Cultural Heritage Report:
Existing Conditions and Preliminary Impact Assessment

Beach Boulevard
Municipal Class Environmental Assessment

City of Hamilton, Ontario

Draft Report

Prepared for:

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Archaeological Services Inc. File: 20CH-155

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Executive Summary

Archaeological Services Incorporated, was contracted by IBI Group, on behalf of City of Hamilton, to conduct a Cultural Heritage Report as part of the Beach Boulevard Municipal Class Environmental Assessment. The project involves the development of flood remediation measures, which may include but are not limited to enhanced operations and maintenance, land transfers, amendments to legislation/programs, lot level works, and infrastructure upgrades, as well as a new pumping station. The project study area consists of Beach Boulevard, Eastport Drive, the Queen Elizabeth Way from the Eastport Drive and Beach Boulevard intersection to the Burlington Canal, and associated lands along the peninsula across Lake Ontario between Hamilton and Burlington. The study area is generally bounded by Lake Ontario to the northeast and Burlington Bay to the southwest, residential properties to the northwest, and industrial properties and recreational properties to the southeast.

The purpose of this report is to present an inventory of known and potential built heritage resources and cultural heritage landscapes, identify existing conditions of the project study area, provide a preliminary impact assessment, and propose appropriate mitigation measures.

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with an urban land use history dating back to the mid-nineteenth century. At present, a review of federal, provincial, and municipal registers, inventories, and databases revealed that there are 99 previously identified built heritage resources (B.H.R.s) and cultural heritage landscapes (C.H.L.s) within the overall Beach Boulevard study area.

The entire study area (with the exception of a small portion of grassland in the southwest corner of the study area) is included in the Hamilton Beach (A, B, C) Historic Neighbourhood Inventory (C.H.R. 99) (City of Hamilton, 2021). Further, the majority of study area east of the Queen Elizabeth Way is included in the Hamilton Beach Strip Cultural Heritage Landscape (C.H.R. 30) (City of Hamilton,

2021). Accordingly, all individual properties within these areas are considered to be included within these larger C.H.L.s.

Based on the results of the assessment, the following recommendations have been developed:

1. Construction activities and staging should be suitably planned and undertaken to avoid unintended negative impacts to identified B.H.R.s and C.H.L.s. Avoidance measures may include, but are not limited to: erecting temporary fencing, establishing buffer zones, issuing instructions to construction crews to avoid identified B.H.R.s and C.H.L.s, etc.

2. To ensure the following properties are not adversely impacted during construction, baseline vibration monitoring should be undertaken during detailed design:
    - Burlington Bay Skyway (C.H.R. 2),
    - 122 Beach Boulevard (C.H.R. 8),
    - 198 Beach Boulevard (C.H.R. 12),
    - 218 Beach Boulevard (C.H.R. 14),
    - 268 Beach Boulevard (C.H.R. 17),
    - Hamilton Beach Strip (C.H.R. 30),
    - Hamilton Beach Heritage Conservation District (C.H.R. 31),
    - 1011 Beach Boulevard (C.H.R. 85),
    - 1019 Beach Boulevard (C.H.R. 87),
    - 1056 Beach Boulevard (C.H.R. 91),
    - 1060 Beach Boulevard (C.H.R. 92),
    - 1064 Beach Boulevard (C.H.R. 93), and
    - Hamilton Beach (A, B, C) Established Historic Neighbourhood (C.H.R. 99).

Should this advance monitoring assessment conclude that the structure(s) on these properties will be subject to vibrations, prepare and implement a vibration

monitoring plan as part of the detailed design phase of the project to lessen vibration impacts related to construction.

3. Plan trenching, tunnelling, and pumping station construction activities to avoid permanent removal of features such as grass boulevards, street trees, hedgerows, front yard plantings, and many mature boundary plantings. If disturbed, these features should be reinstated with post-construction landscaping plans to match the current existing conditions.

4. Given the surrounding heritage context and that the broader study area has been identified as containing areas of cultural heritage value or interest and/or groupings of cultural heritage resources, the design of the proposed pumping station should be visually compatible, subordinate to, and distinct from surrounding heritage resources.

5. Consultation with City of Hamilton Heritage Planning staff should occur to confirm whether any further review and analysis of proposed interventions with the Hamilton Beach H.C.D. are required. Consultation with City of Hamilton Heritage Planning Staff should also confirm whether any further heritage impact assessment reporting will be required in relation to the Hamilton Beach Strip Cultural Heritage Landscape and the Hamilton Beach (A, B, C) Established Historic Neighbourhood as part of future design phases and/or preceding construction activities.

6. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential B.H.R.s and C.H.L.s.

7. The report should be submitted to the City of Hamilton and the Ministry of Citizenship and Multiculturalism for review and comment, and any other local heritage stakeholders that may have an interest in this project. The final report should be submitted to the City of Hamilton for their records.

Report Accessibility Features

This report has been formatted to meet the Information and Communications Standards under the *Accessibility for Ontarians with Disabilities Act*, 2005 (A.O.D.A.). Features of this report which enhance accessibility include: headings, font size and colour, alternative text provided for images, and the use of periods within acronyms. Given this is a technical report, there may be instances where additional accommodation is required in order for readers to access the report's information. If additional accommodation is required, please contact Annie Veilleux, Manager of the Cultural Heritage Division at Archaeological Services Inc., by email at aveilleux@asiheritage.ca or by phone 416-966-1069 ext. 255.

Project Personnel

- **Senior Project Manager**: Rebecca Sciarra, M.A., C.A.H.P., Partner, Director - Cultural Heritage Division (Existing Conditions and Preliminary Impact Assessment)
- **Project Coordinator:** Katrina Thach, B.A. (Hon), Associate Archaeologist, Division Coordinator - Environmental Assessment Division
- **Project Manager**: John Sleath, M.A., Cultural Heritage Specialist, Project Manager - Cultural Heritage Division (Preliminary Desktop Results)
- **Field Review**: Michael Wilcox, P.h.D., Historian - Cultural Heritage Division
- **Report Production**: Kirstyn Allam, B.A. (Hon), Advanced Dipl. Applied Museum Studies, Cultural Heritage Analyst, Technical Writer and Researcher - Cultural Heritage Division
- John Sleath
- **Graphics Production**: Peter Bikoulis, P.h.D., Archaeologist, Geomatics Technician – Operations Division
- Jonas Fernandez, M.S.c., Manager, Geomatics - Operations Division
- **Report Reviewer(s)**: Rebecca Sciarra

Qualified Persons Involved in the Project

Rebecca Sciarra, M.A., C.A.H.P.
Partner, Director - Cultural Heritage Division

The Senior Project Manager for this Cultural Heritage Report is **Rebecca Sciarra** (M.A., Canadian Studies). She was responsible for: overall project scoping and approach; development and confirmation of technical findings and study recommendations; application of relevant standards, guidelines and regulations; and implementation of quality control procedures. Rebecca is a Partner and Director of the Cultural Heritage Division. She is responsible for the highest-level management of a busy and diverse team of heritage professionals who apply their expertise across a broad range of public and private sector clientele. Rebecca also provides oversight and quality assurance for all deliverables, maintaining responsive and prompt client communications, and providing heritage clients with a direct connection to corporate ownership. In addition to her role as Director of the Cultural Heritage Division, Rebecca is academically trained in heritage conservation principles and practices. She has led a range of high profile and complex heritage planning and conservation management projects for public and private sector clients. Her experience in both the private and public sectors has involved providing expertise around the strategic development of policies and programs to conserve Ontario's cultural heritage resources as part of environmental and land-use planning processes. She has worked with municipal, provincial, federal and private sector clients to lead heritage evaluations and assessment as part of area planning studies, including secondary plans, heritage conservation district studies, and master plans. Rebecca is a member of I.C.O.M.O.S. Canada and the Canadian Association of Heritage Professionals.

John Sleath, M.A.
Cultural Heritage Specialist, Project Manager - Cultural Heritage Division

The Project Manager for this Cultural Heritage Report was **John Sleath** (MA), who is a Cultural Heritage Specialist and Project Manager within the Cultural Heritage Division with ASI. He was responsible for the day-to-day management activities,

including scoping of research activities and site surveys and drafting of study findings and recommendations. John has worked in a variety of contexts within the field of cultural heritage resource management for the past 14 years, as an archaeologist and as a cultural heritage professional. An exposure to both land-based and underwater archaeology and above ground cultural heritage assessments has provided John with a holistic understanding of heritage in a variety of contexts. In 2015 John began working in the Cultural Heritage Division researching and preparing a multitude of cultural heritage assessment reports and for which he was responsible for a variety of tasks including: completing archival research, investigating built heritage and cultural heritage landscapes, report preparation, historical map regression, and municipal consultation. Since 2018 John has been a project manager responsible for a variety of tasks required for successful project completion. This work has allowed John to engage with stakeholders from the public and private sector, as well as representatives from local municipal planning departments and museums. John has conducted hundreds of cultural heritage assessments across Ontario, with a focus on transit and rail corridor infrastructure including bridges and culverts.

Kirstyn Allam, B.A. (Hon), Advanced Dipl. in Applied Museum Studies
Cultural Heritage Technician, Technical Writer and Researcher - Cultural Heritage Division

The report writer for this Cultural Heritage Report is **Kirstyn Allam** (B.A. (Hon.), Advanced Diploma in Applied Museum Studies), who is a Cultural Heritage Analyst and Technical Writer and Researcher within the Cultural Heritage Division. She was responsible for preparing and contributing to research and technical reporting. Kirstyn Allam's education and experience in cultural heritage, historical research, archaeology, and collections management has provided her with a deep knowledge and strong understanding of the issues facing the cultural heritage industry and best practices in the field. Kirstyn has experience in heritage conservation principles and practices in cultural resource management, including three years' experience as a member of the Heritage Whitby Advisory Committee.

Kirstyn also has experience being involved with Stage 1-4 archaeological excavations in the Province of Ontario. Kirstyn is an intern member of C.A.H.P.

Glossary

Built Heritage Resource (B.H.R.)
Definition: "…a building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. built heritage resources are located on property that may be designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or international registers" (Ministry of Municipal Affairs and Housing, 2020, p. 41).

Cultural Heritage Landscape (C.H.L.)
Definition: "…a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act*, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms" (Ministry of Municipal Affairs and Housing, 2020, p. 42).

Known Built Heritage Resource or Cultural Heritage Landscape
Definition: A known built heritage resource or cultural heritage landscape is a property that has recognized cultural heritage value or interest. This can include a property listed on a Municipal Heritage Register, designated under Part IV or V of the *Ontario Heritage Act*, or protected by a heritage agreement, covenant or easement, protected by the *Heritage Railway Stations Protection Act or the Heritage Lighthouse Protection Act*, identified as a Federal Heritage Building, or located within a U.N.E.S.C.O. World Heritage Site (Ministry of Tourism, Culture and Sport, 2016).

Impact
Definition: Includes negative and positive, direct and indirect effects to an identified built heritage resource and cultural heritage landscape. Direct impacts include destruction of any, or part of any, significant heritage attributes or features and/or unsympathetic or incompatible alterations to an identified resource. Indirect impacts include, but are not limited to, creation of shadows, isolation of heritage attributes, direct or indirect obstruction of significant views, change in land use, land disturbances (Ministry of Tourism, Culture and Sport, 2006b). Indirect impacts also include potential vibration impacts (See Section 2.5 for complete definition and discussion of potential impacts).

Mitigation
Definition: Mitigation is the process of lessening or negating anticipated adverse impacts to built heritage resources or cultural heritage landscapes and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the cultural heritage landscape and/or built heritage resource if to be demolished or relocated (Ministry of Tourism, Culture and Sport, 2006a).

Potential Built Heritage Resource or Cultural Heritage Landscape
Definition: A potential built heritage resource or cultural heritage landscape is a property that has the potential for cultural heritage value or interest. This can include properties/project area that contain a parcel of land that is the subject of a commemorative or interpretive plaque, is adjacent to a known burial site and/or cemetery, is in a Canadian Heritage River Watershed, or contains buildings or structures that are 40 or more years old (Ministry of Tourism, Culture and Sport, 2016).

Significant
Definition: With regard to cultural heritage and archaeology resources, significant means “resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act.*

While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation" (Ministry of Municipal Affairs and Housing, 2020, p. 51).

Vibration Zone of Influence

Definition: Area within a 50 metre buffer of construction-related activities in which there is potential to affect an identified built heritage resource or cultural heritage landscape. A 50 metre buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature and direction (Carman et al., 2012; Crispino & D'Apuzzo, 2001; P. Ellis, 1987; Rainer, 1982; Wiss, 1981). This buffer accommodates the additional threat from collisions with heavy machinery or subsidence (Randl, 2001).

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1.0 Introduction

Archaeological Services Inc. was contracted by IBI Group, on behalf of the City of Hamilton, to conduct a Cultural Heritage Report as part of the Beach Boulevard Municipal Class Environmental Assessment. The purpose of this report is to present an inventory of known and potential built heritage resources and cultural heritage landscapes, identify existing conditions of the project study area, provide a preliminary impact assessment, and propose appropriate mitigation measures.

1.1 Project Overview

The Beach Boulevard Municipal Class Environmental Assessment involves the development of flood remediation measures, which may include but are not limited to enhanced operations and maintenance, land transfers, amendments to legislation/programs, lot level works, and infrastructure upgrades, as well as a new pumping station. The project study area consists of Beach Boulevard, Eastport Drive, the Queen Elizabeth Way from the Eastport Drive and Beach Boulevard intersection to the Burlington Canal, and associated lands along the peninsula across Lake Ontario between Hamilton and Burlington. The study area is generally bounded by Lake Ontario to the northeast and Burlington Bay to the southwest, residential properties to the northwest, and industrial properties and recreational properties to the southeast.

1.2 Description of Study Area

This Cultural Heritage Report will focus on the project study area for improvements within the Beach Boulevard community (Figure 1). This project study area has been defined as inclusive of those lands that may contain built heritage resources or cultural heritage landscapes that may be subject to direct or indirect impacts as a result of the proposed undertaking. Properties within the study area are located in the City of Hamilton.

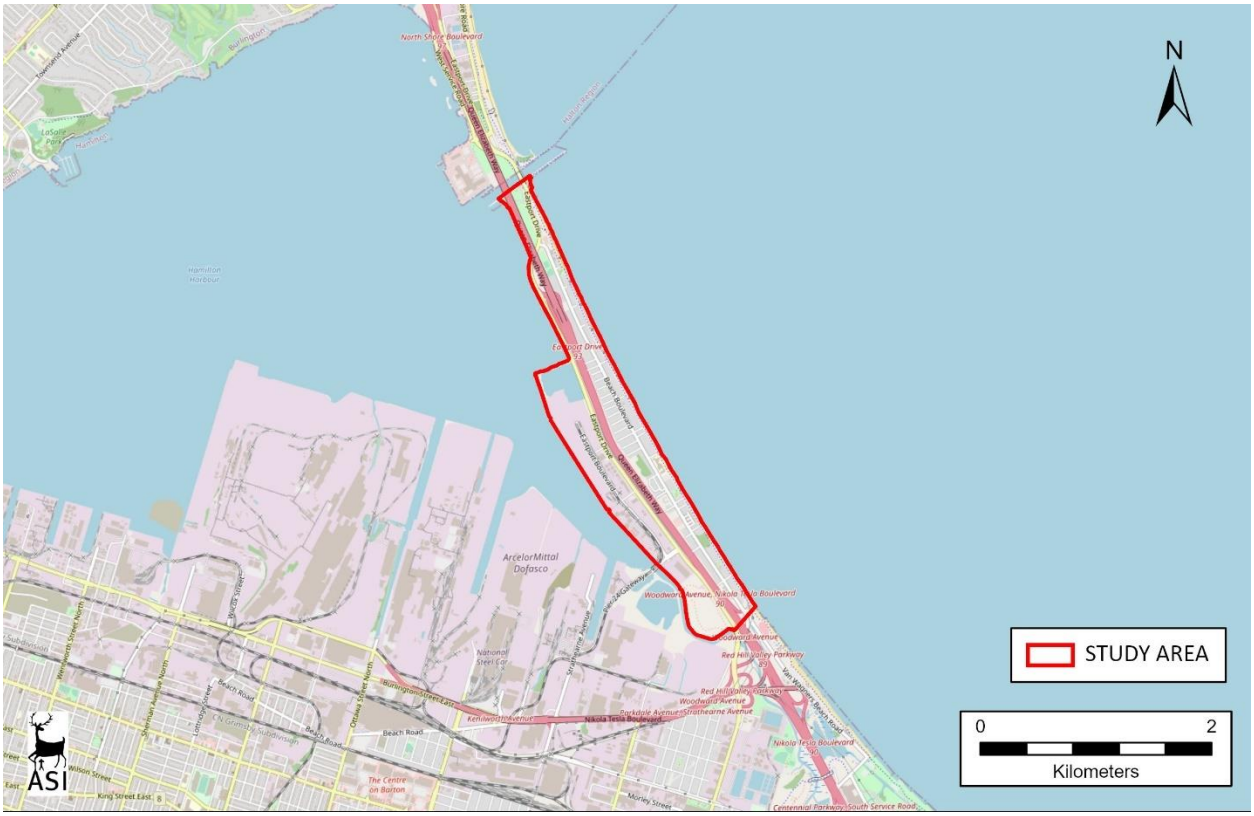

Figure 1: Location of the study area. Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (C.C.-By-S.A.)

2.0 Methodology

The following sections provide a summary of regulatory requirements and municipal and regional heritage policies that guide this cultural heritage assessment. In addition, an overview of the process undertaken to identify known and potential built heritage resources and cultural heritage landscapes is provided, along with a description of how the preliminary impact assessment will be undertaken.

