

# **Appendix D:**

## **Built Heritage Impact Assessment**

**D1: Cultural Heritage Report**

**D2: Checklist**

# D1: Built Heritage Impact Assessment

# **Cultural Heritage Report: Existing Conditions and Preliminary Assessment – Municipal Class Environmental Assessment, West 5<sup>th</sup> Street**

Final

August 2025

Prepared for:  
City of Hamilton  
330 Wentworth Street North  
Hamilton, Ontario L8L 5W3

Prepared by:  
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Project/File:  
165001381




**Cultural Heritage Report: Existing Conditions and Preliminary Assessment –  
Municipal Class Environmental Assessment, West 5th Street  
Limitations and Sign-off**  
August 2025

## Limitations and Sign-off


The conclusions in the Report titled Cultural Heritage Report: Existing Conditions and Preliminary Assessment – Municipal Class Environmental Assessment, West 5th Street are Stantec’s professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient’s own risk.

Stantec has assumed all information received from the City of Hamilton (the “Client”) and third parties in the preparation of the Report to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.


This Report is intended solely for use by the Client in accordance with Stantec’s contract with the Client. While the Report may be provided to applicable authorities having jurisdiction and others for whom the Client is responsible, Stantec does not warrant the services to any third party. The report may not be relied upon by any other party without the express written consent of Stantec, which may be withheld at Stantec’s discretion.

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## **Executive Summary**

As part of a Municipal Class Environmental Assessment (MCEA), the City of Hamilton (the Client) retained Stantec Consulting Ltd. (Stantec) to develop and assess Alternative Solutions to improve transportation along West 5<sup>th</sup> Street between Stone Church Road West and Rymal Road West (the Project). This corridor has been identified for improvements to address urbanization, reconstruction, and potential widening of the road. The MCEA will assess options to improve traffic, active transportation, transit, and stormwater management throughout the corridor to support future growth within Hamilton.

The requirement to consider cultural heritage in MCEAs is discussed in the *Municipal Class Environmental Assessment Manual* (MCEA Manual) (Municipal Engineers Association 2024). The MCEA Manual considers cultural heritage, including built heritage resources (BHRs) and cultural heritage landscapes (CHLs), as well as archaeological resources, as one in a series of environmental factors to be considered when undertaking an MCEA, particularly when describing existing and future conditions, development alternatives, and determination of the preferred alternative. To facilitate this Project, the Client retained Stantec to conduct a *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment* (CHR).

Historical research, municipal and agency data requests, and field investigations conducted for this report identified five BHRs. Following an assessment of impacts, potential direct impacts were identified for BHR-3, and indirect impacts were identified for BHR-3 and BHR-4. As such, mitigation measures were prepared, and recommendations include:

**1073 West 5th Street (BHR-3):** The trees for removal that are within the property boundary of BHR-3, should be replaced with the same species, if possible, or sympathetic historic species of 100-millimetre sapling diameter caliber stock. Placement



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of the new tree should maintain the tree line along the north boundary of the property, if possible.

The proposed Alternative 2 includes a buffer area between the roadway and the cycle track. At detailed design, landscape plantings may be utilized to screen the urbanized roadway from the heritage property.

**Vibration Assessment for BHR-3 and BHR-4:** At detailed design, prior to construction activities, a qualified vibrations specialist or engineer should be retained to undertake an impact assessment to determine the zone of influence and the potential for impacts to the built heritage resources.

*The Executive Summary only highlights key points from the report; for complete information and findings, the reader should examine the report.*



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Project Personnel**  
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## **Project Personnel**

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## **Acronyms / Abbreviations**

BA	Bachelor of Arts
BHR	Built Heritage Resource
CAHP	Canadian Association of Heritage Professionals
CHL	Cultural Heritage Landscape
CHR	Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment
CHVI	Cultural Heritage Value or Interest
ENV SP	Environmental Speciality
H.&L.E.	Hamilton & Lake Erie Railway
H.&N.W.	Hamilton & North Western Railway
ISA	International Society of Arboriculture
m	metres
MA	Master of Arts
MCEA	Municipal Class Environmental Assessment
MCM	Ministry of Citizenship and Multiculturalism
MUP	Multi-use Pathway
OHA	Ontario Heritage Act
OHT	Ontario Heritage Trust
O. Reg.	Ontario Regulation
P. Eng.	Professional Engineer
ROW	Right-of-way



# Cultural Heritage Report: Existing Conditions and Preliminary Assessment – Municipal Class Environmental Assessment, West 5th Street

## 1 Introduction

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# 1 Introduction

## 1.1 Study Purpose and Objectives

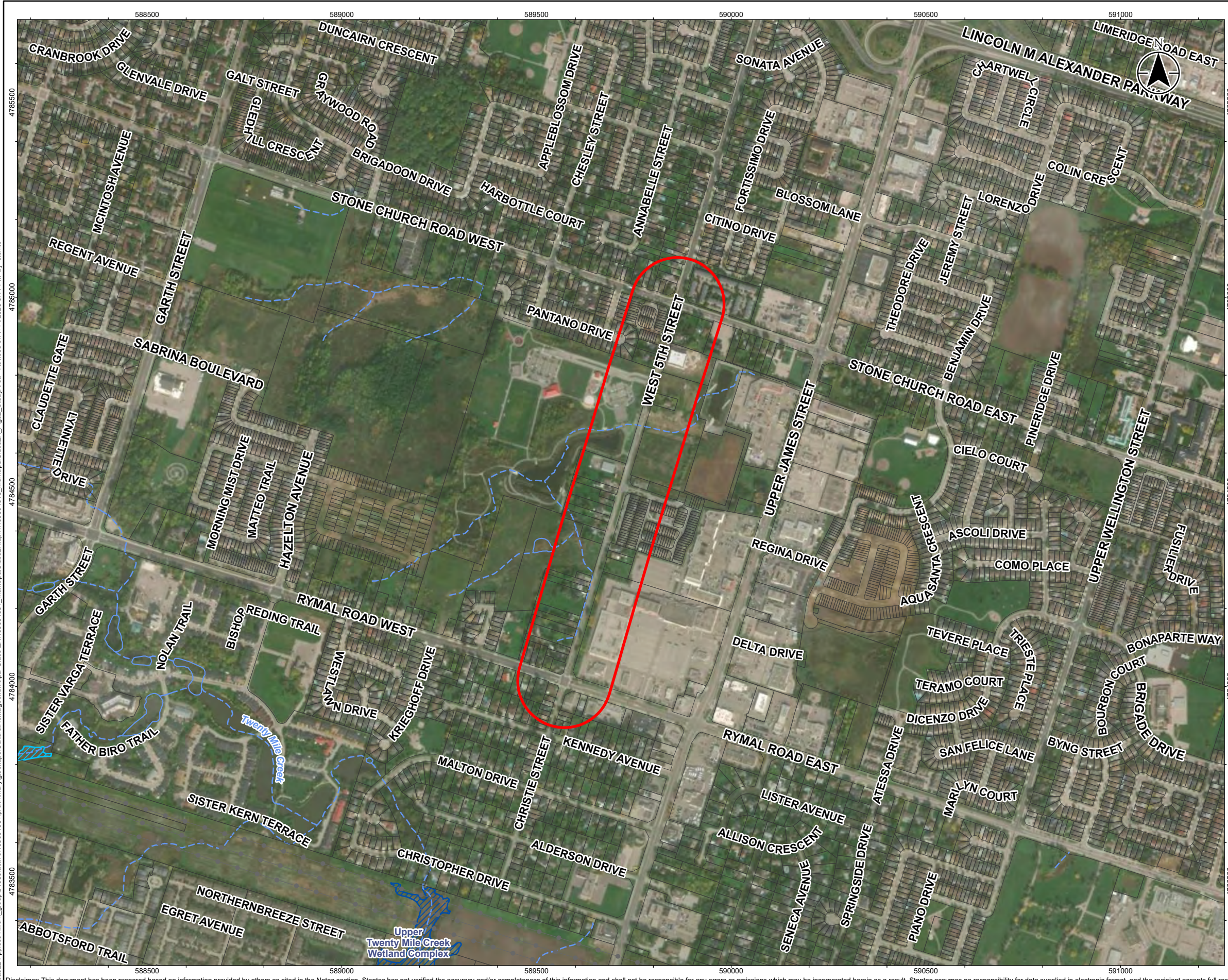
As part of a Municipal Class Environmental Assessment (MCEA), the City of Hamilton (the City) retained Stantec Consulting Ltd. (Stantec) to develop and assess Alternative Solutions to improve transportation along West 5<sup>th</sup> Street between Stone Church Road West and Rymal Road West (the Project). This corridor has been identified for improvements to address urbanization, reconstruction, and potential widening of the road. The MCEA will assess options to improve traffic, active transportation, transit, and stormwater management throughout the corridor to support future growth within Hamilton.

To facilitate this Project, the Client retained Stantec to conduct a *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment* (CHR). The Study Area for the CHR is a 50-metre buffer around the MCEA Study Area (Figure 1 and Figure 2).

