

APPENDIX B.5
Built Heritage and Cultural Landscapes

**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**

DRAFT

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Eastgate Square/Centennial Parkway to McMaster University
City of Hamilton, Ontario**

EXECUTIVE SUMMARY

Archaeological Services Inc. was contracted by SNC-Lavalin Inc. to conduct a cultural heritage assessment for the B-Line Rapid Transit Initiative, City of Hamilton, Ontario. This assessment is being conducted in accordance with the Transit Project Assessment Process, as outlined under Ontario Regulation 231/08. The study area under assessment extends along the Main/King Street corridor for approximately 13 km from Eastgate Square/Centennial Parkway to McMaster University. Specifically, the preferred alignment for the B-Line Rapid Transit (RT) corridor is proposed along:

- Queenston Road/Main Street, between Centennial Parkway and the Delta;
- King Street, between the Delta and Highway 403; and
- Main Street, between Highway 403 and McMaster University.

The purpose of the cultural heritage resource study is to provide: an existing conditions inventory of above ground cultural heritage resources at the site of the proposed transit project; a description of data reviewed and summary of results and conclusions; an assessment and evaluation of the impacts of the proposed transit construction, operations and associated activities; and appropriate conservation measures and/or additional investigations that may be required to mitigate potential impacts of the proposed project on above ground cultural heritage resources. As of July 2011, existing condition inventory data of cultural heritage resources has been updated; general constraints and opportunities of the proposed alignment on cultural heritage resources have been identified; and impacts of the conceptual alignment proposed in Design Workbook 2 (DW2) on identified cultural heritage resources assessed and conservation and mitigation measures recommended.

A review of historic mapping from 1876, 1893, 1898, and 1914, combined with the updated results of data collection and a field review conducted in 2009, and an updated field review conducted in October 2010 and June 2011 within the context of the conceptual alignment presented in DW1 and DW2, confirmed that wide portions of the study corridor retain numerous cultural heritage resources. Generally, resources are concentrated in the downtown core, from east of the Highway 403 through to the Delta. In the eastern and western extremities of the study corridor under assessment, fewer cultural heritage resources were identified.

Based on: compilation and analysis of an existing conditions inventory of cultural heritage resources; identification of overall constraints and opportunities of the undertaking; assessment of potential impacts of the proposed conceptual alignment on known cultural heritage resources the following recommendations have been developed:

1. Any proposed light rail transit alignments, property requirements, and associated infrastructure be suitably planned in a manner that avoids any identified, above ground, cultural heritage resource. The following specific and general recommendations have been developed to guide on-going development of the B-Line RT corridor:
 - 1.1 BHR 13: Avoid encroachment on the existing property. Should encroachment be required, conduct a detailed resource specific heritage impact assessment at the earliest possible stage to develop an appropriate conservation plan.
 - 1.2 BHR 15: Avoid encroachment on to the existing property. It is recommended that the Queen Street platform be relocated to a less sensitive site, potentially at the southeast corner of the intersection, although the property at this location is also identified as a built heritage resource. Should it be determined that there is no other technically feasible location for the platform, encroachment should be minimized and strongly guided by a conservation plan. A detailed heritage impact assessment for the resource should be prepared for the resource for the purposes of: designing an appropriate platform that does not negatively impact visual experiences of the resource and its function as an important landmark and visitor destination in the City of Hamilton. The heritage impact assessment should also address conservation strategies for the fencing system and sloped interlocking brick adjacent to the fencing system.
 - 1.3 BHR 16: Minimize encroachment on to the resource.
 - 1.4 BHR 22: Consider development of an alternative design option that utilizes a modern roundabout design at the Strathearne Avenue and Main Street East intersection. Prior to alteration and/or removal of the subject resource, the subject resource should be subject to photographic documentation and compilation of a cultural heritage resource documentation report.
 - 1.5 BHR 14: Avoid encroachment on to existing property. Should encroachment be required, conduct a detailed, resource specific heritage impact assessment at the earliest stage possible of the preliminary design phase to recommend an appropriate conservation plan.
 - 1.6 CHL 6: Avoid widening the bridge. Should widening of the subject bridge be required, conduct a detailed, resource specific heritage impact assessment at the earliest stage possible of the preliminary design phase to recommend an appropriate conservation plan.
 - 1.7 CHL 7: and 8 If encroachment is managed appropriately a small set back between residences and the road right-of-way could be appropriate based on analysis of other residential structures contained within the CHL; generally setbacks range from 4 – 8 m. Should encroachment be expected to result in displacement, a resource-specific heritage impact assessment should be conducted at the earliest possible stage to confirm the resource's specific heritage value and recommend appropriate conservation and/or mitigation measures.
 - 1.8 CHL 9 (Westdale Collegiate): Avoid encroachment and tree removals. Should encroachment be required, a detailed, resource-specific heritage impact

- assessment should be prepared to confirm the resource's specific heritage value and to recommend an appropriate conservation plan.
- 1.9 CHL 10: Avoid widening the bridge and any removal of trees associated with CHL 10. Should widening of the subject bridge be required and encroachments expected in the vicinity of CHL 10, conduct a detailed, resource specific heritage impact assessment at the earliest stage possible of the preliminary design phase to recommend an appropriate conservation plan.
 - 1.10 CHL 16: Alteration to this resource should be avoided given its high cultural heritage significance. Should it not be technically feasible to avoid direct impacts to the resource, removal and reinstallation of curbs, fencing and trees should be managed appropriately to conserve the resource's cultural heritage values. It is recommended that a heritage impact assessment be undertaken to aid in the development of more detailed conservation measures in this area.
 - 1.11 CHL 17: Avoid encroachment on to existing property. Should encroachment be required, conduct a detailed, resource specific heritage impact assessment at the earliest stage possible of the preliminary design phase to recommend an appropriate conservation plan.
 - 1.12 CHL 18: Ensure that appropriate vehicular access is maintained to the subject resources in accordance with public safety standards and to ensure the long term viability of the resource.
 - 1.13 CHL 20: Avoid removal of the landscaped median at Proctor Boulevard and alteration of streetscape. Should removal and/or alterations to the median be required, conduct a detailed, resource specific heritage impact assessment at the earliest stage possible of the preliminary design phase to recommend an appropriate conservation plan. Ensure that appropriate vehicular access is maintained to buildings located within CHL 20, in accordance with public safety standards and to ensure the long term viability of the resource.
 - 1.14 CHL 22: Document the cultural heritage landscape of this intersection in advance of alteration.
 - 1.15 Although the proposed undertaking has been generally developed to utilize the existing road right-of-way, vibration studies associated with construction and operation activities should be conducted to confirm that there will not be adverse impacts to resources. Throughout a large part of the corridor, building fronts are set in very close proximity to the existing road right-of-way and date to the nineteenth century. As such, potential vibration impacts need to be carefully considered. Based on the results of vibration studies, appropriate conservation plans should be developed including but not limited to, building and/or façade stabilization measures or development of appropriate setbacks.
2. The wide and diverse numbers of cultural heritage resources located along the Main Street and King Street corridors provide opportunities to capitalize on and celebrate these assets in the design of stop infrastructure, minimizing the extent to which introduction of rail infrastructure will adversely alter the setting of cultural heritage resources. Given that

numerous stop platforms are proposed adjacent to cultural heritage resources, design principles and branding strategies should be developed in consideration of their scenic amenity, contextual values, and character. In this sense, there are opportunities to sympathetically integrate the proposed rail 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. The proposed infrastructure also has the potential to present new opportunities for conserving and interpreting cultural heritage resources located within the corridor. The proposed B-Line, and its removal of major traffic movements from Main Street and King Street, has the potential to improve the urban realm of the area. Increasing numbers of cyclists and pedestrians within the corridor has the potential to help foster an awareness and appreciation of the various cultural heritage resources and cultural heritage landscapes located throughout the corridor. Some measures that may be considered as part of the proposed undertaking include introduction of improved sidewalk lighting and sightlines and introduction of public art. These strategies have the potential to present new opportunities for conserving, interpreting and integrating existing cultural heritage resources into the urban realm. As part of the development of station platform prototypes, consideration should be given to designing this infrastructure in a manner sympathetic and sensitive to the cultural heritage landscape corridors identified in this report.

3. In advance of RT construction, identified cultural heritage landscapes and built heritage resources should be photographically documented to record their existing conditions and to serve as a final archived document in advance of landscape alteration. This task should include photographic documentation of individual resources, including representative views of transportation corridors identified within cultural heritage landscapes, township settlement histories, relevant historic mapping, and historic photographs where appropriate.
4. When more detailed designs are complete, roads located within, or which intersect identified cultural heritage landscapes should be reviewed to identify any additional potential alterations. Where alterations are identified, these roads should be documented in and included in the landscape documentation report described above.
5. Where additional light rail infrastructure is proposed in relation to the present undertaking, and which has not been considered as part of this report, a qualified heritage consultant should be consulted to confirm impacts of such infrastructure and to develop appropriate recommendations to mitigate and/or avoid identified impacts.
6. 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 rail 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.

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1.0 INTRODUCTION

Archaeological Services Inc. was contracted by SNC-Lavalin Inc. to conduct a cultural heritage assessment for the B-Line Rapid Transit Initiative, City of Hamilton, Ontario (Figure 1). This assessment is being conducted in accordance with the Transit Project Assessment Process, as outlined under Ontario Regulation 231/08. The study area under assessment extends along the Main/King Street corridor for approximately 13 km from Eastgate Square/Centennial Parkway to McMaster University. Specifically, the preferred alignment for the B-Line Rapid Transit (RT) corridor is proposed along:

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This research was conducted under the project direction of Rebecca A. Sciarra, Manager of Built Heritage and Cultural Heritage Landscape Planning Division, ASI.



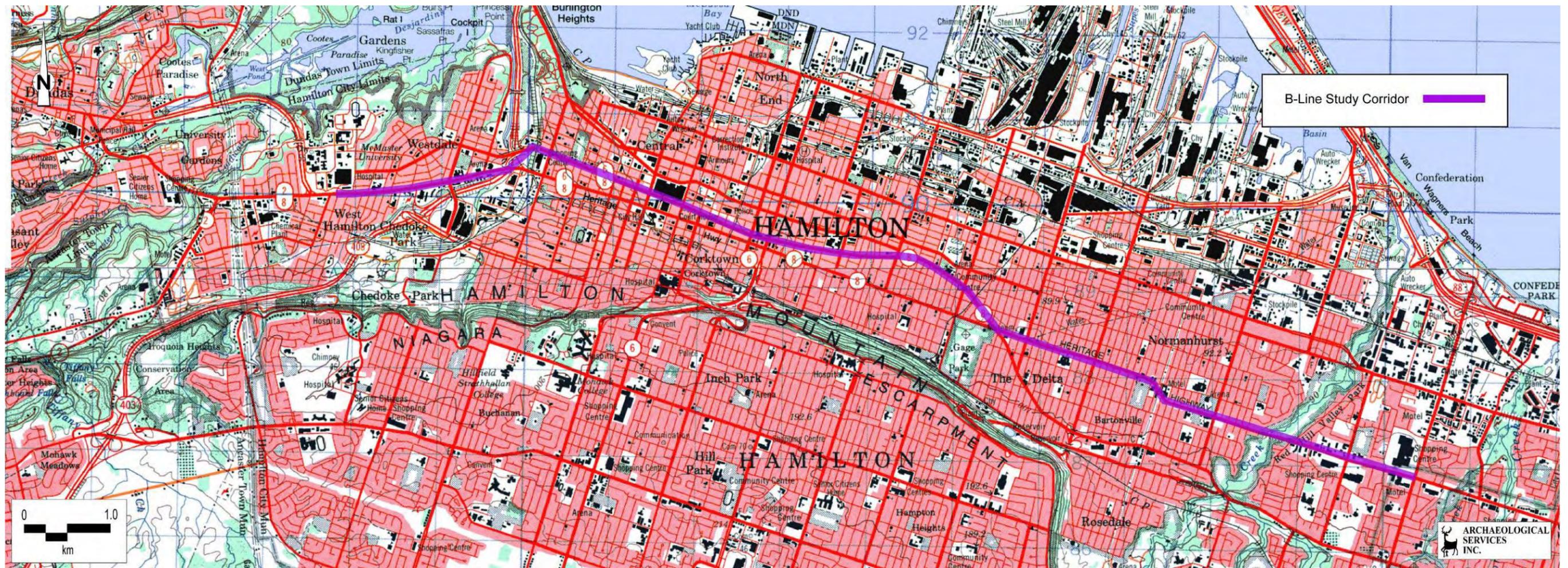


Figure 1: Location of the B-Line study corridor

Base Map: NTS Sheets 30 M/04 (Hamilton-Grimsby) and 30 M/05 (Hamilton-Burlington)

2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT

2.1 Provincial Policy Context

The B-Line Rapid Transit corridor has 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.

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 farm complexes, roadscape 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 artifacts 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 artifacts 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.

The Transit Project Assessment Process and the Municipal Class Environmental Assessment process for Municipal Transit Projects also provide a series of relevant provisions and definitions. The Transit Project Assessment Process Guide (March 2009) includes provisions to consider whether the proposed project may have a negative impact on a matter of provincial importance, which is defined as follows:

A matter of provincial importance that relates to the natural environment or has cultural heritage value or interest.

The Transit Project Assessment Process Guide further notes that identification and assessment of potentially impacted built heritage resources, cultural heritage landscapes, and protected properties are relevant in determining if a matter is of 'provincial importance' (March 2009:8). It should be noted that the Transit Project Assessment Process Guide acknowledges that a built heritage resource, cultural heritage landscape, or protected property does not necessarily need to meet criteria set out under Regulation 10/06 of the *Ontario Heritage Act* to be considered to be of 'provincial importance'.

The Municipal Class Environmental Assessment process for Municipal Transit Projects provides the following relevant definitions and provisions:

Built heritage resource means 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.

Cultural heritage landscape means 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, railways, and industrial complexes of cultural heritage value.

Cultural heritage resources include built heritage, cultural heritage landscapes, and marine and other archaeological sites. The Ministry of Cultural is responsible for the administration of the *Ontario Heritage Act* and is responsible for determining policies, priorities and programs for the conservation, protection and preservation of Ontario's heritage, which includes cultural heritage landscapes, built heritage and archaeological resources.

Significant cultural heritage and archaeological features should be avoided where possible and where they cannot be avoided, effects should be minimized where possible and every effort made to mitigate adverse impacts, in accordance with provincial and municipal policies and procedures.

Finally, 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.

Significance is 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 Municipal Policy Context

The City of Hamilton's Official Plan (2009) makes a number of provisions relevant to the preparation of cultural heritage assessments conducted within the Environmental Assessment framework. The following policy provisions were considered in the course of this assessment.

3.4.2.1 The City of Hamilton shall, in partnership with others where appropriate:

- a) Protect and conserve the tangible cultural heritage resources of the City, including archaeological resources, built heritage resources, and cultural heritage landscapes for present and future generations.
- b) Identify cultural heritage resources through a continuing process of inventory, survey, and evaluation, as a basis for the wise management of these resources.
- c) Promote awareness and appreciation of the City's cultural heritage and encourage public and private stewardship of and custodial responsibility for the City's cultural heritage resources.
- d) Avoid harmful disruption or disturbance of known archaeological sites or areas of archaeological potential.
- e) Encourage the ongoing care of individual cultural heritage resources and the properties on which they are situated together with associated features and structures by property owners, and provide guidance on sound conservation practices.
- f) Support the continuing use, reuse, care, and conservation of cultural heritage resources and properties by encouraging property owners to seek out and apply for funding sources available for conservation and restoration work.
- g) Ensure the conservation and protection of cultural heritage resources in planning and development matters subject to the Planning Act either through appropriate planning and design measures or as conditions of development approvals.
- h) Conserve the character of areas of cultural heritage significance, including designated heritage conservation districts and cultural heritage landscapes, by encouraging those land uses, development and site alteration activities that protect, maintain and enhance these areas within the City.



- i) Use all relevant provincial legislation, particularly the provisions of the Ontario Heritage Act, the Planning Act, the Environmental Assessment Act, the Municipal Act, the Niagara Escarpment Planning and Development Act, the Cemeteries Act, the Greenbelt Act, the Places to Grow Act, and all related plans and strategies in order to appropriately manage, conserve and protect Hamilton's cultural heritage resources.
- 3.4.2.5 In addition to the provisions of the Ontario Heritage Act respecting demolition of cultural heritage properties contained in the Register, the City shall ensure that such properties shall be protected from harm in the carrying out of any undertaking subject to the Environmental Assessment Act or the Planning Act.
- 3.4.2.6 The City recognizes there may be cultural heritage properties that are not yet identified or included in the Register of Property of Cultural Heritage Value or Interest nor designated under the Ontario Heritage Act, but still may be of cultural heritage interest. These may be properties that have yet to be surveyed, or otherwise identified, or their significance and cultural heritage value has not been comprehensively evaluated but are still worthy of conservation.
- 3.4.2.7 The City shall ensure these non-designated and non-registered cultural heritage properties are identified, evaluated, and appropriately conserved through various legislated planning and assessment processes, including the Planning Act, the Environmental Assessment Act and the Cemeteries Act.
- 3.4.2.8 To ensure consistency in the identification and evaluation of these nondesignated and non-registered cultural heritage properties, the City shall use the criteria for determining cultural heritage value or interest established by provincial regulation under the Ontario Heritage Act and set out in Policy B.3.4.2.9.
- 3.4.2.9 For consistency in all heritage conservation activity, the City shall use, and require the use by others, of the following criteria to assess and identify cultural heritage resources that may reside below or on real property:
- a) prehistoric and historical associations with a theme of human history that is representative of cultural processes in the settlement, development, and use of land in the City;
 - b) prehistoric and historical associations with the life or activities of a person, group, institution, or organization that has made a significant contribution to the City;
 - c) architectural, engineering, landscape design, physical, craft, or artistic value;
 - d) scenic amenity with associated views and vistas that provide a recognizable sense of position or place;
 - e) contextual value in defining the historical, visual, scenic, physical, and functional character of an area; and,
 - f) landmark value.



- 3.4.2.10 Any property that fulfills one or more of the foregoing criteria listed in Policy B.3.4.2.9 shall be considered to possess cultural heritage value. The City may further refine these criteria and provide guidelines for their use as appropriate.

2.3 Data Collection

In order to provide an existing conditions inventory of above ground cultural heritage resources located within the B-Line RT study corridor, the *Cultural Heritage Assessment Report: Rapid Transit Initiative, City of Hamilton* (ASI 2009) was reviewed to assess the results of data collection and to identify any potential gaps. As part of cultural heritage inventory compilation undertaken during the 2009 study, the following data sources were consulted: the City of Hamilton's *Inventory of Buildings of Architectural and/or Historical Interest, List of Designated Properties and Heritage Conservation Easements under the Ontario Heritage Act*, and the *City of Hamilton Register of Property of Cultural Heritage Value or Interest*. Subsequently, a field review was undertaken in January 2009 to compile an inventory of cultural heritage resources located 10 m on either side of the proposed alignments. The field review of the proposed corridor was scoped to identify heritage sensitive areas adjacent to the proposed transit corridor based on analysis of desk-top and field data.