2.1 Regulatory Requirements

The *Ontario Heritage Act* (O.H.A.) (Ontario Heritage Act, R.S.O. c. O.18, 1990 [as Amended in 2021], 1990) is the primary piece of legislation that determines policies, priorities and programs for the conservation of Ontario's heritage. There are many other provincial acts, regulations and policies governing land use

planning and resource development that support heritage conservation, including:

- The *Planning Act* (Planning Act, R.S.O. 1990, c. P.13, 1990), which states that "conservation of features of significant architectural, cultural, historical, archaeological or scientific interest" is a "matter of provincial interest". The *Provincial Policy Statement* (Ministry of Municipal Affairs and Housing, 2020), issued under the *Planning Act*, links heritage conservation to long-term economic prosperity and requires municipalities and the Crown to conserve significant built heritage resources and cultural heritage landscapes.
- The *Environmental Assessment Act* (Environmental Assessment Act, R.S.O., 1990), which defines "environment" to include cultural conditions that influence the life of humans or a community. Cultural heritage resources, which includes archaeological resources, built heritage resources and cultural heritage landscapes, are important components of those cultural conditions.

The Ministry of Citizenship and Multiculturalism (hereafter "The Ministry") is charged under Section 2.0 of the O.H.A. with the responsibility to determine policies, priorities, and programs for the conservation, protection, and preservation of the heritage of Ontario. The *Standards and Guidelines for Conservation of Provincial Heritage Properties* (Ministry of Tourism, Culture and Sport, 2010) (hereinafter "*Standards and Guidelines")* apply to properties the Government of Ontario owns or controls that have "cultural heritage value or interest" (C.H.V.I.). The *Standards and Guidelines* provide a series of guidelines that apply to provincial heritage properties in the areas of identification and evaluation; protection; maintenance; use; and disposal. For the purpose of this report, the *Standards and Guidelines* provide points of reference to aid in determining potential heritage significance in identification of built heritage resources and cultural heritage landscapes. While not directly applicable for use in properties not under provincial ownership, the *Standards and Guidelines* are

regarded as best practice for guiding heritage assessments and ensure that additional identification and mitigation measures are considered.

Similarly, the *Ontario Heritage Tool Kit* (Ministry of Culture, 2006) provides a guide to evaluate heritage properties. To conserve a built heritage resource or cultural heritage landscape, the *Ontario Heritage Tool Kit* states that a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development.

2.2 Municipal/Regional Heritage Policies

The study area is located within the City of Hamilton. Policies relating to built heritage resources and cultural heritage landscapes were reviewed from the following sources:

- *Urban Hamilton Official Plan* (Urban Hamilton Official Plan, 2013)
- *Hamilton Area Specific Policies*: UH-2 Lands along Lake Ontario Shoreline, on the north and south side of Beach Boulevard (Urban Hamilton Official Plan, 2013)
- *Hamilton Beach Heritage Conservation District Guidelines for Conservation and Change* (ASI et al., 2000)
- *Hamilton Beach Neighbourhood Plan* (Regional Municipality of Hamilton-Wentworth, 1992)

2.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes

This Cultural Heritage Report follows guidelines presented in the *Ontario Heritage Tool Kit* (Ministry of Culture, 2006) and *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (Ministry of Tourism, Culture and Sport, 2016). The objective of this report is to present an inventory of known and potential built heritage resources and cultural heritage landscapes,

and to provide a preliminary understanding of known and potential built heritage resources and cultural heritage landscapes located within areas anticipated to be directly or indirectly impacted by the proposed project.

In the course of the cultural heritage assessment process, all potentially affected built heritage resources and cultural heritage landscapes are subject to identification and inventory. Generally, when conducting an identification of built heritage resources and cultural heritage landscapes within a study area, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of built heritage resources and cultural heritage landscapes in a geographic area: background research and desktop data collection; field review; and identification.

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

A field review is then undertaken to confirm the location and condition of previously identified built heritage resources and cultural heritage landscapes. The field review is also used to identify potential built heritage resources and cultural heritage landscapes that have not been previously identified on federal,

provincial, or municipal databases or through other appropriate agency data sources.

During the cultural heritage assessment process, a property is identified as a potential built heritage resources or cultural heritage landscape based on research, the Ministry screening tool, and professional expertise and best practice. In addition, use of a 40-year-old benchmark is a guiding principle when conducting a preliminary identification of built heritage resources and cultural heritage landscapes. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this benchmark provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from having cultural heritage value or interest.

2.4 Background Information Review

To make an identification of previously identified known or potential built heritage resources and cultural heritage landscapes within the study area, the following sections present the resources that were consulted as part of this Cultural Heritage Report.

2.4.1 Review of Existing Heritage Inventories

A number of resources were consulted in order to identify previously identified built heritage resources and cultural heritage landscapes within the study area. These resources, reviewed on 5, 8, 11, 12 February; 21, 24-27 May 2021, include:

- Hamilton *Heritage Properties* interactive map (City of Hamilton, 2021);
- *Hamilton's Heritage Volume 1 List of Designated Properties and Heritage Conservation Easements under the* Ontario Heritage Act (City of Hamilton, 2007);
- *Hamilton's Heritage Volume 2 Inventory of Buildings of Architectural and/or Historical Interest* (City of Hamilton, 2002);

- *Hamilton's Heritage Volume 3 Canadian Inventory of Historic Building* (City of Hamilton, 2003);
- *Hamilton's Heritage Volume 4 Inventory of Registered Archaeological Sites* (City of Hamilton, 2004)[1];
- *Hamilton's Heritage Volume 5 Reasons for Designation Under Part IV of the* Ontario Heritage Act (City of Hamilton, 2005a);
- *Hamilton's Heritage Volume 6 Inventory of Cemeteries and Burial Grounds* (City of Hamilton, 2005b);
- *Inventory of Significant Places of Worship in the City of Hamilton, 1801-2001* (Charlton et al., n.d.);
- Historical maps (including historical atlases, topographic maps, and aerial photography);
- The *Ontario Heritage Act Register* (Ontario Heritage Trust, n.d.b);
- The *Places of Worship Inventory* (Ontario Heritage Trust, n.d.c);
- The inventory of Ontario Heritage Trust easements (Ontario Heritage Trust, n.d.a);
- The Ontario Heritage Trust's *An Inventory of Provincial Plaques Across Ontario*: a PDF of Ontario Heritage Trust Plaques and their locations (Ontario Heritage Trust, 2018);
- Inventory of known cemeteries/burial sites in the Ontario Genealogical Society's online databases (Ontario Genealogical Society, n.d.);
- Canada's Historic Places website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels (Parks Canada, n.d.a);
- Directory of Federal Heritage Designations: a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses (Parks Canada, n.d.b);
- Canadian Heritage River System: a national river conservation program that promotes, protects and enhances the best examples of Canada's river

[1] The results from this inventory will be discussed in the Stage 1 report.

heritage (Canadian Heritage Rivers Board and Technical Planning Committee, n.d.); and,
- United Nations Educational, Scientific and Cultural Organization (U.N.E.S.C.O.) World Heritage Sites (U.N.E.S.C.O. World Heritage Centre, n.d.).

2.4.2 Review of Previous Heritage Reporting

Additional cultural heritage studies undertaken within parts of the study area were also reviewed. These include:

- *Phase 2 Cultural Heritage Resource Assessment - Fisherman's Pier Development Plan City of Hamilton and City of Burlington (Regional Municipality of Halton) Ontario* (ASI, 2005)
- *Preliminary Results – Use and Significance of Green Paint on the Burlington Skyway Northbound Lanes Structure* (ASI, 2010)
- *Cultural Heritage Resource Assessment: Built Heritage Resources and Cultural Heritage Landscapes Bayfront Industrial Area Renewal Strategy – Phase 2 Former Townships of Saltfleet and Barton, Wentworth County, City of Hamilton, Ontario* (ASI, 2018)
- *The Red Hill Creek Expressway (North-South Section) Impact Assessment Final Technical Report – Cultural Heritage Resource Assessment* (ASI & Unterman, McPhail, Cuming Associates, 2003)
- *Heritage Impact Assessment Report 865-867 Beach Boulevard City of Hamilton* (MHBC, 2015)
- *Documentation & Salvage Report 758 Beach Boulevard Hamilton, ON* (Hobson, 2020)
- *Heritage Impact Assessment 271 Beach Boulevard, Hamilton, ON* (Amy Barnes Consulting & Amy Calder Consulting, 2015)
- *Addendum – 271 Beach Boulevard, City of Hamilton, Ontario Cultural Heritage Impact Assessment* (Amy Calder Consulting, 2016)
- *Hamilton Beach Heritage Conservation District Heritage Assessment Report* (City of Hamilton & Region of Hamilton-Wentworth, 2000)

2.4.3 Community Information Gathering

The following individuals, groups, and/or organizations were contacted to gather information on known and potential built heritage resources and cultural heritage landscapes, active and inactive cemeteries, and areas of identified Indigenous interest within the study area:

- Chloe Richer, Cultural Heritage Planner, City of Hamilton (email communication 27 May and 1, 8, 10, 17 and 18 June 2021). Email sent to confirm the previously identified heritage resources and listing reports for the listed and inventoried properties. Response received on 17 June 2021 provided a list of known BHRs and CHLs within the study area based on mapping files of the study area sent by ASI. Additional email consultation was completed on 7 and 8 April 2022 to confirm details of the property inventory.
- Alissa Golden, Senior Project Manager, City of Hamilton (email communication 14 - 18 November 2022). Email correspondence provided information on the Hamilton Beach Cultural Heritage Landscape and the Beach Boulevard Established Historical Neighbourhood. In addition, the Hamilton Beach Heritage Conservation District Study (2000) and the Hamilton Beach Neighbourhood Plan (1992) were also provided. Staff provided a Work Term Report completed by a student background information on the Hamilton Beach Strip Cultural Heritage Landscape for information purposes, noting this document does not have any formal status as a City document.
- The Ministry of Citizenship and Multiculturalism (email communication 27 May 2021). Email correspondence confirmed the previously identified and provided one additional resource as a Provincial Heritage Property of Provincial Significance.
- The Ontario Heritage Trust (email communication 27 May 2021). Email sent to confirm conservation easements or Trust-owned properties within the study area. A response received on 1 June 2021 indicated that there were no conservation easements or OHT owned properties within the study area.

The location of the Burlington Bay Canal OHT plaque was confirmed within the study area.

- Six Nations of the Grand River. IBI Group submitted the Preliminary Desktop Report (April 2022) to the Six Nations of the Grand River for review and comment. Comments received were reviewed and addressed in this report as appropriate (December 2022).

2.5 Preliminary Impact Assessment Methodology

To assess the potential impacts of the undertaking, identified built heritage resources and cultural heritage landscapes are considered against a range of possible negative impacts, based on the *Ontario Heritage Tool Kit InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (Ministry of Tourism, Culture and Sport, 2006b). These include:

Direct impacts:

- Destruction of any, or part of any, significant heritage attributes or features; and
- Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance.

Indirect impacts:

- Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
- Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;
- 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; and

- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.

Indirect impacts from construction-related vibration have the potential to negatively affect built heritage resources and cultural heritage landscapes depending on the type of construction methods and machinery selected for the project and proximity and composition of the identified resources. Potential vibration impacts are defined as having potential to affect an identified built heritage resources and cultural heritage landscapes where work is taking place within 50 metres of features on the property. A 50 metre buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature and direction provided from the Ministry (Carman et al., 2012; Crispino & D'Apuzzo, 2001; P. Ellis, 1987; Rainer, 1982; Wiss, 1981). This buffer accommodates any additional or potential threat from collisions with heavy machinery or subsidence (Randl, 2001).

Several additional factors are also considered when evaluating potential impacts on identified built heritage resources and cultural heritage landscapes. These are outlined in a document set out by the Ministry of Culture and Communications (now Ministry of Citizenship and Multiculturalism) and the Ministry of the Environment entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992). While this document has largely been superseded in some respects by more current policies and legislation, the guidance provided that continues to be of relevance to this specific project includes the following definitions:

- Magnitude: the amount of physical alteration or destruction which can be expected;
- Severity: the irreversibility or reversibility of an impact;
- Duration: the length of time an adverse impact persists;
- Frequency: the number of times an impact can be expected;
- Range: the spatial distribution, widespread or site specific, of an adverse impact; and

- Diversity: the number of different kinds of activities to affect a heritage resource.

The proposed undertaking should endeavor to avoid adversely affecting known and potential built heritage resources and cultural heritage landscapes and interventions should be managed in such a way that identified features are conserved. When the nature of the undertaking is such that adverse impacts are unavoidable, it may be necessary to implement alternative approaches or mitigation strategies that alleviate the negative effects on identified built heritage resources and cultural heritage landscapes. Mitigation is the process of lessening or negating anticipated adverse impacts and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the built heritage resource or cultural heritage landscape if to be demolished or relocated.

Various works associated with infrastructure improvements have the potential to affect built heritage resources and cultural heritage landscapes in a variety of ways, and as such, appropriate mitigation measures for the undertaking need to be considered.

3.0 Summary of Historical Development Within the Study Area

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

3.1 Physiography

The study area is situated within the Iroquois Plain physiographic region of southern Ontario, which is a lowland region bordering Lake Ontario. This region is characteristically flat, and formed by lacustrine deposits laid down by the

inundation of Lake Iroquois, a body of water that existed during the late Pleistocene. This region extends from the Trent River, around the western part of Lake Ontario, to the Niagara River, spanning a distance of 300 km (Chapman & Putnam, 1984). The old shorelines of Lake Iroquois include cliffs, bars, beaches and boulder pavements. The old sandbars in this region are good aquifers that supply water to farms and villages. The gravel bars are quarried for road and building material, while the clays of the old lake bed have been used for the manufacture of bricks (Chapman & Putnam, 1984).

The City of Hamilton was founded as a village in 1812 and was a focus of land routes, from Toronto to the Niagara Peninsula, and to southwestern Ontario. It later grew down to the bay and developed its own port, overcoming both Burlington and Dundas to become the most important lakehead community. The old bayhead bar provided a corridor to the north shore, and the old, higher terraces inside the bar lead to an easy grade up the escarpment to Ancaster. When the railways came, they had to come around the head of the lake and the Iroquois bar became the natural route (Chapman & Putnam, 1984).

Hamilton Harbour, also known as Burlington Bay, is located at the western tip of Lake Ontario and is separated from the Lake by a sandbar. The harbour is a 2,150 hectare embayment of Lake Ontario draining a watershed of 49,400 hectares. It is surrounded on three sides by the Niagara Escarpment. The harbour's watershed is drained by three major tributaries, the Grindstone, Spencer, and Red Hill Creeks. In the nineteenth century, the watershed was heavily forested and Hamilton Harbour had vast marshes, and abundant fish and wildlife. Originally, the outlet of the bay was a small shallow stream through the sandbar that could only be passed by canoes or shallow boats (BARC, n.d.).

3.2 Indigenous Land Use and Settlement

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years ago, or 11,000 Before the

Common Era (B.C.E.) (Ferris, 2013).[2] During the Paleo period (c. 11,000 B.C.E. to 9,000 B.C.E.), groups tended to be small, nomadic, and non-stratified. The population relied on hunting, fishing, and gathering for sustenance, though their lives went far beyond subsistence strategies to include cultural practices including but not limited to art and astronomy. Fluted points, beaked scrapers, and gravers are among the most important artifacts to have been found at various sites throughout southern Ontario, and particularly along the shorelines of former glacial lakes. Given the low regional population levels at this time, evidence concerning Paleo-Indian period groups is very limited (C. J. Ellis & Deller, 1990).

Moving into the Archaic period (c. 9,000 B.C.E. to 1,000 B.C.E.), many of the same roles and responsibilities continued as they had for millennia, with groups generally remaining small, nomadic, and non-hierarchical. The seasons dictated the size of groups (with a general tendency to congregate in the spring/summer and disperse in the fall/winter), as well as their various sustenance activities, including fishing, foraging, trapping, and food storage and preparation. There were extensive trade networks which involved the exchange of both raw materials and finished objects such as polished or ground stone tools, beads, and notched or stemmed projectile points. Furthermore, mortuary ceremonialism was evident, meaning that there were burial practices and traditions associated with a group member's death (C. J. Ellis et al., 2009; C. J. Ellis & Deller, 1990).

The Woodland period (c. 1,000 B.C.E. to 1600 C.E.) saw several trends and aspects of life remain consistent with previous generations. Among the more notable changes, however, was the introduction of pottery, the establishment of larger occupations and territorial settlements, incipient horticulture, more stratified societies, and more elaborate burials. Later in this period, settlement patterns, foods, and the socio-political system continued to change. A major shift to

[2] While many types of information can inform the precontact settlement of Ontario, such as oral traditions and histories, this summary provides information drawn from archaeological research conducted in southern Ontario over the last century.

agriculture occurred in some regions, and the ability to grow vegetables and legumes such as corn, beans, and squash ensured long-term settlement occupation and less dependence upon hunting and fishing. This development contributed to population growth as well as the emergence of permanent villages and special purpose sites supporting those villages. Furthermore, the socio-political system shifted from one which was strongly kinship based to one that involved tribal differentiation as well as political alliances across and between regions (Birch et al., 2021; Dodd et al., 1990; C. J. Ellis & Deller, 1990; Williamson, 1990).

The arrival of European trade goods in the sixteenth century, Europeans themselves in the seventeenth century, and increasing settlement efforts in the eighteenth century all significantly impacted traditional ways of life in Southern Ontario. Over time, war and disease contributed to death, dispersion, and displacement of many Indigenous peoples across the region. The Euro-Canadian population grew in both numbers and power through the eighteenth and nineteenth centuries and treaties between colonial administrators and First Nations representatives began to be negotiated.