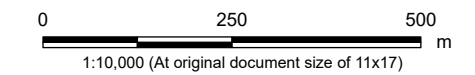
This CHR summarizes the applicable heritage policies, the Study Area's geography and history, known and potential built heritage resources (BHRs) and cultural heritage landscapes (CHLs), and screens the potential BHRs and CHLs for potential cultural heritage value or interest (CHVI) using the criteria prescribed in *Ontario Regulation* (O. Reg.) 9/06 of the *Ontario Heritage Act* (OHA) (Government of Ontario 2023). Based on this understanding of the Study Area and surrounding area, the potential impacts resulting from the Project are assessed, and future actions are recommended.







- Legend
- Study Area
  - Hydro Line
  - Watercourse (Intermittent)
  - Watercourse (Permanent)
  - Wetland, Provincially Significant
  - Wetland, Other Evaluated



- Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
  2. Contains information licensed under the Open Government Licence – Ontario, and the Open Government Licence - Canada, accessed 2025.
  3. Orthoimagery provided by Maxar.

Project Location: 165001381 REVA  
 City of Hamilton Prepared by stomic on 2025-08-01  
 Technical Review by ABC on yyyy-mm-dd

Client/Project:  
 CITY OF HAMILTON  
 EXISTING CONDITIONS AND PRELIMINARY ASSESSMENT:  
 MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT,  
 WEST 5TH STREET

Figure No.

**2**

Title

**Study Area**

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 2025-08-01 16:41:11 PM by stomic

## **2 Methodology**

### **2.1 Requirements**

The *Ontario Heritage Act* (OHA) provides the primary statutory framework for the conservation of cultural heritage resources in Ontario (Government of Ontario 1990). Conservation of cultural heritage resources is a matter of provincial interest, as reflected in the OHA and Ministry of Citizenship and Multiculturalism (MCM) policies. In order to confirm and/or identify the presence of previously identified and potential BHRs and CHLs within the Study Area, a screening was completed using the *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (the Checklist) published by the MCM (MCM 2022).

The requirement to consider cultural heritage in MCEAs is discussed in the *Municipal Class Environmental Assessment Manual* (MCEA Manual) (Municipal Engineers Association 2024). The MCEA Manual considers cultural heritage, including BHRs and CHLs as well as archaeological resources, as one in a series of environmental factors to be considered when undertaking an MCEA when describing existing and future conditions, development alternatives, and determining the preferred alternative.

The MCEA Manual further suggests that cultural heritage resources that retain heritage attributes should be identified early in the environmental assessment process and avoided where possible. Where avoidance is not possible, potential effects to these attributes should be identified and minimized. Adverse impacts should be mitigated according to provincial and municipal guidelines. It is suggested that this happen early in the process so that potential impacts to significant features can be included in understanding project impacts and mitigation plans.

### **2.2 Background History**

To familiarize the study team with the Study Area, local historical resources were consulted, archival documents were reviewed, and a summary of the historical



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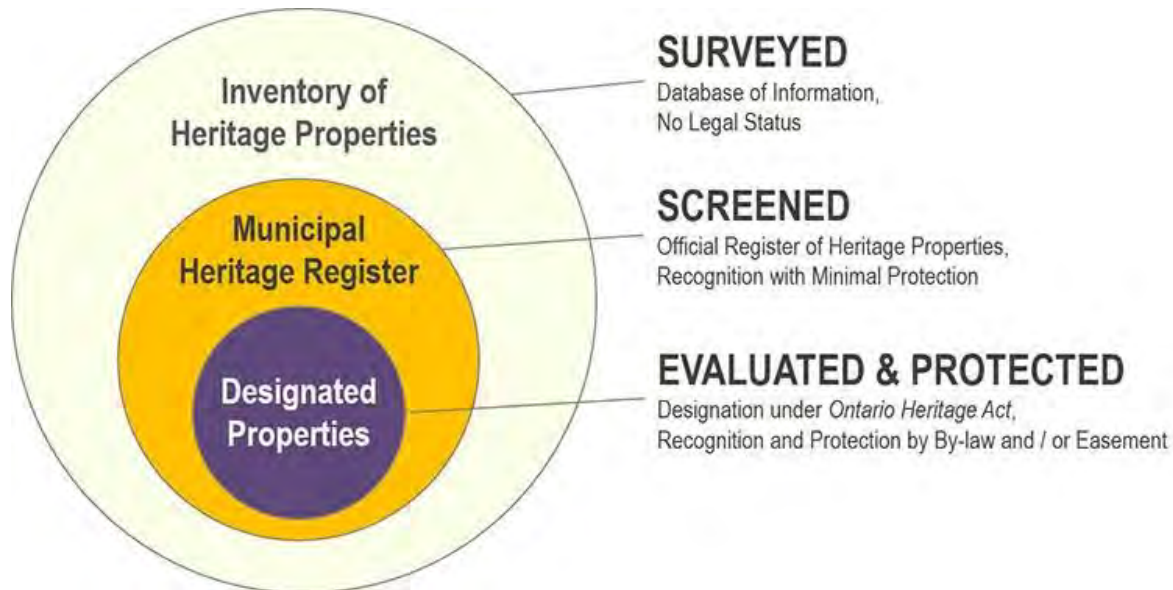
background of the local area was prepared. Specifically, historical mapping and topographic mapping from 1859, 1875, 1907, 1916, 1923, 1929, 1934, 1938, 1962, 1963, and 1973 were reviewed to identify the presence of structures, settlements, and other potential BHRs and CHLs in advance of the field program.

### **2.3 Municipal and Agency Consultation**

To determine provincial, municipal, and community interest in the Study Area from a cultural heritage perspective and to determine the presence of previously identified BHRs and CHLs, input was requested from the Ontario Heritage Trust (OHT), MCM, and the City of Hamilton (the City). Consultation with the public and Indigenous communities is undertaken as part of the broader MCEA process. BHRs or CHLs identified by the public or Indigenous communities will be incorporated into this report.

The City maintains a Municipal Heritage Register containing listed and designated properties. In addition, the City has compiled an inventory of approximately 6,000 addresses from over 30 years of data on properties identified as having potential CHVI (City of Hamilton n.d.a.). The goal of the City's inventory process is to evaluate each property to determine if it has CHVI that should be recognized by adding it to the Municipal Heritage Register or further evaluated for potential designation under the OHA. This approach is illustrated in Plate 2.1. Properties identified on the Municipal Heritage Register or the City's inventory have been included in Table 3.2.





**Plate 2.1** Infographic illustrating the City of Hamilton’s approach to heritage conservation (City of Hamilton n.d.)

## 2.4 Field Program

A vehicular windshield and pedestrian survey were conducted by Jenn Como and Paige Milner, Cultural Heritage Specialists, both with Stantec, on Friday April 25, 2025, from publicly accessible roadways, unless specified otherwise. During the survey, the Study Area was surveyed for previously identified or potential BHRs or CHLs. Where identified, these were photographed, the characteristics noted while in the field, and their locations recorded.

Generally, buildings and structures older than 40 years of age were screened during the survey for their potential to satisfy O. Reg. 9/06 criteria (Government of Ontario 2023) and the Checklist (MCM 2022). Only properties containing buildings or structures determined to have the potential to satisfy O. Reg. 9/06 were inventoried. The use of the 40-year threshold is generally accepted by both the federal and provincial authorities as a preliminary screening measure for CHVI. This practice does not imply that all buildings and structures more than 40 years of age are inherently of significant



heritage value, nor does it exclude exceptional examples constructed within the past 40 years of being of significant cultural heritage value.

## **2.5 Screening of Cultural Heritage Value or Interest**

The criteria for determining CHVI are defined by O. Reg. 9/06 (see Section 2.5.1 for a list of the criteria). Each potential heritage resource was screened both as an individual structure and as a potential CHL. Where potential CHVI was identified, a structure or landscape was assigned a BHR or CHL number and the property was determined to contain a potential heritage resource.

### **2.5.1 Ontario Regulation 9/06**

- 1. The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.*
- 2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.*
- 3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.*
- 4. The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.*
- 5. The property has historical value or associative value because it yields or has the potential to yield, information that contributes to an understanding of a community or culture.*
- 6. The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.*



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7. *The property has contextual value because it is important in defining, maintaining or supporting the character of an area.*
8. *The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.*
9. *The property has contextual value because it is a landmark.*

(Government of Ontario 2023)

## 2.6 Assessment of Impacts

Where a component of a previously identified or potential BHR or CHL was situated within the Study Area, the impacts of the proposed undertaking were evaluated. The impacts, both direct and indirect, are evaluated according to InfoSheet #5 in the *Heritage Resources in the Land Use Planning Process, Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement (InfoSheet #5)* (Government of Ontario 2006).