This approach was developed and adopted based on the following information:

- Hundreds of properties had been previously identified on the City of Hamilton's heritage inventory, predominantly concentrated in the downtown core. Identification of such a high number of properties suggests that particular, potentially-continuous portions of road rights-of-way retain previously identified cultural heritage resources;
- A review of historic mapping revealed that a large portion of the area under assessment was densely subdivided for residential and commercial purposes during the nineteenth century and early twentieth century, and therefore it was determined that there would be a high potential for portions of the study corridor to retain many resources associated with this land use development; and
- The City of Hamilton provided ASI with a preliminary identification of cultural heritage landscapes within the B-Line study corridor. This document revealed that a preliminary assessment of cultural heritage resources within the study corridor determined that a wide and sizeable number of cultural heritage landscape are extant within the City of Hamilton. This document was used as a guide during the 2009 study, rather than as an official identification of cultural heritage landscapes in the city. This approach was adopted given that the document provided had not been officially adopted and given that it was predominantly generated based upon a review of historic mapping and did not incorporate the results of a field review. As such, the 2009 study's analysis of cultural heritage landscapes in the study corridor reflects the results of the city's preliminary analysis to some extent. In some cases, the 2009 study identified new cultural heritage landscapes or determined different boundaries for previously identified cultural heritage landscapes.

Several investigative criteria were utilized during the 2009 field review to appropriately identify cultural heritage resources. These investigative criteria were derived from provincial guidelines, definitions, and past experience. During the course of the assessment, a built structure or landscape was identified as a cultural heritage resource if it satisfied at least one criterion in one of the following three categories, or if



it met any of the criteria contained in Section 3.4.2.9 of the *City of Hamilton's Urban Official Plan* (2009; described in Section 2.2 of this document):

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 has 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.)

The 2009 field review resulted in the identification of numerous built heritage resources and cultural heritage landscapes containing hundreds of individual parcels. Identified features included the following:

- Properties designated under the *Ontario Heritage Act*;
- Individual properties that retain potential cultural heritage significance, based on architectural, historical or contextual associations, but are physically situated in a setting that lacks architectural, historical, and/or contextual fluidity. This category of resource generally consists of properties that contain cultural heritage value, but are no longer contextually associated with the surrounding built environment. This category consists of properties listed on the City of Hamilton's heritage inventory, listed on the City of Hamilton Register of Property of Cultural Heritage Value, and sites newly identified during the field review; and
- Cultural heritage landscapes that retain cultural heritage value. These features were identified based on an analysis of 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 resources consists of properties listed on the City of Hamilton's heritage inventory, properties listed on the City of Hamilton Register of Property of Cultural Heritage Value, and sites newly identified during the field review. It should be further noted that the 2009 study analyzed identified cultural heritage landscapes to identify parcels within these landscapes that had been altered by recent modern infill development, such as gas stations, fast food operations, convenience stores, and/or parking lots. Identification of altered parcels within cultural heritage landscapes does not suggest that the landscape is fractured and does not necessarily serve as an indicator of the integrity of the cultural landscape. This analysis was conducted for the purposes of identifying parcels adjacent to the proposed alignment that would be more suitable for property acquisitions and/or encroachment activities associated with the development of the B-Line RT corridor.

Field reviews were also conducted in October 2010 and June 2011 to address any gaps in existing conditions data collection and to address conceptual alignments contained in Design Workbooks 1 and 2. Results of the data collection, field review, and analysis of inventory compilation in the context of the preferred route alignment for the B-Line corridor are contained in Section 3.0. Section 4.0 contains an analysis of potential impacts of the conceptual alignment illustrated in DW2 (See Appendix C) on cultural heritage resources while Sections 5.0 and 6.0 contain conclusions and recommendations respectively.

3.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT

3.1 Introduction

This section provides the results of historical research and a description of above ground cultural heritage resources that may be affected by the proposed B-Line RT corridor along portions of Main Street and King Street in the City of Hamilton. Historically, the study corridors traverse the Townships of Ancaster, Barton and Saltfleet. The B-Line RT alignment along Main Street and King Street follows original historic thoroughfares that connected the Hamilton settlement with surrounding communities.

3.2 Township Survey and Settlement

Wentworth County was once part of the Gore District that covered an area of over a half a million acres in western Ontario. When the district was broken up into counties in 1850, Wentworth and Halton were united as a single municipality. This continued until 1854 when they were separated. Prior to the formation of the Regional Municipality of Hamilton-Wentworth in 1974, Wentworth County was composed of the seven townships: Ancaster, Barton, Beverly, Binbrook, Flamborough East and Flamborough West, Glanford and Saltfleet. The City of Hamilton was the administrative centre for the County.

3.2.1 Township of Barton

The Township of Barton was first surveyed by Augustus Jones in 1791. The first settlers in the township were United Empire Loyalists and disbanded troops, mainly men who had served in Butler's Rangers during the American Revolutionary War. The earliest families to settle within the township included those of Land, Ryckman, Horning, Rymal, Terryberry and Markle (Smith 1846:8; Mika 1977:143).



One writer described the Head of the Lake and Burlington Bay in a geographical account of Upper Canada published in the early nineteenth century, but made no particular mention of Barton Township. Settlement was slow up until the time of the War of 1812, perhaps due to the early importance of the nearby town of Dundas. By 1815, it is said that the township contained just 102 families. By 1823, however, the township contained three sawmills and a gristmill. By 1841, the township population had increased to 1434, and it contained five sawmills and one grist mill. In 1846, the township was described as “well settled” and under cultivation (Boulton 1805:48-49; Smith 1846:8; Mika 1977:143).

3.2.2 Township of Ancaster

The land within the Township of Ancaster was acquired by the British from the Mississaugas in 1784. The first township survey was undertaken in 1793, and the first legal settlers occupied their land holdings two years later. Ancaster 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 this township contained both excellent and indifferent soils. By the 1840s, the township was noted for its fine farms (Boulton 1805:79; Smith 1846:6; Armstrong 1985:141; Rayburn 1997:11).

3.2.3 Township of Saltfleet

The land within the Township of Saltfleet 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 in the same year. The township is said to have been named after a place in Lincolnshire, England. Saltfleet was initially settled by disbanded soldiers, mainly Butler’s Rangers, and other Loyalists following the end of the American Revolutionary War. In 1805, Boulton described Saltfleet as “a township claiming no particular observation.” By the 1840s, the township was noted for its excellent land and well-cultivated farms (Boulton 1805:87; Smith 1846:163; Armstrong 1985:147; Rayburn 1997:305).

3.2.4 City of Hamilton

Hamilton was surveyed and established by 1820 through the combined efforts of George Hamilton, James Durand and Nathaniel Hughson. The first court house and jail, a log-and-frame building, was constructed in 1817, and was replaced with a stone building in 1827/28.



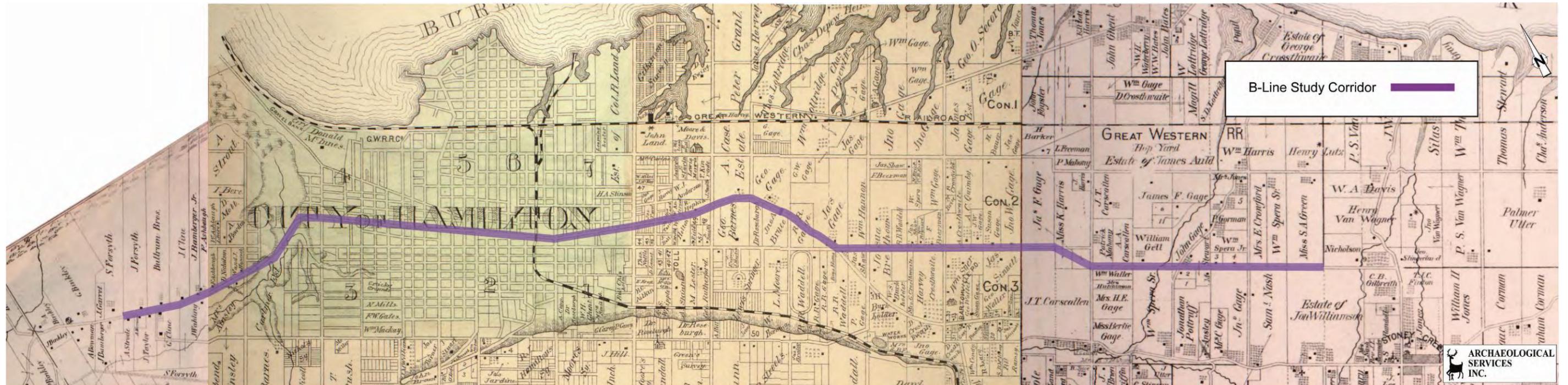


Figure 2: Location of the B-Line study corridor on the 1875 *Illustrated Historical Atlas of the County of Wentworth, Ontario*

Source: Page and Smith

The settlement became a port in 1827, at which point Hamilton became the commercial centre of the District of Gore, in addition to serving as its administrative centre (Gentilcore 1987: 101-3). Hamilton was incorporated as a City in 1846.

3.3 Historical Land Use Summary

The following summary is based on research conducted at the Local History and Archives at the Hamilton Public Library and the Lloyd Reed Map Library at McMaster University.

Main Street and King Street have been important thoroughfares through the City of Hamilton from the nineteenth century through to the present. In particular, King Street has played an important role in the historical development of the City of Hamilton.

King Street is among the older thoroughfares through Hamilton, given that it was an established trail prior to the survey and settlement of Hamilton in the early nineteenth century. King Street is the site of the first store in Hamilton, a general store that was opened in 1814 by William Shelton. By the time that Hamilton became a City in 1846, a large number of commercial buildings along King Street were under construction. A streetcar line was established in the latter half of the nineteenth century along King Street, which was replaced in 1922 by a double set of streetcar tracks, and the street was widened and repaved from James Street to Bay Street. The rest of King Street, from Bay Street to Dundurn Street, was widened a year later. In 1949, it was proposed that the streetcar tracks along King Street West should be removed; and in 1951, the streetcar tracks from King Street East were removed and the road was widened and repaved (Hamilton Public Library, King Street Scrapbook V.1).

For the purposes of this study, a selection of historic mapping capturing the growth and development of Hamilton's built environment in the nineteenth and twentieth centuries was reviewed and analyzed. This selection includes:

- 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 three townships that the City occupies (Figure 2);
- 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 City of Hamilton (Appendix A: Figures 3-1 to 3-3, and 4-1 to 4-3); and
- 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.



3.4 Existing Conditions

3.4.1 Introduction

The results of previously conducted above ground cultural heritage data presented in the *Cultural Heritage Assessment Report: Rapid Transit Initiative, City of Hamilton* (ASI 2009) were reviewed in the context of the preferred route for the B-Line RT corridor to identify and address any gaps in data collection. The preferred route for the B-Line RT corridor is proposed along Main Street West, between McMaster University and Highway 403, with a crossing at Highway 403 to carry the alignment to King Street West. The preferred route travels easterly from Highway 403 along King Street West to the Delta and subsequently along Main Street East and Queenston Road to Centennial Parkway. To conduct a gap analysis of previously compiled cultural heritage resource inventory data, the following tasks were undertaken:

- Consultation with Heritage Planning staff at the City of Hamilton to confirm if data contained in the following documents underwent any changes or revisions since completion of the *Cultural Heritage Assessment Report: Rapid Transit Initiative, City of Hamilton* (ASI 2009): *City of Hamilton's Inventory of Buildings of Architectural and/or Historical Interest, List of Designated Properties and Heritage Conservation Easements under the Ontario Heritage Act*, and *City of Hamilton Register of Property of Cultural Heritage Value or Interest*.
- Review of available *Ontario Heritage Act* designation by-laws contained in the City of Hamilton document entitled *Reasons for Designation under Part IV of the Ontario Heritage Act*, to determine if any protected properties retain potential provincial heritage significance;
- Review and analysis of the preferred route for the B-Line RT corridor to identify and address any gaps in field review assessment activities undertaken as part of the 2009 study.
- Updating of inventory data presented in the 2009 study to reflect the preferred route for the B-Line RT corridor and to incorporate results of additional field review and data collection activities as appropriate and where needed.
- Review and analysis of the preferred route for the B-Line LRT in the context of updated inventory data to identify general constraints and opportunities of the undertaking on identified cultural heritage resources. This assessment was undertaken through the identification of potential direct and indirect impacts to identified cultural heritage resources.
- Updated field survey activities in October 2010 and June 2011 to review inventory of identified cultural heritage resources within the context of the conceptual alignment presented in Design Workbooks 1 and 2.

Sections 3.4.2 and 3.4.3 present an updated description of the built heritage resources and cultural heritage landscapes located adjacent to the preferred route for the B-Line RT corridor. Section 3.4.2 first presents an existing conditions description of cultural heritage resources located adjacent to Main Street, between McMaster University and Highway 403 and adjacent to Main Street/Queenston Road between the Delta and Centennial Parkway, while Section 3.4.3 provides an existing conditions description of cultural heritage resources located adjacent to King Street, between Highway 403 and the Delta. Section 3.4.4 presents a tabular summary of all features identified, while Section 3.4.5 presents general



constraints of the undertaking on inventoried cultural heritage resources. Appendix C provides location mapping of inventoried cultural heritage resources.

3.4.2 Main Street and Queenston Road

McMaster University to Highway 403

Historic mapping from 1875 illustrates that this portion of Main Street was largely agricultural land and located outside of the boundaries of the City of Hamilton (Figure 2). Historic mapping from 1876, 1893, 1898 and 1911 did not extend far enough to the west to include this part of Main Street West.

A review of the *Ainslie Wood Westdale Background Report* (City of Hamilton, 2002) indicates that this area is divided into eight neighbourhoods (Appendix B), of which the study corridor traverses through three, which are described as follows:

- Cootes Paradise “A” – contains McMaster University, which was relocated from Toronto to land north of Main Street in the 1930s. The portion of the university campus that is located along Main Street is of more recent development and well set back from the road right-of-way;
- Ainslie Wood East – this area features a combination of commercial and residential structures fronting on to the south side of Main Street, and generally well set back from the road right-of-way. The commercial buildings are concentrated between Kingsmount Street and Leland Street and across from the McMaster University campus, and range in construction dates from the 1940s to the present. A school and church are located between Leland Street and Emerson Street, both of which are well set back from the right-of-way. Residential buildings, ranging from early 1930s and 1940s detached housing to more recent apartment buildings, are concentrated between Bowman Street and Dow Avenue (Plate 1); and
- Westdale South – the built environment located south of Main Street towards Highway 403 is comprised of recent commercial and light industrial development. The north side of Main Street contains a combination of commercial and residential development, much of which is associated with the early twentieth century planned suburb of Westdale (Plates 2 and 3). Westdale is identified as a cultural heritage landscape in the secondary plan and features a radial road pattern, with Main Street located along the southern part of the development. The late twentieth century commercial buildings located between just west of Cline Avenue South to Newton Avenue, and the predominantly residential construction located east of Cline Avenue to Longwood Road are of interest given their association with Westdale. This section contains portions that are set closer to the current Main Street road right-of-way. Continuing eastward beyond Westdale Secondary School towards Highway 403, the north side of Main Street features more recent developments that are set back from the road right-of-way.

The results of the 2009 field review confirmed that this portion of the study corridor contains a combination of commercial and residential developments that range from early twentieth century construction to the present. Much of the corridor is fractured by modern infill that is typically set back from the road right-of-way, while some of the remaining early twentieth century commercial and residential buildings are in closer proximity to the current Main Street alignment.

A total of three cultural heritage landscapes were identified, which are associated with the Westdale subdivision development (CHL 7 - 8 and CHL 9).





Plate 1: Southeast corner of Main Street and Gary Avenue, showing an example of residential commercial developments.



Plate 2: Looking east along Main Street towards Paisley Avenue, showing proximity of dwellings to Main Street right-of-way.



Plate 3: Northwest corner of Main Street and Paradise Road, showing Westdale Secondary School.

Delta to Centennial Parkway

Historic mapping collected between 1876 and 1914 did not provide coverage of this portion of the study corridor. However, the results of the field review confirmed that the western portion of this area, from Kensington Avenue to Edgemont Street, retains a commercial landscape that dates to the 1920s-1930s, which includes predominantly two storey brick structures. A circa 1930s school and church are also included within this commercial landscape (Plate 4). This landscape is only intact on the north side of Main Street, and therefore has been confined to this portion of the road right-of-way. A separate cultural heritage landscape was also identified within this larger, commercial landscape, which includes a former water line that dates to the mid nineteenth century. East of Edgemont Street, circa 1950s commercial structures and a small number of post-war residences line the Main Street East of right-of-way. Although of interest from an age point of view, the structures in this area were not assessed as a residential landscape because there was neither a high degree of congruency among the built forms nor a significant



level of scenic amenity in this area. One individual resource was identified between Edgemont Street and Queenston Road: a circa 1930s school at Graham Avenue. This property has been previously identified by the City of Hamilton. An additional brick structure was identified at the Main Street and Queenston Road intersection given that it appears to have served an industrial-based function and is located prominently along and in close proximity to the road right-of-way (Plate 5). East of the Queenston Road and Main Street intersection, the built form along Queenston Road largely consists of modern infill, retail strip development. No features of potential heritage interest were identified in this area, with the exception of the Red Hill Valley and Creek (Plate 6).

In total, five cultural heritage resources were identified within this portion of the Main Street East corridor (CHL 1 – CHL 3, BHR 1 and BHR 18).



Plate 4: View of circa 1930s commercial streetscape along Main Street East from Kensington Avenue to Edgemont Street, showing Delta High School in the foreground.



Plate 5: View of likely mid twentieth century industrial/factory-related, brick building located in close proximity to the road right-of-way.



Plate 6: View of Red Hill Valley, looking west along Queenston Road.

3.4.3 King Street

Highway 403 to James Street

Historic mapping indicates that in the late nineteenth century, King Street between James Street and Caroline Street was comprised of two, three and four storey, densely packed buildings that held a range of commercial shops and industrial operations. The properties along King Street between Caroline Street and Dundurn Street were mostly smaller scale residences that were situated on larger, more spacious lots. Many of the buildings were located in close proximity to the King Street road right-of-way. A number of small scale commercial buildings were located at the Locke Street and King Street intersection, across from Victoria Park.

According to the 1875 Atlas, King Street West originally curved south after Dundurn Street to intersect with Main Street West where Highway 403 is currently located. During the construction of the highway through this area in the mid twentieth century, King Street was realigned and now travels across to Paradise Road, then south to Main Street West. Historic mapping indicates that this area was already surveyed; however, it was not likely settled until the early twentieth century in conjunction with the Westdale subdivision development. In 1875, Paradise Road marked the western boundary of the City of Hamilton.

The results of the 2009 field review confirmed that there are portions of King Street West that have retained their nineteenth century and early twentieth century streetscapes, and are consequently also set in close proximity to the road right-of-way. Fine examples of late nineteenth century commercial/residential structures are located on the north side of King Street just west of Bay Street, between Caroline Street and Hess Street, and on either side of King Street between Locke Street and Ray Street. There are a number of early twentieth century commercial buildings and apartments identified between Hess Street and Queen Street, and along King Street and Paradise Road west of Highway 403. However, the late twentieth century construction of Jackson Square and other modern buildings along King Street between Bay Street and James Street has completely altered the nineteenth streetscape (Plate 7).