The study area is within Treaty 3, the Between the Lakes Purchase. Following the 1764 Niagara Peace Treaty and the follow-up treaties with Pontiac, the English colonial government considered the Mississaugas to be their allies since they had accepted the Covenant Chain. The English administrators followed the terms of the Royal Proclamation and insured that no settlements were made in the hunting grounds that had been reserved for their use (Johnston, 1964; Lytwyn, 2005). In 1784, under the terms of the “Between the Lakes Purchase” signed by Sir Frederick Haldimand and the Mississaugas, the Crown acquired over one million acres of land in-part spanning westward from near modern day Niagara-on-the-Lake along the south shore of Lake Ontario to modern day Burlington (Aboriginal Affairs and Northern Development Canada, 2016).

3.3 Historical Euro-Canadian Township Survey and Settlement

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Indigenous pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls and convenient access, by means of the various waterways and overland trails, into the hinterlands. Early transportation routes followed existing Indigenous trails that typically followed the highlands adjacent to various creeks and rivers (Archaeological Services Inc., 2006). Early European settlements occupied similar locations as Indigenous settlements as they were generally accessible by trail or water routes and would have been in locations with good soil and suitable topography to ensure adequate drainage.

Historically, the study area is located in the former Saltfleet Township, County of Wentworth in Lots 31-32, Broken Front Concession.

3.3.1 Township of Saltfleet

The land within Saltfleet Township was acquired by the British from the Mississaugas in 1784. The first township survey was undertaken in 1788 by Augustus Jones, and the first Euro-Canadian settlers occupied their land holdings in the same year. The township was named for several saline springs which existed in the bed of the Big Creek and produced salt. Saltfleet was initially settled by disbanded soldiers, mainly Butler's Rangers, and other Loyalists following the end of the American Revolutionary War. Among the first settlers were Levi Lewis, John Pettit, Gershom Carpenter, Augustus Jones, John Biggar, John Wilson, Samuel Dean, who took up land west of the 50 Mile Creek. In 1815 the first assessment rolls counted 102 householders. By the 1840s, the township was noted for its excellent land and well-cultivated farms (Armstrong, 1985; Boulton, 1805; Rayburn, 1997; Smith, 1846; W. H. Irwin & Co., 1905).

3.3.2 City of Hamilton

The City of Hamilton was surveyed and established by 1820 through the combined efforts of George Hamilton, James Durand and Nathaniel Hughson. The first courthouse and jail, a log and-frame building, was constructed in 1817, which was replaced with a stone building in 1827-28. 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, 1987:101-103). Hamilton was incorporated as a City in 1846.

The earliest plans of subdivision for Hamilton were laid out around 1815 by George Hamilton, the namesake for the City. The commerce and population of the town greatly increased following the opening of the Burlington Canal (constructed between 1823 and 1832 and discussed further in Section 3.3.6) which thereby provided Hamilton with direct access to Lake Ontario and other market towns around the lake. The settlement was also linked to other parts of the province by various roads, and after 1853-1857 by the Great Western Railway. Visitors to Hamilton remarked upon the well-laid out streets in the town, and on the number of fine stone shops and houses that had been built there. The Gore District Court was first held in Hamilton in 1822, and a post office was established there in 1825 when W.B. Sheldon was appointed to serve as the first postmaster. The settlement was incorporated as a police village in January 1833, and the place was elevated to city status in June 1846. The population of the town in 1845 was estimated to number 6,475. Directories and gazetteers published during the 1840s and 1850s show that Hamilton was a thriving place, and these sources listed the various businesses, trades, and public institutions that had been established (Smith, 1846).

In the latter half of the nineteenth century, many industries had become established within Hamilton and the city's population continued to expand. An additional boost to Hamilton's economy occurred in 1887 with the opening of the Welland Canal. Canada's steel industry found a new hub in Hamilton as they could now ship their goods on the Great Lakes and in 1899 the Hamilton Steel and Iron

Company was formed by the merger of the Ontario Rolling Mills and Hamilton's Blast Furnace. In 1910, the Steel Company of Canada (Stelco.) was formed by merging leading steel companies in Ontario and Montreal to block the American takeover of the market (Mika & Mika, 1981)

Hamilton's manufacturers produced a wide variety of products from matches to threshing machines. Though as with many other cities, it was hit hard by the Great Depression. This did not last long as WWII had resulted in large demands on iron and steel foundries and Hamilton had tripled its population by 1940 since 1900. The city had over 450 manufacturers with various railway lines and three steamship lines to provide shipment options for companies (Mika & Mika, 1981).

It was during the mid-twentieth century that the present layout of Hamilton began to develop. Many of the heavy industries could be found in the northeast, with many retail and professional businesses grouped around Gore Park in the centre of the city. The residential areas were focused on the Niagara Escarpment, though many people still live in the lower part of the city (Mika & Mika, 1981).

As the twentieth century progressed, the boundaries of the city expanded. Hamilton annexed Burlington Beach in 1956 and part of Halton County. Following this in 1960, Barton Township, and portions of Glanford, Saltfleet, and Ancaster Townships joined Hamilton. More recently, Hamilton underwent a large urban renewal project. The city was divided into 118 neighbourhoods in order to encourage citizens to participate in urban redevelopment. Hamilton Place, a modern cultural centre was built, and other efforts have been made to revitalize the downtown area. Another was Hesse Village, an area of restaurants and shops in restored Victorian houses (Mika & Mika, 1981).

3.3.3 Development of the Beach Bar

The beach bar shaped early Euro-Canadian settlement activity and travel, just as it had done in precontact times. The band of dry land across the lake confined and concentrated travel routes within a very narrow band. John Graves Simcoe's 1790s military road, the 1820s Beach Road, the 1876 rail lines

and 1896 electric radial lines, the 1930s Queen Elizabeth Way (QEW) and hydro transmission lines, circa 1910, all occupied and vied for space. In addition, the construction and opening of the Burlington Canal in 1832, together with the installation of a bridge and construction of wharves resulted in a booming beach economy and the birth of a small but thriving port community (ASI, 2005).

The strategic importance of the head of the lake attracted the attention of American forces during the War of 1812. In the summer of 1813 two American schooners landed a contingent of 200 troops. After a brief skirmish with a small British garrison stationed at the Kings Head Inn, they razed the buildings there, as well as destroyed a temporary fortification at the outlet on the north end of the beach strip (ASI, 2005).

After the war, the importance of the area as a transportation hub continued to grow apace. Ships off-loaded their cargo on the beach and these goods were then taken across the bar on log roads to be loaded on to barges that crossed the bay to Hamilton. A tavern, storehouses and some residences were built along the beach in support of these activities. In order to improve the movement of goods, a canal was constructed through the bar in the early 1820s. Officially opened in 1832, the Burlington Bay Canal underwent numerous modifications in order to expand its capacity and to repair damage to its associated facilities such as the swing bridge, ferry, lighthouse, and piers as well as the store and staff houses, which were prone to damage both from ice and wind off the lake and fire due to sparks from the engines of the steamers that passed through. The evolution of the canal continued into the modern era and has entailed multiple reconstructions on massive scales (ASI, 2005).

The arrival of the railway line also spurred on the development of a recreational community of cottages and ornate summer residences that accommodated some of Hamilton's most prosperous families. The Hamilton Electric Railway line ran from the terminal at King and Catherine Streets in

Hamilton, east to the beach strip then over the canal and on through to Burlington and Oakville. Throughout the 1920s to the 1950s, Hamilton Beach slowly declined as a holiday venue, but a housing shortage caused by two World Wars assured its survival, if not revival. With an affordable and modest range of housing, the beach strip continued to function as a unique residential enclave. Despite attempts to remove houses and establish a publicly owned system of parks and open space, the Beach community continued to survive and by the 1990s had consolidated itself as a viable and sustainable community (ASI, 2005).

3.3.4 Hamilton and North-Western Railway

The former Hamilton and North-Western Railway travelled through the eastern portion of the study area. The Hamilton and North-Western Railway was formed in 1872. Construction began in 1877 and by late that year had reached Barrie and by mid-1879, Collingwood. Due to economic recession and railway politics, the Hamilton and North-Western Railway merged with the Northern Railway of Canada to form the Northern & Northwestern Railway. The Northern & Northwestern Railway was acquired by the Grand Trunk Railway in 1888 (Cooper, 2001). Through the study area, the eastern line was constructed in 1878 and the western line was constructed in 1897. The western line was abandoned in 1929 and the eastern line in 1982 (Andreae, 1997).

3.3.5 Burlington Skyway Bridge

Along the western portion of the study area is the Burlington Skyway Bridge. The first bridge designed for automobile traffic at this location was built in 1922. It was replaced by the Burlington Bay Skyway bridge which was constructed in the mid-1950s. The Burlington Bay Skyway Bridge was necessitated by growing traffic along the beach corridor, in part the result of the completion of a divided highway across Burlington Beach in 1937. This highway was a segment of what would become the Queen Elizabeth Way in 1939. The traffic problem was brought to a head in 1952 when the bascule

bridge malfunctioned and was destroyed by a 7000-ton vessel which could not avoid it and toppled it into the canal. It was temporarily replaced by a fixed trestle bridge until 1962 when the current lift bridge was completed (ASI, 2005).

It took two and a half years from the demolition of the earlier bridge to come up with any concrete announcement on its replacement. Most of the discussion centred on cost sharing. The cost of the skyway bridge was estimated at $13,300,000 in 1954 with the estimated cost of the entire project placed at $16,000,000. Ultimately, the province assumed two-thirds of the cost and the federal government assumed one-third of the cost on the understanding that the province would assume full responsibility for traffic over the canal. Eventually, Arthur Sedgwick was announced as the coordinator of the project. He had been a bridge designer for the Ontario Department of Highways for forty-five years and was the chief bridge engineer for the province from 1929 until his retirement in May of 1954 (ASI, 2005).

Construction started in 1954 and tenders were awarded to Pigott Construction Company for the northern and central sections of the substructure and to S. McNally and Sons for the southern section of the substructure. This work commenced in March of 1955. The earth works were completed by September and at that time the province announced the anticipated completion date for the project as December 31, 1957. The steel work approaching spans contract was awarded to Runnymede Construction Company of Toronto. Opening ceremonies for the bridge were held on October 30, 1958 and the Burlington Bay Skyway Bridge was twinned in 1985 (ASI, 2005).

3.3.6 Burlington Canal

At the northern end of the study area is the Burlington Canal. Ships had begun to travel through the Burlington Canal in the early 1820s, however, the narrow and shallow channel restricted the movement of larger vessels. Private citizens appealed to the provincial government in 1924 for a wider and deeper canal. The

Burlington Bay Canal was to be one of a series of waterways that would provide uninterrupted navigation from Lake Erie to the Atlantic Ocean and construction began in 1925. The canal was open for larger vessels by 1830, although it was not finished as planned until 1832. During this period, a toll system was employed and in the first year of toll collection almost the full cost of the canal improvements was recovered (ASI, 2005).

The canal, has been dredged and modified over the years, was originally maintained by the Department of Railways and Canals and was called the Burlington Channel, Wentworth County. Control of the canal was reallocated to the Department of Public Works in 1885 and renamed to the Burlington Bay Channel. The canal has been credited with opening Hamilton up to international trade and providing the foundation for the city's industrialization and development. As part of the construction of the canal, a lighthouse and keeper's cottage were also built. The first of this pair of structures were erected in 1837. Both the lighthouse and cottage were destroyed by a fire in 1856. In 1857-1858, the present stone and brick structures were constructed. The lighthouse was maintained without major repairs until 1958 when it was damaged in a storm. It was repaired after the storm and removed from service in 1961 when it was superseded by a modern light erected on the new lift bridge. The lighthouse officially ceased operations in 1968. The associated keeper's cottage was moved a short distance in the late 1890's to its present location and was continuously occupied until 1991 by lightkeepers (ASI, 2005).

3.3.7 Burlington Canal Lift Bridge

At the northern end is the Burlington Canal Lift Bridge. There have been five different moveable bridges located on this site since 1830. The present bridge was opened in 1962 and it carries two lanes of vehicular traffic across the canal. This structure originally had tracks for the Hamilton Northwestern railway but they were removed in 1982 when the road way was widened to four lanes (ASI, 2005).

The bridge structure is a tower driven, vertical lift and moveable bridge. The lift span is 380 feet long, weighs 2200 tons and has a vertical lift of 110 feet. A system originating in the towers contains machinery, sheaves and wire ropes which are used to move the lift span. There is one 150 horsepower drive motor in each tower to supply power to the machinery and one 150 horsepower motor in each tower to synchronize the drive motors (ASI, 2005).

3.3.8 Hamilton Harbour

Hamilton Harbour has always been a place of both recreation and commerce. Until the 1920s the bay was used extensively for recreation with swimming spots dotting the full length of the shoreline. The presence of numerous inlets, such as the Sherman Inlet, provided space for recreation as well as habitats for plant and animal life (ASI, 2013).

The face of Hamilton Harbour changed dramatically in the 1920s when swimming areas were closed due to extensive pollution caused by the industry located along and in proximity to the waterfront. During this period, docking facilities were built to facilitate commercial and industrial shipping and large-scale landfill projects in Hamilton Harbour were approved (Freeman, 2001). The biggest of these projects were located in the east end of Hamilton Harbour where steel companies such as Dofasco and Stelco filled portions of the waterfront with slag, a waste product of the steel making process, to create new land that was used to expand their plants and docking facilities (Freeman, 2001). The cumulative effect of this filling was that the original shoreline of Hamilton Harbour was completely altered during the beginning of the twentieth century (ASI, 2013).

3.4 Review of Historical Mapping

The 1815 *Map of Niagara District in Upper Canada* (Nesfield, 1815), the 1859 *Map of Wentworth County* (Surtees, 1859), and the 1900 *Fire Insurance Plans of Hamilton* (Goad, 1900), were examined to determine the presence of historical features within the study area during the nineteenth century (Figure 2 to Figure

7). Historically, the study area is located in Lots 31-32, Broken Front Concession in the Former Saltfleet Township, County of Wentworth.

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases. For instance, they were often financed by subscription limiting the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases. The use of historical map sources to reconstruct or predict the location of former features within the modern landscape generally begins by using common reference points between the various sources. The historical maps are geo-referenced to provide the most accurate determination of the location of any property on a modern map. The results of this exercise can often be imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including differences of scale and resolution, and distortions introduced by reproduction of the sources.

The 1815 map (Figure 2) shows the peninsula as separate pieces of land with a historical road connecting early settler homes, such as Mrs. Brank in the township of Nelson labelled to the north and the Jones family in the township of Saltfleet to the south. This road could have been established prior to European arrival as the narrow band of land across the beach bar dictated routes of travel. This illustration of the study area likely represents the peninsula prior to largescale Euro-Canadian interventions. Three channels are shown within the study area allowing passage between Burlington Bay and Lake Ontario. The northernmost channel is labeled as “outlet”. A small island is shown in the southwest portion of the study area. Redhill Creek is depicted within the southern portion of the study area with its outlet into Burlington Bay. Much of the watershed had been heavily forested with the harbour itself being noted for vast marshes and having abundant fish and wildlife. The outlet to the bay was the small, shallow stream, which could only be passed by canoe or other shallow boats (BARC, n.d.).

The 1859 map (Figure 3) labels the road “Beach Road” (present-day Beach Boulevard), following a similar alignment to its current orientation. The peninsula

is now depicted as a continuous piece of land to the canal. The canal itself had been narrow, prior to the dredging and other modifications, which allowed for later larger boats to travel through it (ASI, 2005). Baldry's Hotel is shown in the north portion of the study area adjacent the canal. Snooks Hotel is in the middle of the study area fronting Beach Road. A filtering basin is depicted within the southern portion. A strip of land is shown branching from the main beach in the centre of the study area and a wharf is illustrated connecting the two pieces of land. The island is no longer illustrated within the study area. The outlet of Redhill Creek is now illustrated outside of the study area and the land along waterfront is depicted as marshy.

The 1900 *Fire Insurance Plans* (Figure 4 - Figure 7) cover a portion of the study area. The *Fire Insurance Plans* show a stone lighthouse and wooden yacht club building adjacent the canal and pier in the north end of the study area. Two hotels, the Ocean House Hotel and Arlington Hotel are shown adjacent to Beach Road. First Avenue, Second Avenue, Third Avenue, Fourth Avenue, Fifth Avenue, and Sixth Avenue are labeled as west-east oriented roads off Beach Road. Wooden buildings with sheds are shown throughout the plans, with only two brick buildings. There are large areas of land available for future buildings. Hamilton Beach Park is labelled along the western side of the peninsula. Elsinore Park is also labelled within the study are. The Grand Trunk Railway Hamilton and Allandale Branch is shown running through the eastern portion of the study area.

In addition to nineteenth-century mapping, historical topographic mapping and aerial photographs from the twentieth century were examined. This report presents maps and aerial photographs from 1909, 1934, 1959, and 1999 (Figure 8 to Figure 11).

The 1909 map (Figure 8) depicts considerable development within the study area at the beginning of the twentieth century. There has been an increase in the number of structures compared with earlier mapping, particularly fronting Beach Road. The Hamilton Beach is labelled along the Lake Ontario side of the peninsula, with the Toronto and Niagara Power line, the Grand Trunk Hamilton Radial

Electric Railway, and the metalled Beach Road. Marsh areas are shown along the western limits of the sand bar at the south and middle portions of the study area. The Beach Road Station is labelled at the southeast corner of the study area.