Seven potential negative effects have been identified, including:

1. **Destruction** of any, or part of any, significant heritage attributes or features
2. **Alteration** that is not sympathetic, or is incompatible, with the historic fabric and appearance
3. **Shadows** created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden
4. **Isolation** of a heritage attribute from its surrounding environment, context, or a significant relationship
5. **Direct or indirect obstruction** of significant views or vistas within, from, or of built and natural features



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6. **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
7. **Land disturbances** such as a change in grade that alters soils and drainage patterns that adversely affect an archaeological resource

(Government of Ontario 2006)

In addition to direct effects related to destruction, the potential for indirect effects resulting from vibration due to construction and operation activities and the transportation of Project components and personnel were also evaluated. Although the existing effect of traffic and construction vibrations on historic period structures is not fully known, negative effects have been demonstrated on buildings with a setback of less than 40 metres from the curbside (Crispino and D'Apuzzo 2001; Ellis 1987; Rainer 1982; Wiss 1981; National Park Service 2001).

While “historic period structures” typically refers to buildings, it may also include other historic built features such as bridges, fences/masonry walls, monuments, and grave markers. The proximity of Project components to BHRs and CHLs was considered in this assessment, particularly those within 50 metres, to encompass a wide enough buffer zone to account for built resources less than 40 metres from curbside or potential Project activities. The 50-metre buffer represents a conservative approach to effects identification.

Indirect impacts resulting from land disturbances apply to archaeological resources in the form of potential graves, which are beyond the scope of this assessment. An Archaeological Assessment has been prepared under separate cover which addresses the archaeological potential of the Study Area and includes recommendations for further work (Stantec 2025a). No further consideration to archaeological resources is provided in this report.



## **3 Existing Conditions**

### **3.1 Background and Historical Research**

#### **3.1.1 Introduction**

The Study Area is located in the City of Hamilton. The Study Area was historically located in the former Township of Glanford and the former Township of Barton, within the former Wentworth County on the following lots and concessions:

- Former Township of Barton, Wentworth County
  - Lots 15 and 16, Concession 7
  - Lot 15 and 16, Concession 8
- Former Township of Glanford, Wentworth County
  - Lot 5, Concession 1

#### **3.1.2 Physiography**

The Study Area is located within the Haldimand Clay Plain physiographic region of Southern Ontario. The Haldimand Clay Plain is located between the Niagara Escarpment and Lake Erie and covers about 2,173 square kilometres (Chapman and Putnam 1984: 156). The region is divided into a series of environmental belts and varies in elevation from 183 to 229 metres above sea level (Chapman and Putnam 1984: 157). The region is characterized by many water ways, contained within the deep notches of the escarpment, including the Twenty Mile Creek, Forty Mile Creek, the Welland River, and the Grand River (Chapman and Putnam 1984: 157). The soil of the region tends to have a heavy texture with poor drainage, the best of which is found in the Oneida clay loam around the Grand River (Chapman and Putnam 1984: 157). The usage of the Haldimand Clay Plain varies significantly with agricultural farming, dairy farming, and fruit farming (Chapman and Putnam 1984: 158-9).



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#### **3.1.3 Indigenous Context**

Indigenous peoples have lived in present-day southern Ontario for thousands of years, beginning with the retreat of the glaciers and gradual end of the Ice Age about 10,000 years ago (Ellis 2013). Contact between Indigenous peoples in Canada and European culture began in the 16<sup>th</sup> century (Loewen and Chapdelaine 2016). The nature of Indigenous settlement size, population distribution, and material culture shifted as European settlers encroached upon their territory (Ferris 2009: 114).

Hamilton is located on the traditional land of the Mississaugas of the Credit First Nation, Attiwonderonk, Haudenosaunee, Mississauga, and Anishinabewaki (Native Land 2024). The Study Area was part of the Between the Lakes Purchase, also known as Treaty 3. Signed in 1792, but representatives of the Crown and some Mississauga peoples the Treaty covered approximately 3 million acres. The Treaty was originally signed in 1784, but confusion over the boundaries of the Treaty prevented cessation of lands. It was clarified in 1792 and included all land “lying and being between the Lakes Ontario and Erie” (Government of Ontario 2024).

#### **3.1.4 Township of Barton**

##### **Survey and Settlement**

Prior to survey, the first colonial settler was Robert Land who built a log cabin in 1778 at the corner of what is now Barton and Leeming Streets (City Council Hamilton 1913).

During the winter of 1788 to 1789 Deputy Surveyor Phillip Frey was tasked with planning the sites of three townships at the western end of Lake Ontario, also known as the Head-of-the-Lake. These townships were initially called Townships 7, 8, and 11. In 1792, Township 8 would be named Barton Township by Lieutenant Governor John Graves Simcoe in honour of Barton, England (Johnston 1967: 33; Gardiner 1899: 266). Augustus Jones surveyed most of Barton Township in 1791 using the front and rear survey system, and by then some 31 families were already living in the settlement (Plate 3.1) (City Council Hamilton 1913). The remainder of the township was surveyed

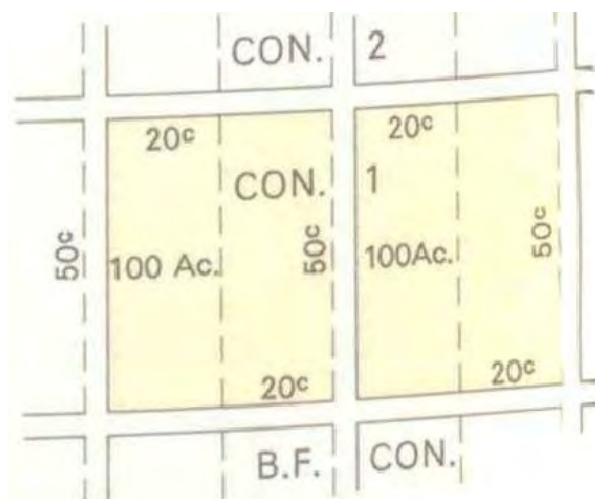


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in 1812 (Association of Ontario Land Surveyors [AOLS] 1997). Barton Township was divided into eight concessions of 21 lots and a broken front along the Lake Ontario shoreline. The total size of the township was 9,958 acres (Middleton 1927: 1239).



#### Plate 3.1 Front and Rear Survey System (Dean 1969)

In the latter half of the 18<sup>th</sup> century, following the American Revolutionary War, John Graves Simcoe was motivated to establish a prosperous British Colony and looked to the emerging settlement at the head of Lake Ontario (Johnston 1967). James Gage was an early settler to the area, settling on the eastern portion of what is now Gage Park. Gage emigrated from Greenburgh, New York in 1791 (Johnston 1967). Gage first built a log residence and then a decade later also built a general store in the same area. The general store was well positioned to serve travellers going between Niagara and Hamilton. Russell Gage, great grandson of James Gage would eventually sell what is now Gage Park to the City in 1917 (Johnston 1967).

The township opened for settlement in 1792, and early settlers included William and Jacob Rymal who settled above the escarpment and Richard Beasley, who held a large acreage in the township (Middleton 1927: 1239). What became the original Hamilton town plot was first owned by James Durand. He arrived in Canada in 1802 and bought a mill and ironworks on the Niagara River. In 1805, he acquired Lot 14, Concession 3 in



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the Township of Barton. Durand and his neighbour Nathaniel Hughson promoted their property as a potential location for the new district courthouse. However, the War of 1812 disrupted the development of the Township of Barton and much of Upper Canada. The war also negatively affected Durand's finances and he was forced to billet British soldiers on his farm to counter the lost income during the war. In 1815, he left Barton Township for the Trent River area (Weaver 1982: 12).

#### **19th Century Development**

The Hamilton area played an integral role in the War of 1812. The Battle of Stoney Creek took place in the settlement of Stoney Creek, now part of the City (Dale 2015). American forces in the war advanced into Upper Canada after taking Fort George on the west side of the Niagara River and pushed towards Stoney Creek, aiming to take Burlington Heights and intercept British forces moving the same way. The British initiated a night assault on the American camp and was successful pushing back the American presence in Upper Canada to Fort George (Dale 2015). The location of the battle was on the east edge of what is now included in the City.

In 1816, the growing community was renamed Hamilton and became the administrative seat of the Gore District. In the same year, the Township of Barton joined Wentworth County (Hamilton Public Library 2017). A courthouse and gaol were built in the District of Gore, in Barton Township (Library and Archives Canada 2024).

In the late 1820s, a canal was built through Burlington Beach, and the community of Hamilton grew into an important port on Lake Ontario (Weaver 2012). By 1831, the population of Barton Township, including Hamilton, had increased to 1,515 (Chewett 1831). In 1833, Hamilton was incorporated as a town and was separated from the Township of Barton (Smith 1846: 75).

The population of Hamilton continued to grow during the mid-19<sup>th</sup> century due to its important role in the transportation network of Upper Canada. The well-established transportation network included stagecoach service to London, Port Stanley, Chatham,



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Detroit, Port Dover, Galt, Guelph, Niagara, St. Catharines, and Toronto. The town also had steamboat service to Toronto, Queenston, and Niagara. Eleven schooners were registered in the town, which transported thousands of tonnes of goods on Lake Ontario (Smith 1846: 75). By 1845, the population of the community was recorded as 6,475 and in 1846 Hamilton was incorporated as a City (Weaver 2012).