In total, twenty-two cultural heritage resources were identified along King Street West, between Highway 403 and James Street (BHR 3 – 17, BHR 20, CHL 6, and CHL 10 – 14), of which one has been designated under the Ontario Heritage Act (BHR 17). Examples include: Victoria Park, site of the Crystal Palace in the nineteenth century (Plate 8); a number of remnant nineteenth century split commercial/residential streetscapes (Plates 9 and 10); twentieth century residential and commercial streetscapes; a number of early twentieth century landmarks, including the Scottish Rite Castle/Masonic Centre and Mount St. Joseph (Plate 11); and nineteenth and twentieth century churches, including the All Saints Anglican Church and Cathedral of Christ the King (Plate 12).





Plate 7: View of the nineteenth century commercial streetscape on the north side of King Street West, west of Bay Street.



Plate 8: View of mixed nineteenth century residential and commercial streetscape at the southeast corner of the Locke Street and King Street West.



Plate 9: Looking east along King Street West from Bay Street at twentieth century development.



Plate 10: View of southeast corner of Victoria Park, site of the former Crystal Palace



Plate 11: View of Mount St. Joseph at the northwest corner of King Street West and Queen Street.

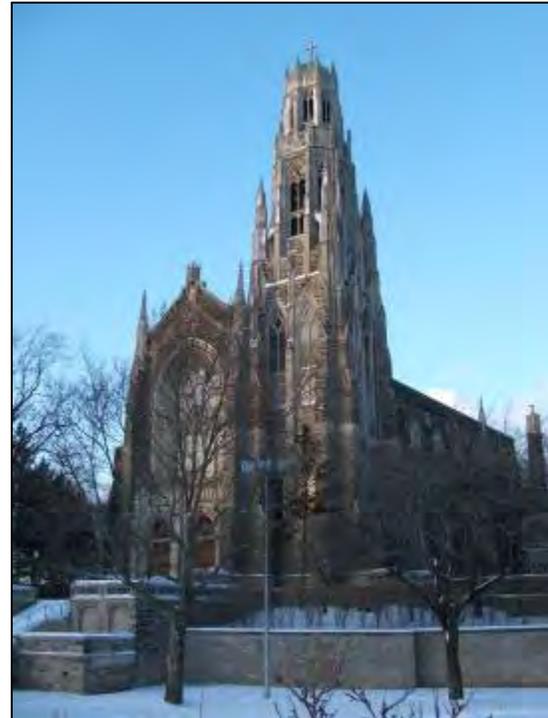


Plate 12: View of Cathedral of Christ the King located on the promontory overlooking King Street West at Highway 403.

James Street to Wellington Street

Bird's eye view historic mapping from 1876 and 1893 (Appendix A) revealed that by the mid to late nineteenth century, properties along King Street, in the downtown core, had been densely subdivided and a wide array of commercial buildings had been constructed. A review of fire insurance plans from 1898 further confirmed that King Street, between James Street and Wellington Street, served as a major hub of business and service-related activity at this time. These plans confirm that by the turn of the twentieth century King Street was lined with densely packed two and three storey brick buildings that housed commercial enterprises combined with residential space. The 1898 plan indicates that nearly every structure between James and Wellington was used as a store. Some specific businesses are illustrated, including: drug stores, merchant space, department and clothing stores, bicycle shops, and office space. The 1914 fire insurance plans provide increased detail regarding the types and variety of businesses that lined the King Street corridor between James Street and Wellington Street. Densely packed two and three storey brick buildings continue to be shown in the 1914 plan.

The results of the 2009 field review confirmed that this portion of King Street East is highly intact, retaining a fluid, late nineteenth century commercial streetscape consisting of two and three storey brick buildings (Plate 14). Extant buildings in this area, referred to as the International Village, continue to be used for commercial activities and undoubtedly correspond to the built form that emerged in this area at the end of the nineteenth century (Plate 13). Nearly every property parcel located in this area has been previously identified on the City of Hamilton's heritage inventory. Within this late nineteenth century, commercial cultural landscape, two additional cultural landscapes were identified, including Gore Park (Plate 15), which is indicated on 1876 mapping, and the former Ferguson Rail Line. Both of these features have been previously identified by the City of Hamilton.



In total, six cultural heritage resources have been identified in this portion of the study corridor (BHR 2, BHR 19, BHR 21, CHL 15, CHL 16, and CHL 19), of which three have been designated under the Ontario Heritage Act (BHR 2, BHR 19 and BHR 21).



Plate 13: View of northwest corner of Hughson and King Street, showing one of four designated properties in this portion of the corridor. This structure corresponds to the Thomas C. Watkins Department Store illustrated on a 1898 fire insurance plan.



Plate 14: View of typical three storey brick buildings that form the late nineteenth century commercial streetscape between James Street and Wellington.



Plate 15: View of Gore Park, located in the centre of the King Street East right-of-way, between James Street and Hughson Street. This park dates back to at least 1876.



Wellington Street to the Delta

A review of bird's eye view mapping from 1876 (Appendix A) reveals that portions of King Street East, east of Wellington Street, had not yet undergone dense subdivision during the 1870s. A handful of residences were concentrated between Wellington Street and East Avenue at this time and, as such, residential development did not substantially emerge east of Wellington Street until the 1890s and into the early twentieth century. Mapping from 1893 and 1914 confirms that during this time, lands between Wellington and Wentworth Streets underwent substantial residential subdivision. These plans illustrate that two and a half and three storey brick buildings lined the King Street road right-of-way. A review of 1914 fire insurance plans confirms that further eastward, from Sanford Avenue to Barnsdale Road, a relatively small amount of two and a half storey brick buildings were spaced out along this portion of King Street during this time period. From Barnsdale Road eastward to the Delta, 1914 fire insurance plans revealed that very few buildings were extant during this time period. Generally, the results of a review of historic mapping suggest that land use development along King Street East, between Wellington Street and the Delta, emerged in three broad phases. Between the 1890s and 1910s, Wellington to Wentworth Streets underwent residential subdivision. Portions of King Street, between Sanford Avenue and Barnsdale Avenue, generally underwent residential subdivision between 1910 and 1920. Portions of King Street, east of Barnsdale Avenue to the Delta, likely experienced residential subdivision during the 1920s.

The results of the 2009 field review confirmed that a large portion of the King Street East corridor, between Wellington Street and the Delta, retains a wide number of cultural heritage resources set in close proximity to the road right-of-way. This portion of the study corridor was determined to retain three large cultural heritage landscapes that frame the King Street East right-of-way. A late nineteenth century mixed residential and commercial streetscape was identified between Wellington and Wentworth Streets (Plates 16-17) (CHL 18). This cultural landscape is mostly intact along the north side of the road, between West Avenue and Emerald Street and on the south side of the road, from Tisdale Street to Wentworth Street. Plate 18 illustrates a representative example of the features located in this streetscape.

A transitional urban streetscape was identified between Sanford Avenue and Barnsdale Avenue (Plate 19) (CHL 20). This cultural landscape was identified as a transitional residential feature because it retains numerous residential buildings and some commercial structures that date from the early twentieth century up to the 1950s. This portion of the King Street East corridor represents layers of twentieth century development and provides a nuanced and tangible illustration of the architectural trends and modern demands that influenced urban city planning (Plates 20-21).

A third residential urban streetscape was identified from Barnsdale Avenue to Belview Avenue (CHL 21). This landscape consists of predominantly circa 1920s – 1930s residential structures set in close proximity to the current road right-of-way (Plate 22). This cultural landscape is most intact along the south side of King Street East. Plate 23 illustrates a representative example of the features located in this streetscape. Two additional cultural heritage landscapes were also identified within these larger landscape features (Plates 24-25). Wellington Park, located at Wellington and King Street and the former Toronto Hamilton & Buffalo Railway line, which cuts across King Street East at East Bend Avenue, have both been previously identified by the City of Hamilton as cultural heritage landscapes of interest (CHL 17 and CHL 5).



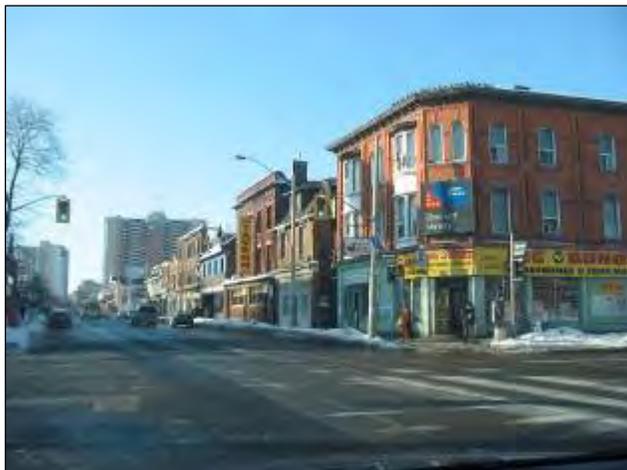


Plate 16: North side of King Street East, westward from Wentworth showing late nineteenth century streetscape.



Plate 17: View of south side of King Street East, at Grant Street, showing late nineteenth century/early twentieth century residential streetscape.

In total, six cultural heritage resources were identified within this portion of the study corridor (CHL 4, CHL 5, CHL 17, CHL 18, CHL 20, and CHL 21).



Plate 18: Example of cluster of properties located within late nineteenth century residential-commercial streetscape. View of north side of King Street East, between Tisdale Street and Steven



Plate 19: View of circa 1920-1940s residential structures located within the transitional urban streetscape. View of south side of King Street East, east of Sherman Avenue.





Plate 20: Good example of transitional streetscape, showing circa 1950s structures built around an earlier twentieth century residence. View of north side of King Street East, east of Sherman Avenue.



Plate 21: View of circa 1920s three storey commercial buildings located within the transitional streetscape. North side of King Street East, west at Holton Street.



Plate 22: View of typical circa 1920s-1940s residential streetscape identified between Barnesdale Avenue and Belview Avenue. Looking west along King Street East from just west of the Delta



Plate 23: Property located within the 1920s residential landscape. View of north side of King Street East, west at Balsam Avenue.





Plate 24: View of King Street East, looking west towards Wellington Street. Wellington Park is featured on the right.



Plate 25: View of former Toronto-Hamilton & Buffalo Railway Line, bisecting the King Street right-of-way in the distance. Looking west from Dunsmure Road.

3.4.4 Inventory of Built Heritage Resources and Cultural Heritage Landscapes Located Adjacent to the Preferred Route for the B-Line Rail Transit Corridor

Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Adjacent to the Preferred Route for the B-Line Light Rail Transit Corridor

New Feature #	Previous Feature # (ASI 2009)	Location	Feature Type/Name	Age	Description/Comments
BHR 1	BHR 1	1284 Main Street East	School	1930s	Identified in the City of Hamilton's Inventory of Buildings of Architectural and/or Historical Interest.
BHR 2	BHR 29	35-41 King Street East	The Right House	1890	Designated under the Part IV of the Ontario Heritage Act.
BHR 3	BHR 32	100 Main Street West	Hamilton Wentworth District School Board Building	Mid twentieth century	Identified in the City of Hamilton's Inventory of Buildings of Architectural and/or Historical Interest.
BHR 4	BHR 36	621 King Street West	Residence	Nineteenth century	Identified during field review.
BHR 5	BHR 37	619 King Street West	Residence	Nineteenth century	Identified during field review.
BHR 6	BHR 38	581 King Street West	Residence	Nineteenth century	Identified in the City of Hamilton's Inventory of Buildings of Architectural and/or Historical Interest.

Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Adjacent to the Preferred Route for the B-Line Light Rail Transit Corridor

New Feature #	Previous Feature # (ASI 2009)	Location	Feature Type/Name	Age	Description/Comments
BHR 7	BHR 39	577-579 King Street West	Residence	Nineteenth century	Identified in the City of Hamilton's Inventory of Buildings of Architectural and/or Historical Interest.
BHR 8	BHR 40	393 King Street West	Residence	Nineteenth century	Identified in the City of Hamilton's Inventory of Buildings of Architectural and/or Historical Interest.
BHR 9	BHR 41	2 Ray Street	Residence	Nineteenth century	Identified during field review.
BHR 10	BHR 42	374 King Street West	Commercial	Nineteenth century	Identified during field review.
BHR 11	BHR 43	378 King Street West	Commercial	Early twentieth century	Identified in the City of Hamilton's Inventory of Buildings of Architectural and/or Historical Interest.
BHR 12	BHR 44	366/368 King Street West	Residence	Nineteenth century	Identified in the City of Hamilton's Inventory of Buildings of Architectural and/or Historical Interest.
BHR 13	BHR 45	363 King Street West	The Grand Lodge A.E. and A.M. of Canada.	1960	Identified during field review.
BHR 14	BHR 46	354 King Street West	Mount St. Joseph	Early twentieth century	Identified during field review.
BHR 15	BHR 47	4 Queen Street South	The Scottish Rite of Freemasonry: Castle (house) and Cathedral	1895/1923	Identified in the City of Hamilton's Inventory of Buildings of Architectural and/or Historical Interest.
BHR 16	BHR 48	15 Queen Street South	All Saints Anglican Church	1872	Identified in the City of Hamilton's Inventory of Buildings of Architectural and/or Historical Interest and Listed on the City of Hamilton Register of Property of Cultural Heritage Value
BHR 17	BHR 49	276-278 King Street West	Commercial	1905	Designated under the Part IV of the Ontario Heritage Act.
BHR 18	BHR 51	1620 Main Street East	Industrial/Factory	Twentieth century	Identified during field review.



Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Adjacent to the Preferred Route for the B-Line Light Rail Transit Corridor

New Feature #	Previous Feature # (ASI 2009)	Location	Feature Type/Name	Age	Description/Comments
BHR 19	BHR 59	66-70 King Street East	Victoria Hall	1887	Designated under the Part IV of the Ontario Heritage Act.
BHR 20	BHR 60	45 Main Street East	John Sopinka Courthouse	1935	Designated under the Part IV of the Ontario Heritage Act; A review of the property's designation by-law suggests that it likely retains provincial significance.
BHR 21	BHR 61	320 King Street East	Commercial	1892	Designated under the Part IV of the Ontario Heritage Act.
BHR 22	N/A	Strathearne Avenue and Main Street East	Traffic Circle	Ca. 1950	Identified during the field review and based on review of twentieth century topographic mapping.
CHL 1	CHL 1	Red Hill Valley	Waterscape	N/a	Identified in the City of Hamilton's Inventory of Cultural Heritage Landscapes.
CHL 2	CHL 2	Water Line	Public infrastructure element	1857-1860	Identified by the City of Hamilton.
CHL 3	CHL 3	Main Street East; Kensington Avenue to Edgemont Street; North side of Main Street	Commercial streetscape	Ca. 1920 - 1930	Identified by the City of Hamilton/field review.
CHL 4	CHL 5	Gage Park	Designed landscape/public park	1922	Identified in the City of Hamilton's Inventory of Cultural Heritage Landscapes and Listed on the City of Hamilton Register of Property of Cultural Heritage Value
CHL 5	CHL 6	Toronto, Hamilton, and Buffalo Railway	Railscape	1890s	Identified by the City of Hamilton/field review.
CHL 6	CHL 11	Toronto, Hamilton and Brantford Railway	Railscape	c.1890s	Identified by the City of Hamilton/field review.
CHL 7	CHL 12	North side of Main Street West, west of Cline Avenue to east of Paisley Avenue South	Part of Westdale Original Subdivision	1920s-1950s	Identified by the City of Hamilton as a Cultural Heritage Landscape in the Ainslie Wood Westdale Secondary Plan.



Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Adjacent to the Preferred Route for the B-Line Light Rail Transit Corridor

New Feature #	Previous Feature # (ASI 2009)	Location	Feature Type/Name	Age	Description/Comments
CHL 8	CHL 13	South side of Main Street West, Bowman Street to east of Cline Avenue South	Part of Ainslie Wood East Neighbourhood	1930s-1950s	Identified during field review and on the Ainslie Wood Westdale Secondary Plan.
CHL 9	CHL 17	King Street West and Main Street West Streetscape, Longwood Road South north along Paradise Road South, and east to Highway 403	Part of Westdale South Neighbourhood.	Early twentieth century	Identified during field review and on the Ainslie Wood Westdale Secondary Plan.
CHL 10	CHL 18	174 King Street West	Cathedral of Christ the King	1931	Identified in the City of Hamilton's Inventory of Buildings of Architectural and/or Historical Interest.
CHL 11	CHL 19	King Street West between Strathcona Avenue to Locke Street	Victoria Park - site of the Crystal Palace	Nineteenth century	Identified in the City of Hamilton's Inventory of Cultural Heritage Landscapes.
CHL 12	CHL 20	King Street West Streetscape, Locke to just past Pearl.	Split residential/commercial streetscape	Nineteenth and early twentieth century	Identified during field review.
CHL 13	CHL 21	King Street West Streetscape, Queen Street to Caroline Street	Split residential/commercial streetscape	Nineteenth and early twentieth century	Identified during field review.
CHL 14	CHL 22	King Street West Streetscape at Bay Street	Commercial streetscape	Nineteenth century	Identified during field review.
CHL 15	CHL 23	King Street East, James to Wellington	Commercial streetscape	Ca. 1870s-1900	Identified during field review/Identified by the City of Hamilton; One property located within this landscape (82 King Street East) and is listed on the City of Hamilton Register of Property of Cultural Heritage Value
CHL 16	CHL 24	Gore Park	Designed landscape/Public Park	Ca. 1870s	Identified in the City of Hamilton's Inventory of Cultural Heritage Landscapes.



Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) Adjacent to the Preferred Route for the B-Line Light Rail Transit Corridor

New Feature #	Previous Feature # (ASI 2009)	Location	Feature Type/Name	Age	Description/Comments
CHL 17	CHL 25	Wellington Park	Designed Landscape/Public Park	Late nineteenth century	Identified in the City of Hamilton's Inventory of Cultural Heritage Landscapes and Listed on the City of Hamilton Register of Property of Cultural Heritage Value
CHL 18	CHL 26	King Street East Streetscape, Wellington to Wentworth	Split residential/commercial streetscape	Late nineteenth century	Identified by the City of Hamilton/field review.
CHL 19	CHL 27	Ferguson Rail Line	Railscape	Ca.1920s	Identified by the City of Hamilton/field review.
CHL 20	CHL 28	King Street East; Sanford Avenue to Barnesdale	Transitional residential and commercial landscape	Ca. 1900 - 1950	Identified by the City of Hamilton/field review.
CHL 21	CHL 29	King Street East Street, Barnesdale Avenue to Belview Avenue	Residential	Ca. 1920-1930	Identified by the City of Hamilton/field review.
CHL 22	CHL 35	Main Street East Streetscape, Burris Street to the Delta	Split commercial and residential, transitional streetscape	Ca. 1890 – 1930	Identified by the City of Hamilton/field review

3.4.5 Constraints Assessment

In October 2010, the preferred route for the B-Line LRT corridor was analyzed to identify preliminary constraints of the undertaking on inventoried cultural heritage resources for the purposes of identifying high risk areas requiring careful consideration during subsequent design phases for the proposed undertaking. To identify preliminary constraints of the preferred route for the B-Line LRT corridor on cultural heritage resources, data contained in the *Hamilton Rapid Transit Preliminary Design and Feasibility Study: B-Line Design Workbook 1* (2010, Steer Davies Gleave; Proposed alignment maps dated July 30 2010 and October 20 2010) was reviewed against updated cultural heritage resource feature mapping. Specifically, the proposed right-of-way and station locations were analyzed to identify potential impacts of the undertaking on known cultural heritage resources for the purposes of identifying high level constraints and opportunities. Two types of impacts were considered during this analysis:

- Indirect impacts on cultural heritage resources through the introduction of visual, audible, or atmospheric elements. Indirect impacts were identified in areas where track and platform infrastructure is proposed adjacent to identified cultural heritage resources.
- Direct impacts through potential encroachment onto properties resulting in potential isolation, premature deterioration through adverse vibration effects, and/or other construction-related operations, and/or removal of cultural heritage resources. Direct impacts were identified in cases



where the proposed track alignment is illustrated to encroach upon properties containing cultural heritage resources.

