APPENDIX I

Built Heritage Assessment

Jacques Whitford

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 WATERDOWN ROAD CORRIDOR OPTION, CITY OF HAMILTON, ONTARIO

Submitted to: The City of Hamilton

November 18, 2008

PROJECT NO. 1037892

Jacques Whitford

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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 Waterdown Road Corridor Option, 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 land along Waterdown Road, in the City of Hamilton. The assessment included a review of archival material and a windshield survey. A total of fifteen built heritage resources, including four designated buildings, were documented for the project area and confirmed through a visual reconnaissance of the project route. Six built heritage resources are located within 25 m of the proposed project, but all are avoidable through project design.

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1.0 INTRODUCTION

The City of Hamilton (the City) has proposed to make improvements, including widening, to Waterdown Road and Mountain Brow Road, in the City of Hamilton and the City of Burlington, Ontario (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 roadway. 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.

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 unlisted potential built heritage resources.

2.0 PROJECT AREA

The project area is composed of land along both sides of Waterdown Road between Highway 403 and Dundas Street in the former Village of Waterdown, as well as land to the east of Waterdown Road between Mountain Brow Road and Dundas Street (Figure 2.1). The property encompasses parts of Lots 6 and 7 in Concessions 1, 2 and 3 of East Flamborough Township. At present, the project area is a mix of residential and agricultural usage.

Grindstone Creek intersects the project area, from the north, about 100 m east of Waterdown Road (Mill Street South) where the Creek intersects Dundas Street. Grindstone Creek meets Spring Creek before crossing under Waterdown Road at which point it flows over Grindstone Falls at the edge of the Niagara Escarpment and then runs south of the project area before emptying into Lake Ontario (Figures 1.1 and 2.1). What remains of Grierson Creek runs almost parallel to the project area approximately 350 m west of Waterdown Road (Figures 1.1 and 2.1).