In 1857, the Great Western Railway was built between Hamilton and London and would continue to connect to larger cities in eastern Canada and the United States. Hamilton was selected as the Railway's corporate headquarters. This led to an economic boom for Hamilton as new foundries were built to construct hundreds of railway cars (Hamilton Public Library 2000). The Great Western Railway was instrumental in stimulating the economies of the communities it ran through and provided an important link between New York and Detroit (Baskerville 2006). In addition, many new manufacturers and foundries opened in Hamilton due to its location along important shipping and rail routes. By 1859, the area surrounding the Study Area remained largely rural, however was in close proximity to the hamlet of Ryckman's Corners (Figure 3).

By the early 1860s, the Great Western Railway was in financial difficulty and struggled to raise capital due to an overall economic slump in the wider British Empire, resulting in an economic depression. As an industrial city, with strong ties to the railway the population of Hamilton declined by about 20%, numerous railway related industries closed, and the City was forced to suspend interest payments on bonds (Weaver 1982: 52). This economic depression downturn ended by 1864, with an increased investment in other manufacturing goods, like sewing machines, and the population of the city recovered by the Census of 1871, which recorded Hamilton's population as 26,716 (Weaver 1982: 59; Dominion Bureau of Statistics 1953). Historical mapping from 1875 shows the developing community of Ryckman Corners and the subdivision of larger lots in the surrounding area (Figure 4).

By the end of the 19<sup>th</sup> century industry in the city had recovered and entered a new boom. Hamilton was considered a "workshop of the Dominion" and a visitor from



## **Cultural Heritage Report: Existing Conditions and Preliminary Assessment – Municipal Class Environmental Assessment, West 5th Street**

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England in 1889 wrote “...from our inspection of the vast and varied manufacturing industries, its one hundred and seventy factories, with its 14,000 artisans...we concluded it was well named the Birmingham of Canada and has undoubtedly a great and glorious future” (Johnston 1967: 239). Notable industries in the city by the close of the 19<sup>th</sup> century included manufacturers of nails, tacks, screws, boilers, bridges, elevators, wheels, canned foods, and textiles (Hamilton Public Library 2000). During this time, Hamilton’s industry was shielded from international competition by the protectionist “National Policy” of Sir John A. MacDonald and his government (Johnston 1967: 241). In 1891, the population of Hamilton was 49,000 and the city’s industries collectively produced a value of products amounting to \$14,044,521 (Johnston 1967: 241). The first hydroelectric power was provided to the city in 1898 (Hamilton Public Library 2000).

#### **20<sup>th</sup> Century Development**

Between 1901 and 1921 the population of Hamilton experienced strong growth. The population of the city increased from 52,634 in 1901, to 114,151 in 1921, an increase of 116% (Dominion Bureau of Statistics 1953). Much of this growth was part of a broader trend of urbanization during the early 20<sup>th</sup> century. The increasing industrialization of Ontario’s cities raised the number of wage workers required. At the same time, improvements in agricultural mechanization reduced the amount of labour required on farmsteads. As a result, surplus labour from rural areas was drawn into the burgeoning cities of Ontario (Samson 2012 and Drummond 1987: 30). As the city grew, new neighbourhoods were established as realtors bought large tracts of rural land for development (Johnston 1967: 247). These newly developed lands in the townships of Ancaster, Saltfleet, and Barton were eventually annexed into the city. (Hamilton Public Library 2021). Overall, between 1901 and 1921 the housing stock in the city nearly tripled. Housing construction peaked in 1912, when the city issued 1,476 building permits (Weaver 1982: 97-99). For much of the mid-to-late 19<sup>th</sup> century and early 20<sup>th</sup> century, the core of the city was largely developed. By 1907, two red brick residences



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had been constructed within the Study Area (Figure 5). By 1938, more structures had been built both within the Study Area and nearby at Ryckman Corners (Figure 6).

During the early 20<sup>th</sup> century, the steel industry became an important component of Hamilton's economy. In 1912, the Dominion Foundries and Steel Company built a plant, located on the harbourfront for cheap and easy access to shipping lane and City council agreed to provide water, sewer, and road services. During the First and Second World Wars, the steel industry and other industries in Hamilton provided an important source of war materials (Weaver 2012; Hamilton Spectator 2020). By the start of the postwar period, Hamilton was producing nearly two thirds of Canada's steel (Hamilton Public Library 2000; Johnston 1964: 242). After the war, many industries transitioned to manufacturing appliances, cars, and building materials. During the 1950s and 1960s steel became the predominant economic driver (Weaver 2012).

In the mid 20<sup>th</sup> century, the City annexed sections of the rural lands on the border of Barton and Saltfleet townships, known as the East End, which includes the Study Area (Historical Hamilton 2024). Between 1941 and 1951, the population of Hamilton increased from 166,337 to 208,321 (Dominion Bureau of Statistics 1953). The steady growth of Hamilton and the adjacent Township of Barton during this period resulted in the entirety of Barton Township being annexed by the City in 1960 (Hamilton Public Library 2024). To support the burgeoning population, zoning by-laws were amended in 1961 to allow for the construction of residential high rises in the central part of the city. Between 1962 and 1968, about 12,000 apartment units were completed in Hamilton. At the same time, housing construction began in earnest above the escarpment and by 1970 nearly 100,000 people resided above the escarpment (Weaver 1982: 175).

During the 1960s and 1970s, the provincial government introduced regional governments to replace county government structures in heavily populated areas like Wentworth County. Generally, the regional government had more power than a county and could more effectively coordinate land-use planning, social services, and infrastructure (Archives of Ontario 2015). In 1967, a three person commission was



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established to study plans for regional government in Wentworth County. The City favoured a scheme that saw Ancaster, Dundas, and Burlington amalgamated into the city. However, these municipalities opposed amalgamation and noted the two-tier nature of Metropolitan Toronto as a precedent (Weaver 1982: 186-187). In 1974, the upper-tier Regional Municipality of Hamilton-Wentworth was created, which included the City of Hamilton. Hamilton's population in 1980 was recorded as 542,095 (Statistics Canada 1981).

In the last decades of the 20<sup>th</sup> century increasing globalization led to a reduction in industrial activity in the city. As a result, the two largest steel plants in the city reduced their workforce by half (Weaver 2012). In 2001, the Region of Hamilton-Wentworth was amalgamated into the new single-tier City of Hamilton (Archives of Ontario 2015). The City's population was recorded as 569,353 in 2021, an increase of 6.0% since 2016 (Statistics Canada 2021).

#### **3.1.5 Township of Glanford**

##### **Survey and Settlement**

The Township of Glanford was surveyed in 1793 using the single front survey system by District Provincial Land Surveyor Augustus Jones. Instructions provided to Jones for the survey included concessions to be parallel to the adjacent Township of Barton, which was also surveyed by Jones. Laid out using the single-front system, each concession was comprised of 34 lots that were made up of approximately 188 acres each (Plate 3.2). The single-front system was meant to produce a square pattern of five 200-acre lots bounded by road allowances, but due to imprecise surveying and unusual lot dimensions, most of the lots in the township are only 188 acres (Glanford Historical Society 1992).



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### Plate 3.2 Single-Front Survey System (Dean 1969)

Following the completion of the survey, Glanford was the smallest township in the County of Wentworth (Page & Smith 1875: xi). Early settlers in the township included the families Choate, Jerome, Hartnell, Younger, Gage, Smuck, Shaw, French, Hugel, Smith, Fink, Mulholland, Raw, Lockwood, Crowl, Russel, Kittson, Brown, Peer, Reynolds, Long, Hagel, Huffman, Almas, and Hartford (Irwin 1883: 62).

### 19th Century Development

Settlement in the Township of Glanford developed primarily at road intersections. The Hamilton and Port Dover Road was opened as a trail in 1815 and constructed as a plank road between 1839 and 1843, influencing the settlement of Mount Hope and Ryckman's Corners (Canada's Historic Places n.d.). Mount Hope, the largest village in the township during the 19<sup>th</sup> century, was situated halfway between Hamilton and Caledonia on the Hamilton and Port Dover Plank Road (Page & Smith 1875: xi). Numerous inns developed along the roadway between the mountain and Caledonia (Glanford Historical Society 1992: 172).

The township was slow to develop as the majority of landowners in the township were absentee owners (Glanford Historical Society 1992: 5). In 1815, the township had 50



## **Cultural Heritage Report: Existing Conditions and Preliminary Assessment – Municipal Class Environmental Assessment, West 5th Street**

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ratepayers, with 1,346 acres under cultivation (Glanford Historical Society 1992: 62). Throughout the 19<sup>th</sup> century, the township economy was focused on agriculture, with an average farm including 50 to 100 acres, comprised of mixed croplands, pasture, and woodlots. By 1846, 18,805 acres in the township had been taken up, with 7,342 under cultivation (Smith 1846: 63). By 1849, there was only one sawmill in the township (Page & Smith 1875: xi). In 1850, the Township of Glanford was incorporated following the *Municipal Corporations Act* (the Baldwin Act), with Joseph Hannon elected as reeve (Page & Smith 1875: xi). In 1850, the Township of Glanford was incorporated following the *Municipal Corporations Act* (the Baldwin Act), with Joseph Hannon elected as reeve (Page & Smith 1875: xi). In 1861, the township reached its highest population in the century at 2,200 (Glanford Historical Society 1992: 66).