The results of this analysis are provided in Tables 2 - 4. In October 2010, specific direct impacts, including destruction and/or encroachment were not identified between Wellington Street and the Queenston Traffic Circle given that this portion of the alignment was then currently unresolved. Table 5 lists all known cultural heritage resources located in this area.

**Table 2: Visual and Audible Impacts Due to Introduction of Rail Infrastructure:
 McMaster University to Centennial Parkway**

Designated Under the <i>Ontario Heritage Act</i>		Identified by the City of Hamilton ¹ /Identified During the Field Review (2009)	
CHL	BHR	CHL	BHR
N/A	BHR 2	CHL 1	BHR 1
	BHR 17	CHL 2	BHR 3
	BHR 21	CHL 3	BHR 4
		CHL 5	BHR 5
		CHL 6	BHR 6
		CHL 7	BHR 7
		CHL 8	BHR 8
		CHL 9	BHR 9
		CHL 10	BHR 10
		CHL 11	BHR 11
		CHL 12	BHR 12
		CHL 13	BHR 13
		CHL 14	BHR 14
		CHL 15	BHR 15
		CHL 16	BHR 16
		CHL 17	BHR 18
		CHL 18	
		CHL 19	
		CHL 20	
		CHL 21	

¹ Includes data contained in the City of Hamilton Register of Property of Cultural Heritage Value, Inventory of Cultural Heritage Landscapes, Inventory of Buildings of Architectural/Historical Interest, and collected as part of a preliminary analysis of cultural heritage landscapes located within the City of Hamilton, prepared by the City of Hamilton and provided to ASI in 2009.

**Table 3: Visual and Audible Impacts Due to Introduction of Stops and Platforms:
 McMaster University to Centennial Parkway**

Designated under the Ontario Heritage Act		Identified by the City of Hamilton ² /Identified during field review (2009)	
CHL	BHR	CHL	BHR
N/A	BHR 17	CHL 2 (North side of King, east of Ottawa Street; Ottawa Stop)	BHR 16 (Queen Street Stop)
		CHL 3 (North side of King, East and west of Ottawa Street; Ottawa Stop)	
		CHL 9 (Between Longwood and Paradise; Longwood Stop)	
		CHL 13 (Between Queen and Hess; Queen Street Stop)	
		CHL 15 (North and south sides of King between Mary Street and Walnut Street; Walnut Stop)	
		CHL 17 (First Place Stop)	
		CHL 18 (North and south sides of King Street between Ashley Street and Wentworth Street; Wentworth Stop)	
		CHL 20 (North and south sides of King between Sherman and Garfield; Sherman Stop)	
		CHL 21 (North and south sides of King between Balsam and Connaught; Scott Park Stop)	
		CHL 21 (south side of King, between 1266 King and the Delta; Delta Stop)	

² Includes data contained in the City of Hamilton Register of Property of Cultural Heritage Value, Inventory of Cultural Heritage Landscapes, Inventory of Buildings of Architectural/Historical Interest, and collected as part of a preliminary analysis of cultural heritage landscapes located within the City of Hamilton, prepared by the City of Hamilton and provided to ASI in 2009.

**Table 4: Destruction and/or Encroachment Impacts:
 McMaster University to Wellington Street; Queenston Traffic Circle to Centennial Parkway**

Designated under the Ontario Heritage Act		Identified by the City of Hamilton ³ /Identified during field review (2009)	
CHL	BHR	CHL	BHR
N/A	N/A	CHL 9 (Between Longwood and Paradise)	BHR 16 (Queen Street Stop)
		CHL 15 (Walnut Stop -- North and south sides of King Street between Mary and Walnut)	
		CHL 16 (Proposed alignment along south side of King shows tree removals along the north side of Gore Park)	

Table 5: Known Cultural Heritage Resources Located Along King Street Between Wellington Street and the Queenston Traffic Circle

Designated under the Ontario Heritage Act		Identified by the City of Hamilton ⁴ /Identified during field review (2009)	
CHL	BHR	CHL	BHR
N/A	N/A	CHL 2	BHR 1
		CHL 3	
		CHL 5	
		CHL 17	
		CHL 18	
		CHL 20	
		CHL 21	
			BHR 22

Preferred alignment data for the B-Line RT corridor, as illustrated in Design Workbook 1, indicated that the proposed undertaking would result in the introduction of visual, audible, and atmospheric elements adjacent to identified cultural heritage resources. Introduction of rail infrastructure along some portions of the Main Street and King Street corridors represents a new intervention that was noted to have the potential to alter the setting of cultural heritage resources, particularly when proposed adjacent to cultural heritage landscapes and in cases where stop platforms are proposed adjacent to cultural heritage resources, including:

- Longwood platform/stop
- Queen platform/stop
- Walnut Street platform/stop
- First Place platform/stop
- Wentworth Street platform/stop
- Sherman Avenue platform/stop

³ Includes data contained in the City of Hamilton Register of Property of Cultural Heritage Value, Inventory of Cultural Heritage Landscapes, Inventory of Buildings of Architectural/Historical Interest, and collected as part of a preliminary analysis of cultural heritage landscapes located within the City of Hamilton, prepared by the City of Hamilton and provided to ASI in 2009.

⁴ Includes data contained in the City of Hamilton Register of Property of Cultural Heritage Value, Inventory of Cultural Heritage Landscapes, Inventory of Buildings of Architectural/Historical Interest, and collected as part of a preliminary analysis of cultural heritage landscapes located within the City of Hamilton, prepared by the City of Hamilton and provided to ASI in 2009.



- Scott Park platform/stop
- Delta platform/stop
- Ottawa platform/stop
- Queenston Circle platform/stop

Design Workbook 1 alignment data also suggested that the proposed undertaking had the potential to encroach onto properties associated with identified cultural heritage resources in a small number of cases between McMaster University and Wellington Street (See Table 4.) The following identifies the constraints and opportunities that were identified as a result of this analysis:

- **Constraint # 1:** Large numbers of individual built heritage resources and cultural heritage landscapes are set in close proximity to existing road rights-of-way. Conceptual designs should be developed to avoid direct impacts to all known identified cultural heritage resources through encroachment, which has the potential to result in isolation of the resource, premature deterioration of the resource due to vibration and/or construction related impacts, and/or removal of the resource.

- **Opportunity #1:** Property acquisitions in relation to identified cultural heritage resources should be minimized and planned in a manner that conserves the heritage significance of the subject resource and maintains the viability of the resource as a useable structure or landscape (i.e. vehicular and pedestrian access is maintained and noise is minimized). It should also be noted that in cases where property acquisitions are not proposed, but resources are located in close proximity to proposed road rights-of-way, vibration studies should be undertaken to confirm that adjacent cultural heritage resources will not be subject to premature deterioration during construction and operation of the proposed rapid transit infrastructure.

It should be further noted that in cases where property acquisitions in relation to cultural heritage resources are proposed and this impact is expected to result in destruction and/or adverse alteration of the resource, this constraint has the potential to be mitigated by planning property acquisitions in areas where no cultural heritage resources have been identified.

- **Constraint #2:** The introduction of rail infrastructure along portions of Main Street and King Street and adjacent to cultural heritage resources has the potential to alter the setting of cultural heritage resources and modify the existing urban realm.

- **Opportunity #2:** The wide and diverse number of cultural heritage resources located along the Main Street and King Street corridors provide opportunities to capitalize on and celebrate these assets in the design of stop infrastructure, minimizing the extent to which introduction of rail infrastructure will adversely alter the setting of cultural heritage resources. Given that numerous stop platforms are proposed adjacent to cultural heritage resources, design principles and branding strategies should be developed in consideration of their scenic amenity, contextual values, and character. In this sense, there are opportunities to sympathetically integrate the proposed rail 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. The proposed infrastructure also has the potential to present new opportunities for conserving and interpreting cultural heritage resources located within the corridor. The proposed B-Line, and its removal of major traffic movements from Main Street and King Street, has the potential to improve the urban realm of the area. Increasing numbers of cyclists and pedestrians within the corridor has the potential to help foster an awareness and appreciation of the various cultural heritage resources and cultural heritage landscapes located throughout the corridor. Some measures that may be considered as part of the proposed undertaking include introduction of improved sidewalk lighting and sightlines and introduction of public art. These strategies have the potential to present new opportunities for conserving, interpreting and integrating existing cultural heritage resources into the urban realm.

4.0 IMPACT ASSESSMENT

4.1 Introduction

A field review was conducted in June 2011 by Rebecca Sciarra, ASI, to review the results of updated cultural heritage resource data collection compiled in October 2010 within the context of conceptual alignment drawings provided in Design Workbook 2 v.2.0 (dated 18 March 2011). The proposed conceptual alignment for the Hamilton Rapid Transit B-Line will utilize the Main Street West corridor from McMaster University to the Highway 403 where it then transitions to King Street West. In this section, the alignment travels along the centre of Main Street West with two lanes of vehicular traffic in either direction. East of Paradise Road, the alignment travels along the north side of Main Street West with two eastbound lanes of vehicular traffic. At Highway 403, the alignment transitions to King Street West, traveling along the south side of the road right-of-way with two lanes of westbound traffic located to the north. Between Catharine Street and Wellington Street, the RT alignment occupies the present road right-of-way through the removal of two lanes of westbound vehicular traffic. In this area, King street will provide local access only and through traffic will be diverted to other parts of the road network. East of Wellington Street, the alignment travels long the south side of the road right-of-way with two lanes of vehicular traffic. At the Delta, the alignment continues along the south side of the Main Street East road right-of-way with two lanes of eastbound traffic to Rosewood Road. East of this intersection, the RT alignment travels along the centre of the right-of-way with two lanes of traffic in either direction to Eastgate Square.

Any additional cultural heritage resources identified as part of this updated field survey have been incorporated into Table 1. Cultural heritage resources were identified based on evaluative criteria outlined in Section 2.3 and then subject to further analysis where appropriate to identify potential impacts of the undertaking on their cultural heritage value.

To assess the potential impacts of the undertaking, identified cultural heritage resources were 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)

4.2 Analysis of Potential Impacts of Design Workbook 2 Conceptual Alignment on Cultural Heritage Resources

Generally, the proposed conceptual alignment for the undertaking has been developed to utilize the existing road right-of-way. As a result, removal of built cultural heritage resources and cultural heritage landscapes and/or demolition of structures due to property acquisitions and/or significant widening of the existing right-of-way, has been minimized. However, in some cases, encroachments on to properties or to resources are expected. The results of analysis of encroachment impacts, including destruction and physical alteration is presented in Table 6. Recommendations to avoid or mitigate these impacts are contained in Table 6 and also presented in Section 6.0.

While encroachments and physical alterations to cultural heritage resources have been minimized, the proposed undertaking will significantly alter the visual experience and composition of many cultural heritage landscape areas in the City of Hamilton through the introduction of light rail infrastructure, including overhead wires and station platforms. Additionally, in many cases, particularly east of Highway 403 to the Delta, numerous cultural heritage resources are set in very close proximity to the road right-of-way and date to the nineteenth century. As a result, there is the potential for construction and operational related activities to impact structural features through vibration impacts if appropriate setbacks are not developed in combination with building stabilization measure where appropriate and where warranted. Recommendations to avoid or mitigate these impacts are presented in Section 6.0.



CHR Number	Location	Analysis of Potential Impacts	Recommendations
BHR 3	100 Main Street West	Encroachment is expected just south of the northern property line to accommodate a footway. Given that the subject area functions as a parking lot there are no concerns from a cultural heritage point of view.	No further recommendations required to mitigate this impact.
BHR 13	363 King Street West	<p>Encroachment is expected south of the northern property to accommodate a footway as a result of the proposed right-of-way extending to the extant property line of the subject resource. As a result approximately 3 m of frontage will be required along the northern perimeter of the subject resource reducing and altering the existing set back between the extant building and the road right-of-way.</p> <p>The subject resource retains design, contextual and associative value. The extant property dates to the 1960s and serves as the Grand Lodge A.E. and A.M of Canada. Given that the subject property, including the building and surrounding landscape, were designed and constructed in the mid-twentieth century to function as the Grand Lodge, designs for the property were likely carefully developed to communicate messages and beliefs associated with the organization. Based on a preliminary review of images of other Grand Lodges in North America, it is probable that the subject property serves as a representative example of freemason lodge architecture. Additionally, the subject property retains associative value with the Masonic Order, whose Canadian roots were established in the City of Hamilton in 1855. The subject resource is also visually and historically linked to its immediate surroundings particularly the property to the east. The subject property was developed in relation to Masonic uses of the adjacent property and to serve as the National Headquarters of the Supreme Council. The subject resource also serves as a landmark along with the property to the west. The two properties have been observed to serve as the subject of photographs and tourist destination in the City of Hamilton.</p>	<ul style="list-style-type: none"> • Avoid encroachment on to existing property. • Should encroachment be required, conduct a detailed, resource specific heritage impact assessment at the earliest stage possible of the preliminary design phase to develop an appropriate conservation plan.
BHR 15	4 Queen Street South	<p>LRT tracks and a platform are expected to be installed on the south side of the right-of-way. Based on a review of DW2 drawings, encroachment is expected. There is potential for alteration to the wall system however it is not expected that it will require relocation.</p> <p>The Scottish Rite retains design, associative, and contextual value. Originally built for George Elias Tuckett, the subject property was established with a mansion by 1896. Elias was founder of Tuckett Tobacco and 27th Mayor of Hamilton. In 1925, the property was expanded to include a cathedral and it was at this time that the property began to be used by the Scottish Rite of Freemasonry. The subject resource is</p>	<ul style="list-style-type: none"> • Encroachment on to the subject property should be avoided. It is recommended that the platform be relocated to a less sensitive site, potentially at the southeast corner of the intersection, although the property at this location is

CHR Number	Location	Analysis of Potential Impacts	Recommendations
		<p>considered to be a very fine example of Masonic architecture and its physical design has lent itself to being called the ‘Towers’. The subject resource also retains notable contextual value as a landmark in the City of Hamilton, strongly defining the southwest corner of King Street West and Queen Street, a historic intersection, and serving as a spatial orientation device to residents and tourists. The subject resource and the property to the west, used as the Grand Lodge, serve as a cultural heritage landscape associated with the Masonic Order and which retains community values, as the combined landscape often functions as a photograph destination in the City of Hamilton.</p> <p>Encroachment has the potential to alter this significant resource through alteration to vistas of the resource and destruction or alteration of the wrought-iron fence on stone wall, entrance gates, as well as the sloped interlocking brick path between the wall and the sidewalk. These features contribute to the resource’s design, associative, and contextual values.</p>	<p>also identified as a built heritage resource. Should it be determined that there is no other technically feasible location for the platform, encroachment should be minimized and strongly guided by a conservation plan.</p> <ul style="list-style-type: none"> • A detailed heritage impact assessment for the resource should be prepared for the resource for the purposes of: designing an appropriate platform that does not negatively impact visual experiences of the resource and its function as an important landmark and visitor destination in the City of Hamilton. The heritage impact assessment should also address conservation strategies for the fencing system and sloped interlocking brick adjacent to the fencing system.
BHR 16	15 Queen Street South	<p>A footway is proposed along the northern and western elevations of this resource. There is potential for trees located along these elevations to be removed. Based on a review of aerial photography dating to 1954 and given their relatively young age, these trees have been added to the property in the latter half of the twentieth century.</p> <p>This resource retains associative, design, and contextual value. Known as the All Saints Anglican Church, the subject property was developed with the extant church in 1872, which was designed by Hamilton architect William Leith. The church’s exterior</p>	<ul style="list-style-type: none"> • Minimize encroachment on to the resource.

