. Major reconstructions of the bridge are known to have taken place in 1910-1912, 1922-1925 and in 1965 and although included in the local heritage bridge inventory, it received a score at the very low end of moderate heritage value. The box beam construction Canadian Pacific Rail bridge over Mill Street (Plate 17) is considered by the City of Hamilton to be a B grade resource, of high heritage value (City of Hamilton, 2006). As the Mill Street bridge has undergone very little alteration since its construction in 1911 and reflects the aesthetic of its location along with its inclusion in the local heritage bridge inventory as a resource of high heritage value, it is considered by this study to be of cultural heritage significance. The current project is unlikely to impact either of the bridges, given their distance from the proposed project route (1,400 m and 1,600 m).

4.6.4 Rail

The Canadian Pacific Rail line (CPR) still operates along the same path as it did in 1912, intersecting the project area approximately 1 km east of Centre Road (Figure 2.1). The CPR arrived in Waterdown as the mill industry was coming to a close. The line is characteristic of the paradigm shift that occurred in Waterdown at the beginning of the 20th century from industrial to residential land-use and fits the aesthetics of the surrounding landscape. Furthermore, the CPR line has remained relatively unchanged since its construction, 1910-1912 and is considered to be of high integrity. The City of Hamilton includes the CPR bridge crossing over Mill Street, south of the current project area, in its inventory of Heritage Bridges, giving the structure a grade of B for high integrity (City of Hamilton,

2006). It is suggested that a similar rating should be applied to the CPR line crossing through the project area. The rail line is considered by this study to be of high heritage value.

5.0 STUDY RESULTS AND RECOMMENDATIONS

A total of two designated built heritage properties and twelve extant built heritage resources of interest previously identified by the City of Hamilton and the City of Burlington were documented for the project (Figure 5.1, Table 5.1). A visual survey of the proposed project route did not identify any other potential built heritage resources of potential significance within the boundaries of the proposed project.

The Pearson Home at 493 Dundas Street East (Plate 1) is located 50 m west of the proposed project location, and no impacts to the resource are anticipated. Project design should ensure no encroachment on the lands associated with this designated heritage resource (Table 5.1). Of the twelve built heritage resources of interest, ten are located sufficiently far from the proposed project that no impacts should be anticipated (Table 5.1).

The remaining two built heritage resources are located less than 20 m from the proposed project area, and in the case of 626 Highway 6 could be immediately in the path of the proposed project where it meets Highway 6 and the end of the 4th Concession Road (Table 5.1). This built heritage resource has been identified as having only a fair cultural heritage significance. Nevertheless, should removal of the building be required it is recommended that the building be fully documented through drawings, photographs, maps, etc. prior to its demolition. The house at 545 Dundas Street East is 20 m from the north edge of the existing roadway, and expansion of the road is not likely to have any effect on the house itself. However, the building has a high level of cultural heritage significance and project design should be used to avoid using the north side of Dundas Street and encroaching on the property.

The CP Rail line, intersecting the project area east of Centre Road, is considered to be a resource of high heritage value and it is recommended that the final project design avoid removal or alteration of the resource. As the CP Rail line is still in operation, project design is unlikely to remove the resource completely. If the event that alteration of the rail line is unavoidable, detailed recording of the portion of rail line to be altered and its context is recommended.

Table 5. 1- Identified Built Heritage Resources In or Near the Project Area

Designated Resources	Distance to Project	Recommendations
Pearson Home (Avonsyde Dairy), 493 Dundas Street (Plate 1)	50 m	Avoid through project design.
Drummond House, 315 Parkside Drive (Plate 2)	200 m	None required.
Resources of Interest		
626 Hwy 6 (Fair Cultural Heritage Value) (Plate 3)	0-20 m	If building to be removed from project detailed heritage recording of interior and exterior should occur.
25 Parkside Drive (Plate 4)	150 m	No impact expected.
63 Parkside Drive	n/a	Built heritage resource removed, no impact.
111 Parkside Drive (Plate 5)	170 m	No impact expected.

157 Parkside Drive	n/a	Built heritage resource removed, no impact.
619 Centre Road	n/a	Built heritage resource removed, no impact.
715 Centre Road	n/a	Built heritage resource removed, no impact.
475 Parkside Drive (High Cultural Heritage Significance) (Plate 6)	80 m	House will not be impacted but associated tree rows could be; avoid if possible through project design to use south side of Parkside Drive for expansion.
487 Parkside Drive (High Cultural Heritage Significance) (Plates 7 and 8)	30 m	Impacts to house not expected but if possible avoid through project design to use south side of Parkside Drive for expansion.
519 Parkside Drive (High Cultural Heritage Significance) (Plate 9)	30 m	Impacts to house not expected but if possible avoid through project design to use south side of Parkside Drive for expansion.
531 Dundas Street East (High Cultural Heritage Significance) (Plate 10)	30 m	Impacts to house not expected but if possible avoid through project design to use south side of Dundas Street for expansion.
545 Dundas Street East (High Cultural Heritage Significance) (Plate 11)	20 m	Avoid through project design to use south side of Dundas Street for expansion.
562 Dundas Street East (Fair Cultural Heritage Significance) (Plate 12)	120 m	No impact expected.
1107 Dundas Street East (Grade A Listing) (Plate 13)	50 m	House will not be impacted but associated tree rows could be; avoid if possible through project design to use south side of Dundas Street for expansion.
1219 Dundas Street East (Fair Cultural Heritage Significance)(Plate 14)	30 m	Impacts to house not expected but if possible avoid through project design to use south side of Dundas Street for expansion.
1245 Dundas Street East (Grade A Listing)	500 m	No impact expected.
The Dundas Street Bridge	1400 m	No impact expected.
The Mill Street CPR Bridge	1600 m	No impact expected.
CPR line	intersects project area	Avoid alteration, if possible, through project design. Detailed recording of the rail line will be necessary if alteration is unavoidable.