Mount Hope, situated south of the Study Area, was originally known as Swazie's (Swayze) Corners, for early settler Mr. Swazie who operated a hotel at the intersection. By the mid-19<sup>th</sup> century its name had been changed to Mount Hope, in relation to being the highest point between Lakes Ontario and Erie (Glanbrook Heritage Society 2007a). A post office was established in Mount Hope in 1854, with Zaachus Choate as the first postmaster (Library and Archives Canada 2014). By 1866, Mount Hope (also referred to as Glanford) had a population of about 100, with two stores, a school and two churches (Mitchell & Co. 1866: 339). In 1875, the Study Area remained entirely rural with farmhouses and orchards on most of the surrounding properties (Figure 4).

In 1878, the Hamilton & North Western (H. & N.W.) Railway, between Hamilton and Port Dover, was completed through the township. Construction of the line had begun in 1855, under Sir Allan Napier McNab, president of the Hamilton and Port Dover Railway. Due to the location of the railway up the escarpment, the construction of the line was a costly venture, and was faced with delays and financial issues (Williamson 2015). The project ceased in 1858, reflected in the lack of any rail development on the 1859 map of Wentworth County (Figure 3), and was not continued until 1869 as the Hamilton & Lake Erie (H. & L.E.) Railway. In 1875, the H. & L.E. was assumed by the H. & N.W.

In 1883, the township reached a population of 1,867 (Irwin 1883: 62). By the end of the 19<sup>th</sup> century, the population grew by a small margin to about 2,000 in 1898 (Vernon



## **Cultural Heritage Report: Existing Conditions and Preliminary Assessment – Municipal Class Environmental Assessment, West 5th Street**

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1898: 93). Mount Hope remained a small village in the township with a population in 1898 of about 200 (Vernon 1898: 142).

#### **20<sup>th</sup> Century Development**

During the 20<sup>th</sup> century, the township continued to be part of a rural landscape, surrounded primarily by agricultural lands. Development was attracted outside of the township by the larger markets and industries in Hamilton and Toronto. The Study Area remained largely rural in the early years of the 20<sup>th</sup> century (Figure 5 and Figure 6).

In 1927, the Department of Public Highways Ontario extended Highway 6, which had run between Hamilton and Owen Sound, from Hamilton to Port Dover through the Township of Glanford. In 2004, a major realignment was completed on Highway 6, southwest of Hamilton. The new highway by-passed Mount Hope to connect with Highway 403 (Beveris 2015).

Mount Hope remained a small rural village in the township until the mid-20<sup>th</sup> century, when, in 1940, the Department of National Defence constructed an air base in the township adjacent to the village (Glanford Historical Society 1992: 182). The air base was initially used for flight training, air navigation, telegraphy, and air gunnery. After the Second World War the airport was converted into the Mount Hope Airport, as a public facility. In the 1980s, the airport went through extensive renovations, under the influence of John Carr Munro, who secured \$55 million federal investment to develop Hamilton International Airport. The work was completed in 1986 and could accommodate increased passenger and cargo traffic (John C. Munro Hamilton International Airport n.d.). Following the large renovation, traffic within the township along the rural roadways largely increased (Glanford Historical Society 1992: 182).

In 1974, the Regional Municipality of Hamilton-Wentworth was established, with the Townships of Binbrook and Glanford amalgamated as the Township of Glanbrook (Glanbrook Heritage Society 2007b). In January 2001, the Township of Glanbrook was amalgamated into the new City of Hamilton (Hamilton Public Library 2017).





FIGURE NOT TO SCALE

**Notes**  
 1. Gregory, Hardy, 1859. Map of the County of Wentworth, Canada West. Hamilton: Hardy Gregory Lithographer & Engraver.

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 City of Hamilton  
 Prepared by stomic on 2025-08-01  
 Technical Review by ABC on yyyy-mm-dd

Client/Project:  
 CITY OF HAMILTON  
 EXISTING CONDITIONS AND PRELIMINARY ASSESSMENT:  
 MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT,  
 WEST 5TH STREET

Figure No.

**3**

Title

**Historical Mapping, 1859**

\\ca0224-pptss01\work\_group\016500\active\165001381\preliminary\gis\maps\CulturalHeritage\Municipal Class EA\165001381\_MunicipalClassEA.aprx\165001318\_MunicipalClassEA\_Fig04\_HistoricalMapping\_1875\_Updated on 7/14/2025 8:41 PM by stomic



Legend  
Study Area

FIGURE NOT TO SCALE

Notes  
1. Page & Smith. 1875. Illustrated historical atlas of the county of Wentworth, Ont. Toronto: Page & Smith.

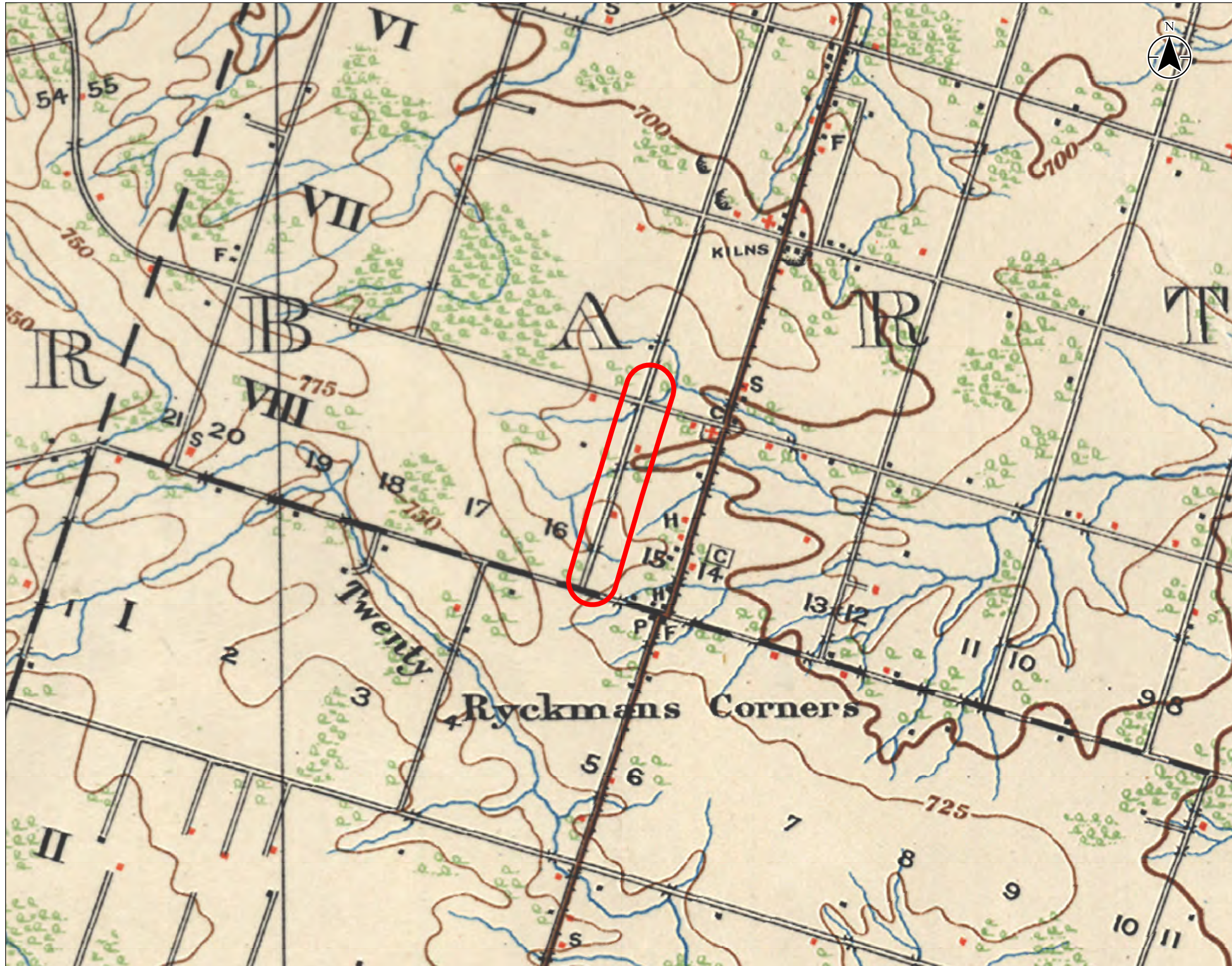
Project Location 165001381 REVA  
City of Hamilton Prepared by stomic on 2025-08-01  
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EXISTING CONDITIONS AND PRELIMINARY ASSESSMENT:  
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT,  
WEST 5TH STREET


Figure No.  
4

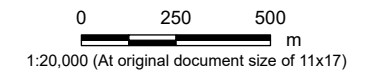
Title  
Historical Mapping, 1875

\\ca0224-ppts01\work\_group\016500\active\165001381\preliminary\gis\maps\CulturalHeritage\Municipal Class EA\165001381\_MunicipalClassEA.aprx\165001318\_MunicipalClassEA\_Fig05\_Topographic Mapping\_1907\_Revised on 7/14/2025 8:41 PM by stomic



Legend

 Study Area



- Notes**
1. Coordinate System: NAD 1983 UTM Zone 17N
  2. Contains information licensed under the Open Government Licence – Ontario, and the Open Government Licence - Canada, accessed 2025.
  3. Orthimagery provided by .