CHR Number	Location	Analysis of Potential Impacts	Recommendations
		<p>detailing, including its steeply pitched roof and pointed arch windows, make it a fine example of the late Victorian interpretation of English Gothic country churches. The subject church retains associative value with an organization and community significant to nineteenth century development in the City of Hamilton. The church developed from the congregation of St. John’s Chapel, a mission of Christ’s Church Cathedral and was the fourth Anglican church built in the old City of Hamilton. The resource also retains contextual value as its scale and related buildings add significant visual and historical interest to this important corner location. The church stands as not only a prominent physical landmark but also is of significance as a marker of the later nineteenth century phase of downtown Hamilton development (City of Hamilton June 25 2009).</p> <p>Based on consideration of the resource’s cultural heritage values, its significance is generally defined by its location, material, and orientation of the church building and associated buildings. Given that the resource’s cultural heritage value is largely centred around associations with nineteenth century development in the City, the St. John’s Chapel congregation, its architectural value as a good example of Victorian architecture, and its physical prominence at the southeast corner of Queen Street and King Street West, removal of trees along the northern and western elevations of the property are not expected to adversely impact the resource.</p>	
BHR 22	Strathearne Avenue and Main Street East	<p>DW2 presents three options for the Queenston/Strathearne intersection. All options are expected to result in removal of the Queenston Traffic Circle with a signalized intersection.</p> <p>The Queenston Traffic Circle retains potential contextual, design, and associative value. A review of topographic maps confirms that by 1965 the extant traffic circle was in its current location. It is highly likely that the traffic circle was developed between 1938 and 1965, and most likely during the 1950s, to improve through traffic at this intersection as residential development increased in the mid twentieth century. By 1938, through traffic between Main Street East and Queenston Road had been established through development of a short road-way, with an alignment at approximately 45 degrees, commencing just west of Parkdale Avenue South and travelling in an approximate southeast direction to connect with Queenston Road. The Queenston traffic circle is an example of an “old-style traffic circle which generally fell out of favour in the 1960s when these road features were re-engineered</p>	<ul style="list-style-type: none"> • Consider development of an alternative design option that utilizes a modern roundabout design at the Strathearne Avenue and Main Street East intersection. • Prior to alteration and/or removal of the subject resource, the subject resource should be subject to photographic documentation and



CHR Number	Location	Analysis of Potential Impacts	Recommendations
		<p>by the British to develop the ‘modern roundabout’ which combine specific design elements and traffic control features which together result in a safer and more efficient intersection layout than traditional traffic controls” (City of Hamilton Public Works Department 2008).</p> <p>At the present time, there is a paucity of specific information regarding the detailed heritage significance of this feature. However, based on a preliminary analysis, it is likely that it may represent one of the last ‘old-style traffic circles’ that was constructed in advance of the ‘modern roundabout’. It should be noted that the subject feature is known to retain associative value with mid-twentieth development patterns in the east end of Hamilton and with development of the local road network. Visually and historically, this features contributes to the character of the area.</p>	<p>compilation of a cultural heritage resource documentation report.</p>
BHR 14	354 King Street West	<p>Encroachment is expected along the south property line of this resource to accommodate installation of a proposed footway.</p> <p>This cultural heritage resource retains associative, contextual and design value. Based on its exterior detailing, this resource likely dates to the early twentieth century and based on a review of fire insurance plans from 1898, it appears that its current property limits were established by this time. Its set back, terracing, defined border, and the scale and crucible footprint of the primary structure maintain the character of the streetscape and feature prominently into visual experiences of this portion of King Street West.</p> <p>Based on the setback of the primary buildings and size of extant trees along the southern property line, it is likely that a fencing system has always been established along the southern perimeter of the resource and enhanced by vegetative borders. It should be further noted that 1960s topographic maps indicate that the subject property, and its crucible-shaped building functioned as a church. Given that church properties were often developed to include designed landscapes, encroachments on to the property and removal of natural and man-made boundaries-have the potential to negatively impact the resource.</p>	<ul style="list-style-type: none"> • Avoid encroachment on to existing property. • Should encroachment be required, conduct a detailed, resource specific heritage impact assessment at the earliest stage possible of the preliminary design phase to recommend an appropriate conservation plan.
CHL 5	Toronto, Hamilton, and Buffalo	<p>A review of DW2 drawings illustrates that the subject resource will be altered through the introduction of curbs on the east and west side of the rail right-of-way, both north and south of King Street. Introduction of modern curbs would alter the subject</p>	<p>No further recommendations required to mitigate this impact.</p>

CHR Number	Location	Analysis of Potential Impacts	Recommendations
	Railway	<p>resource through introduction of new materials.</p> <p>The Toronto, Hamilton and Buffalo Railway alignment retains associative and contextual value. Established in 1890, this rail corridor is associated with the TH&B Railway company, an organization pivotal to the development of rail infrastructure generally and the City of Hamilton specifically. The subject resource also retains contextual value as it contributes to the late nineteenth century character of the surrounding area, which is generally defined by late nineteenth century residential and commercial structures.</p> <p>Given that the subject resource’s cultural heritage significance is concentrated around its contextual and associative values, introduction of modern curbs is not expected to adversely impact the resource. The rail right-of-way and its crossing King Street East chiefly express the resource’s associative and contextual values.</p>	
CHL 6	Toronto, Hamilton and Brantford Railway	<p>The railscape is not expected to be impacted by the undertaking but there is potential for the bridge that carries King Street West over this rail corridor, and particularly its handrails to be altered. It should be noted that during the time of the field review the south side of this bridge was under construction and it is currently unknown if the south elevation of the bridge continues to retain handrails identical to the north elevation. Widening activities could alter the bridge substructure and result in removal of handrails which express the resource’s visual relationship to a series of bridges to the north and development of the railine below and which also have the potential to express particular design considerations undertaken by the designer/engineer. Potential widening activities also have the potential to remove trees located north of the bridge crossing and which visually form part of the Cathedral of Christ the King cultural heritage landscape.</p>	<ul style="list-style-type: none"> • Avoid widening the bridge. • Should widening of the subject bridge be required, conduct a detailed, resource specific heritage impact assessment at the earliest stage possible of the preliminary design phase to recommend an appropriate conservation plan.
CHL 7	North side of Main Street West, west of Cline Avenue to east of	<p>There is potential for a proposed u-turn facility at Cline to result in property acquisitions on the north or south sides of the road. Additionally, it is expected that encroachment will occur on the north side of Main Street West, between Haddon Avenue South and Cline Avenue South to accommodate introduction of a footway. Within this area of the residential cultural heritage landscape, a Mr. Sub building is located at Haddon Avenue South and a two-storey, brick commercial structure is located at Cline Avenue South; the two buildings are separated by a parking lot. The</p>	<ul style="list-style-type: none"> • If encroachment is managed appropriately a small set back between residences and the road right-of-way could be appropriate based on analysis of other residential structures contained within

Table 6: Analysis of Potential Encroachment Impacts on Identified Cultural Heritage Resources			
CHR Number	Location	Analysis of Potential Impacts	Recommendations
	Paisley Avenue South	<p>resulting effect of this impact will be a reduced buffer between the road right-of-way and the subject buildings.</p> <p>The cultural heritage landscape within which these buildings are contained has been identified as a residential cultural heritage landscape, associated with the development of the Westdale subdivision. Based on a preliminary analysis of the cultural heritage landscape, it is valued for its street network, architecture of individual buildings, uniform massing, scale and set back of buildings and the historical and visual relationship between individual parts constituting a larger residential landscape. The potentially impacted buildings although reflecting altered form part of this landscape.</p>	<p>the CHL; generally setbacks range from 4 – 8 m.</p> <ul style="list-style-type: none"> Should encroachment be expected to result in displacement, a resource-specific heritage impact assessment should be conducted at the earliest possible stage to confirm the resource’s specific heritage value and recommend appropriate conservation and/or mitigation measures.
CHL 8	South side of Main Street West, Bowman Street to east of Cline Avenue South	<p>There is potential for a proposed u-turn facility at Cline to result in property acquisitions on the north or south sides of the road. Additionally, it is expected that encroachment will occur on the south side of Main Street West, between Haddon Avenue and Dow Avenue to accommodate introduction of a footway. Within this location, a church is located between Dow Avenue and Cline Avenue, while the road right-of-way between Cline Avenue and Haddon Avenue is framed by a parking lot, a residential structure dating to between 1930 and 1950, and the lawn of a residential structure that fronts on to Haddon Avenue South. The effect of this impact is expected to result in a reduced buffer between the residence located between Cline Avenue and Haddon Avenue, and which fronts on to Main Street West, and the road right-of-way. The same effect is expected at the church located between Dow Avenue and Cline Avenue in addition to removal of trees.</p> <p>The cultural heritage landscape within which these buildings are contained has been identified as a residential cultural heritage landscape, associated with the development of the Westdale subdivision. Based on a preliminary analysis of the cultural heritage landscape, it is valued for its street network, architecture of individual buildings, uniform massing, scale and set back of buildings and the historical and visual relationship between individual parts constituting a larger residential landscape. The potentially impacted buildings although altered form part</p>	<ul style="list-style-type: none"> If encroachment is managed appropriately a small set back between residences and the road right-of-way could be appropriate based on analysis of other residential structures contained within the CHL; generally setbacks range from 4 – 8 m. Should encroachment be expected to result in displacement, a resource-specific heritage impact assessment should be conducted at the earliest possible stage to confirm the resource’s specific heritage value and recommend appropriate conservation

CHR Number	Location	Analysis of Potential Impacts of this landscape.	Recommendations and/or mitigation measures.
CHL 9	King Street West and Main Street West Streetscape, Longwood Road South north along Paradise Road South, and east to Highway 403	<p>Review of DW2 drawings indicates that there may be encroachment on to the southern property line of the school located between Longwood Road South and Paradise Road south, resource resulting in removal of trees and a reduced setback between the resource and the road right-of-way. This school forms part of CHL 9.</p> <p>Preliminary analysis of this cultural heritage landscape indicates that it retains associative, design, and contextual value. It contributes to the contextual value of the early twentieth century streetscape on either side of this area, north and south of the Main Street West. The subject resource is also associated with early twentieth century urban and institutional development in the City of Hamilton. It dates to 1931 and was designed by Prack and Prack in the Gothic School style.</p> <p>Removal of trees on the southern property line has the potential to result in loss of a heritage attribute of the resource that contributes to its contextual value as part of an urban streetscape that is defined by treed property lines, uniform grassed setbacks and general construction dates of circa 1910 – 1940. The trees date to at least the 1950s, based on a review of aerial photography and help communicate its age and also potentially contribute to the design value of the surrounding landscape.</p>	<ul style="list-style-type: none"> • Avoid encroachment and tree removals. • Should encroachment be required, a detailed, resource-specific heritage impact assessment should be prepared to confirm the resource’s specific heritage value and to recommend an appropriate conservation plan.
CHL 10	174 King Street West	<p>The railscape is not expected to be impacted by the undertaking but there is potential for the bridge that carries King Street West over this rail corridor, and particularly its handrails to be altered. Widening activities in this area have the potential to remove trees located north of the bridge crossing and which visually form part of the Cathedral of Christ the King cultural heritage landscape.</p> <p>This cultural heritage resources retains associative, design, and contextual value. Construction began in 1931 to build ‘the finest church in Canada’, according to Bishop John McNally who announced development of a cathedral at this site. Construction was undertaken by the Pigott Company of Hamilton. The building retains design value as an excellent example of Gothic architecture and reflects use of historic materials, as its exterior was constructed of limestone quarried from Georgetown Ontario and Indiana. The subject resource also retains highly significant contextual value as a prominent landmark in the City of Hamilton.</p>	<ul style="list-style-type: none"> • Avoid widening the bridge and any removal of trees associated with CHL 10. • Should widening of the subject bridge be required and encroachments expected in the vicinity of CHL 10, conduct a detailed, resource specific heritage impact assessment at the earliest stage possible of the preliminary design phase to recommend an appropriate conservation plan.

CHR Number	Location	Analysis of Potential Impacts	Recommendations
CHL 16	Gore Park	<p>LRT track is proposed on the south side and will encroach on the subject resource east of Hughson Street. Review of DW 2 illustrates that the extant curb and potentially the adjacent fencing system, located on the north elevation of the resource, could be subject to removal. It is also expected that the extant median, located east of John Street, which retains curbs featuring the same profile as those used along the Gore Park may be subject to reconstruction and/or widening.</p> <p>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.</p>	<ul style="list-style-type: none"> Alteration to this resource should be avoided given its high cultural heritage significance. Should it not be technically feasible to avoid direct impacts to the resource, removal and reinstallation of curbs, fencing and trees should be managed appropriately to conserve the resource's cultural heritage values. It is recommended that a heritage impact assessment be undertaken to aid in the development of more detailed conservation measures in this area.
CHL 17	Wellington Park	<p>A platform is proposed in front of this resource and as a result encroachment on to the subject property line is expected. Based on DW2 drawings, approximately a 3 m encroachment will result. This has the potential to remove trees and a plaque.</p> <p>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.</p>	<ul style="list-style-type: none"> Avoid encroachment on to existing property. Should encroachment be required, conduct a detailed, resource specific heritage impact assessment at the earliest stage possible of the preliminary design phase to recommend an appropriate conservation plan.

Table 6: Analysis of Potential Encroachment Impacts on Identified Cultural Heritage Resources			
CHR Number	Location	Analysis of Potential Impacts	Recommendations
CHL 18	King Street East Streetscape, Wellington to Wentworth	<p>Between Grant Avenue and Wentworth Street a platform is expected to be installed which will result in encroachment on the south side, beyond the existing curb but not exceeding extant property limits. The resulting effect of this impact has the potential to limit vehicular access to the resources located along the south side of King Street East and which form part of CHL 18. Although subject resources are not expected to be removed as a result of proposed infrastructure, removal of vehicular access has the potential to jeopardize the long-term viability of these resources.</p> <p>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 as the broader streetscape, through its architectural style, materials, set backs, massing, and scale maintain and support the character of the area.</p>	<ul style="list-style-type: none"> • Ensure that appropriate vehicular access is maintained to the subject resources in accordance with public safety standards and to ensure the long term viability of the resource.
CHL 20	King Street East; Sanford Avenue to Barnesdale	<p>At Proctor Boulevard a realigned curb is expected and could result in alteration of the streetscape through removal of the median. East of Sherman Avenue, a platform is expected to be installed. This will result in encroachment on the south side, beyond the existing curb but not exceeding extant property limits. The resulting effect of this impact has the potential to limit vehicular access to the resources located along the south side of King Street East and which form part of CHL 20. Although subject resources are not expected to be removed as a result of proposed infrastructure, removal of vehicular access has the potential to jeopardize the long-term viability of these resources, particularly the detached residences located east of the Scotia Bank located at the southeast corner of the intersection.</p> <p>This cultural heritage landscape was identified as a transition residential and commercial streetscape dating to the late first half of the twentieth century. This resource retains associative value with growing urban development patterns in the City of Hamilton and also serves as a good example of local architecture and</p>	<ul style="list-style-type: none"> • Avoid removal of the landscaped median and alteration of streetscape. • Should removal and/or alterations to the median be required, conduct a detailed, resource specific heritage impact assessment at the earliest stage possible of the preliminary design phase to recommend an appropriate conservation plan.

CHR Number	Location	Analysis of Potential Impacts	Recommendations
		<p>materials employed for construction of residential and commercial buildings during this time period. This resource also retains contextual value as the broader streetscape, through its architectural style, materials, set backs, massing, and scale maintain and support the character of the area.</p> <p>It should be further noted the extant landscape median located along the centre of the Proctor Boulevard right-of-way is expected to retain associative, design, and contextual value although its particular significance is currently unknown. Establishment of a treed boulevard along a residential street is typical of early twentieth century development in growing urban centres, established to cater to wealthy classes and to emulate an estate-like aesthetic. Evidence of similar tree-lined boulevards are extant along St. Clair Avenue, south of Main Street East, and along Barnesdale Boulevard, north of Main Street East. As such, this roadway feature likely dates to the early twentieth century and serves as a representative, but increasingly rare feature, of early twentieth century residential subdivision in the City of Hamilton.</p>	<ul style="list-style-type: none"> • Ensure that appropriate vehicular access is maintained to buildings located within CHL 20, in accordance with public safety standards and to ensure the long term viability of the resource.
CHL 22	Main Street East Streetscape, Burris Street to the Delta	<p>Based on a review of DW2 drawings, the Main Street East and King Street East intersection is expected to be realigned resulting in the removal of extant medians and a more gradual curve adjacent to 1093 Main Street East and a sharper turn for vehicles travelling northbound along King Street East and continuing eastbound along Main Street East.</p> <p>The Main Street East and King Street East intersection retains associative and contextual value. This intersection has been aligned in its present configuration since at least the late nineteenth century, with the these two major east-west thoroughfares intersecting at this point, locally known as 'The Delta'. Reference to this intersection as 'The Delta' expresses its historical importance in relation to the development of the early road network in the City of Hamilton and its function as the historical beginning of two branches splitting off a primary transportation corridor.</p> <p>Installation of extant medians and current profiles of curb corners likely represent more recent interventions to this resource. Removal of medians, including the very young trees, as well as alteration to the profile of corner curbs is not expected to adversely impact the resource.</p>	<ul style="list-style-type: none"> • Document the cultural heritage landscape of this intersection in advance of alteration.

5.0 CONCLUSIONS

A review of historic mapping from 1876, 1893, 1898, and 1914, combined with the updated results of data collection and a field review conducted in 2009, and an updated field review conducted in October 2010 and June 2011 within the context of the conceptual alignment presented in DW1 and DW2, confirmed that wide portions of the study corridor retain numerous cultural heritage resources. Generally, resources are concentrated in the downtown core, from east of the Highway 403 through to the Delta. In the eastern and western extremities of the study corridor under assessment, fewer cultural heritage resources were identified. The following provides a summary of inventory findings:

In summary, the Main Street portion of the B-Line RT study corridor contains:

- One cultural heritage landscape listed on the City of Hamilton Register of Property of Cultural Heritage Value, which includes one park (CHL 4);
- Two cultural heritage landscapes that are identified on the City of Hamilton's Inventory of Cultural Heritage Landscapes, which include one waterscape (CHL 1) and one park (CHL 4);
- One cultural heritage landscape identified in the Ainslie Wood Westdale Secondary Plan (CHL 7);
- One built heritage resource, identified as a school (BHR 1), which was previously identified in the City of Hamilton's Inventory of Buildings of Architectural and/or Historical Interest;
- One built heritage resource that consists of an industrial structure (BHR 18), which was identified during the field review;
- One built heritage resource that consists of an engineering work (BHR 22) and which was identified during the field review;
- Four cultural heritage landscapes that were either identified during the 2009 field review or during preliminary cultural heritage landscape analysis conducted by the City of Hamilton, which include one water line (CHL 2), one commercial streetscape (CHL 3), and two residential neighbourhoods (CHL 8 and CHL 9).

In summary, the King Street portion of the B-Line study corridor contains:

- Five properties designated under Part IV of the *Ontario Heritage Act*, which consist of residential (BHR 2), commercial (BHR 17, BHR 19, and BHR 21) and institutional (BHR 20) structures. A review of the designation by-law for BHR 20, also known as the John Sopinka Courthouse, suggests that this property may retain provincial significance;
- Three resources that are listed on the City of Hamilton Register of Properties of Cultural Heritage Value, which include one park (CHL 16), one former hotel (82 King Street East located within CHL 15), and one church (BHR 16);
- Three cultural heritage landscapes that are identified on the City of Hamilton's Inventory of Cultural Heritage Landscapes, which include parks (CHL 11, CHL 16, and CHL 17);



- Eight built heritage resources that were previously identified in the City of Hamilton's Inventory of Buildings of Architectural and/or Historical Interest, which consist of educational (BHR 3), residential (BHR 6, BHR 7, BHR 8, and BHR 12), commercial (BHR 11), and religious (BHR 15 and BHR 16) structures;
- One cultural heritage landscape that was previously identified in the City of Hamilton's Inventory of Buildings of Architectural and/or Historical Interest, which consists of a church complex (CHL 10).
- Six built heritage resources that were identified during the 2009 field review, which consist of residential (BHR 4, BHR 5, BHR 9), commercial (BHR 10), and miscellaneous structures (BHR 13 and BHR 14); and
- Eleven cultural heritage landscapes that were either identified during the 2009 field review or during preliminary cultural heritage landscape analysis conducted by the City of Hamilton, which include five commercial/residential streetscapes (CHL 12, CHL 13, CHL 18, CHL 20, and CHL 22), four commercial streetscapes (CHL 14 and CHL 15), one residential streetscape (CHL 21), and three railsapes (CHL 5, CHL 6 and CHL 19).

6.0 RECOMMENDATIONS

To date the following work plan components have been completed:

- Review of the previously completed *Cultural Heritage Assessment Report: Rapid Transit Initiative, City of Hamilton* (ASI 2009) to identify and address any gaps in data collection;
- Updating of cultural heritage resource inventory data compiled as part of the 2009 study;
- Analysis of the preferred route for the B-Line RT corridor including review of the overall alignment, potential property acquisitions, and proposed stop/platforms location, and
- Identification of overall constraints and opportunities of the undertaking on known cultural heritage resources.
- Assessment of potential impacts of the proposed conceptual alignment on identified cultural heritage resources and development of conservation and/or mitigation measures where appropriate.