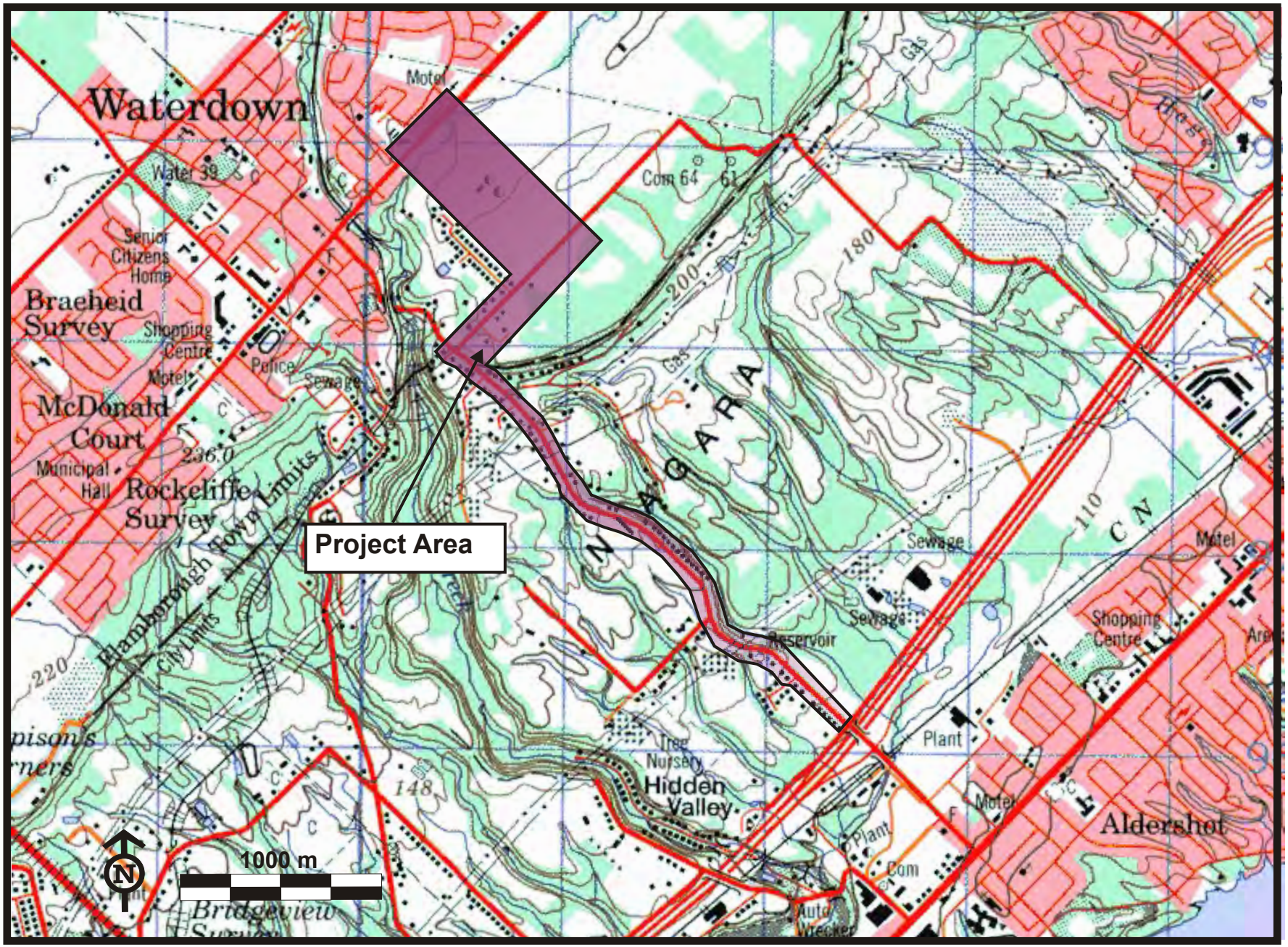

Figure 1.1 - Project Area Location

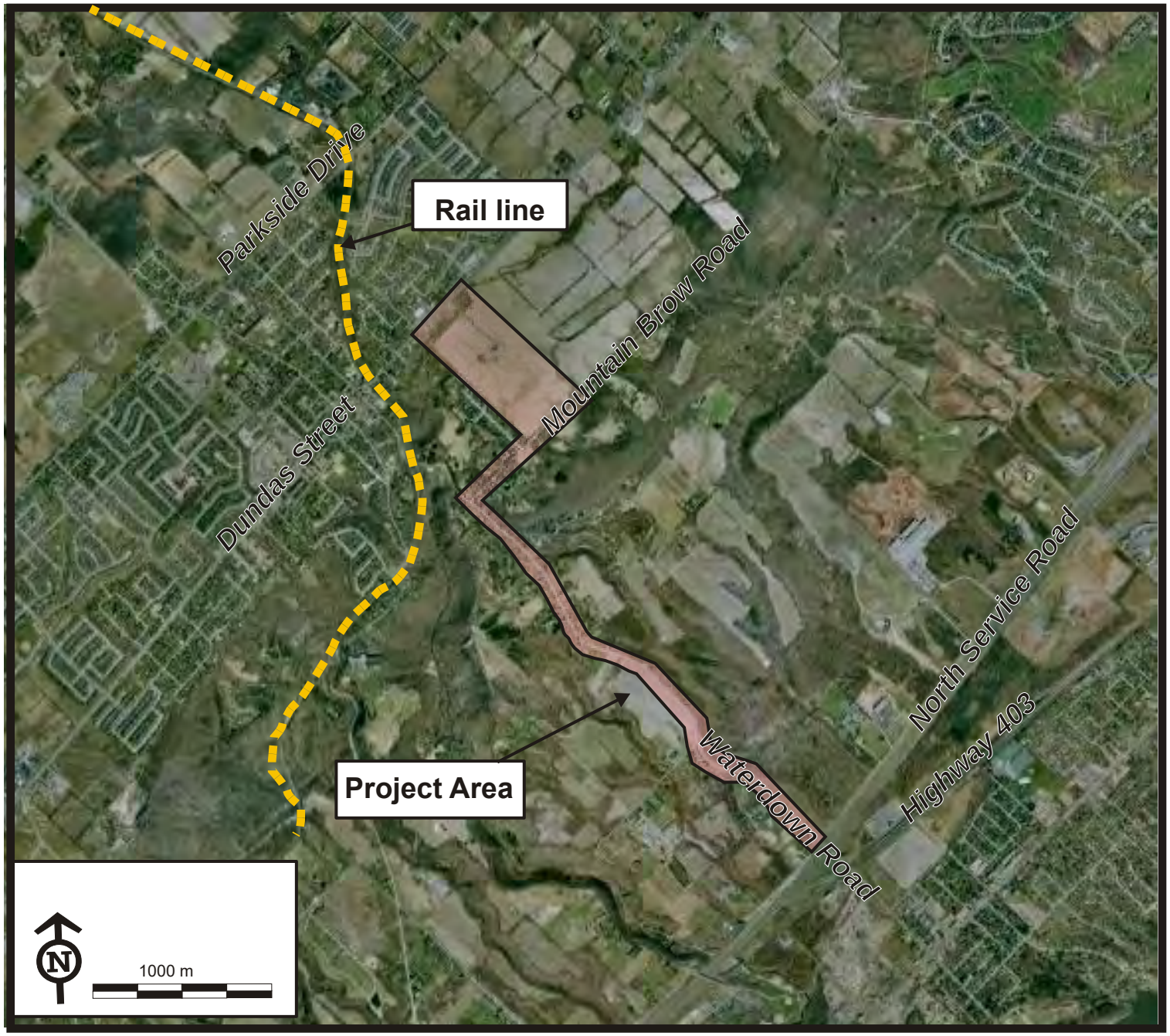

Figure 2.1 - Project Area, Current Conditions

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 John Graves Governor 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 a map by John Fredrick Holland. Interestingly, 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.

The project area, being Lots 6 and 7 of Concessions 1, 2 and 3, lies along either side of Waterdown Road, was an important route in the development of East Flamborough. The road lies on one of the few locations along the escarpment where the slope is gentle enough to cross from Burlington Bay to Dundas Street. The construction of the Dundas Road at the end of the 18th century, coupled with the potential power of Grindstone Creek, spurred both commercial and industrial growth in the project area.

3.2 AGRICULTURE

During the settlement of the Waterdown area, land north of the falls was being developed for industrial and commercial use. However, land to the south of the falls was being developed for agricultural use. Lots 6 and 7 of Concessions 1, 2 and 3 were among the first outlying lots to be occupied, given their location along the route between the growing centres of Waterdown and Aldershot. For the first half of the nineteenth century, large parcels of land were often owned by single landowners. These landowners were generally former United Empire Loyalist soldiers who had either been granted the land by the crown or who, like Alexander Brown owner of the first mill along Grindstone Creek, had amassed large landholdings by acquiring lots from other former soldiers who chose not to take up their grants.

Farmland in the project area was established early, due to its convenient location. The 1851 Census indicates that 80% of the land designated for agricultural use and been cleared and was under cultivation or pasture (LAC, 1851). Considering the presence of undesirable geographical features such as the deep ravines found in the project area, 80% usage indicates a long history of agricultural development south of the falls.