The 1934 and 1959 aerial photographs (Figure 9 - Figure 10) both visually capture the development within the study area. The 1934 aerial photograph shows additional streets off Beach Road, with houses built along each. The northern and southwestern portions of the study area appear to be less densely filled. The 1934 aerial photograph also shows the shape of the strip of land branching from the main beach in the centre, visible on the 1859 map (Figure 3). The 1959 aerial photograph depicts further development within the study area with the Burlington Skyway Bridge and Queen Elizabeth Way are visible along the eastern portion of the study area and additional infilling of a portion of the bay within the southwestern portion of the study area. This infilling of portions of Hamilton Harbour occurred after the arrival of a large amount of industry to the harbour and to assist with the commercial and industrial shipping (Freeman, 2001).

The 1999 aerial photograph (Figure 11) shows that land has expanded from the western main beach westwards. Earthmoving activities and industrial use can be seen this new portion of land. The Queen Elizabeth Way and Eastport Drive follow the length of Hamilton Beach splitting the new western portion of land and the residential neighbourhoods to the east. The residential areas show increased growth by 1999.

Figure 2: The study area overlaid on the 1815 *Map of Niagara District in Upper Canada*. Base Map: (Nesfield, 1815)

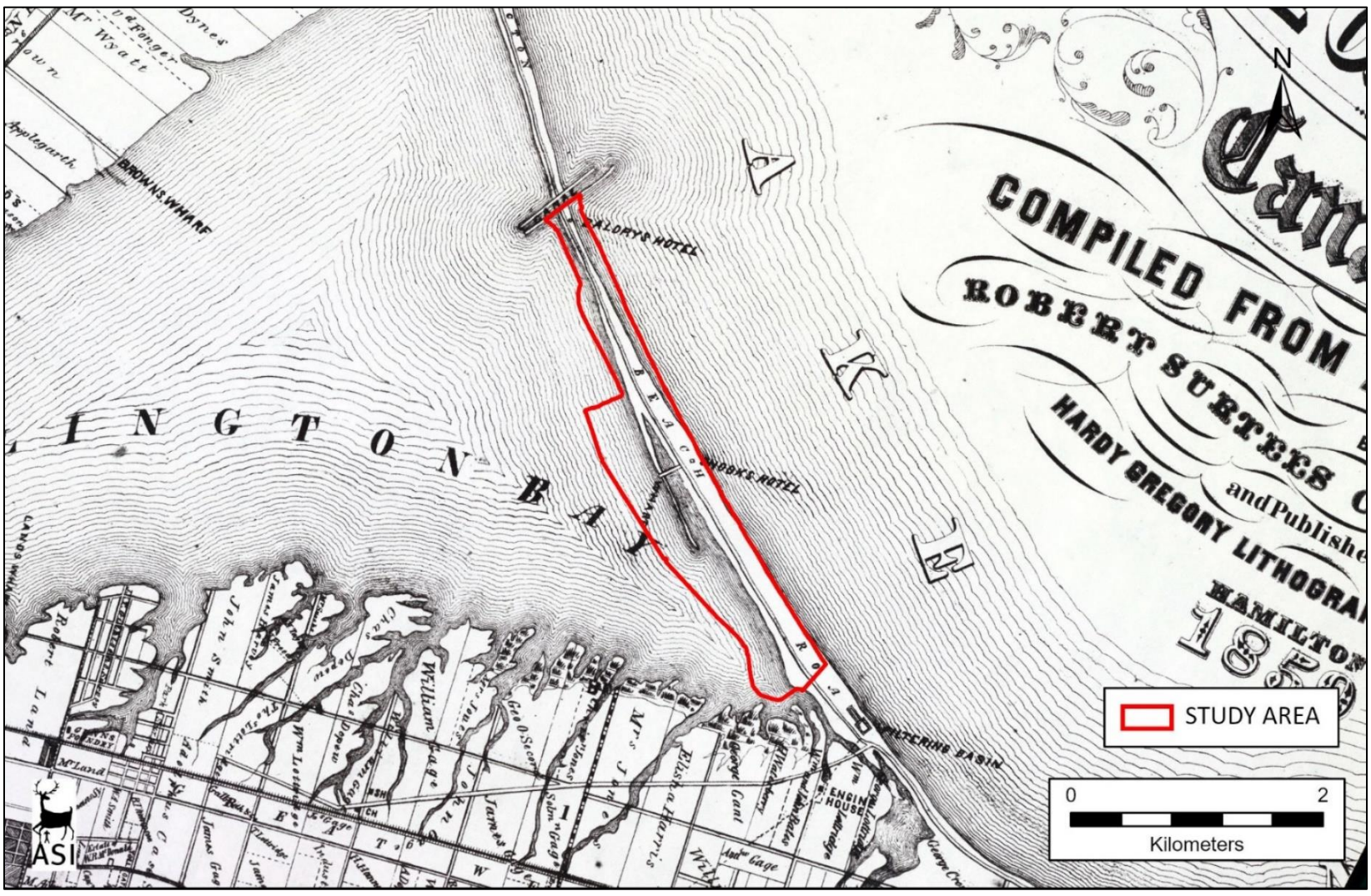

Figure 3: The study area overlaid on the 1859 *Map of Wentworth County*. Base Map: (Surtees, 1859)

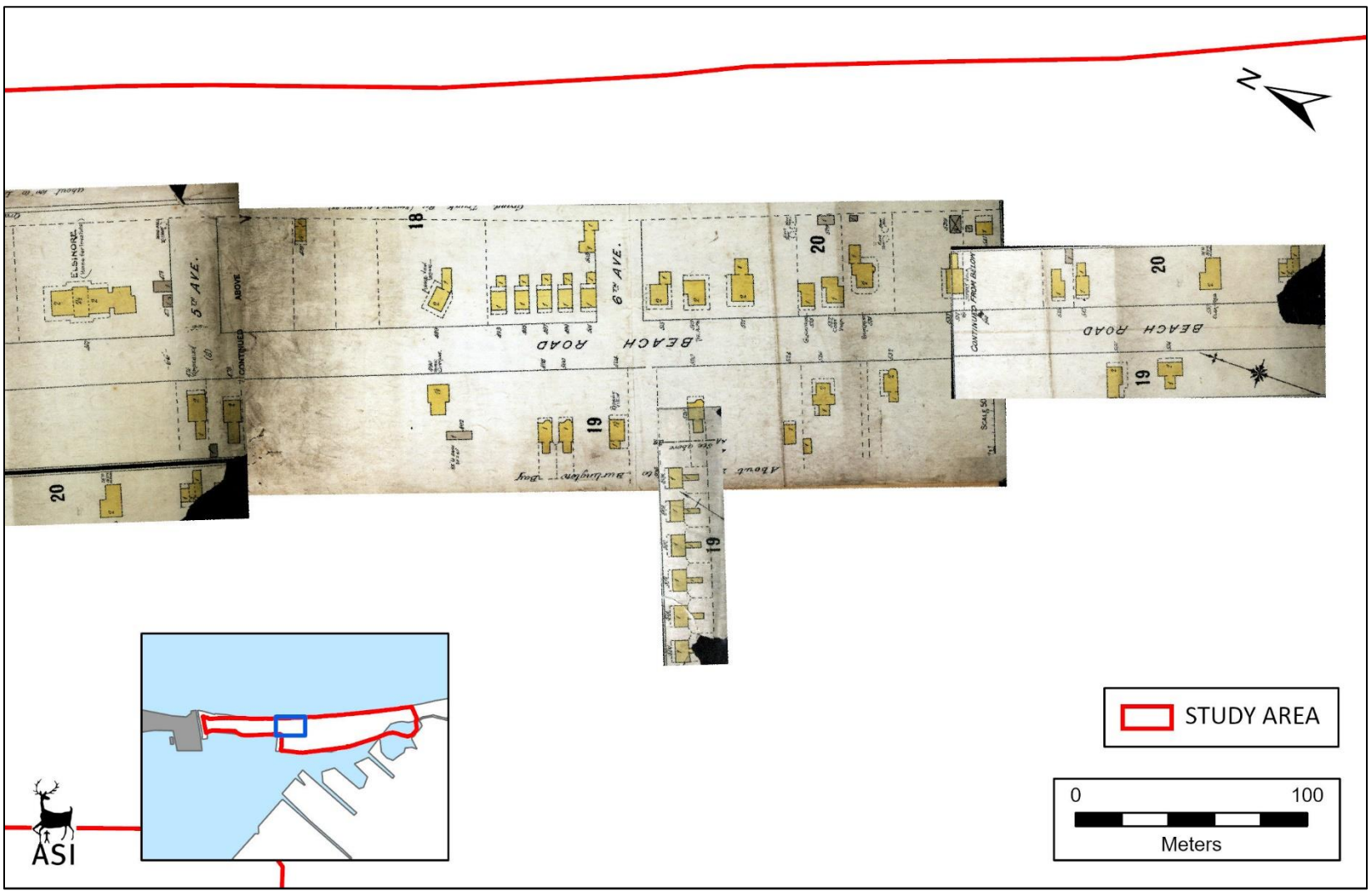

Figure 4: The study area overlaid on the 1900 *Fire Insurance Plan of Hamilton*. Base Map: (Goad, 1900).

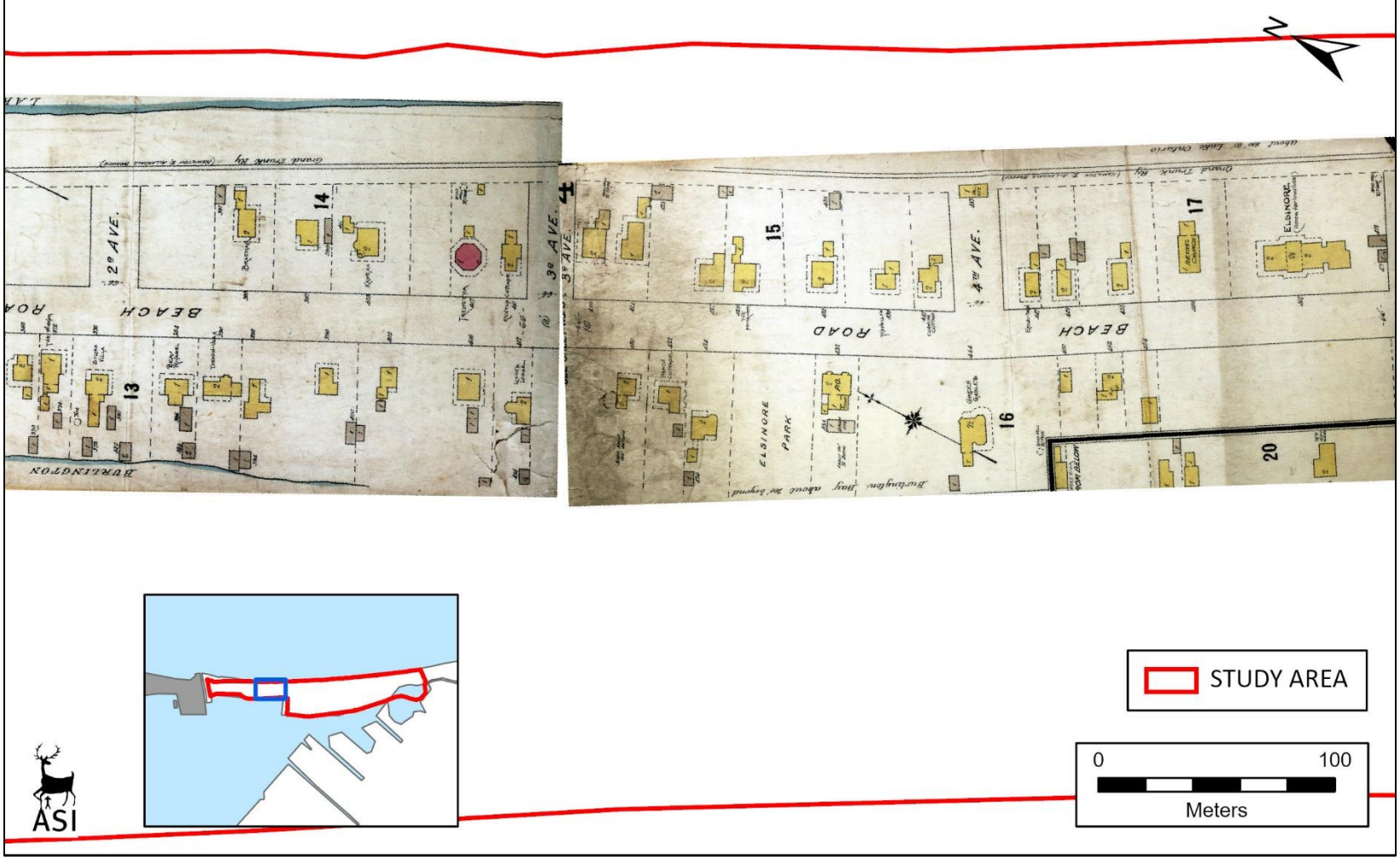

Figure 5: The study area overlaid on the 1900 *Fire Insurance Plan of Hamilton*. Base Map: (Goad, 1900).

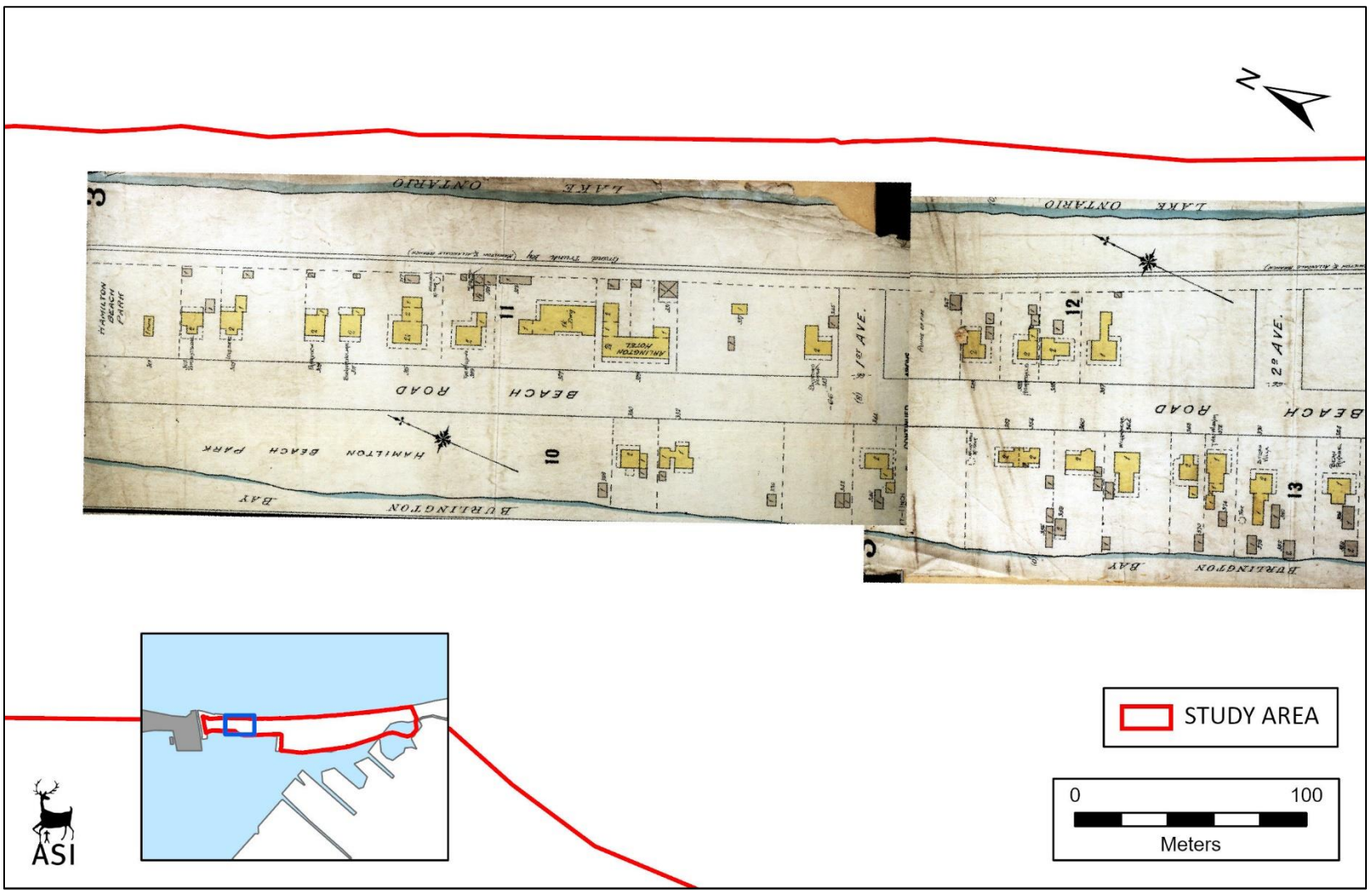

Figure 6: The study area overlaid on the 1900 *Fire Insurance Plan of Hamilton*. Base Map: (Goad, 1900).