Based on the results of these work plan tasks, the following recommendations have been developed to inform development of detailed functional planning and route analysis of the proposed conceptual alignment for the B-Line RT corridor:

1. Any proposed light rail transit alignments, property requirements, and associated infrastructure be suitably planned in a manner that avoids any identified, above ground, cultural heritage resource. The following specific and general recommendations have been developed to guide on-going development of the B-Line RT corridor:



- 1.1 BHR 13: Avoid encroachment on the existing property. Should encroachment be required, conduct a detailed resource specific heritage impact assessment at the earliest possible stage to develop an appropriate conservation plan.
- 1.2 BHR 15: Avoid encroachment on to the existing property. It is recommended that the Queen Street platform be relocated to a less sensitive site, potentially at the southeast corner of the intersection, although the property at this location is also identified as a built heritage resource. Should it be determined that there is no other technically feasible location for the platform, encroachment should be minimized and strongly guided by a conservation plan. A detailed heritage impact assessment for the resource should be prepared for the resource for the purposes of: designing an appropriate platform that does not negatively impact visual experiences of the resource and its function as an important landmark and visitor destination in the City of Hamilton. The heritage impact assessment should also address conservation strategies for the fencing system and sloped interlocking brick adjacent to the fencing system.
- 1.3 BHR 16: Minimize encroachment on to the resource.
- 1.4 BHR 22: Consider development of an alternative design option that utilizes a modern roundabout design at the Strathearne Avenue and Main Street East intersection. Prior to alteration and/or removal of the subject resource, the subject resource should be subject to photographic documentation and compilation of a cultural heritage resource documentation report.
- 1.5 BHR 14: Avoid encroachment on to existing property. Should encroachment be required, conduct a detailed, resource specific heritage impact assessment at the earliest stage possible of the preliminary design phase to recommend an appropriate conservation plan.
- 1.6 CHL 6: Avoid widening the bridge. Should widening of the subject bridge be required, conduct a detailed, resource specific heritage impact assessment at the earliest stage possible of the preliminary design phase to recommend an appropriate conservation plan.
- 1.7 CHL 7: and 8 If encroachment is managed appropriately a small set back between residences and the road right-of-way could be appropriate based on analysis of other residential structures contained within the CHL; generally setbacks range from 4 – 8 m. Should encroachment be expected to result in displacement, a resource-specific heritage impact assessment should be conducted at the earliest possible stage to confirm the resource's specific heritage value and recommend appropriate conservation and/or mitigation measures.
- 1.8 CHL 9 (Westdale Collegiate): Avoid encroachment and tree removals. Should encroachment be required, a detailed, resource-specific heritage impact assessment should be prepared to confirm the resource's specific heritage value and to recommend an appropriate conservation plan.



- 1.9 CHL 10: Avoid widening the bridge and any removal of trees associated with CHL 10. Should widening of the subject bridge be required and encroachments expected in the vicinity of CHL 10, conduct a detailed, resource specific heritage impact assessment at the earliest stage possible of the preliminary design phase to recommend an appropriate conservation plan.
 - 1.10 CHL 16: Alteration to this resource should be avoided given its high cultural heritage significance. Should it not be technically feasible to avoid direct impacts to the resource, removal and reinstallation of curbs, fencing and trees should be managed appropriately to conserve the resource's cultural heritage values. It is recommended that a heritage impact assessment be undertaken to aid in the development of more detailed conservation measures in this area.
 - 1.11 CHL 17: Avoid encroachment on to existing property. Should encroachment be required, conduct a detailed, resource specific heritage impact assessment at the earliest stage possible of the preliminary design phase to recommend an appropriate conservation plan.
 - 1.12 CHL 18: Ensure that appropriate vehicular access is maintained to the subject resources in accordance with public safety standards and to ensure the long term viability of the resource.
 - 1.13 CHL 20: Avoid removal of the landscaped median at Proctor Boulevard and alteration of streetscape. Should removal and/or alterations to the median be required, conduct a detailed, resource specific heritage impact assessment at the earliest stage possible of the preliminary design phase to recommend an appropriate conservation plan. Ensure that appropriate vehicular access is maintained to buildings located within CHL 20, in accordance with public safety standards and to ensure the long term viability of the resource.
 - 1.14 CHL 22: Document the cultural heritage landscape of this intersection in advance of alteration.
 - 1.15 Although the proposed undertaking has been generally developed to utilized the existing road right-of-way, vibration studies associated with construction and operation activities should be conducted to confirm that there will not be adverse impacts to resources. Throughout a large part of the corridor, building fronts are set in very close proximity to the existing road right-of-way and date to the nineteenth century. As such, potential vibration impacts need to be carefully considered. Based on the results of vibration studies, appropriate conservation plans should be developed including but not limited to, building and/or façade stabilization measures or development of appropriate setbacks.
2. The wide and diverse numbers of cultural heritage resources located along the Main Street and King Street corridors provide opportunities to capitalize on and celebrate these assets in the design of stop infrastructure, minimizing the extent to which introduction of rail infrastructure will adversely alter the setting of cultural heritage resources. Given that numerous stop platforms are proposed adjacent to cultural heritage resources, design principles and branding strategies should be developed in consideration of their scenic



- amenity, contextual values, and character. In this sense, there are opportunities to sympathetically integrate the proposed rail 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. The proposed infrastructure also has the potential to present new opportunities for conserving and interpreting cultural heritage resources located within the corridor. The proposed B-Line, and its removal of major traffic movements from Main Street and King Street, has the potential to improve the urban realm of the area. Increasing numbers of cyclists and pedestrians within the corridor has the potential to help foster an awareness and appreciation of the various cultural heritage resources and cultural heritage landscapes located throughout the corridor. Some measures that may be considered as part of the proposed undertaking include introduction of improved sidewalk lighting and sightlines and introduction of public art. These strategies have the potential to present new opportunities for conserving, interpreting and integrating existing cultural heritage resources into the urban realm. As part of the development of station platform prototypes, consideration should be given to designing this infrastructure in a manner sympathetic and sensitive to the cultural heritage landscape corridors identified in this report.
3. In advance of RT construction, identified cultural heritage landscapes and built heritage resources should be photographically documented to record their existing conditions and to serve as a final archived document in advance of landscape alteration. This task should include photographic documentation of individual resources, including representative views of transportation corridors identified within cultural heritage landscapes, township settlement histories, relevant historic mapping, and historic photographs where appropriate.
 4. When more detailed designs are complete, roads located within, or which intersect identified cultural heritage landscapes should be reviewed to identify any additional potential alterations. Where alterations are identified, these roads should be documented in and included in the landscape documentation report described above.
 5. Where additional light rail infrastructure is proposed in relation to the present undertaking, and which has not been considered as part of this report, a qualified heritage consultant should be consulted to confirm impacts of such infrastructure and to develop appropriate recommendations to mitigate and/or avoid identified impacts.
 6. 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 rail 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.



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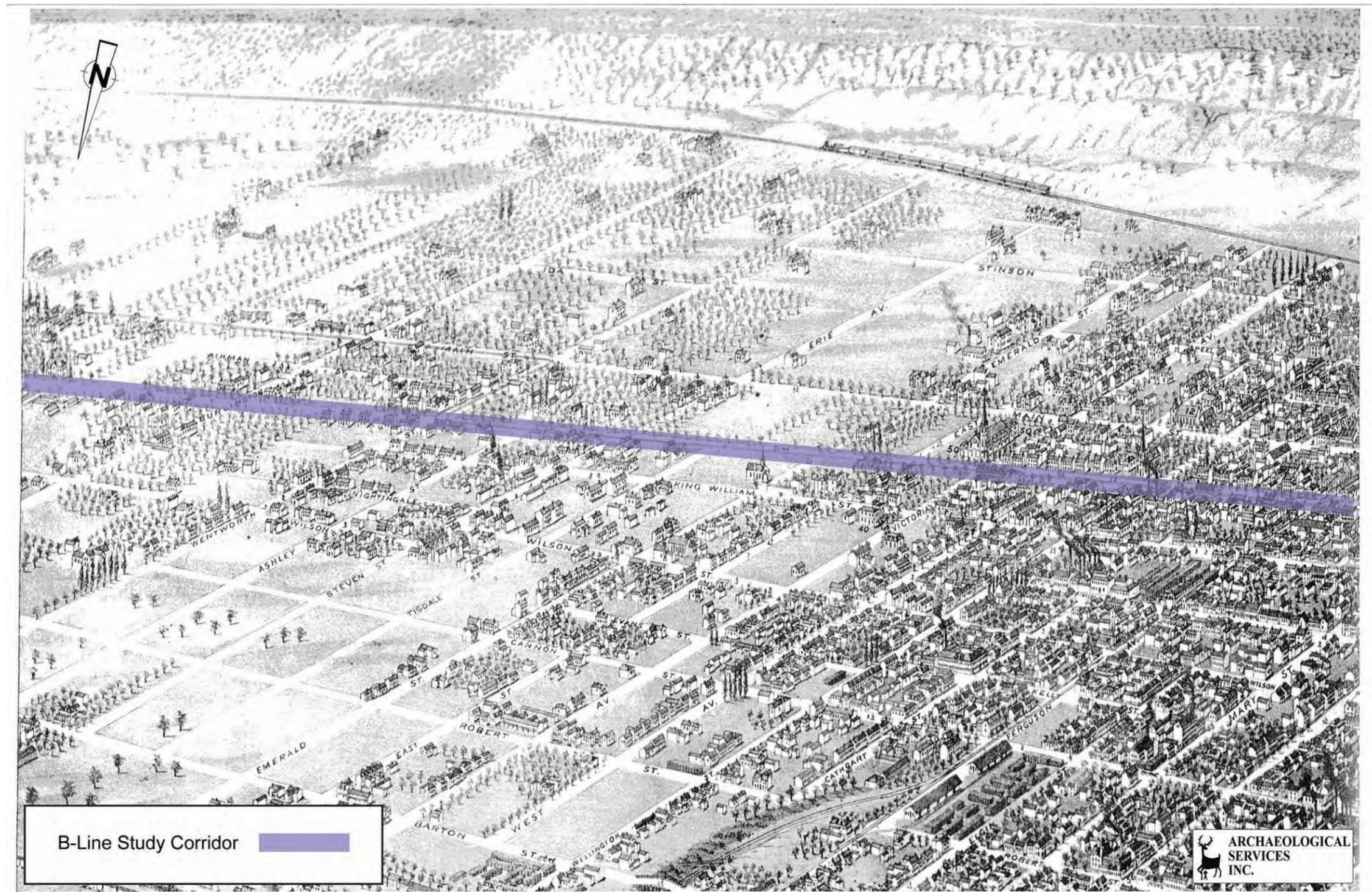
1893 *Bird's Eye View of the City of Hamilton, Canada.*



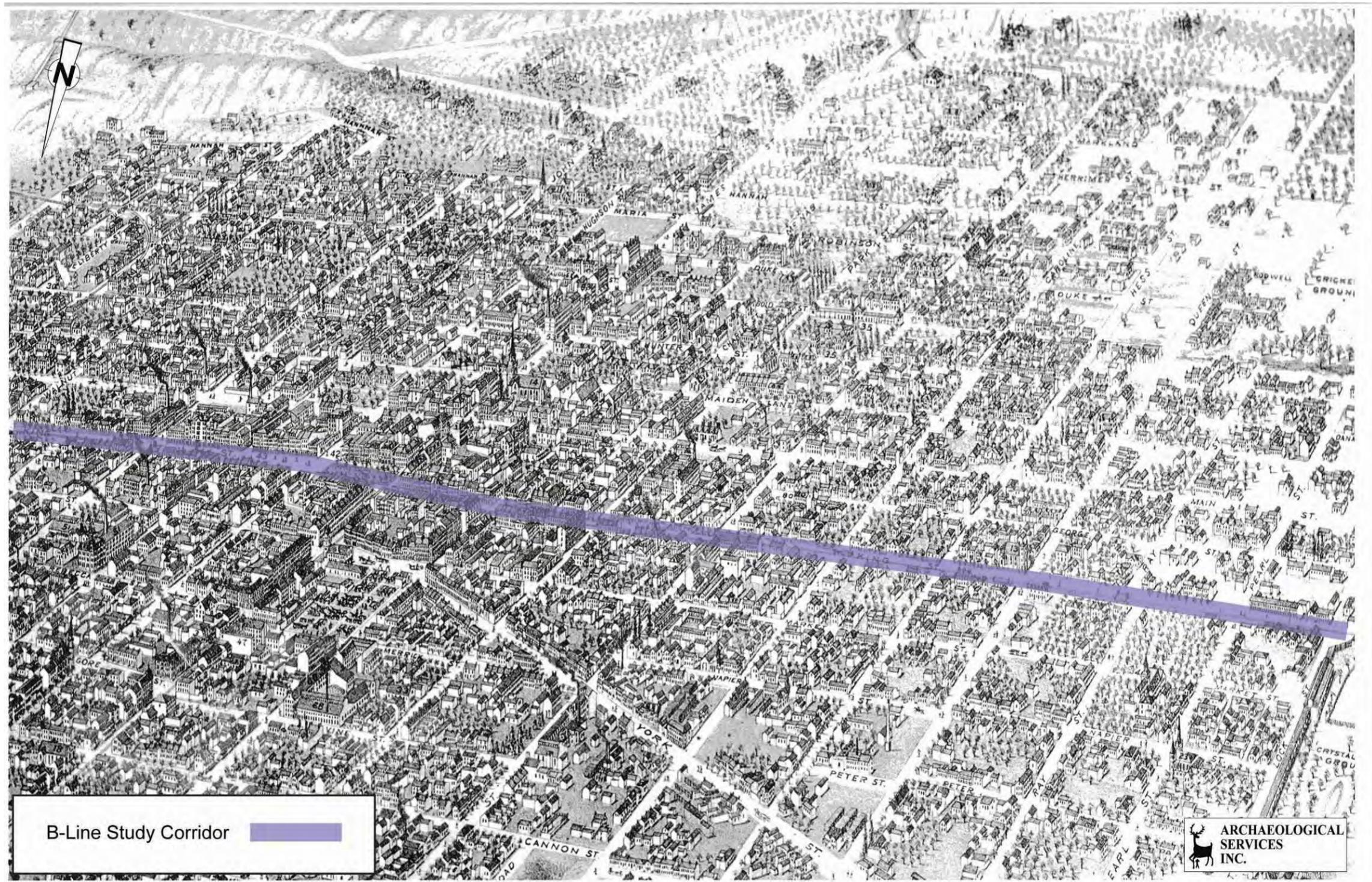
APPENDIX A

1876 and 1893 Bird's Eye View Rapid Transit Initiative, City of Hamilton, Ontario