According to the 1851 Census, in 1851 Lot 6, Concession 1 was farmed by Alex White (55 acres) and by J. Applegarth, who owned a total of 619 acres in Lots 6, 7, 8, and 9 of Concessions 1, 2 and 3. Lot 6, Concession 2 was partially owned by William Wilson (35 acres). Lot 7, Concession 2 was partially

owned by Thomas Hamond (100 acres). There are 5 entries in the census for land owners in Lots 6 and 7, Concession 3 (William Greirson, Jonathan Graham, Read Baker, Captain F. Fields and Henry F. Graham). It is unlikely that the farmland in Concession 3 was within the project area as the farm was likely located to the east and west of the commercial centre of Waterdown.

Between the 1851 census and the 1859 map by Surtees very little physical change took place in the project area. It seems that a number of the aging United Empire Loyalist Soldiers passed away early in the second half of the nineteenth century and the 1859 map indicates that a large portion of the agricultural land in the project area was designated to the *heirs* or *estate* of the former land owners (Figure 3.3). The 1859 map does not indicate any structures in the project area below Grindstone Falls.

In the years following 1859, a number of changes took place in the project area. Large parcels of land once controlled by single owners were sold in smaller sections. While the Surtees map indicated no structures, the 1875 historical atlas does show landowner residences, public buildings and commercial and industrial establishments (Figures 3.4).

The atlas indicates four buildings within the project area. In Lot 6, Concession 2, a home owned by H. Carson is shown below the escarpment in a similar location to 1917 Waterdown Road. There is a house owned by William Homing Senior in Lot 7, Concession 2 (Figure 3.4). A home owned by L. Rose is shown in Lot 6, south of Concession 3, along the edge of the escarpment. In Lot 5, Concession 3, there is one building, likely an agricultural outbuilding, and an orchard in land owned by Alexander Brown (Figure 3.4). There are no buildings below Concession 2 on the map.