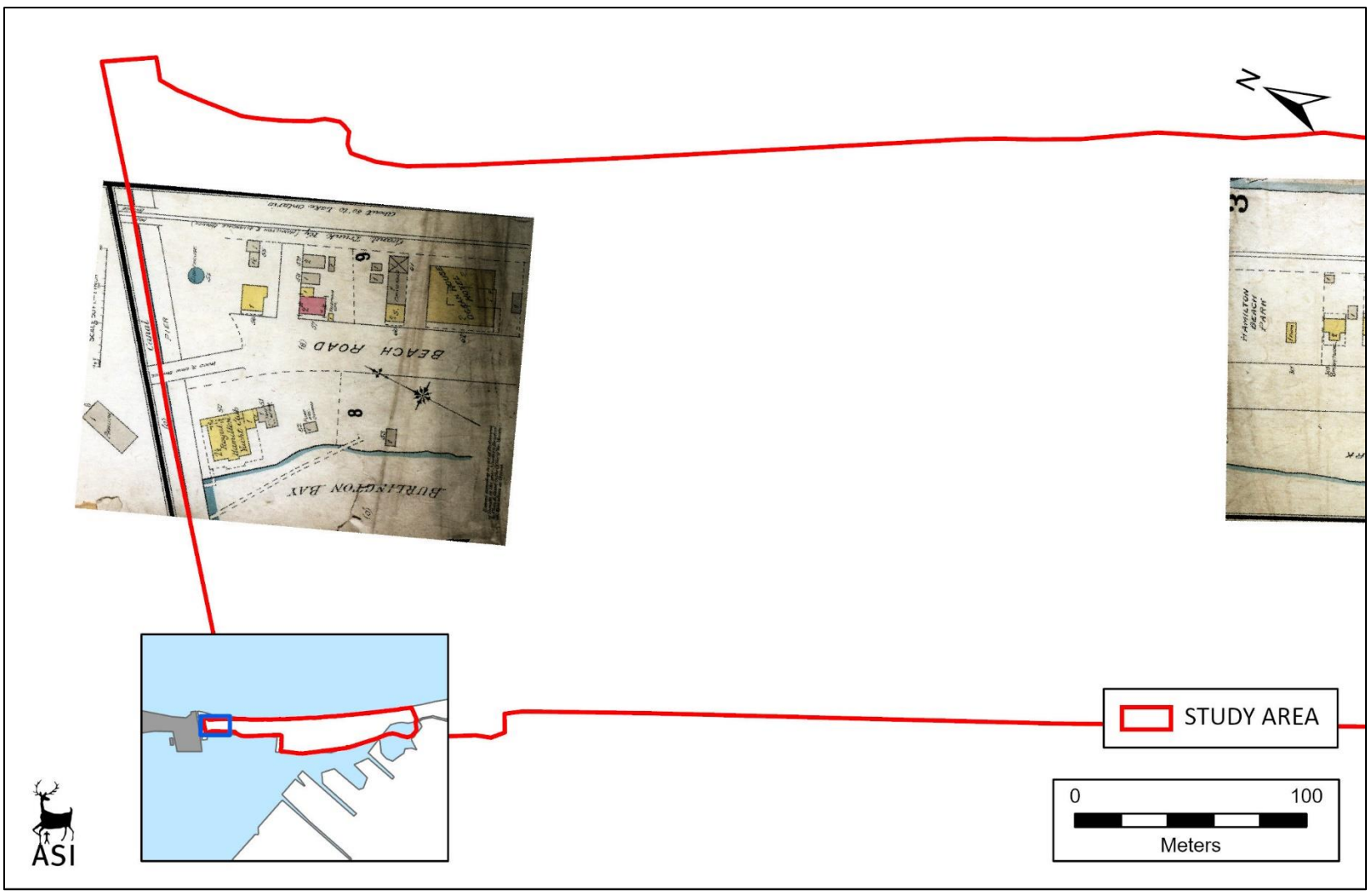

Figure 7: The study area overlaid on the 1900 *Fire Insurance Plan of Hamilton*. Base Map: (Goad, 1900).

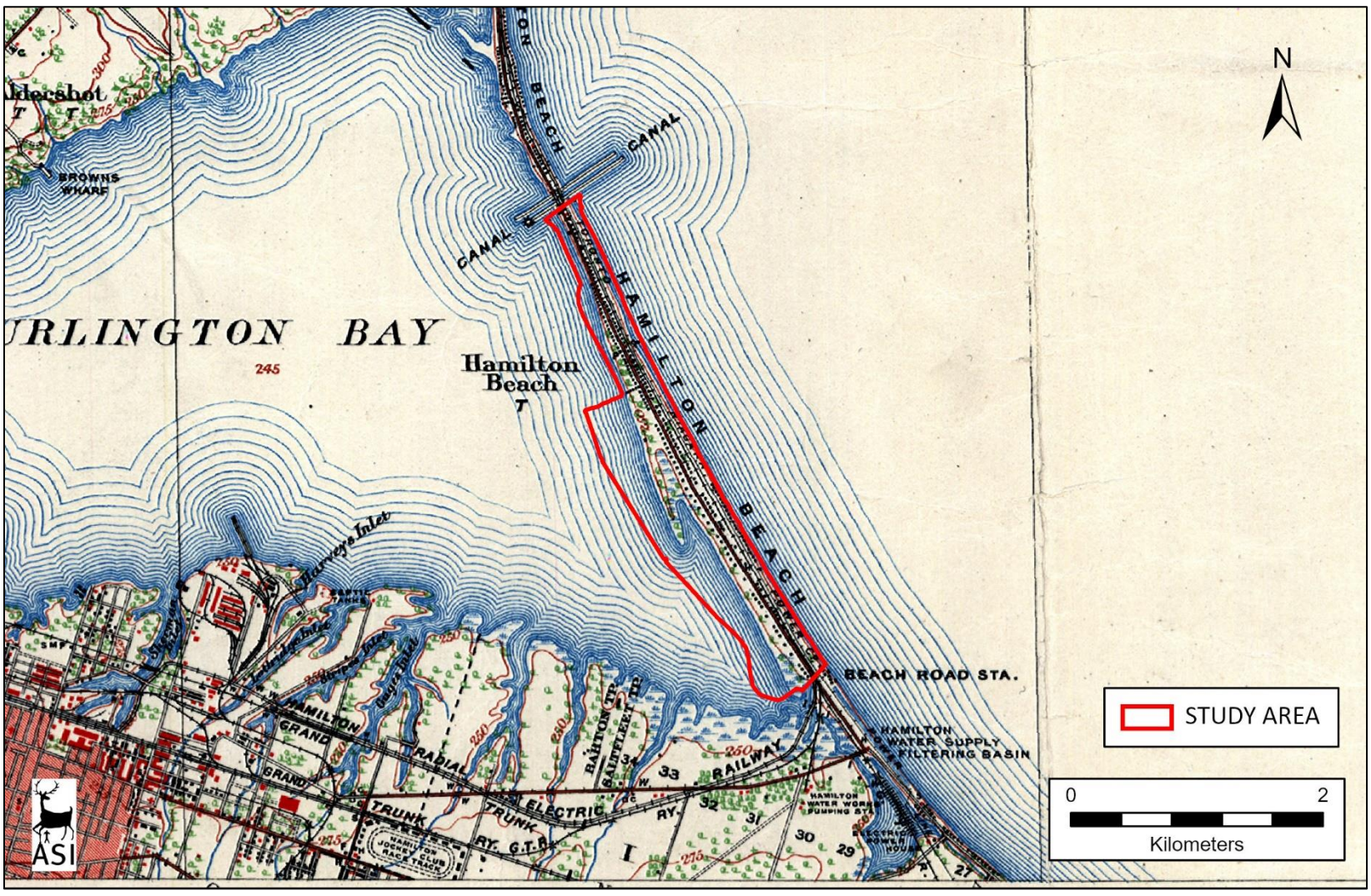

Figure 8: The study area overlaid on the 1909 topographic map of Burlington. Base Map: Hamilton-Burlington Sheet 30M/5 (Department of Militia and Defence, 1909).

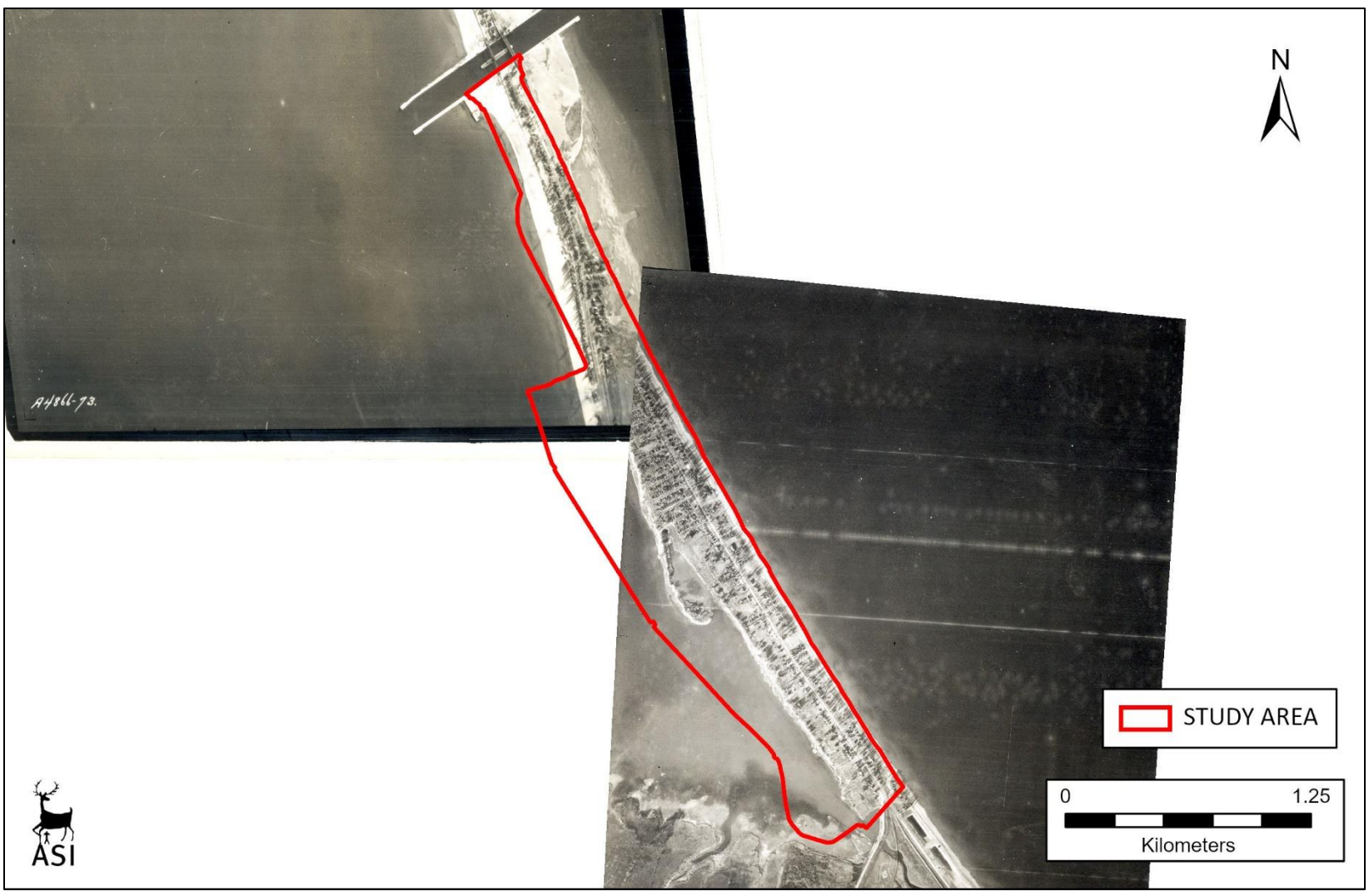

Figure 9: The study area overlaid on the 1934 aerial photographs of Hamilton. Base Map: Flightline A4866 Photo 73, Flightline A4871 Photo 21 (Anonymous, 1934a, 1934b)

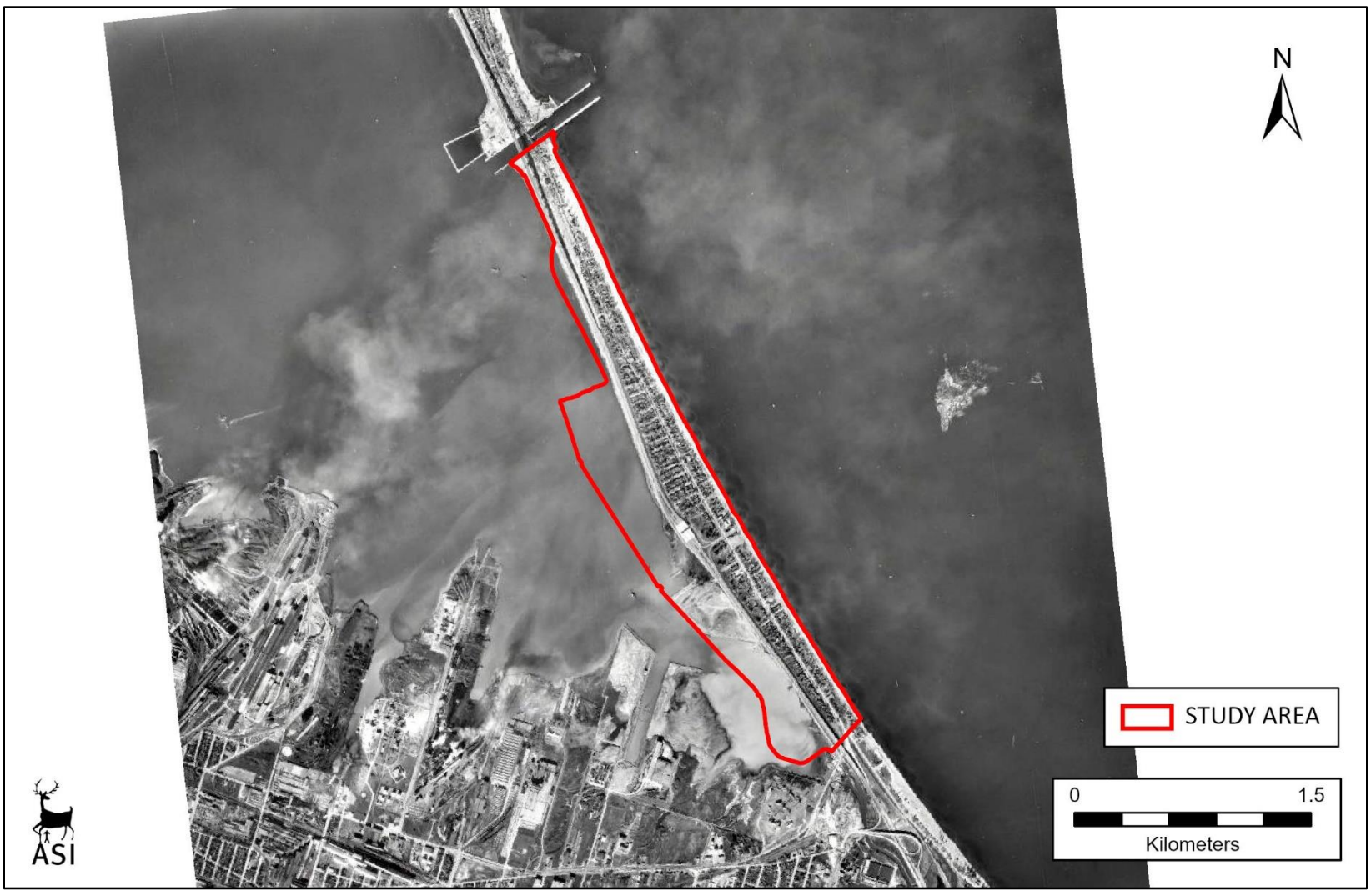

Figure 10: The study area overlaid on the 1959 aerial photograph of Hamilton. Base Map: Flightline A16883 Photo 12 (Spartan Air Services Ltd., 1959).

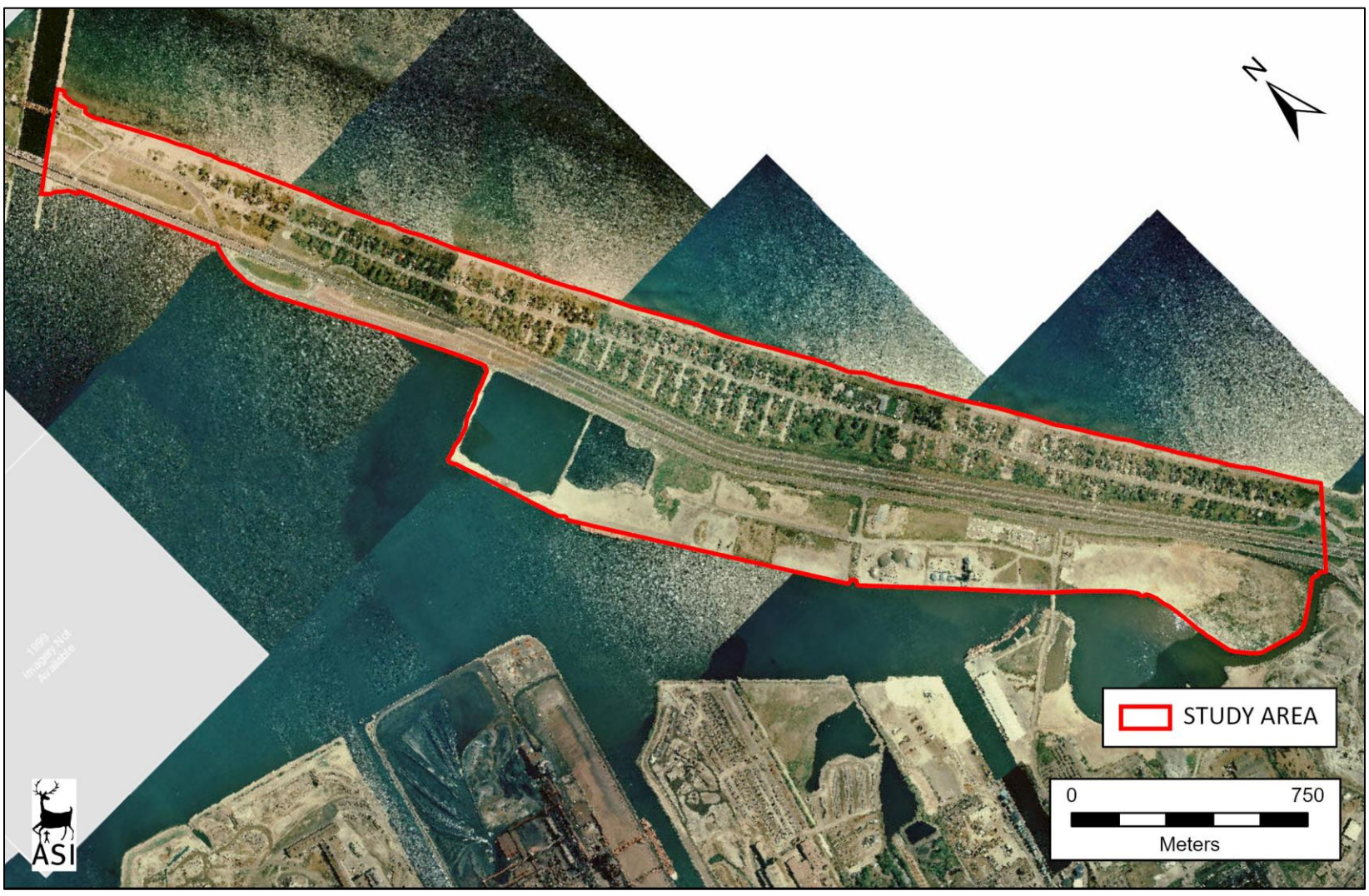

Figure 11: The study area overlaid on the 1999 aerial photographs of Hamilton. Base Map: (McMaster University, 1999)

4.0 Existing Conditions

A field review of proposed works and preferred alternatives for the Beach Boulevard Municipal Class Environmental Assessment study area was undertaken by Michael Wilcox of Archaeological Services Incorporated, on 24 November 2022 to document the existing conditions of those locations from existing rights-of-way. The existing conditions of the study area are described below and captured in Plate 1 to Plate 18.