6.0 CLOSURE

This report has been prepared for the benefit of the City of Hamilton, the City of Burlington and the Regional Municipality of Halton, and may not be used by any third party without the express written consent of Jacques Whitford Limited, the City of Hamilton or their partners. Any use which a third party makes of this report is the responsibility of such third party. This report has been filed with the Ontario Ministry of Culture for their review.

The recommendations made in this report are in accordance with our understanding of the project as it was presented at the time of our report. In the event that changes or alterations are made to the project, we reserve the right to review our recommendations with respect to any such changes.

We trust this report meets your current requirements. Please do not hesitate to contact us should you require further information or have additional questions about any facet of this project.

Yours truly,

JACQUES WHITFORD LIMITED

Christie Uchiyama, B.A.
Assistant Archaeologist

Colin Varley, M.A., R.P.A.
Senior Archaeologist and Heritage
Planning Consultant

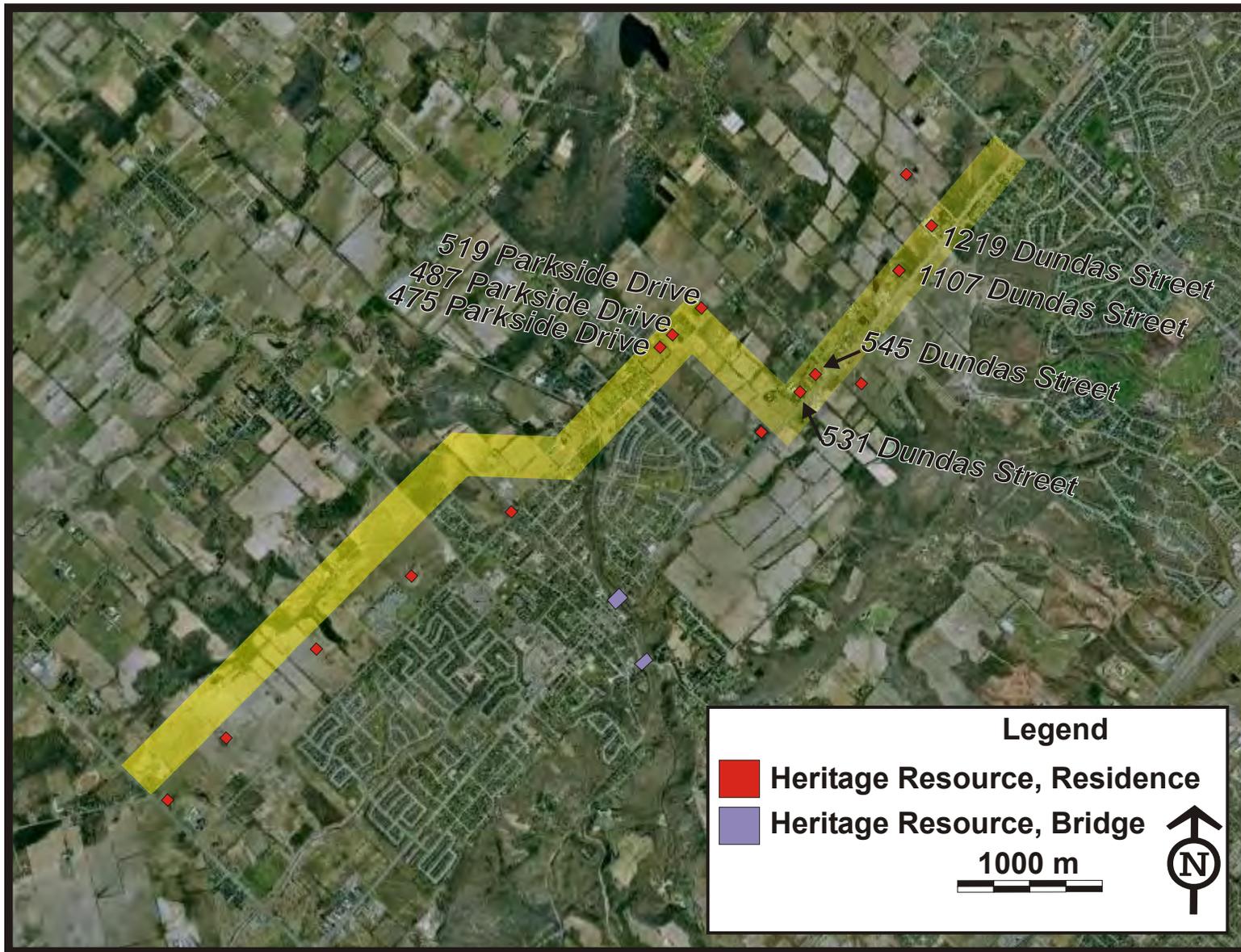


Figure 5.1 -Heritage Resources in Project Area

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