3.3 EDUCATIONAL, RELIGIOUS AND PUBLIC BUILDINGS

There are no schools known to have existed within the project area. A log building used as a school was built somewhere on Alexander Brown's property around 1815 (Woods *et al.,* 1967). The exact location of the school is disputed as there are no visible remains. A second log school existed west of the project area as early as 1827 on the land owned by William Grierson at the present-day intersection of Dundas Street and Flamborough Street (Woods *et al.,* 1967). A stone-built school was constructed in 1867, west of the project area in what is today Sealey Park.

At present, there are 5 churches and 2 former churches within 1 km of the project area. There were also, at one time, two churches north of Dundas Street and east of Mill Street– one Presbyterian, one Methodist Episcopal – is the Waterdown Union Cemetery which lies to the northeast of the project area (City of Hamilton, 2005).

3.4 INDUSTRY

Industry was a significant factor in the development of Waterdown. Alexander Brown is generally credited with erecting a mill north of the Great Falls in 1805, the same year he purchased Lots 6 and 7 from Alexander McDonnell. A stone quarry was also located in the southwest corner of Lot 7 (outside of the project area), which is believed to have been in operation as early as 1815 (Donkin, 1969). Waterdown Road itself acted as an important route for transporting finished goods from the mills of Waterdown south to Burlington Bay (Green et al., 1997).

3.4.1 **Mills and Factories**

When Alexander Brown purchased Lots 6 and 7, Concession 3 from Alexander McDonnell in 1805 he constructed the first mill in what was to become Waterdown. His sawmill is reputed to have been built just north of the Great Falls (Grindstone Falls). Attracted by the potential power of Grindstone Creek, Ebenezer Griffin and his brother Absalom began purchasing land from Brown in 1823. By 1827 Griffin had not only built his own sawmill and carding mill, but he had also begun selling off small lots within his land (Donkin, 1969). In 1831 Griffin drew up plans, known as Griffin's Survey, for the Village of Waterdown. Along with commercial and residential lots, Griffin's Survey included lots with water privileges intended for industrial purposes. At its height in the late 19th century, industry in Waterdown included more than 15 mills. Griffin closely controlled the mill industry in Waterdown through access to water, in most cases including limitations in land contracts as to how much water the occupant received and how often. In fact, Griffin's 1848 purchase agreement with John Cummings included restrictions on the height of dams that could be built on his property. Likewise, Levi Hawke agreed to similar restrictions that included that water could pass through his tanning mill raceway only on Monday, Wednesday and Friday (Donkin, 1969).

Smokey Hollow, located near Grindstone Falls was once the centre of industry in Waterdown. Today, however, little remains of the dams, raceways and mills that once surrounded the creek. Towards the end of the 19th century, mills began to lose their importance in industry and their redundancy along with a series of fires and a decline in the water levels of Grindstone Creek, led to the destruction of the majority of industry related built heritage in the project area. Within the boundaries of the project area several mills and factories were known to have existed. Figure 3.5 shows the general locations of mills and factories as they were indicated on the 1875 map of Waterdown over a modern air-photo. The majority of industrial structures were located outside the boundaries of the project area.

A tannery owned by Henry Graham is known to have existed east of the project area, along Grindstone Creek. Having purchased Village Lot 12 from Griffin in 1837, he built a modest home with a small tannery at the east end of his property. Access to the tannery was provided by Leather Street, which now functions as the driveway for 63 Mill Street (Green *et al.,* 1997). The tannery was sold to Andrew Davis in 1854. The restrictions imposed by Griffin's original property agreements meant that most of the time water was accessible only to Read Baker's Rake and Cradle Factory. Davis quickly abandoned the tannery.

Reid (Read) Baker's Rake Factory, located north of Mountain Brow Road, operated until 1885 when it was destroyed by fire (Woods *et al*., 1967).

3.4.2 **Electric Power**

In 1906 the Toronto Power Generating Station was constructed in Niagara Falls. A transmission corridor passing through Concession 2 was constructed in 1919 (ASI, 2004).

3.5 **TRANSPORTATION**

The project area and surrounding landscape have traditionally been vital to transportation. Unlike the majority of the Niagara Escarpment, the project area is situated in a position that 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.