4.1 Description of Field Review

The overall project study area consists of Beach Boulevard, Eastport Drive, the Queen Elizabeth Way from the Eastport Drive and Beach Boulevard intersection to the Burlington Canal, and associated lands along the peninsula across Lake Ontario between Hamilton and Burlington. Within the overall study area, are residential and recreational properties which are part of the Hamilton Beach Established Historic Neighbourhood (Plate 1 and Plate 2), with the Burlington Skyway Bridge as a major feature adjacent to the neighbourhood (Plate 3). Also within the study area are large industrial properties (Plate 4). The study area is generally bounded by Lake Ontario to the northeast and Burlington Bay to the southwest, residential properties to the northwest, and industrial properties and recreational properties to the southeast.

For the purposes of this report, scoped field review of the following proposed works and preferred alternatives was undertaken:

- Storm sewer inspections are to occur at Eastport Outlet at the Queen Elizabeth Way Crossing, Lagoon Outlet at the Queen Elizabeth Way Crossing, and the trunk storm sewer between Eastport Channel and Windermere Basin Park. The Eastport Outlet at the Queen Elizabeth Way Crossing (Plate 5) is between Eastport Drive and Hamilton Harbour, crossing under the Burlington Skyway Bridge. The land includes part of Eastport Drive and a grass field below the Burlington Skyway Bridge. The Lagoon

Outlet at the Queen Elizabeth Way Crossing (Plate 6) includes part of the residential Lagoon Avenue, the Queen Elizabeth Way, and the ditch between Eastport Drive and the Queen Elizabeth Way.

- The trunk storm sewer between Eastport Channel and Windermere Basin Park (Plate 7) includes the Eastport Channel ditch, Eastport Drive, and grass fields of Windermere Basin Park. Windermere Basin Park was built upon the late twentieth-century built lands along the western side of Eastport Drive, which have been turned into a park space with that is grassed with some trees, a dirt parking lot and paths.
- Existing storm sewer upgrades at the Harbour Outlet at the Queen Elizabeth Way Crossing and the Dunraven Outlet at the Queen Elizabeth Way Crossing (twin or larger replacement). The storm sewer goes from Beach Boulevard, along the eastern edge of Jimmy Lomax Park, under the Queen Elizabeth Way bridge, and through Eastport Drive to Hamilton Harbour (Plate 8). The Dunraven Outlet follows the residential Dunraven Avenue from Beach Boulevard, south under the Burlington Skyway Bridge, and through Eastport Drive to Hamilton Harbour (Plate 9).
- New storm sewer installation at Wark Outlet at the Queen Elizabeth Way Crossing for proposed pumping station (Plate 10), connection from Eastport Ditch to Harbour opposite Dunraven Avenue, and on the east side of the Queen Elizabeth Way from Towers Drive to Van Wagners Drive to support pumping station construction (Plate 11 to Plate 14). This land consists of bushes, reeds, trees, and grass, located within a vegetative green buffer between residential properties west of Beach Boulevard and the Queen Elizabeth Way. It includes part of the Hamilton Beach Rescue Unit parking lot.
- Existing ditch rehabilitation between Eastport Drive and the Queen Elizabeth Way (Plate 15 to Plate 16) and between Windermere Basin Park and Red Hill Creek (Plate 17). The ditches are long and narrow, filled with water. The banks decline towards the ditch, and are filled with reeds, bushes, and trees. They are bound by Eastport Drive and the Queen Elizabeth Highway.

- Modifications to road grading on Eastport Drive at Beach Boulevard intersection. Eastport Road at Beach Boulevard consists of a two lane each way road with a left turn lane to Beach Boulevard. The western sidewalk ends at the intersection.
- Proposed pumping station location for the Wake Avenue site is located on the vacant lot at 3 Wark Avenue (Plate 18). The property currently features a driveway for the residence adjacent to it (Plate 19).

Plate 1: View north along Beach Boulevard with residential properties lining the street (A.S.I., 2022).

Plate 2: Kinsmen Park, looking east (A.S.I., 2022).

Plate 3: View of the Burlington Skyway Bridge (left) and the lift bridge (right) at the northern end of the study area (A.S.I., 2022).

Plate 4: View of industrial property, looking southwest (A.S.I., 2022).

Plate 5: Eastport Outlet location, looking west from north of Beach Boulevard across Eastport Drive (A.S.I., 2022).

Plate 6: Lagoon Outlet location, looking west from Lagoon Avenue to the terminus end of Lagoon Avenue at the Queen Elizabeth Way (A.S.I., 2022).

Plate 7: Looking north along Eastport Drive from the entrance drive to Windermere Basin Park, for the trunk sewer between the Eastport Channel and Windermere Basin Park (A.S.I., 2022).

Plate 8: View of the Harbour Outlet location, looking west from Jimmy Lomax Park to beneath the Burlington Skyway Bridge (A.S.I., 2022).

Plate 9: View of the Dunraven Outlet location, looking west to end of Dunraven Avenue at the Queen Elizabeth Way (A.S.I., 2022).

Plate 10: View of the Wark Outlet location, looking west at the western end of Wark Avenue at the barrier to the Queen Elizabeth Way (A.S.I., 2022).

Plate 11: View of the vegetative area between residential properties and the Queen Elizabeth Way at the western end of Towers Drive, looking southwest (A.S.I., 2022).

Plate 12: View storm sewer installation area and ditch rehabilitation at the western end of Fletcher Avenue (A.S.I., 2022).

Plate 13: View of the storm sewer installation area and ditch rehabilitation adjacent to the Queen Elizabeth Way and residential properties (A.S.I., 2022).

Plate 14: View of southern area for the storm sewer installation and ditch rehabilitation near the intersection of the on-ramp for the Queen Elizabeth Way and Beach Boulevard (A.S.I., 2022).

Plate 15: Looking north along Eastport Drive, view of the ditch to the right of the roadway (A.S.I., 2022).

Plate 16: Looking south along Eastport Drive, view of the ditch to the left of the roadway (A.S.I., 2022).

Plate 17: View of overgrown vegetation surrounding the ditch between Windermere Basin Park and Red Hill Creek (A.S.I., 2022).

Plate 18: View of the location of the proposed Wark Avenue pumping station (A.S.I., 2022).

Plate 19: View of the residence adjacent to the location of the proposed Wark Avenue pumping station (A.S.I., 2022).

4.2 Identification of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes

At present, a review of federal, provincial, and municipal registers, inventories, and databases revealed that there are 99 previously identified built heritage resources (B.H.R.s) and cultural heritage landscapes (C.H.L.s) within the overall Beach Boulevard study area. These resources include: three properties designated under Part IV of the *Ontario Heritage Act* and one heritage conservation district (HCD) designated under Part V of the *Ontario Heritage Act* and the 65 properties identified within it as part of the Heritage Conservation District. In addition, other resources include: 25 inventoried properties, 20 properties listed in *Hamilton's Heritage Volume 2 Inventory of Buildings of Architectural and/or Historical Interest* (City of Hamilton, 2002), four properties listed in *Hamilton's Heritage Volume 3 Canadian Inventory of Historic Building* (City of Hamilton, 2003), one C.H.L. identified in the *Urban Hamilton Official Plan*, one Provincial Heritage Property of Provincial Significance, and one potential C.H.L. identified in a previous report. A full list of these resources identified as part of the Preliminary Desktop Results is included in Appendix A.

The entire study area (with the exception of a small portion of grassland in the southwest corner of the study area) is included in the Hamilton Beach (A, B, C) Historic Neighbourhood Inventory (C.H.R. 99) (City of Hamilton, 2021). Further, the majority of study area east of the Queen Elizabeth Way is included in the Hamilton Beach Strip Cultural Heritage Landscape (C.H.R. 30) (City of Hamilton, 2021). Accordingly, all individual properties within these areas are considered to be included within these larger C.H.L.s.

A detailed inventory of the known and potential built heritage resources and cultural heritage landscapes that are adjacent to the proposed works and preferred alternatives for the Beach Boulevard Municipal Class Environmental Assessment is presented below in Table 1. See Figure 12 to Figure 16 for mapping

showing the location of identified built heritage resources and cultural heritage landscapes.[3]

[3] For consistency between the Preliminary Desktop Results and this current report, the previous feature I.D. numbers of "C.H.R. #" have been used.

Table 1: Inventory of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes Adjacent to the Preferred Alternatives

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
C.H.R. 1	Streetscape	Woodward Avenue CHL	Potential C.H.L. - Identified in previous report (ASI, 2018)	This potential cultural heritage landscape follows Woodward Avenue. The potential heritage attributes include the route which the roadway follows as it was established during the nineteenth century.	 Plate 20: View of intersection of Woodward Avenue and Eastport Drive (Google Streetview, 2022).
C.H.R. 2	Bridge	Burlington Bay Skyway	Known B.H.R. - Provincial Heritage Property of Provincial Significance	The Burlington Bay Skyway Bridge is known by several names, including the Burlington Bay James N. Allan Skyway Bridge. The known heritage attributes include the suspended deck truss bridge that was constructed in 1958 and was later expanded in 1985. The bridge also features approach spans with concrete piers and riveted steel piers (Holth, 2022).	 Plate 21: View of the Burlington Bay Skyway Bridge (A.S.I., 2022).

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
C.H.R. 30	Residential Neighbourhood	Hamilton Beach Strip	Known C.H.L. - Identified in the *Urban Hamilton Official Plan*	The Hamilton Beach Strip cultural heritage landscape includes the residential neighbourhood community along Beach Boulevard. The heritage attributes of this cultural heritage landscape include the Beach Boulevard streetscape with its variety of houses along Beach Boulevard and its side streets. Within the Hamilton Beach Strip are the following resources adjacent to the preferred alternatives: • C.H.R. 8 (122 Beach Boulevard) • C.H.R. 12 (198 Beach Boulevard) • C.H.R. 14 (218 Beach Boulevard) • C.H.R. 17 (268 Beach Boulevard) • C.H.R. 85 (1011 Beach Boulevard) • C.H.R. 87 (1019 Beach Boulevard) • C.H.R. 91 (1059 Beach Boulevard) • C.H.R. 92 (1060 Beach Boulevard) • C.H.R. 93 (1064 Beach Boulevard) • 1 Wark Avenue	 Plate 22: View of the Beach Boulevard streetscape (A.S.I., 2022).  Plate 23: View of 198 Beach Boulevard (A.S.I., 2022).

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
					 Plate 24: View of residence within the Hamilton Beach Strip (A.S.I., 2022).
C.H.R. 31	Heritage Conservation District	Beach Boulevard between 869 to 1019 Beach Boulevard (lake side) and 870 to 1064 Beach Boulevard (bay side), excluding 913 Beach Boulevard, and including 2 Fourth Avenue.	Known C.H.L. – Designated under the Part V of the *Ontario Heritage Act* (By-law # 00-135)	The Hamilton Beach Conservation District is located along Beach Boulevard. The community has a unique history, “as a turn-of-the-century lakeside summer resort”, “where the spirit of the resort era is still captured in a number of surviving Victorian and Edwardian houses” (City of Hamilton & Region of Hamilton-Wentworth, 2000). Within the Heritage Conservation District, the following resources are adjacent to the preferred alternatives: • C.H.R. 85 (1011 Beach Boulevard) • C.H.R. 87 (1019 Beach Boulevard) • C.H.R. 91 (1059 Beach Boulevard) • C.H.R. 92 (1060 Beach Boulevard) • C.H.R. 93 (1064 Beach Boulevard)	 Plate 25: View of Beach Boulevard at its intersection with Pandora Avenue (A.S.I., 2022).

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
					 Plate 26: View of the residence at 1019 Beach Boulevard (A.S.I., 2022).  Plate 27: View of residence within the Heritage Conservation District (A.S.I., 2022).

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
C.H.R. 99	Historical Neighbourhood	Hamilton Beach (A, B, C) Established Historical Neighbourhood	Known C.H.L. - Identified in the *Established Historical Neighbourhood Inventory* (City of Hamilton, 2021) and City of Hamilton email communication 8 April 2022)	As an Established Historical Neighbourhood, this area is one which was, "substantially built prior to 1950" and the neighbourhood exhibits "unique character, provides examples of historical development patterns, and contain concentrations of cultural heritage resources (Urban Hamilton Official Plan, 2013). Within the Established Historic Neighbourhood, the following resources are adjacent to the preferred alternatives: • C.H.R. 2 (Burlington Bay Skyway Bridge • C.H.R. 8 (122 Beach Boulevard) • C.H.R. 12 (198 Beach Boulevard) • C.H.R. 14 (218 Beach Boulevard) • C.H.R. 17 (268 Beach Boulevard) • C.H.R. 85 (1011 Beach Boulevard) • C.H.R. 87 (1019 Beach Boulevard) • C.H.R. 91 (1059 Beach Boulevard) • C.H.R. 92 (1060 Beach Boulevard) • C.H.R. 93 (1064 Beach Boulevard) • 1 Wark Avenue	 Plate 28: View of Beach Boulevard streetscape (A.S.I., 2022).  Plate 29: View of 1060 Beach Boulevard (A.S.I., 2022).

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
					 Plate 30: View of residence within the Established Historic Neighbourhood (A.S.I., 2022).

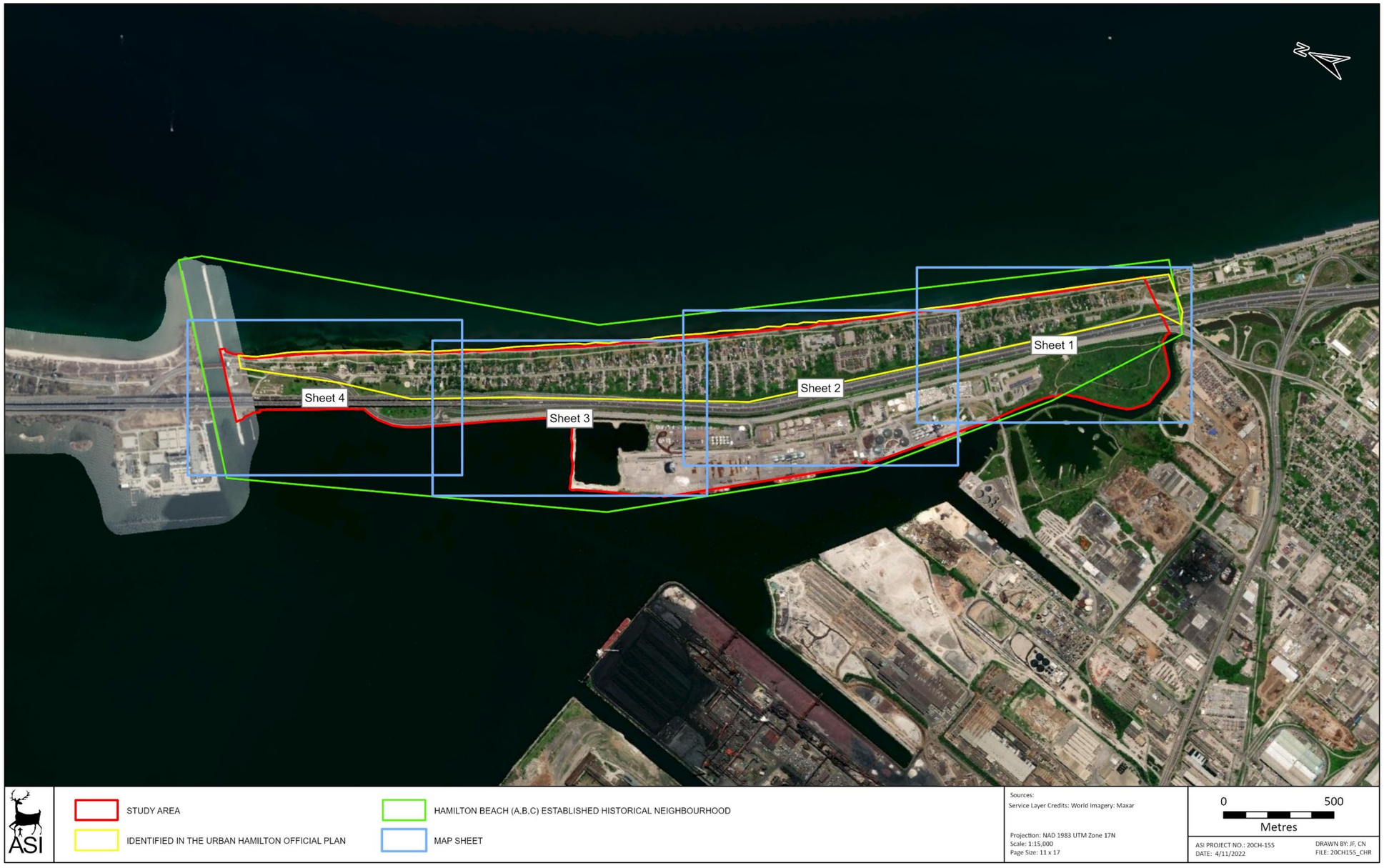

Figure 12: Location of Identified Cultural Heritage Resources (C.H.R.s) in the Study Area (Key Sheet)