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	WEST 5TH STREET

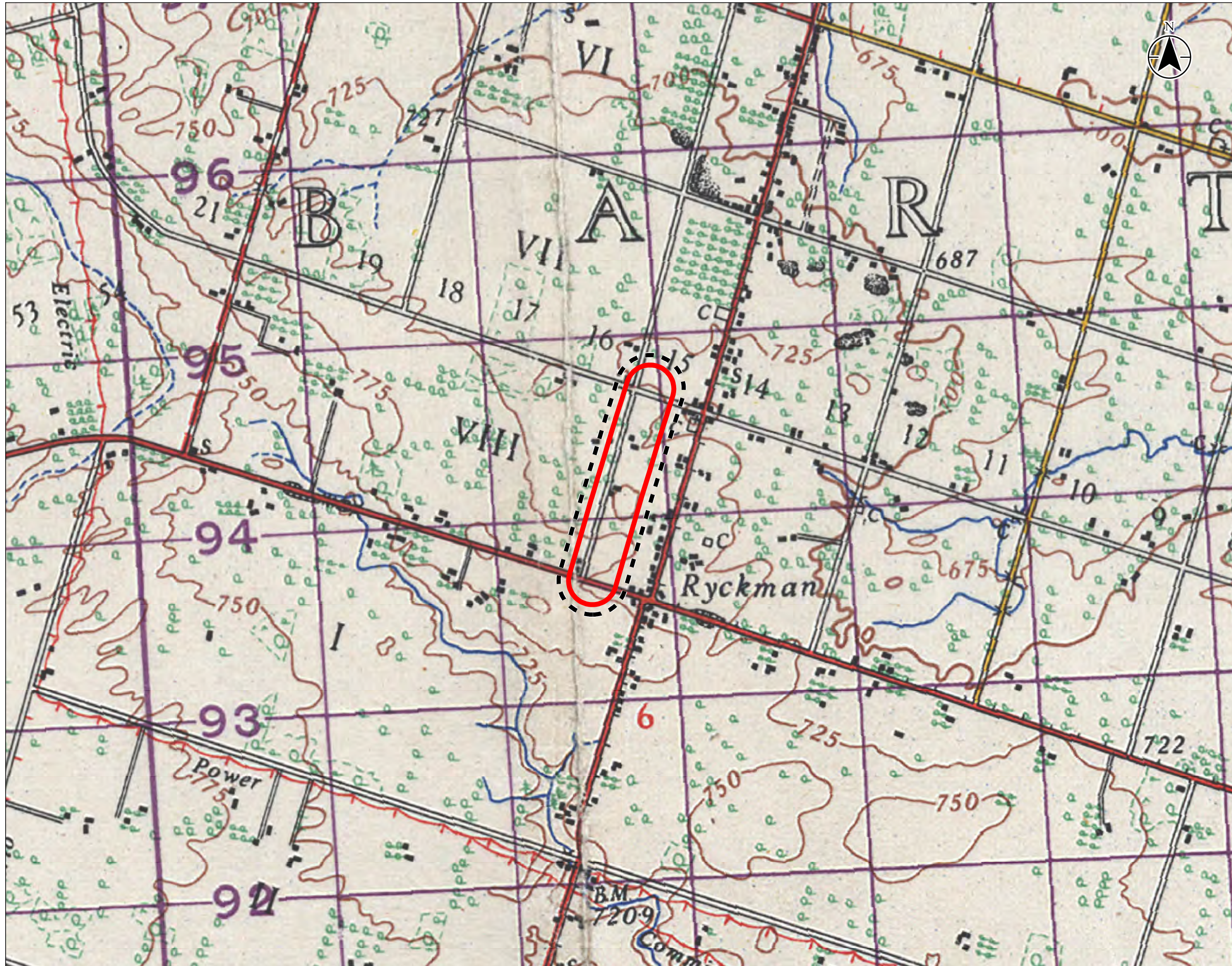
Figure No.

**5**

Title

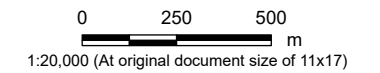
**Topographic Mapping, 1907**

\\s0224-pptss01\work\_group\016500\active\16500\1381\preliminary\GIS\Maps\CulturalHeritage\Municipal Class EA\16500\1381\_MunicipalClassEA\_Fig06\_Topographic Mapping\_1938\_Revised on 7/14/2025 8:41 PM by stomic



Legend

- Study Area Buffer (50m)
- Study Area



- Notes**
1. Coordinate System: NAD 1983 UTM Zone 17N
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Client/Project: CITY OF HAMILTON  
 EXISTING CONDITIONS AND PRELIMINARY ASSESSMENT:  
 MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT,  
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Figure No.

6

Title

Topographic Mapping, 1938

### **3.2 Municipal Agency Requests**

To identify known or potential heritage resources, the MCM, OHT, and the City were contacted. In addition, the City’s Heritage Register was reviewed. The results of the information requests are presented in Table 3.1.

**Table 3.1 Consultation Overview**

<b>Organization</b>	<b>Contact</b>	<b>Results</b>
MCM	registrar@ontario.ca	A response was received on May 29, 2025 from Mariana Kimie Nito, Heritage Advisor. She confirmed that no properties have been designated by the Minister and the MCM has no records of a provincial heritage property within or adjacent to the Study Area.
OHT	Samuel.Bayefsky@heritagetrust.on.ca	Email inquiry sent May 23, 2025. At this time, no response has been received.
City of Hamilton	culture@hamilton.ca and culturalheritageplanning@hamilton.ca	Email inquiry sent May 23, 2025. At this time, no response has been received.

### **3.3 Identification of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes**

#### **3.3.1 Field Program**

As described in Section 2.5, potential CHVI was identified through professional judgement, historical research, and screening following the Checklist (MCM 2002) and O. Reg. 9/06 (Government of Ontario 2003). If found to have potential CHVI, a structure or landscape was assigned a BHR or CHL number and deemed to contain a potential heritage resource. These resources were documented from publicly accessible



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roadways and their locations were digitally recorded using ESRI's ArcGIS Field Maps application.

The Study Area is situated around West 5<sup>th</sup> Street from just north of Stone Church Road West and just south of Rymal Road West. The entire Study Area contains scattered residential properties with infill of various types and ages (Photo 1 and Photo 2). Along the entirety of the Study Area, West 5<sup>th</sup> Street is a two lane, paved road with turn lanes near Stone Church Road West and Rymal Road West (Photo 3 and Photo 4). The majority of West 5<sup>th</sup> Street within the Study Area is low-rise residential, excluding the southeast corner of West 5<sup>th</sup> Street and Stone Church Road West and the northeast corner of West 5<sup>th</sup> Street and Rymal Road West (Photo 5). The Study Area contains some vacant lots and new developments. Parts of West 5<sup>th</sup> Street have paved sidewalks and other portions have partial gravel and partial paved shoulders. West 5<sup>th</sup> Street contains access to William Connell Park (Photo 6).



**Photo 1**      **West 5<sup>th</sup> Street, looking north**



**Photo 2**      **West 5<sup>th</sup> Street from near Rymal Road West, looking north**



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**3 Existing Conditions**

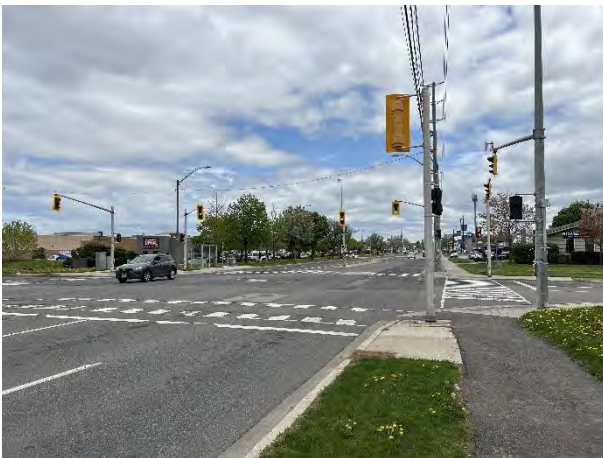
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**Photo 3** West 5<sup>th</sup> Street near intersection with Stone Church Road West, looking south



**Photo 4** West 5<sup>th</sup> Street near intersection with Rymal Road West, looking south



**Photo 5** Rymal Road West intersection with West 5<sup>th</sup> Street, looking east



**Photo 6** William Connell Park, looking west

As described in Section 2, known and potential BHRs and CHLs were screened based on the MCM Checklist (MCM 2022), which was supplemented by historical research, field investigations, and professional judgement. A total of 26 properties within the Study Area were inventoried. Following application of the screening criteria, five BHRs were



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**3 Existing Conditions**

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identified, including three that were known BHRs, and two that were identified during field review.