3.5.1 **Water**

There are several small waterways within the project area and vicinity. There is evidence to suggest that post-contact native groups used present-day Snake Road, west of Grindstone Creek as a pass to traverse the escarpment (Woods *et al.,* 1967). While it's likely that watercourses north of the Great Falls (Grindstone Falls) would have been used by prehistoric peoples for transportation, historic period settlers 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.

As discussed above, Lt. Gov. 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 completed. 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 Nesfield (Figure 3.6) indicates Dundas Street and two other 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 had been at least partially 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 also included details about the condition of the Dundas Road as well as billeting capacities (Figure 3.7). His notes about Waterdown indicated 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 very little detail in the project area with the exception of roads (Figure 3.8). 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 cleared. 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. There is no indication of Mountain Brow Road on the map however, there was most likely an established road along Concession 3 (present-day Mountain Brow Road) given that at least one home along the road was known to have existed as early as 1833 (Green et al.,1997).

On the 1859 Surtees map, Mountain Brow Road is indicated as a darker line just north of the escarpment (Figure 3.3).

3.5.3 **Bridges**

There are two bridges of note near the project area; the Canadian Pacific Rail line bridge over Mill Street (Plate 16) and the Dundas Bridge (Plate 17). The bridge over Mill Street is located north of the current project area and dates to 1911, when the rail line was constructed. 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.

3.5.4 **Rail**

Although 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 traversed by rail. The construction of the line through Waterdown was a massive undertaking involving the relocation of Grindstone Creek. The rail line follows Grindstone Creek from north of the project area passing under the pre-existing Dundas Bridge. The line crosses over Grindstone Creek just north of Spring Creek and then passes over Waterdown Road and continues southward, west of the project area (Figure 2.1). 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

At present, there are no Canadian or Ontario Heritage Easements in the project area. Three Ontario Easement properties are located near the project area; the Former Waterdown Post Office Building (Plate 1), located northwest of the project area at 31 Main Street, the Former East Flamborough Township Hall at 25 Mill St. North (Plate 2) and the Pearson Home at 493 Dundas Street East (Plate 3). There are also buildings of architectural and/or heritage interest in the project area as identified by the 2002 City of Hamilton Inventory and by the City of Burlington Heritage Database.

While not officially designated, the section of the project area north of Grindstone Falls has been studied as a Heritage Conservation District by LACAC, 1996. South of Mountain Brow Road, however, there has been less study of built heritage features. This assessment focuses only on built heritage within the boundaries of the project area.

Plate 1 - Former Waterdown Post Office.

Plate 2 - Former East Flamborough Town Hall

Plate 3 - The Pearson Home (Avonsyde Dairy)

Plate 4 - Woodhill, 120 Mountain Brow Road/ 440 Mountain Brow Road (source: Green et al., 1997)

120 Mountain Brow Road/440 Mountain Brow Road, Woodhill

In January 2008 Burlington City Council voted in favour of designating Woodhill (120 Mountain Brow Road) (Plate 4) for an Ontario Heritage Easement (BHS, 2008). The house at 120 Mountain Brow (also 440) is far removed from the roadway by a long driveway and was not visible during the windshield survey. According to prior assessments of the house, it was originally built in the Regency style. Based on photographs, it appears altered, but not greatly. The house was designed by Charles Allen for Adam Ferguson and included a chapel. Although the house is considered by this assessment to be a significant built heritage resource, it is unlikely to be impacted by the proposed construction activity given its distance from the roadway, approximately 500 m.

4.3 DOMESTIC/RESIDENTIAL BUILT HERITAGE RESOURCES

All of the documented heritage buildings within the project area are residential use buildings.

Plate 5 - 38 Mountain Brow Road, Evergreen Lodge

38 Mountain Brow Road, Evergreen Lodge

The house at 38 Mountain Brow Road (Plate 5) is located on the west wide of Waterdown Road, 100 m to the west of the proposed road widening project. This is believed to be the house on William Horning Senior's property in the 1875 Atlas of Wentworth. The home was originally built for William Billings, c. 1850 in the Gothic Revival style. During the windshield survey the house did not appear to be greatly altered, although it is not fully visible from the street. The house has been given a grading of A (Highest Cultural Heritage Significance) by the City of Burlington and is considered significant due to its architecture and the character it adds to its secluded location as well as its association to well-known figures in local history. The home is unlikely to be impacted by the proposed construction due to its distance from the project area.