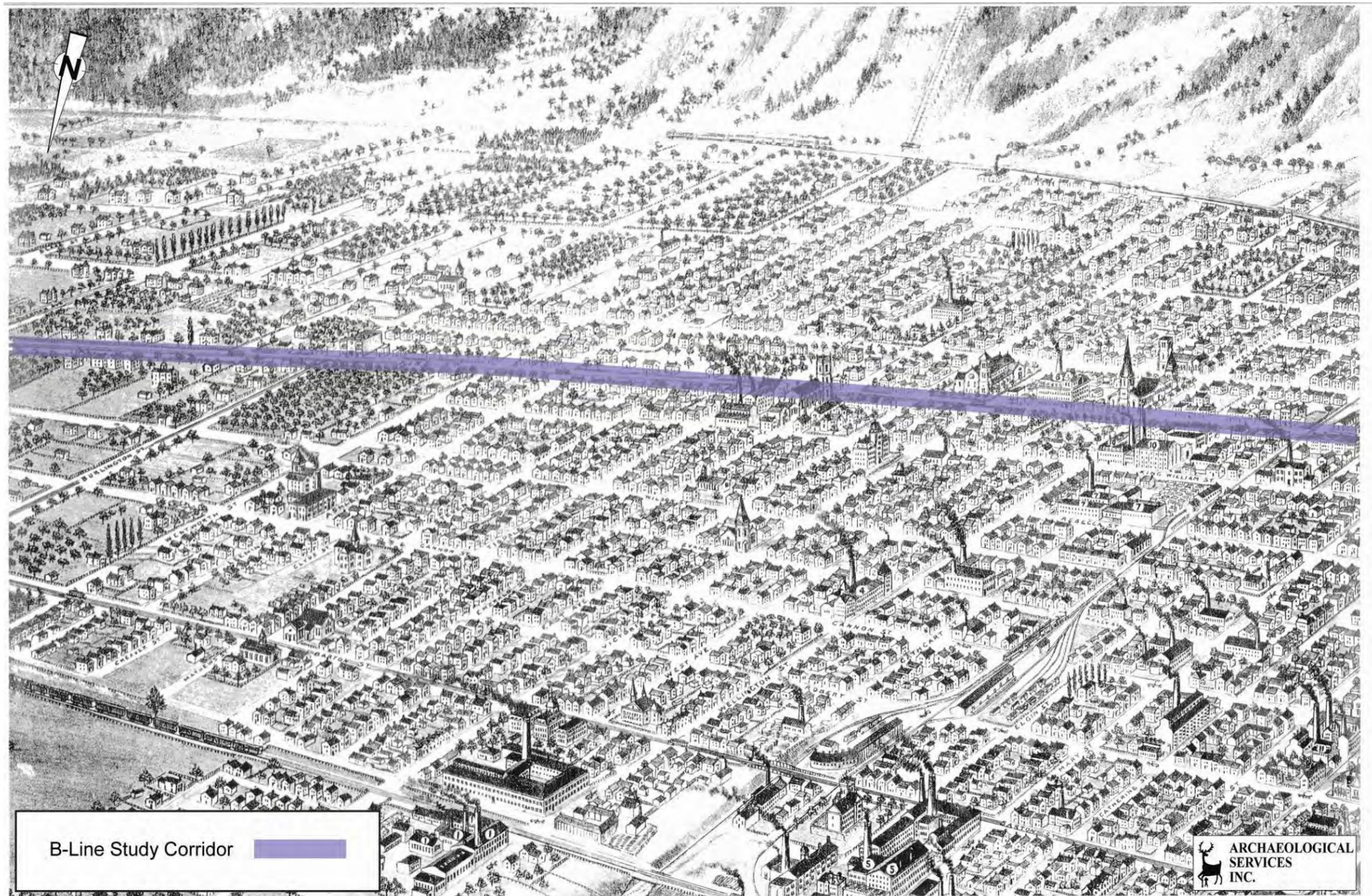




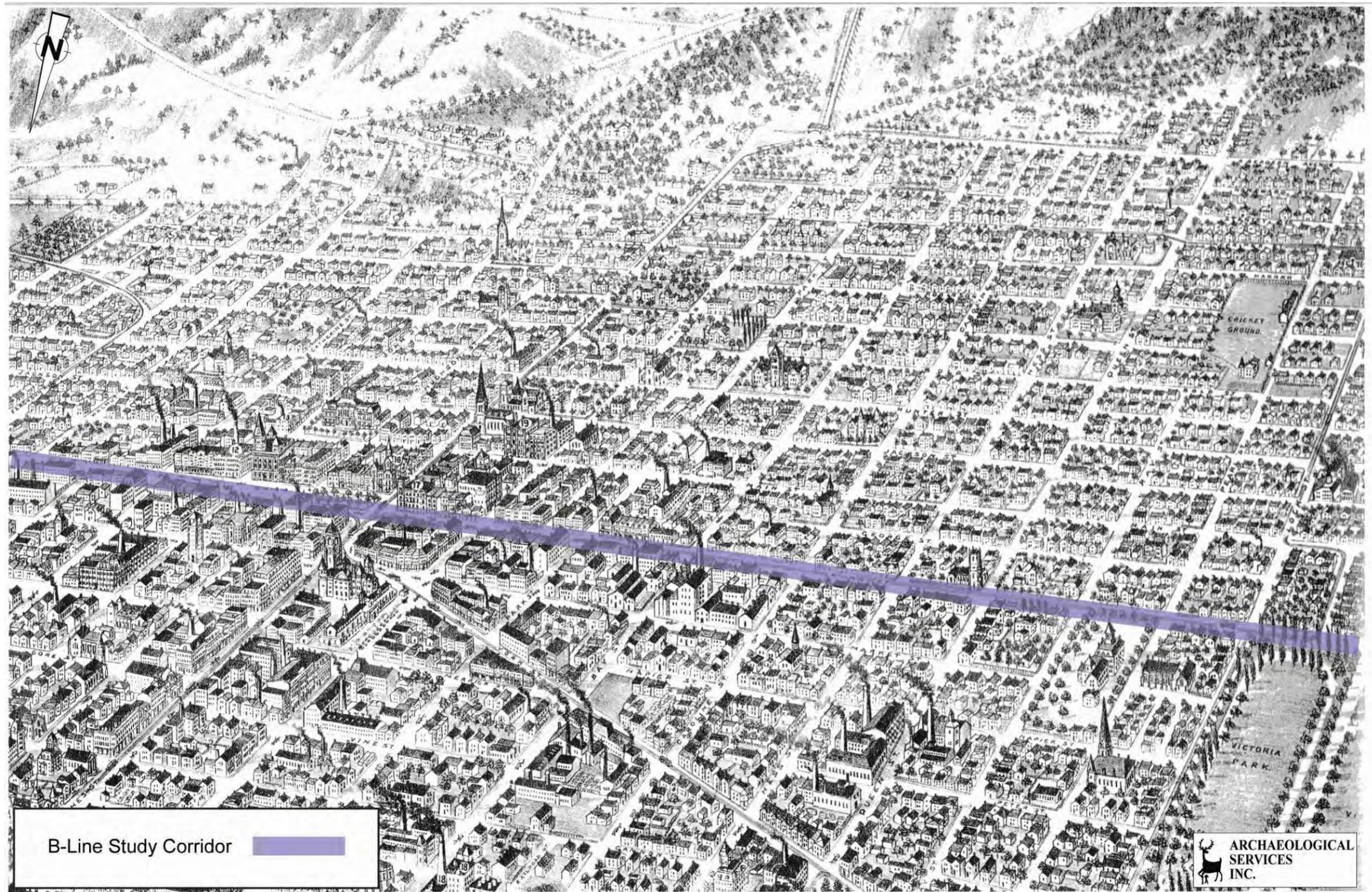
Part of the study corridor (Walnut St to Burlington St) superimposed on a map of the 1876 *Bird's Eye View of the City of Hamilton*



Part of the study corridor (Walnut St to Lock St) superimposed on a map of the 1876 *Bird's Eye View of the City of Hamilton*



Part of the study corridor (Walnut St to Burlington St) superimposed on a map of the 1893 *Bird's Eye View of the City of Hamilton*

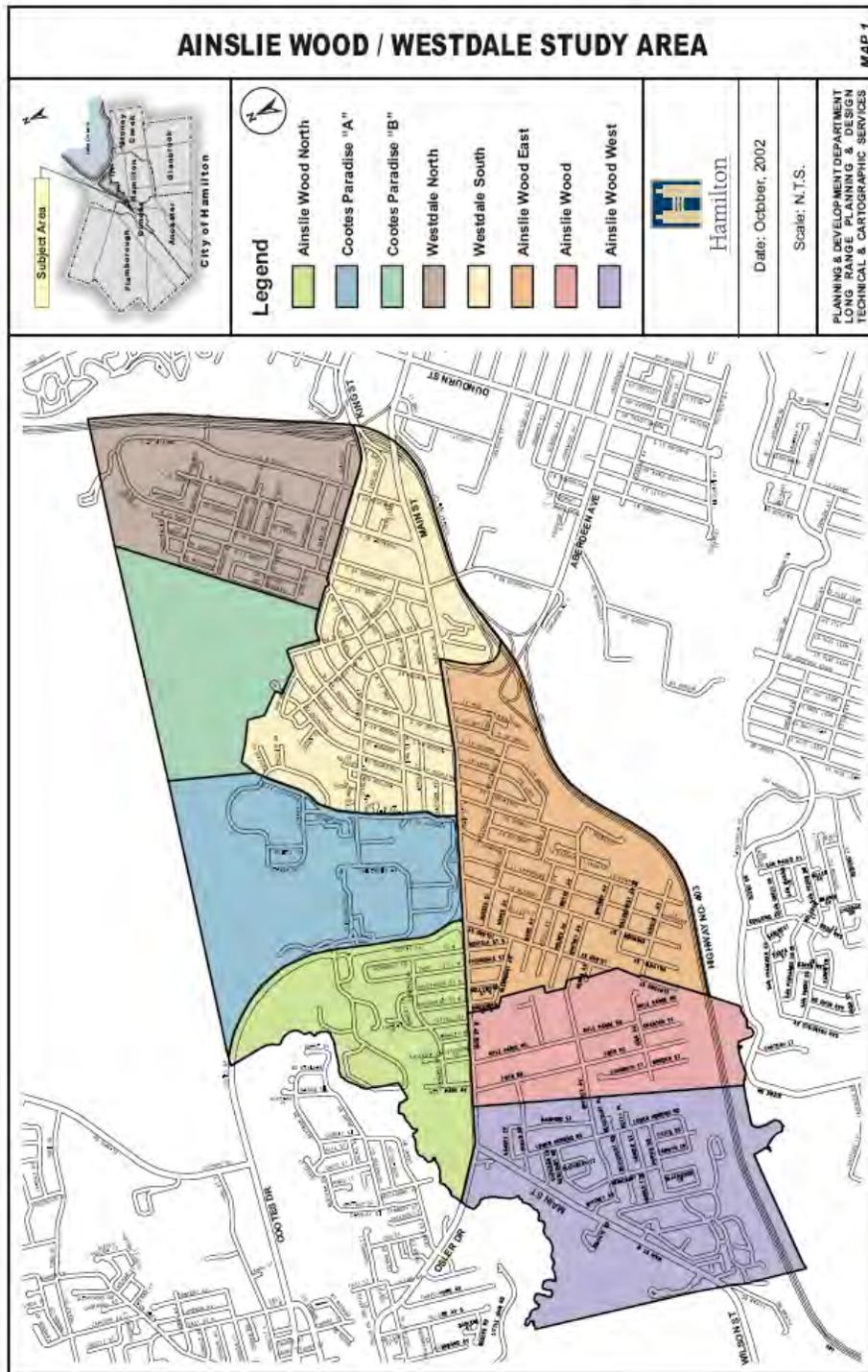


Part of the study corridor (Walnut St to Lock St) superimposed on a map of the 1893 *Bird's Eye View of the City of Hamilton*

APPENDIX B:

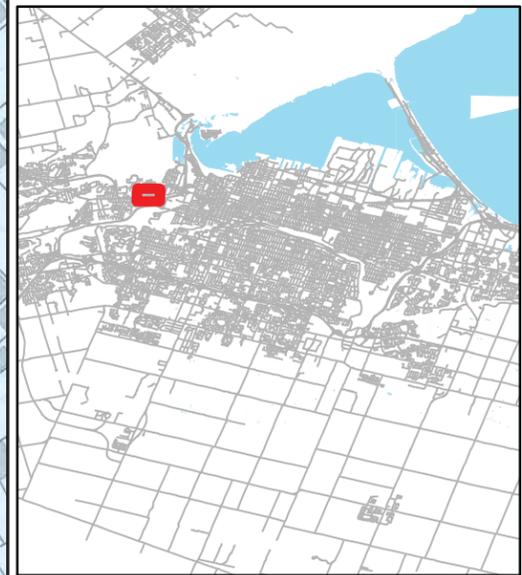
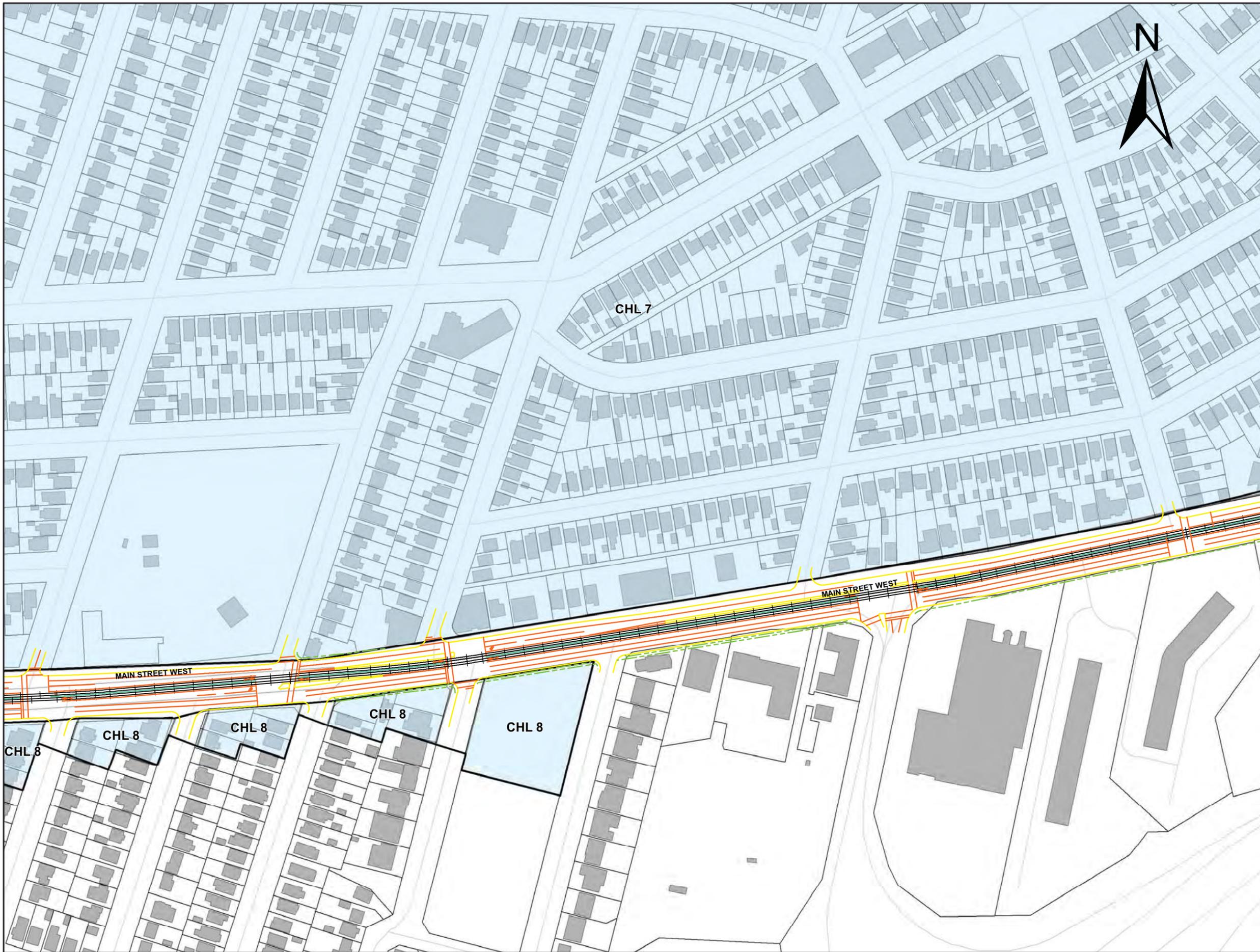
**Ainslie Wood/Westdale Study Area
Rapid Transit Initiative, City of Hamilton, Ontario**





**APPENDIX C:
CULTURAL HERITAGE RESOURCE FEATURE MAPPING SHOWING CONCEPTUAL ALIGNMENT PROPOSED IN DESIGN
WORKBOOK 2**





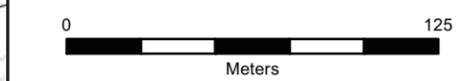
Legend

- Designated Under Part IV of the Ontario Heritage Act
- Built Heritage Resource (BHR)
- Cultural Heritage Landscape (CHL)
- Hamilton St data
- Proposed B-Line Alignment

Alignment v2.0.3

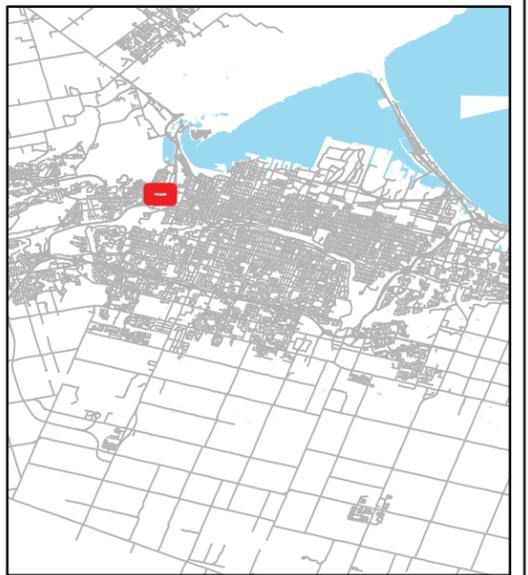
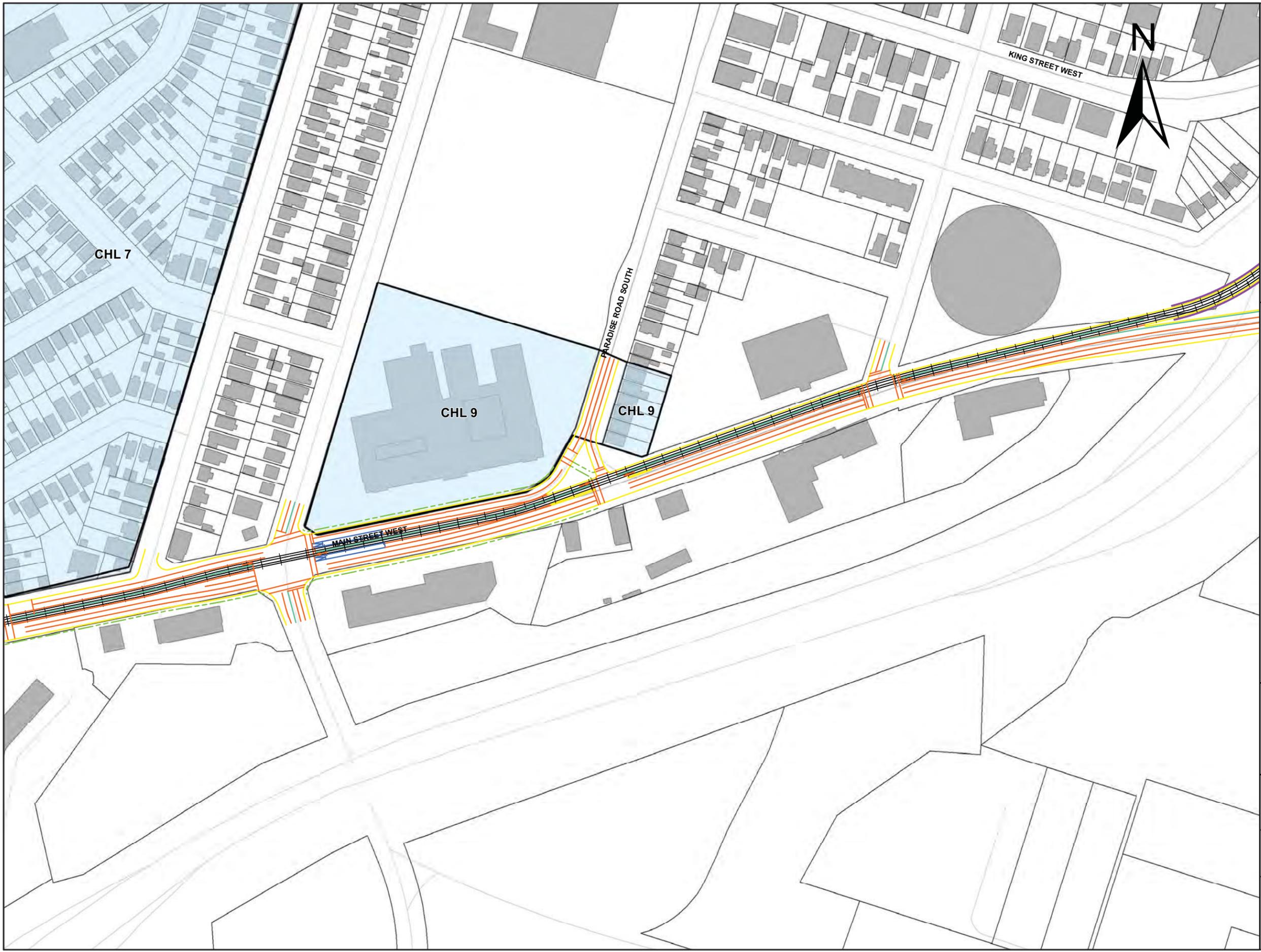
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- 1kerb
- 1mark
- 1platform
- 1structure
- 1ymark
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BASE:
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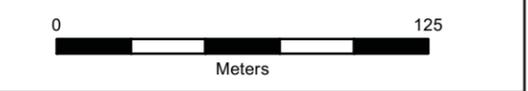
Legend

- Designated Under Part IV of the Ontario Heritage Act
- Built Heritage Resource (BHR)
- Cultural Heritage Landscape (CHL)
- Hamilton St data
- Proposed B-Line Alignment