The location of these resources is depicted in Figure 7. The label placed on each resource indicates the approximate location of each BHR and is not meant to indicate an exact distance from the proposed right-of-way (ROW). Table 3.2 provides an overview of the identified BHRs in the Study Area.





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**Table 3.2 Identified Built Heritage Resources and Cultural Heritage Landscapes**



Reference Number	Type of Property	Address	Previous Heritage Recognition	Description of Known or Potential CHVI	Photograph
BHR-1	Residence	1002 West 5 <sup>th</sup> Street	Identified during field review	<p>This property contains a residence. The residence is a one- and one-half storey structure with a side facing gable roof clad in asphalt shingles. The residence is clad in red brick. The residence has replacement windows throughout with concrete lintels. Along the side elevations of the residence are Craftsman-style brackets. The residence has a rusticated concrete foundation. Based on architectural details, historical mapping, and township development, this residence was most likely constructed between 1930 and 1938. This property has potential design and physical value as a representative example of a mid-20<sup>th</sup> century vernacular style structure.</p>	
BHR-2	Church	63 Stone Church Road West	Current Candidate for Listing on the Register	<p>This property contains a church. The church is two storeys with a side facing gable clad roof in red brick. The structure has vertical windows and pilasters and a one storey rear addition. The structure is accessed by an arched door in a projecting front facing gable addition.</p> <p>The St. Mari's the Apostle Church was constructed in 1951 for the St. Timothy's Anglican Church (Charlton 2012: 214). Established in 1949, this congregation initially met in the homes of parishioners around Ryckman's Corners (Charlton 2012: 214). On May 8, 2000, the building was disestablished as an Anglican church and the Holy Apostolic Assyrian Church of the East took over the building and occupies it into the present day (Charlton 2012: 214).</p> <p>In 2018, the Hamilton Municipal Heritage Committee began their Places of Worship Inventory Review (City of Hamilton n.d.b.). The goal of this project was to conduct an updated survey of places of worship in the City and prepare preliminary evaluations in order to proactively screen properties to identify candidates for listing or designation under the OHA (City of Hamilton n.d.b.). 63 Stone Church Road West has been identified as a candidate under review for this inventory review project.</p> <p>This property has potential design and physical value as a representative mid-20<sup>th</sup> century religious structure. This property also has potential historical and associative value due to its</p>	



**Cultural Heritage Report: Existing Conditions and Preliminary Assessment – Municipal Class Environmental Assessment, West 5th Street**

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Reference Number	Type of Property	Address	Previous Heritage Recognition	Description of Known or Potential CHVI	Photograph
				connections to the St. Timothy's Anglican Church congregation and the Holy Apostolic Assyrian Church of the East congregation.	
BHR-3	Residence	1073 West 5 <sup>th</sup> Street	Designated under Part IV of the <i>Ontario Heritage Act</i> (By-law No. 83-182) (see Appendix A)	<p>Summary of Reasons for Designation (City of Hamilton 1983): The stone dwelling was built in Barton Township in 1858 as a parsonage for the Reverend George A. Bull, the newly appointed rector to both St. Peter's Anglican Church, Barton, and St. Paul's Anglican Church, Glanford. Architect for the house was William Farmer, a brother-in-law of Mr. Bull.</p> <p>Located far back from the mountain's edge on country site convenient to both parish churches, the parsonage was distinguished architecturally for its use of limestone construction, particularly since this local stone became a rare commodity in the area by the 1860s.</p> <p>Consistent with this period of architecture, the house exhibits a simplicity of character, achieved by the use of well-balanced proportions, a pleasant scale and restrained decoration. In addition, the spacious treed lot provides a setting for the two-storey, hipped-roof structure, the plantings possibly dating from Mr. Bull's era.</p>	
N/A	Church and former residence	1136 West 5 <sup>th</sup> Street	Inventoried as a place of worship by the City of Hamilton	<p>This property contains a church and a former residence. The church is a one-storey structure with a flat roof. The structure is clad in metal. The structure has vertical windows throughout. The foundation of the structure is poured concrete.</p> <p>The former residence is a one-storey structure with a front facing gable roof clad in asphalt shingles. The structure is clad in vinyl siding and board and batten. Its exterior has replacement windows throughout with a segmental arch bay window and has a two-car garage on the south side. The foundation of the structure is concrete block.</p> <p>Based on architectural features and historical mapping, the former residence on the property was likely constructed between 1974 and 1990. Based on historical sources, the church was constructed between 1994 and 1997 (Parkview Church n.d.).</p>	



Cultural Heritage Report: Existing Conditions and Preliminary Assessment – Municipal Class Environmental Assessment, West 5th Street

3 Existing Conditions

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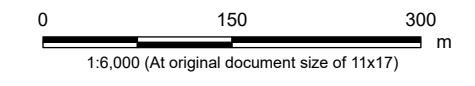
Reference Number	Type of Property	Address	Previous Heritage Recognition	Description of Known or Potential CHVI	Photograph
					
BHR-4	Residence	1236 West 5 <sup>th</sup> Street	Identified during field review	<p>This property contains a residence. The residence is a one storey structure with a hip roof clad in asphalt shingles. The residence is clad in autumnal brick. The residence has replacement windows throughout with brick soldier courses and concrete sills. To the side of the main entrance is an octagonal window. The front door is arched with rusticated stone or concrete door surround. The residence has a rusticated concrete foundation. Based on architectural details, historical mapping, and township development, this residence was most likely constructed between 1930 and 1938. This property has potential design and physical value as a representative example of a mid-20<sup>th</sup> century Minimal Traditional style structure.</p>	





Legend

- Study Area
- Built Heritage Resource
- Watercourse (Intermittent)
- City of Hamilton Parcel Fabric



- Notes**
1. Coordinate System: NAD 1983 UTM Zone 17N
  2. Contains information licensed under the Open Government Licence – Ontario, and the Open Government Licence - Canada, accessed 2025.
  3. Orthoimagery provided by Maxar.

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 EXISTING CONDITIONS AND PRELIMINARY ASSESSMENT:  
 MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT,  
 WEST 5TH STREET

Figure No.  
**7**

Title  
**Previously Identified or Potential Built  
 Heritage Resources**

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## **4 Preliminary Impact Assessment**

### **4.1 Description of Proposed Undertaking**

The City is planning for road reconstruction of West 5<sup>th</sup> Street, from Stone Church Road West to Rymal Road West. This road section is currently a rural cross-section road surrounded by urban growth. The MCEA Study Area has inadequate transportation infrastructure to accommodate transportation needs, and there are discontinuous sidewalks and no cycling facilities. The City is seeking alternatives to implement a “complete streets” approach to enhance multimodal transportation, improve safety, stormwater management, increase tree canopy coverage, and support economic, social, and cultural connectivity in this rapidly evolving area.

Four alternatives were assessed as part of Phase 3 of the MCEA:

- Alternative 1: On Street Bicycle Facilities
- Alternative 2: Bicycle Facilities in Boulevards
- Alternative 3: Multi-use Pathways on both sides of West 5<sup>th</sup> Street
- Alternative 4: Multi-use Pathway (MUP) and Sidewalk

The alternatives were evaluated based on the socio-economic environment, natural environment, transportation/engineering, cultural environment, and financial. The current recommended active transportation alternative is Alternative 2 (Appendix B). This alternative features a modified cross-section from the City’s Complete Streets Manual for a 26-metre (m) ROW, incorporating a 3 m centre two-way left turn lane, 2.3 m boulevard space between the cycle track and road for planting trees, 2 m cycle tracks and 1.8 m sidewalks on both sides.

An Arborist Report was prepared for the MCEA by Stantec. A total of 126 trees were identified within the ROW and within the front yards of residential properties. Of the 126 trees, a total of 84 trees are recommended for removal as they are within the limits of construction. Within BHR-3, the designated property, this includes two trees identified



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as trees 4956 and 4957 (see Table 4.1). These trees were identified for removal in the Arborist Report (Stantec 2025b).

**Table 4.1: Tree Identification within to BHR-3**

<b>Tree Identification</b>	<b>Common Name</b>	<b>Diameter at Breast Height (centimetres)</b>	<b>Overall Condition</b>	<b>Action and Justification</b>
4956	Black Walnut	59	Good	Remove, within proposed ROW
4957	Black Walnut	30	Good	Remove, within proposed ROW

## **4.2 Identification of Preliminary Potential Project Specific Impacts and Proposed Mitigation Measures**

The results of the preliminary impact assessment and preparation of mitigation measures are presented in Table 4.2.