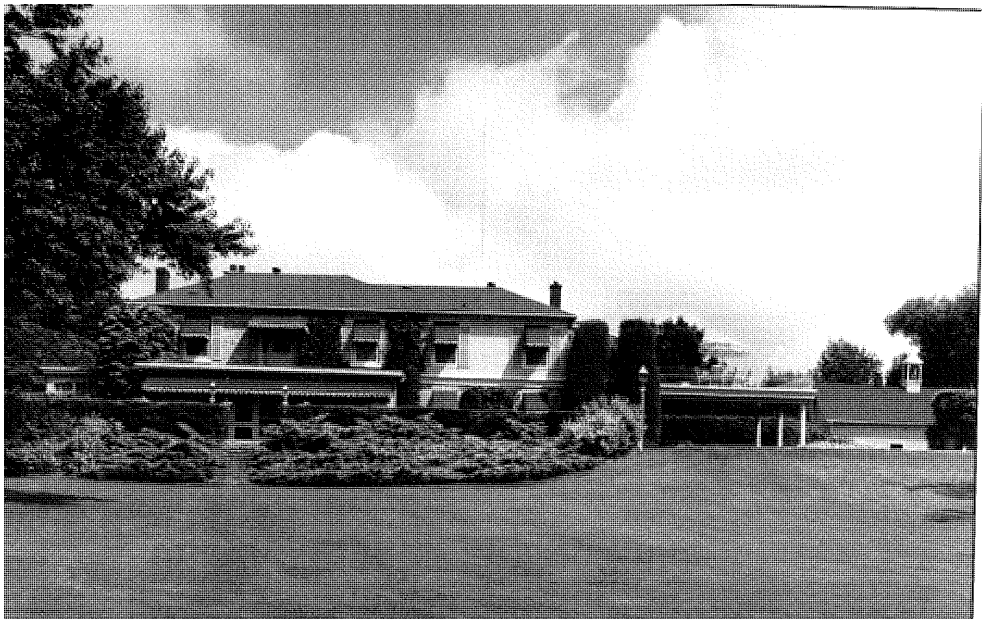

Plate 6 - 352 Mountain Brow *Road in 1997 (*source: Green *et al.,* 1997)

352 Mountain Brow Road

The original building at 352 Mountain Brow Road (Plate 6) was constructed around 1846 after John Cummer purchased land for a family home overlooking Grindstone Falls where he operated a mill. The home was built in the Georgian style out of local stone. After John Cummer's death in 1868, his home was purchased by William Pearce Howland, a member of the Legislative Assembly of Canada and Minister of Finance. W.P. Howland is well known in Waterdown as the operator of the mill his home overlooked, and he is also considered one of the Fathers of Confederation (Green *et al.,*1997). The home is not visible from the street, but a photograph from 1997 indicated that there had been several additions to the building. Despite additions and alterations, 352 Mountain Brow Road is considered to be a significant built heritage resource. The original stone-built Georgian home is still discernable despite significant alteration. The house is consistent with its environmental context, being removed from the road and secluded by trees in a residential area. Based on criteria used to evaluate built heritage in the City of Burlington this house is rated as having high cultural heritage value based on its age and on historical associations.

Plate 7 - 1917 Waterdown Road

1917 Waterdown Road

The home at 1917 Waterdown Road (Plate 7) was constructed ca 1860 by John Stewart in a vernacular style. It is not recognisable from the street as a building of heritage significance as it retains none of its original siding or fixtures. The home is shown on the 1875 Atlas on the H. Carson's property, situated along the base of the escarpment. The building does not meet the criteria of historical associations or integrity based on a windshield survey although it does meet the criteria of environmental context by being well-suited to the character of the landscape and social value by being included on the Burlington Heritage Database, where it received a grading of C ("Fair" or "Good" Cultural heritage Value). Due to its location, the house is likely to be impacted by the proposed project. A more detailed analysis of the house is required to determine to what extent the house meets the criterion of architecture and design. The house is located less than 10 m east of Waterdown Road.