Alignment v2.0.3

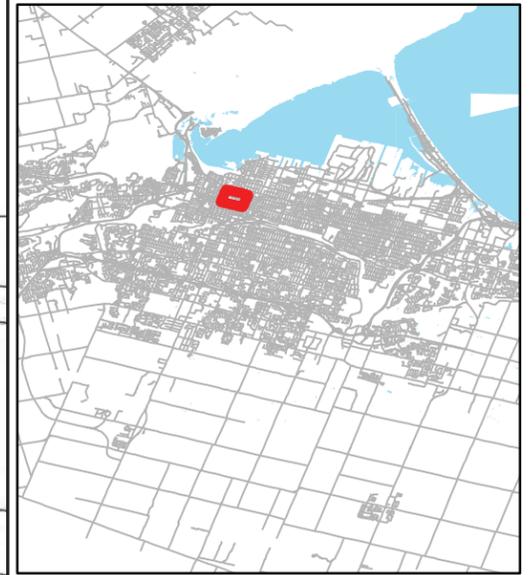
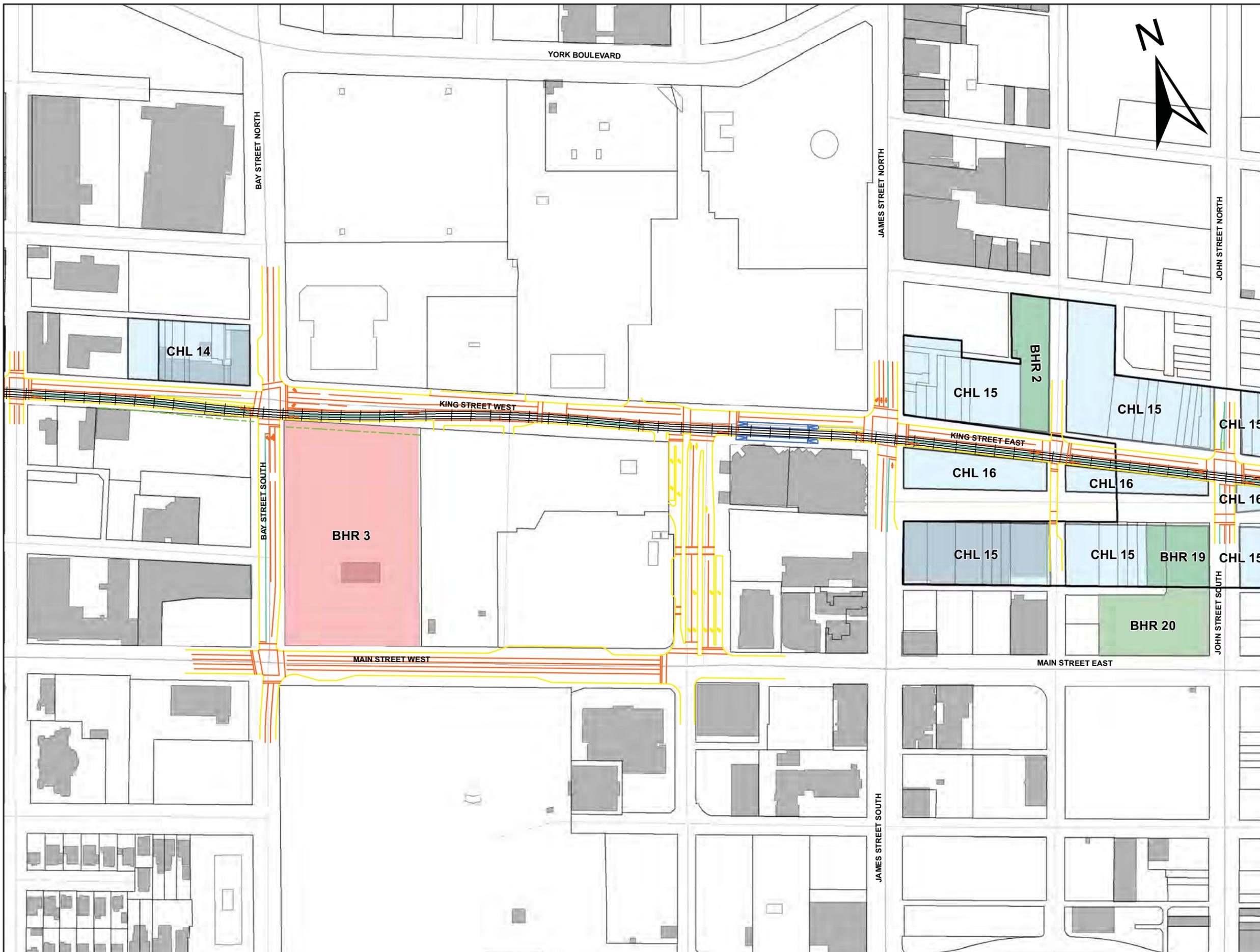
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- 1mark
- 1platform
- 1structure
- 1ymark
- 1track

BASE:
 Bing Aerial Maps
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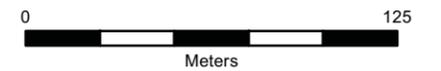
Legend

- Designated Under Part IV of the Ontario Heritage Act
- Built Heritage Resource (BHR)
- Cultural Heritage Landscape (CHL)
- Hamilton St data
- Proposed B-Line Alignment

Alignment v2.0.3

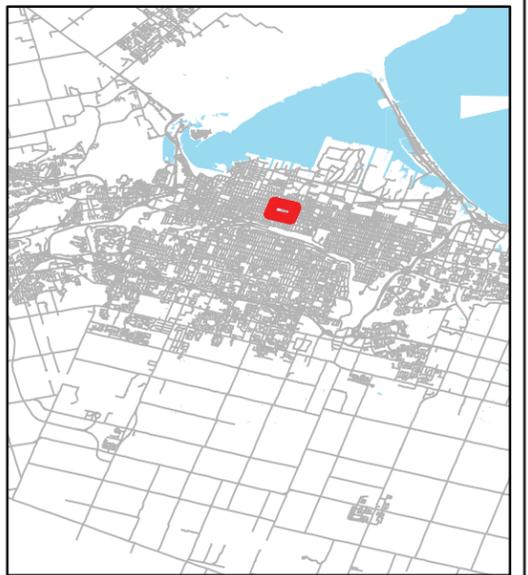
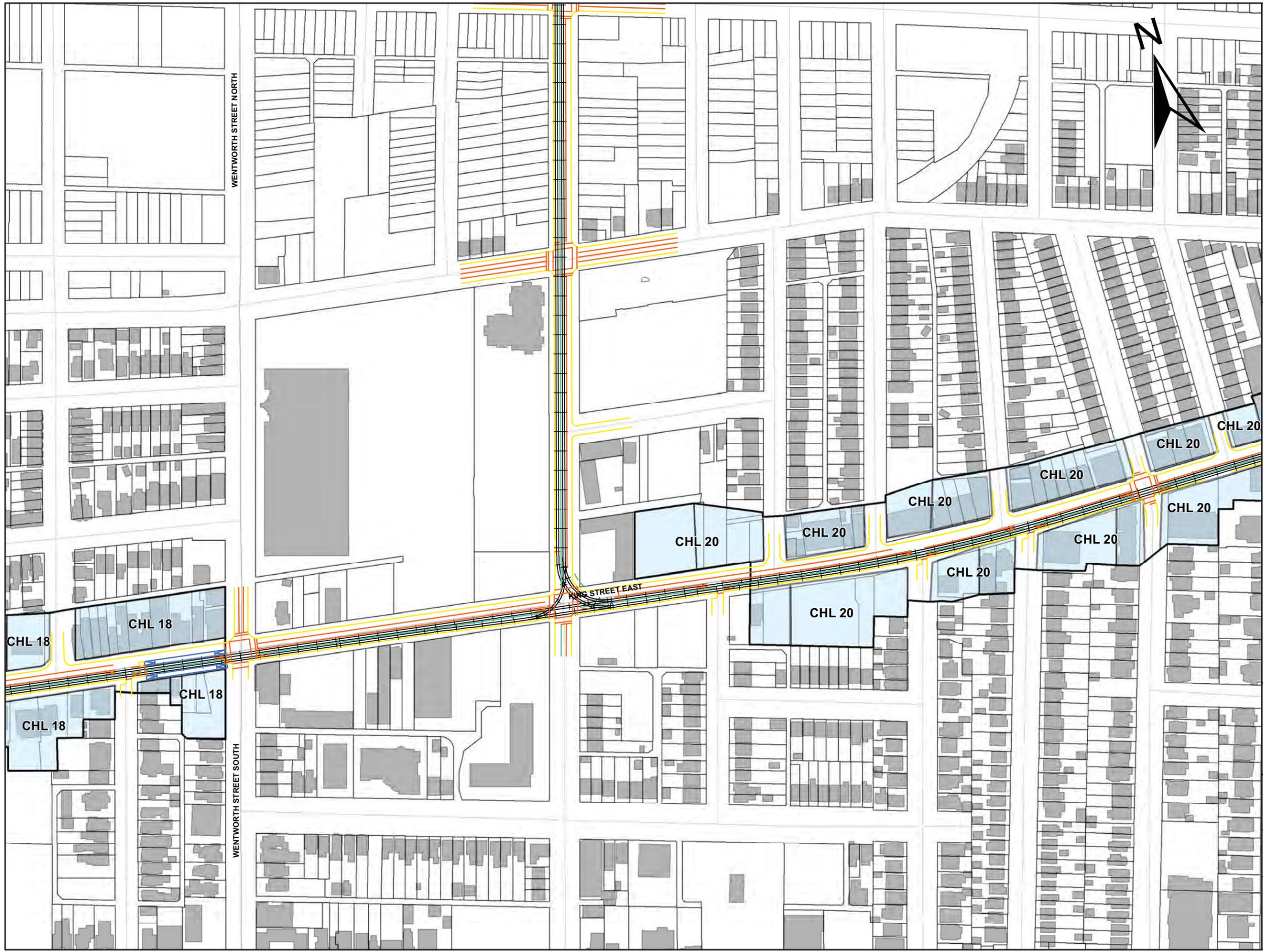
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BASE:
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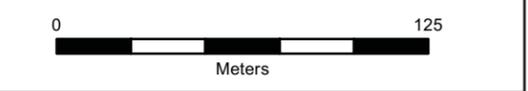
Legend

- Designated Under Part IV of the Ontario Heritage Act
- Built Heritage Resource (BHR)
- Cultural Heritage Landscape (CHL)
- Hamilton St data
- Proposed B-Line Alignment

Alignment v2.0.3

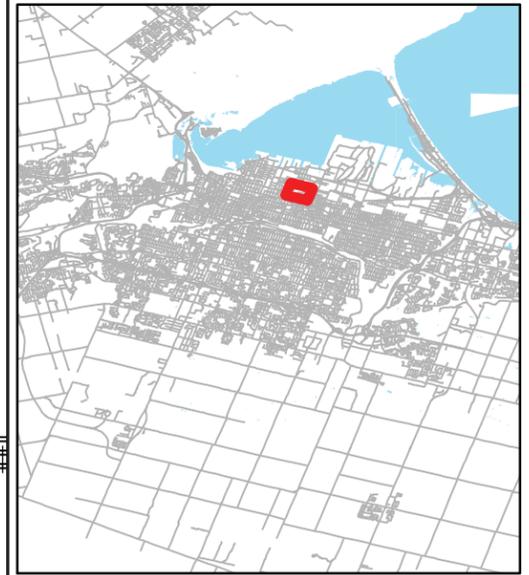
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- 1ymark
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Legend

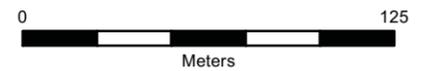
- Designated Under Part IV of the Ontario Heritage Act
- Built Heritage Resource (BHR)
- Cultural Heritage Landscape (CHL)

- Hamilton St data
- Proposed B-Line Alignment

Alignment v2.0.3

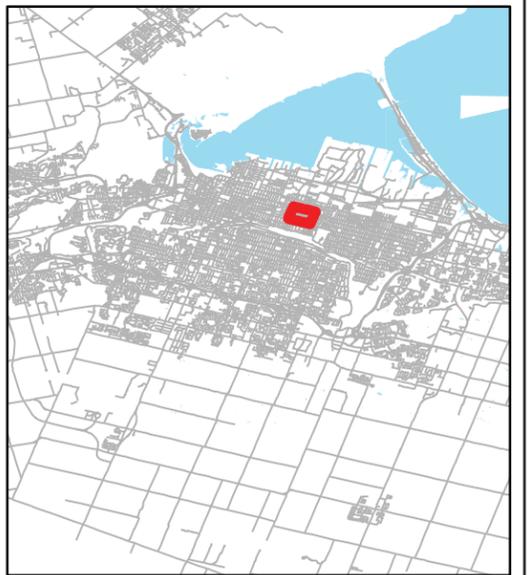
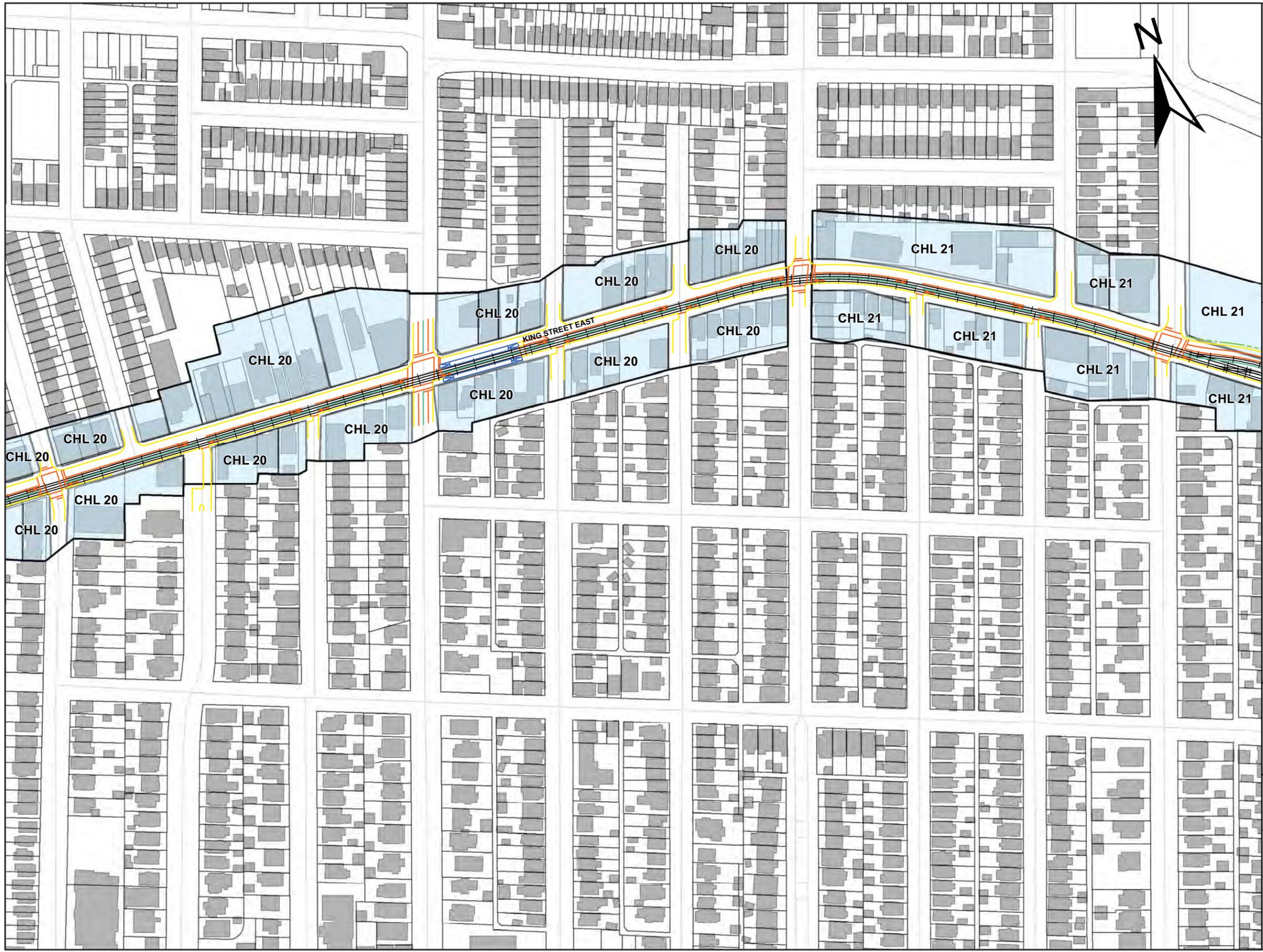
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BASE:
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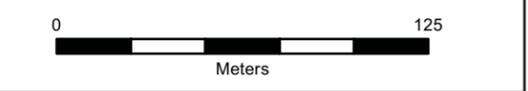
Legend

- Designated Under Part IV of the Ontario Heritage Act
- Built Heritage Resource (BHR)
- Cultural Heritage Landscape (CHL)
- Hamilton St data
- Proposed B-Line Alignment

Alignment v2.0.3

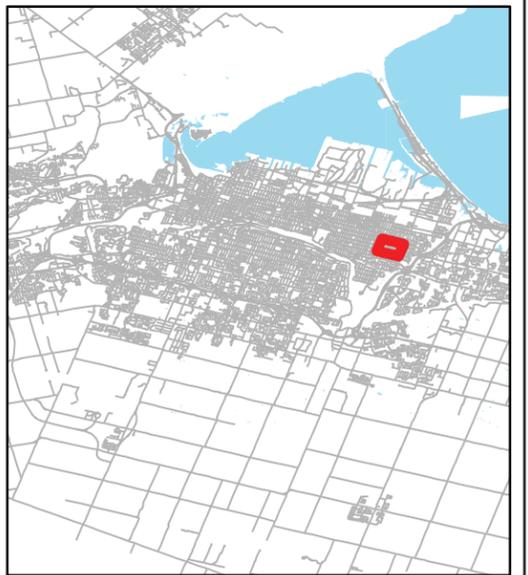
- 1footway
- 1kerb
- 1mark
- 1platform
- 1structure
- 1ymark
- 1track

BASE:
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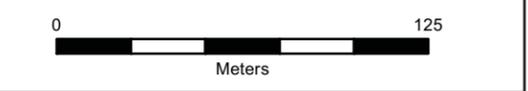
Legend

- Designated Under Part IV of the Ontario Heritage Act
- Built Heritage Resource (BHR)
- Cultural Heritage Landscape (CHL)
- Hamilton St data
- Proposed B-Line Alignment

Alignment v2.0.3

- 1footway
- 1kerb
- 1mark
- 1platform
- 1structure
- 1ymark
- 1track

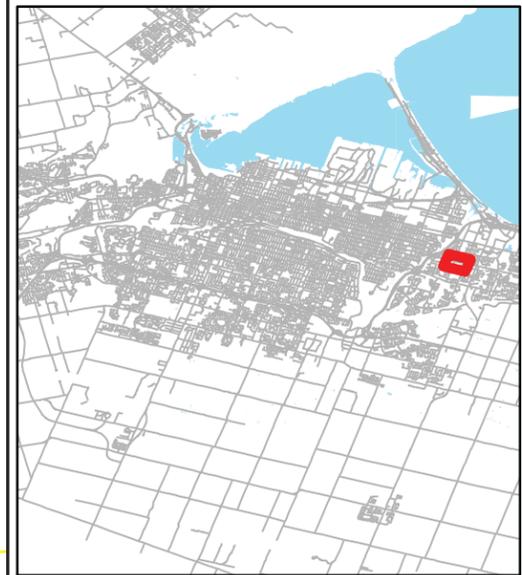
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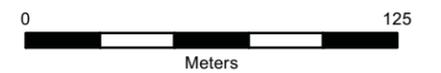
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- Designated Under Part IV of the Ontario Heritage Act
- Built Heritage Resource (BHR)
- Cultural Heritage Landscape (CHL)
- Hamilton St data
- Proposed B-Line Alignment

Alignment v2.0.3

- 1footway
- 1kerb
- 1mark
- 1platform
- 1structure
- 1ymark
- 1track

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