Figure 13: Location of Identified Cultural Heritage Resources (C.H.R.s) in the Study Area (Sheet 1)

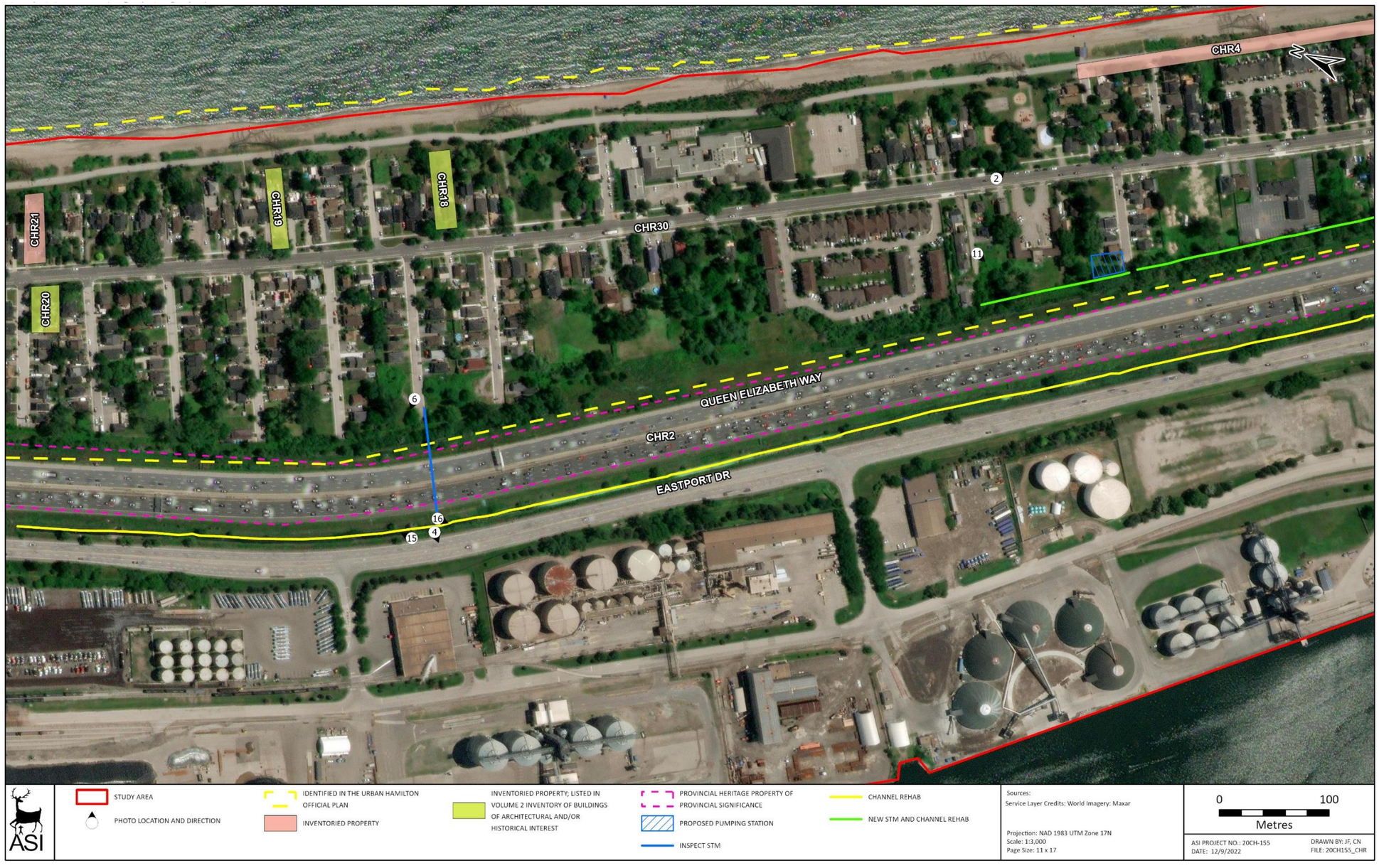

Figure 14: Location of Identified Cultural Heritage Resources (C.H.R.s) in the Study Area (Sheet 2)

Figure 15: Location of Identified Cultural Heritage Resources (C.H.R.s) in the Study Area (Sheet 3)

Figure 16: Location of Identified Cultural Heritage Resources (C.H.R.s) in the Study Area (Sheet 4)

5.0 Preliminary Impact Assessment

The following sections provide more detailed information regarding the proposed project undertaking and analysis of the potential impacts on identified built heritage resources and cultural heritage landscapes.

5.1 Description of Proposed Undertaking

This project involves the development of flood remediation measures, which may include but are not limited to enhanced operations and maintenance, maintenance, land transfers, amendments to legislation/programs, lot level works, and infrastructure upgrades, as well as a new pumping station.

The proposed undertaking will involve the following list of activities:

- Existing storm sewer inspection at Eastport Outlet at the Queen Elizabeth Way Crossing, Lagoon Outlet at the Queen Elizabeth Way Crossing, and the trunk storm sewer between Eastport Channel and Windermere Basin Park. For the storm sewer inspections, the activities will be non-invasive and would involve a visual inspection with a camera. There is the potential for the sewer to be dammed at each end and pumped out prior to the visual inspection.
- Existing storm sewer upgrades at Harbour Outlet at the Queen Elizabeth Way Crossing (twin or larger replacement), Dunraven Outlet at the Queen Elizabeth Way Crossing (twin or larger replacement);
- New storm sewer installation and ditch restoration at Wark Outlet at the Queen Elizabeth Way Crossing for proposed pumping station, connection from Eastport Ditch to Harbour opposite Dunraven, and on the east side of the Queen Elizabeth Way from Towers Drive to Van Wagners Drive to support pumping station construction;
- Existing ditch rehabilitation between Eastport Drive and the Queen Elizabeth Way, and between Windermere Basin Park and Red Hill Creek;
- Modifications to road grading on Eastport Drive at Beach Boulevard intersection; and

- Proposed pumping station location at Wark Avenue.[4]

For the storm sewer replacement, the activities involved will be a combination of an open cut (a trench will be dug) and trenchless (micro-tunnelling) for sections under the Queen Elizabeth Way.

For the ditch rehabilitation and restoration, the type of activities will depend upon the location of the work. For the sections of work along the east side of the Queen Elizabeth Way, the work will include: draining to the new pumping station, restoring the disturbance from the sewer construction, and re-grading the area following other planned works by the Ministry of Transportation. For the ditch along Eastport Drive, the work will include: the removal of all sediment and accumulated vegetation from the primary channel limits, invasive species management, and restoration.

5.2 Analysis of Potential Impacts

Table 2 outlines the potential impacts on all identified built heritage resources (B.H.R.s) and cultural heritage landscapes (C.H.L.s) within the study area.

[4] Other locations were considered for a new pumping station at Bayside Avenue, Fletcher Avenue, and Windermere Basin Park, though these locations were previously ruled out in favour of the Wark Avenue location (email communications with IBI Group).

Table 2: Preliminary Impact Assessment and Recommended Mitigation Measures

Feature I.D.	**Address or Location**	**Heritage Status and Recognition**	**Recommended Works and Location/Limits**	**Type and Description of Potential/Anticipated Impact**	**Mitigation Strategies**
C.H.R. 1	Woodward Avenue C.H.L.	Potential C.H.L. - Identified in previous report (ASI, 2018)	Ditch rehabilitation – ditch between Windermere Basin Park and Red Hill Creek	It is understood that the limits of the proposed work will be confined to the limits of the ditch itself within Windermere Basin Park and. No direct impacts to this C.H.L. are anticipated. As the proposed work is located more than 50 metres from the structures within the C.H.L., no indirect adverse impacts are anticipated.	No further work required.

Feature I.D.	Address or Location	Heritage Status and Recognition	Recommended Works and Location/Limits	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.R. 2	Burlington Bay Skyway	Known B.H.R. - Provincial Heritage Property of Provincial Significance	Storm sewer replacement – Harbour Outlet Storm sewer replacement – Dunraven Outlet New storm sewer installation – Wark Outlet New storm sewer and ditch rehabilitation – east side of Queen Elizabeth Way from Towers Drive to Van Wagners Drive Ditch rehabilitation – between Eastport Drive and the Queen Elizabeth Way Ditch rehabilitation – ditch between Windermere Basin Park and Red Hill Creek	It is understood that the limits of the proposed work will be confined to the lands beneath the Burlington Bay Skyway Bridge and that no work will be occurring on the structure itself. No direct adverse impacts to this structure are anticipated. Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 metres from the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	To address the potential for indirect impacts due to construction related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts.

Feature I.D.	Address or Location	Heritage Status and Recognition	Recommended Works and Location/Limits	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.R. 8	122 Beach Boulevard	Known B.H.R. - Inventoried Property; Listed in *Volume 2 Inventory of Buildings of Architectural and/or Historical Interest* Within the Hamilton Beach Strip C.H.L. (C.H.R. 30) and the Hamilton Beach Established Historic Neighbourhood (C.H.R. 99)	New storm sewer and ditch rehabilitation – east side of Queen Elizabeth Way from Towers Drive to Van Wagners Drive	It is understood that the limits of the proposed work will be confined to the allowance for the green buffer for the Queen Elizabeth Way. No direct adverse impacts to this structure are anticipated. Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 metres from the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	To address the potential for indirect impacts due to construction related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts.

Feature I.D.	Address or Location	Heritage Status and Recognition	Recommended Works and Location/Limits	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.R. 12	198 Beach Boulevard	Known B.H.R. - Inventoried Property; Listed in *Volume 2 Inventory of Buildings of Architectural and/or Historical Interest* Within the Hamilton Beach Strip C.H.L. (C.H.R. 30) and the Hamilton Beach Established Historic Neighbourhood (C.H.R. 99)	New storm sewer and ditch rehabilitation – east side of Queen Elizabeth Way from Towers Drive to Van Wagners Drive	It is understood that the limits of the proposed work will be confined to the allowance for the green buffer for the Queen Elizabeth Way. No direct adverse impacts to this structure are anticipated. Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 metres from the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	To address the potential for indirect impacts due to construction related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts.

Feature I.D.	Address or Location	Heritage Status and Recognition	Recommended Works and Location/Limits	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.R. 14	218 Beach Boulevard	Known B.H.R. - Listed in *Volume 2 Inventory of Buildings of Architectural and/or Historical Interest* Within the Hamilton Beach Strip C.H.L. (C.H.R. 30) and the Hamilton Beach Established Historic Neighbourhood (C.H.R. 99)	New storm sewer and ditch rehabilitation – east side of Queen Elizabeth Way from Towers Drive to Van Wagners Drive	It is understood that the limits of the proposed work will be confined to the allowance for the green buffer for the Queen Elizabeth Way. No direct adverse impacts to this structure are anticipated. Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 metres from the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	To address the potential for indirect impacts due to construction related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts.

Feature I.D.	Address or Location	Heritage Status and Recognition	Recommended Works and Location/Limits	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.R. 17	268 Beach Boulevard	Known B.H.R. - Inventoried Property; Listed in *Volume 2 Inventory of Buildings of Architectural and/or Historical Interest* Within the Hamilton Beach Strip C.H.L. (C.H.R. 30) and the Hamilton Beach Established Historic Neighbourhood (C.H.R. 99)	Proposed pumping station on Wark Avenue	It is understood that the limits of the proposed work will be confined to the property adjacent to 3 Wark Avenue. No direct adverse impacts to this structure are anticipated. Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 metres from the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	The design of the proposed pumping station should be visually compatible, subordinate to, and distinct from surrounding heritage resources, including C.H.R. 17. To address the potential for indirect impacts due to construction related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts.

Feature I.D.	Address or Location	Heritage Status and Recognition	Recommended Works and Location/Limits	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.R. 30	Hamilton Beach Strip	Known C.H.L. - Identified in the *Urban Hamilton Official Plan*	Storm sewer replacement – Harbour Outlet Storm sewer replacement – Dunraven Outlet New storm sewer installation – Wark Outlet New storm sewer and ditch rehabilitation – east side of Queen Elizabeth Way from Towers Drive to Van Wagners Drive Proposed pumping station on Wark Avenue	It is understood that the proposed alignment for these works will generally be confined to the allowance for the green buffer for the Queen Elizabeth Way or other property adjacent to heritage resources. No direct adverse impacts to the structures within this C.H.L. are anticipated. Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 metres from the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	The design of the proposed pumping station should be visually compatible, subordinate to, and distinct from surrounding heritage resources, including C.H.R. 30. To address the potential for indirect impacts due to construction related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts.

Feature I.D.	Address or Location	Heritage Status and Recognition	Recommended Works and Location/Limits	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.R. 31	Hamilton Beach Heritage Conservation District	Known C.H.L. – Designated under the Part V of the *Ontario Heritage Act* (By-law # 00-135)	Storm sewer replacement – Harbour Outlet	It is understood that the limits of the proposed alignment will be confined to park adjacent to the Heritage Conservation District and the green buffer identified in the Hamilton Beach Neighbourhood Plan. No direct adverse impacts to the structures within the Heritage Conservation District are anticipated. Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 metres from the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	To address the potential for indirect impacts due to construction related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts.

Feature I.D.	Address or Location	Heritage Status and Recognition	Recommended Works and Location/Limits	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.R. 85	1011 Beach Boulevard	Known B.H.R. – Designated under the Part V of the *Ontario Heritage Act* (By-law # 00-135) Within the Hamilton Beach Strip C.H.L. (C.H.R. 30) and the Hamilton Beach Established Historic Neighbourhood (C.H.R. 99)	Storm sewer replacement – Harbour Outlet	It is understood that the limits of the proposed alignment will be confined to the park adjacent to the property. No direct adverse impacts to the structure are anticipated. Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 metres from the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	To address the potential for indirect impacts due to construction related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts.

Feature I.D.	Address or Location	Heritage Status and Recognition	Recommended Works and Location/Limits	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.R. 87	1019 Beach Boulevard	Known B.H.R. – Designated under the Part V of the *Ontario Heritage Act* (By-law # 00-135) Within the Hamilton Beach Strip C.H.L. (C.H.R. 30) and the Hamilton Beach Established Historic Neighbourhood (C.H.R. 99)	Storm sewer replacement – Harbour Outlet	It is understood that the limits of the proposed alignment will be confined to the park adjacent to the property. No direct adverse impacts to the structure are anticipated. Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 metres from the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	To address the potential for indirect impacts due to construction related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts.

Feature I.D.	Address or Location	Heritage Status and Recognition	Recommended Works and Location/Limits	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.R. 91	1056 Beach Boulevard	Known B.H.R. – Designated under the Part V of the *Ontario Heritage Act* (By-law # 00-135) Within the Hamilton Beach Strip C.H.L. (C.H.R. 30) and the Hamilton Beach Established Historic Neighbourhood (C.H.R. 99)	Storm sewer replacement – Harbour Outlet	It is understood that the limits of the proposed alignment will be confined to the green buffer adjacent to the property. No direct adverse impacts to the structure are anticipated. Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 metres from the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	To address the potential for indirect impacts due to construction related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts.

Feature I.D.	Address or Location	Heritage Status and Recognition	Recommended Works and Location/Limits	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.R. 92	1060 Beach Boulevard	Known B.H.R. – Designated under the Part V of the *Ontario Heritage Act* (By-law # 00-135) Within the Hamilton Beach Strip C.H.L. (C.H.R. 30) and the Hamilton Beach Established Historic Neighbourhood (C.H.R. 99)	Storm sewer replacement – Harbour Outlet	It is understood that the limits of the proposed alignment will be confined to the green buffer adjacent to the property. No direct adverse impacts to the structure are anticipated. Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 metres from the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	To address the potential for indirect impacts due to construction related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts.

Feature I.D.	Address or Location	Heritage Status and Recognition	Recommended Works and Location/Limits	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.R. 93	1064 Beach Boulevard	Known B.H.R. – Designated under the Part V of the *Ontario Heritage Act* (By-law # 00-135) Within the Hamilton Beach Strip C.H.L. (C.H.R. 30) and the Hamilton Beach Established Historic Neighbourhood (C.H.R. 99)	Storm sewer replacement – Harbour Outlet	It is understood that the limits of the proposed alignment will be confined to the green buffer adjacent to the property. No direct adverse impacts to the structure are anticipated. Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 metres from the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	To address the potential for indirect impacts due to construction related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts.