Plate 8 - 59 Horning Road

59 Horning Road

The house at 59 Horning Road (Plate 8) was likely built by Lewis Horning between 1820 and 1830 in the Regency Cottage style. The house is west of Waterdown Road, outside of the limits of the proposed widening project, and sits on top of a ridge overlooking Grindstone Creek and the surrounding farmland. Although the house has been modernized, it maintains its historical character and received a grading of B (High Cultural Heritage Value) by the City of Burlington. It is unlikely that this house will be impacted by the proposed construction given its distance from Waterdown Road. The house is located approximately 200 m from the roadway and will not be impacted by the proposed expansion.

Plate 9 - 48 Flatt Rd.

48 Flatt Road

48 Flatt Road (Plate 9) was built c.1912 in a vernacular farmhouse style with a brick exterior. The house retains many of its original fixtures including a wrap around front porch with Doric columns, common in farmhouse design in southern Ontario. The house is well-maintained and is identified by the City of Burlington Heritage Database as a B grade resource. 48 Flatt Road is the only example of vernacular farmhouse architecture in the project area. The Woodview Children's Centre, located across the road at 69 Flatt Road, has compromised some of the agricultural character of the general area,

however, overall the house is consistent with the character of the surrounding agricultural landscape thereby satisfying the environmental context criterion.

Plate 10 - 1350 Waterdown Road

1350 Waterdown Road

The house at 1350 Waterdown Road (Plate 10) is a small, vernacular cottage with wood siding. The house is located close to the road and is likely to be impacted by the proposed road widening. Dating to the early 20th century, the house maintains its heritage character and is moderately suited to the similar style of nearby houses, which has resulted in a heritage grading of C by the City of Burlington. The house is located approximately 15 m from the extant roadway.

Plate 11 - 1340 Waterdown Road

1340 Waterdown Road

The original building at 1340 Waterdown Road (Plate 11) likely consisted only of the southernmost section of the present structure. The house dates to the early 20th century and was built in a vernacular style. The house has lost its heritage character due to additions and alterations to the exterior, resulting in a heritage grading of C by the City of Burlington.

Plate 12 - 1308 Waterdown Road

1308 Waterdown Road

The small vernacular cottage at 1308 Waterdown Road (Plate 12) does not appear greatly altered. The house dates to the early 20th century and as likely wood-clad in a similar fashion. The windows and doors follow a similar design, although the windows appear larger than they originally would have. The house is considered significant based on evaluation by the City of Burlington and received a heritage grading of B. The building maintains its integrity, it is included in the city's database and the surrounding buildings and landscape share a similar character.

Plate 13 - 1258 Waterdown Rd

1258 Waterdown Road

The home at 1258 Waterdown Road (Plate 13) was built c. 1910 in a vernacular cottage style. It is a one and a half storey building with a stuccoed exterior. The size and dimensions of 1258 Waterdown is echoed by nearby post-war houses in the vicinity, suggesting that the home is a good representation of the character of the south end of the project area during the early 20th century. The house received a heritage grading of B from the City of Burlington. Although it lacks historical association, it meets the other four criteria. The house is located less than 20 m from the current roadway. To avoid impact, widening on the east side of Waterdown road is recommended.

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. Tree-lines are still visible in agricultural fields throughout the project area.

4.4 EDUCATIONAL, RELIGIOUS AND PUBLIC BUILDINGS

There are no educational, religious or public buildings within the project area limits.

4.5 INDUSTRIAL BUILT HERITAGE

4.5.1 Mills and Factories

While the remains of some mill related stone foundations, possibly dams or raceways, exist at the top of Grindstone Falls (Plate 14), no other built heritage related to industry are located within the project area. The stone foundations are located approximately 250 m north of Mountain Brow Road and will not be impacted by the proposed widening.

Plate 14 - View of Grindstone Creek, above the falls. Stone foundations are visible on both sides of the creek.

4.5.2 Electric Power

There are no significant 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 associated with water within the project area.

4.6.2 Roads

Dundas Street has been greatly altered by over 200 years as a major route of transportation and at present presents low heritage integrity. Mountain Brow Road and Waterdown Road (Plate 15), on the other hand, both retain their historic period form. Although both roads have been paved and widened to two lanes, they both follow the original paths laid out in the early 19th century due to the physiographic limitations of the area. While the road can be considered a cultural landscape heritage resource, it is not considered by this assessment to be a built heritage resource. The historical importance of the road and its contribution to the cultural landscape of the project area should be taken into consideration during the planning of the proposed widening. In order to preserve the integrity of the road as a cultural heritage landscape, steps should be taken to follow the same route.

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

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