Feature I.D.	Address or Location	Heritage Status and Recognition	Recommended Works and Location/Limits	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.R. 99	Hamilton Beach (A, B, C) Established Historical Neighbourhood	Known C.H.L. - Identified in the *Established Historical Neighbourhood Inventory* (City of Hamilton, 2021) and City of Hamilton email communication 8 April 2022)	Storm sewer replacement – Harbour Outlet Storm sewer replacement – Dunraven Outlet New storm sewer installation – Wark Outlet New storm sewer installation – connection from Eastport ditch to harbour opposite Dunraven New storm sewer and ditch rehabilitation – east side of Queen Elizabeth Way from Towers Drive to Van Wagners Drive Ditch rehabilitation – between Eastport Drive and the Queen Elizabeth Way Ditch rehabilitation – ditch between Windermere Basin Park and Red Hill Creek Proposed pumping station on Wark Avenue	No direct adverse impacts to the structures within the Established Historic Neighbourhood are anticipated. It is understood that the limits of the various works will generally be confined to road allowances and the green buffer adjacent to the Queen Elizabeth Way. The tunnelling and trenching activities will be temporary in duration. Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 metres from the proposed work. These impacts are expected to be limited and temporary. No additional indirect impacts were identified.	To address the potential for indirect impacts due to construction related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts.

No direct adverse impacts to the identified B.H.R.s or C.H.L.s are anticipated as a result of the proposed undertaking.

The above-noted sewer inspections are not anticipated to any impacts on the B.H.R.s or C.H.L.s.

The overall Beach Boulevard Municipal Class Environmental Assessment study area has been identified by the City of Hamilton in several ways as having either groupings of properties or areas of heritage interest. This includes the Hamilton Beach Heritage Conservation District, the Hamilton Beach Strip cultural heritage landscape, as well as the Hamilton Beach Established Historic Neighbourhood. Thus, the overall study area can be considered a sensitive area. The Heritage Conservation District Guidelines (ASI et al., 2000), for example, recognizes the grass boulevards, street trees, hedgerows, front yard plantings, and many mature boundary plantings are features which contribute to its visual qualities. The Neighbourhood Plan (Regional Municipality of Hamilton-Wentworth, 1992) for the broader area also recognizes the importance of the existing green buffer areas and park spaces. For these reasons, any trenching, tunnelling, or pumping station construction activities should avoid permanent removal of such features and if disturbed, to reinstate with post-construction landscaping plans to match the current existing conditions.

Where feasible, the proposed undertaking should be designed to avoid direct and indirect adverse impacts to the identified B.H.R.s and C.H.L.s. To ensure these properties are not adversely impacted, construction and staging should be suitably planned to avoid all impacts to these properties. Suitable mitigation measures could include the establishment of no-go zones with fencing and issuing instructions to construction crews to avoid the B.H.R.s and C.H.L.s.

Modifications to the road grading at the Eastport Drive and Beach Boulevard intersection are assumed to be confined to the existing road allowance and no construction staging areas are required, and thus no anticipated adverse impacts are anticipated.

The location of the proposed pumping station at Wark Avenue is adjacent to C.H.R. 17 (268 Beach Boulevard) and a potential feature at 1 Wark Avenue. The property at 1 Wark Avenue has not been previously identified by the City of Hamilton, but may date to ca. 1930s and is within the Hamilton Beach Established Historic Neighbourhood. The proposed pumping station construction would impact the driveway for 1 Wark Avenue by its removal. Consideration should be given to reinstate the driveway for 1 Wark Avenue. Also, given the surrounding heritage context, the design of the proposed pumping station should be visually compatible, subordinate to, and distinct from surrounding heritage resources.

Vibration during construction activities may impact C.H.R. 2, C.H.R. 8, C.H.R. 12, C.H.R. 14, C.H.R. 17, structures within C.H.R. 30, structures within C.H.R. 31, C.H.R. 85, C.H.R. 87, C.H.R. 91, C.H.R. 92, C.H.R. 93, and C.H.R. 99 as a result of their location in close proximity to the proposed undertaking. To ensure the structures on the properties at: the Burlington Bay Skyway (C.H.R. 2), 122 Beach Boulevard (C.H.R. 8), 198 Beach Boulevard (C.H.R. 12), 218 Beach Boulevard (C.H.R. 14), 268 Beach Boulevard (C.H.R. 17), Hamilton Beach Strip (C.H.R. 30), Hamilton Beach Heritage Conservation District (C.H.R. 31), 1011 Beach Boulevard (C.H.R. 85), 1019 Beach Boulevard (C.H.R. 87), 1056 Beach Boulevard (C.H.R. 91), 1060 Beach Boulevard (C.H.R. 92), 1064 Beach Boulevard (C.H.R. 93), and Hamilton Beach (A, B, C) Established Historic Neighbourhood (C.H.R. 99) are not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance assessment conclude that the any structures will be subject to vibrations, a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction.

6.0 Results and Mitigation Recommendations

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with an urban land use history dating back to the mid-nineteenth century. A review of federal,

provincial, and municipal registers, inventories, and databases revealed that there are 99 previously identified features of cultural heritage value within the Beach Boulevard study area.

6.1 Key Findings

A total of 99 previously identified B.H.R.s and C.H.L.s were identified within the study area:

- Of the B.H.R.s and C.H.L.s identified within the study area there are: three properties designated under Part IV of the *Ontario Heritage Act* and one heritage conservation district designated under Part V of the *Ontario Heritage Act* and the 65 properties identified within it as part of the Heritage Conservation District. In addition, other resources include: 25 inventoried properties, 20 properties listed in *Hamilton's Heritage Volume 2 Inventory of Buildings of Architectural and/or Historical Interest* (City of Hamilton, 2002), four properties listed in *Hamilton's Heritage Volume 3 Canadian Inventory of Historic Building* (City of Hamilton, 2003), one cultural heritage landscape identified in the *Urban Hamilton Official Plan*, one Provincial Heritage Property of Provincial Significance, one potential cultural heritage landscape identified in a previous report, and one cultural heritage landscape identified in the *Established Historical Neighbourhood Inventory* (City of Hamilton, 2021).
- Identified cultural heritage resources are historically, architecturally, and contextually associated with land use patterns in the City of Hamilton and more specifically representative of the settlement of the Beach Boulevard community along the peninsula.
- The entire study area (with the exception of a small portion of grassland in the southwest corner of the study area) is included in the Hamilton Beach (A, B, C) Historic Neighbourhood Inventory (C.H.R. 99) (City of Hamilton, 2021). Further, the entire study area east of the Queen Elizabeth Way is included in the Hamilton Beach Strip Cultural Heritage Landscape (C.H.R. 30) (City of Hamilton, 2021). Accordingly, all individual properties within these areas are considered to be included within these larger C.H.L.s.

6.2 Results of Preliminary Impact Assessment

- No direct adverse impacts to the identified B.H.R.s and C.H.L.s are anticipated as a result of the proposed undertaking.
- Potential vibration impacts as a result of the proposed undertaking are anticipated to result in indirect impacts to ten B.H.R.s and two C.H.L.s:
    - Burlington Bay Skyway (C.H.R. 2),
    - 122 Beach Boulevard (C.H.R. 8),
    - 198 Beach Boulevard (C.H.R. 12),
    - 218 Beach Boulevard (C.H.R. 14),
    - 268 Beach Boulevard (C.H.R. 17),
    - Hamilton Beach Strip (C.H.R. 30),
    - Hamilton Beach Heritage Conservation District (C.H.R. 31),
    - 1011 Beach Boulevard (C.H.R. 85),
    - 1019 Beach Boulevard (C.H.R. 87),
    - 1056 Beach Boulevard (C.H.R. 91),
    - 1060 Beach Boulevard (C.H.R. 92),
    - 1064 Beach Boulevard (C.H.R. 93), and
    - Hamilton Beach (A, B, C) Established Historic Neighbourhood (C.H.R. 99).
- The proposed pumping station construction would impact 1 Wark Avenue by removal of its driveway. Consideration should be given to reinstate the driveway for 1 Wark Avenue. Also, given the surrounding heritage context, the design of the proposed pumping station has the potential to impact the setting of surrounding heritage resources.

6.3 Recommendations

Based on the results of the assessment, the following recommendations have been developed:

1. Construction activities and staging should be suitably planned and undertaken to avoid unintended negative impacts to identified B.H.R.s and C.H.L.s. Avoidance measures may include, but are not limited to:

erecting temporary fencing, establishing buffer zones, issuing instructions to construction crews to avoid identified B.H.R.s and C.H.L.s, etc.

2. To ensure the following properties are not adversely impacted during construction, baseline vibration monitoring should be undertaken during detailed design:
    - Burlington Bay Skyway (C.H.R. 2),
    - 122 Beach Boulevard (C.H.R. 8),
    - 198 Beach Boulevard (C.H.R. 12),
    - 218 Beach Boulevard (C.H.R. 14),
    - 268 Beach Boulevard (C.H.R. 17),
    - Hamilton Beach Strip (C.H.R. 30),
    - Hamilton Beach Heritage Conservation District (C.H.R. 31),
    - 1011 Beach Boulevard (C.H.R. 85),
    - 1019 Beach Boulevard (C.H.R. 87),
    - 1056 Beach Boulevard (C.H.R. 91),
    - 1060 Beach Boulevard (C.H.R. 92),
    - 1064 Beach Boulevard (C.H.R. 93), and
    - Hamilton Beach (A, B, C) Established Historic Neighbourhood (C.H.R. 99).

Should this advance monitoring assessment conclude that the structure(s) on these properties will be subject to vibrations, prepare and implement a vibration monitoring plan as part of the detailed design phase of the project to lessen vibration impacts related to construction.

3. Plan trenching, tunnelling, and pumping station construction activities to avoid permanent removal of features such as grass boulevards, street trees, hedgerows, front yard plantings, and many mature boundary plantings. If disturbed, these features should be reinstated with post-construction landscaping plans to match the current existing conditions.

4. Given the surrounding heritage context and that the broader study area has been identified as containing areas of cultural heritage value or interest and/or groupings of cultural heritage resources, the design of the proposed pumping station should be visually compatible, subordinate to, and distinct from surrounding heritage resources.

5. Consultation with City of Hamilton Heritage Planning staff should occur to confirm whether any further review and analysis of proposed interventions with the Hamilton Beach H.C.D. are required. Consultation with City of Hamilton Heritage Planning Staff should also confirm whether any further heritage impact assessment reporting will be required in relation to the Hamilton Beach Strip Cultural Heritage Landscape and the Hamilton Beach (A, B, C) Established Historic Neighbourhood as part of future design phases and/or preceding construction activities.

6. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential B.H.R.s and C.H.L.s.

7. The report should be submitted to the City of Hamilton and the Ministry of Citizenship and Multiculturalism for review and comment, and any other local heritage stakeholders that may have an interest in this project. The final report should be submitted to the City of Hamilton for their records.

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Appendix A

Table 3: Inventory of Known Cultural Heritage Resources within the Study Area

Feature ID	Address or Location	Type of Property	Heritage Status and Recognition
CHR 1	Woodward Avenue	Streetscape	Potential CHL - Identified in previous report (ASI, 2018)
CHR 2	Burlington Bay Skyway	Bridge	Known BHR - Provincial Heritage Property of Provincial Significance
CHR 3	380 Van Wagners Beach Road	Recreational	Known BHR - Inventoried Property
CHR 4	5 Beach Boulevard	Waterfront Trail	Known BHR - Inventoried Property
CHR 5	83 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in *Volume 2 Inventory of Buildings of Architectural and/or Historical Interest*
CHR 6	137 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in *Volume 2 Inventory of Buildings of Architectural and/or Historical Interest*
CHR 7	147 Beach Boulevard	Residence	Known BHR - Inventoried Property
CHR 8	122 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in *Volume 2 Inventory of Buildings of Architectural and/or Historical Interest*

Feature ID	Address or Location	Type of Property	Heritage Status and Recognition
CHR 9	153 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in *Volume 2 Inventory of Buildings of Architectural and/or Historical Interest*
CHR 10	159 Beach Boulevard	Residence	Known BHR - Inventoried Property
CHR 11	193 Beach Boulevard	Residence	Known BHR - Inventoried Property
CHR 12	198 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in *Volume 2 Inventory of Buildings of Architectural and/or Historical Interest*
CHR 13	227 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in *Volume 2 Inventory of Buildings of Architectural and/or Historical Interest*
CHR 14	218 Beach Boulevard	Demolished	Known BHR - Listed in *Volume 2 Inventory of Buildings of Architectural and/or Historical Interest*
CHR 15	253 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in *Volume 2 Inventory of Buildings of Architectural and/or Historical Interest*
CHR 16	271 Beach Boulevard	Residence	Known BHR - Inventoried Property

Feature ID	Address or Location	Type of Property	Heritage Status and Recognition
CHR 17	268 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in *Volume 2 Inventory of Buildings of Architectural and/or Historical Interest*
CHR 18	531 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in *Volume 2 Inventory of Buildings of Architectural and/or Historical Interest*
CHR 19	585 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in *Volume 2 Inventory of Buildings of Architectural and/or Historical Interest*
CHR 20	668 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in *Volume 2 Inventory of Buildings of Architectural and/or Historical Interest*
CHR 21	659 Beach Boulevard	Residence	Known BHR - Inventoried Property
CHR 22	674 Beach Boulevard	Residence	Known BHR - Listed in *Volume 2 Inventory of Buildings of Architectural and/or Historical Interest*
CHR 23	671 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in *Volume 2 Inventory of Buildings of Architectural and/or Historical Interest*
CHR 24	677 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in *Volume 2 Inventory of*

Feature ID	Address or Location	Type of Property	Heritage Status and Recognition
			Buildings of Architectural and/or Historical Interest
CHR 25	749 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in *Volume 2 Inventory of Buildings of Architectural and/or Historical Interest*
CHR 26	758 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in *Volume 2 Inventory of Buildings of Architectural and/or Historical Interest*
CHR 27	757 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in *Volume 2 Inventory of Buildings of Architectural and/or Historical Interest*
CHR 28	769 Beach Boulevard	Residence	Known BHR - Inventoried Property
CHR 29	1149 Beach Boulevard	Beach Strip, Open Space	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 30	Hamilton Beach Strip	Cultural Heritage Landscape	Known CHL - Identified in the *Urban Hamilton Official Plan*
CHR 31	Hamilton Beach Heritage Conservation District	Heritage Conservation District	Known CHL – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 32	867 Beach Boulevard	Empty Lot	Known BHR - Designated under Part V of the *OHA* (By-law # 00-135)

Feature ID	Address or Location	Type of Property	Heritage Status and Recognition
CHR 33	870 Beach Boulevard	Residence	Known BHR – Designated under Part V of the *OHA* (By-law # 00-135)
CHR 34	869 Beach Boulevard	Residence	Known BHR – Designated under Part V of the *OHA* (By-law # 00-135)
CHR35	880 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 36	873 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 37	890 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 38	877 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 39	900 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 40	883 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 41	2 Fourth Avenue	Residence	Known BHR - Designated under Part V of the *OHA* (By-law # 00-135)
CHR 42	908 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 43	912 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)

Feature ID	Address or Location	Type of Property	Heritage Status and Recognition
CHR 44	887 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 45	916 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 46	893 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 47	920 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 48	903 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 49	924 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 50	913 Beach Boulevard	Residence	Known BHR – Designated under the Part IV of the *OHA* (By-law # 85-235)
CHR 51	930 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 52	936 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 53	919 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 54	940-946 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)

Feature ID	Address or Location	Type of Property	Heritage Status and Recognition
CHR 55	925 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 56	954 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 57	929 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 58	958 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 59	935 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135); Listed in *Volume 3 Canadian Inventory of Historic Building*
CHR 60	962 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 61	939 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 62	966 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 63	945 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 64	970 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)

Feature ID	Address or Location	Type of Property	Heritage Status and Recognition
CHR 65	951 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 66	974 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 67	957 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135); Listed in *Volume 3 Canadian Inventory of Historic Building*
CHR 68	978 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 69	967 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 70	984 Beach Boulevard	Empty Lot	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 71	971-975 Beach Boulevard	Demolished	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135); Listed in *Volume 3 Canadian Inventory of Historic Building*
CHR 72	990 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 73	983 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 74	996 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)

Feature ID	Address or Location	Type of Property	Heritage Status and Recognition
CHR 75	987 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 76	1000 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 77	991 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 78	1008 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 79	997 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 80	1014 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 81	1003 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 82	1020 Beach Boulevard	Empty Lot	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 83	1007 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 84	1026 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 85	1011 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)

Feature ID	Address or Location	Type of Property	Heritage Status and Recognition
CHR 86	1032 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 87	1019 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 88	1038 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 89	1044 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 90	1052 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 91	1056 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 92	1060 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 93	1064 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 94	1051 Beach Boulevard	Demolished	Known BHR - Inventoried Property; Listed in *Volume 3 Canadian Inventory of Historic Building*
CHR 95	1117 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the *OHA* (By-law # 00-135); Listed in *Volume 2 Inventory of Buildings of Architectural and/or Historical Interest*

Feature ID	Address or Location	Type of Property	Heritage Status and Recognition
CHR 96	1153 Beach Boulevard	Empty Lot	Known BHR - Listed in *Volume 2 Inventory of Buildings of Architectural and/or Historical Interest*
CHR 97	1155 Beach Boulevard	Lighthouse Keeper's Dwelling	Known BHR - Designated under Part IV of the *OHA* (By-law # 96-115); Designated under the Part V of the *OHA* (By-law # 00-135)
CHR 98	1157 Beach Boulevard	Lighthouse	Known BHR – Designated under Part IV of the *OHA* (By-law #96-115); Designated under the Part V of the *OHA* (By-law # 00-135); OHT 'Burlington Bay Canal' Plaque on property
CHR 99	Hamilton Beach (A,B,C) Established Historical Neighbourhood	Historical Neighbourhood	Known CHL - Identified in the *Established Historical Neighbourhood Inventory* (City of Hamilton, 2021) and City of Hamilton email communication 8 April 2022)