Table 4.2 Preliminary Impact Assessment and Mitigation Measures

Reference Number	Address	Previous Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation
BHR-1	1002 West 5 <sup>th</sup> Street	Identified during field review	<b>No Impacts Anticipated:</b> The property is located adjacent to West 5 <sup>th</sup> Street; however, construction activities are located to the southeast, south of the intersection of West 5 <sup>th</sup> Street and Stone Church Road West, more than 50 m from the residence. Therefore, no direct or indirect impacts are anticipated.	Continued avoidance is recommended.
BHR-2	63 Stone Church Road West	Current Candidate for Listing on the Register	<b>No Impacts Anticipated:</b> The property is located within the Study Area, but church is more than 100 m southeast of the Project Location and construction activities. Therefore, no direct or indirect impacts are anticipated.	Continued avoidance is recommended.
BHR-3	1073 West 5 <sup>th</sup> Street	Designated under Part IV of the <i>Ontario Heritage Act</i>	<b>Direct:</b> The Project is within the property’s boundaries. The proposed expansion of the ROW to 26 m extends into the existing property boundaries by approximately 1.8 m. Using the City’s online ArcGIS map, the property has a frontage onto West 5 <sup>th</sup> Street of approximately 30.5 m, and the property itself is approximately 1,860.7 square m (0.46 acres). The selected Alternative may include the construction of a sidewalk within the 1.8 m of the expanded ROW. The construction of the sidewalk will have direct impacts on the “spacious treed lot” of the property. The impact to the property will be minor, at an estimate loss of 54.9 square metres, less than 1 percent of the overall property. Two trees were identified for removal within and adjacent to the property as part of the proposed expansion of the ROW. These removals will have a minor direct impact on the identified CHVI of the “spacious treed lot.”  <b>Indirect:</b> The residence is situated adjacent to the Project. Construction activities are proposed on the west edge of the property. The position of the residence within 38 m of construction activities creates potential for indirect impacts resulting from vibration damage during construction activities. A	<b>Preferred Option (Residence):</b> A pre-construction vibration assessment by a qualified vibrations specialist or engineer is recommended to determine if vibration monitoring is required.  <b>Preferred Option (Landscape):</b> The trees for removal that are within the property boundary of BHR-3, should be replaced with the same species, if possible, or sympathetic historic species of 100-millimetre sapling diameter caliber stock. Placement of the new tree should, if possible, maintain the tree line along the north boundary of the property.  The proposed Alternative 4 includes a buffer area between the roadway and the cycle track, and a boulevard between the sidewalk and the roadway. At detailed design, landscape plantings may be utilized to screen the urbanized roadway from the heritage property.



**Cultural Heritage Report: Existing Conditions and Preliminary Assessment – Municipal Class Environmental Assessment, West 5th Street**

**4 Preliminary Impact Assessment**

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Reference Number	Address	Previous Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation
			<p>portion of the property is proposed to be assumed by the City as the expansion of the ROW. This will result in a change in land use from residential to City street. The former rural street cross section is being modernized.</p>	
BHR-4	1236 West 5 <sup>th</sup> Street	Identified during field review	<p><b>Direct:</b> The Project is within the property’s boundaries. The proposed expansion of the ROW extends into the existing property boundaries. However, the residence is set back from the ROW, and no landscape features were identified. Therefore, direct impacts are not anticipated to the residence.</p> <p><b>Indirect:</b> The residence is situated adjacent to the Project. Construction activities are proposed on the east edge of the property. The position of the residence within 20 m of construction activities creates potential for indirect impacts resulting from vibration damage during construction activities.</p>	<p><b>Preferred Option:</b> A pre-construction vibration assessment by a qualified vibrations specialist or engineer is recommended to determine if vibration monitoring is required.</p>



## **4.2.1 Summary of Impacts**

### **4.2.1.1 Direct Impacts**

Following the assessment of potential impacts in Table 4.2, BHR-3 (1073 West 5<sup>th</sup> Street) is determined to be at risk of potential direct impacts associated with alteration to the property. The proposed ROW expansion extends into the heritage designated property, and there is the potential for construction activities associated with the construction of a sidewalk within the existing property boundaries. Two trees within the property have been identified for removal as part of the proposed ROW expansion.

Where the potential for impacts has been identified, measures to mitigate them have been prepared.

#### **Preferred Option (Landscape):**

The trees for removal that are within the property boundary of BHR-3 should be replaced with the same species, if possible, or sympathetic historic species of 100-millimetre sapling diameter caliber stock. Placement of the new tree should maintain the tree line along the north boundary of the property.

The proposed Alternative 2 includes a buffer area between the roadway and the cycle track. At detailed design, landscape plantings may be utilized to screen the urbanized roadway from the heritage property.

### **4.2.1.2 Indirect Impacts**

Following the assessment of potential impacts in Table 4.2, two BHRs were determined to be at risk of potential indirect impacts associated with vibration effects. This was the case where the proposed construction activities are situated within 50 metres of an identified and potential heritage resource. These include:

- 1073 West 5<sup>th</sup> Street (BHR-3)
- 1236 West 5<sup>th</sup> Street (BHR-4)



**Cultural Heritage Report: Existing Conditions and Preliminary Assessment –  
Municipal Class Environmental Assessment, West 5th Street  
4 Preliminary Impact Assessment  
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Where the potential for impacts has been identified, measures to mitigate them have been prepared.

The potential for indirect impacts resulting from vibration effects is related to the Project's construction phase. Where potential impacts have been identified, components of the previously identified or potential BHRs are positioned within the 50 metre buffer but outside the direct proposed ROW. As a result, a preventive approach to mitigation measures will reduce the risk of indirect impacts. The following are the preferred and alternative mitigation options:

**Preferred Option:** In order to lessen potential impacts, a qualified building condition specialist or engineer to develop a vibration impact assessment at detailed design. This may include a pre-condition survey, vibration monitoring during construction, and a post-condition survey.



## **5 Recommendations**

### **5.1 1073 West 5<sup>th</sup> Street (BHR-3)**

This heritage designated property is at risk for potential direct impacts related to the expansion of the City’s ROW of West 5<sup>th</sup> Street into the property and potential construction activities of a sidewalk. This will have direct impacts on the identified heritage value of the spacious and treed property. The impact to the “spacious” property will be minor, at an estimate loss of 54.9 square metres, less than 1 percent of the overall property. Two trees are within the property have been identified for removal as part of the proposed ROW expansion.

#### **5.1.1 Tree Removals and Plantings**

The trees for removal that are within the property boundary of BHR-3, should be replaced with the same species, if possible, or sympathetic historic species of 100-millimetre sapling diameter caliber stock. Placement of the new tree should maintain the tree line along the north boundary of the property, if possible.

The proposed Alternative 2 includes a buffer area between the roadway and the cycle track. At detailed design, landscape plantings may be utilized to screen the urbanized roadway from the heritage property.

### **5.2 Vibration Assessment for BHR-3 and BHR- 4**

At detailed design, prior to construction activities, a qualified vibrations specialist or engineer should be retained to undertake an impact assessment to determine the zone of influence and the potential for impacts to identified and potential heritage resources:

- 1073 West 5<sup>th</sup> Street (BHR-3)
- 1236 West 5<sup>th</sup> Street (BHR-4)



### **5.3 Retention of Historical Information**

To assist in retaining historical information, a copy of this report should be deposited with a local repository of historical material. Therefore, it is recommended that this report be deposited at the following locations:

- **Local History & Archives Department, Hamilton Public Library**  
55 York Boulevard, Box 2700  
Hamilton, Ontario L8N 4E4



# Cultural Heritage Report: Existing Conditions and Preliminary Assessment – Municipal Class Environmental Assessment, West 5th Street

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# **Appendices**



**Appendix A      1073 West 5<sup>th</sup> Street – Designation  
By-law**





An agency of the Government of Ontario



Un organisme du gouvernement de l'Ontario

This document was retrieved from the Ontario Heritage Act e-Register, which is accessible through the website of the Ontario Heritage Trust at **[www.heritagetrust.on.ca](http://www.heritagetrust.on.ca)**.

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Ce document est tiré du registre électronique, tenu aux fins de la *Loi sur le patrimoine de l'Ontario*, accessible à partir du site Web de la Fiducie du patrimoine ontarien sur **[www.heritagetrust.on.ca](http://www.heritagetrust.on.ca)**.

The Corporation of the City of Hamilton

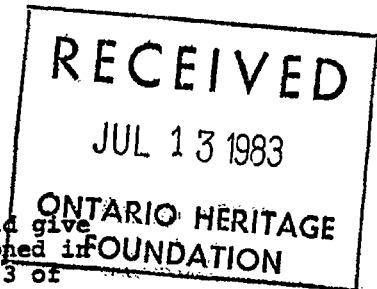
BY-LAW NO. 83- 182

To Designate:

THE PROPERTY KNOWN AS "THE PARSONAGE"  
LOCATED AT MUNICIPAL NO. 1073 WEST 5th STREET

As Property of:

HIS ~~PROPERTY~~ AND ARCHITECTURAL VALUE AND INTEREST



WHEREAS the Council of the City of Hamilton did give notice of its intention to designate the property mentioned in section 1 of this by-law, in accordance with subsection 3 of section 29 of The Ontario Heritage Act, R.S.O. 1980, Chapter 337;

AND WHEREAS no notice of objection was served on the Clerk of the City of Hamilton;

AND WHEREAS it is desired to designate the property mentioned in section 1 of this by-law in accordance with clause (a) of subsection 6 of section 29 of the said Act.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The property known as "The Parsonage", located at Municipal No. 1073 West 5th Street, and more particularly described in schedule "A" hereto annexed is hereby designated as property of historic and architectural value and interest.

2. The City Solicitor is hereby authorized and directed to cause a copy of this by-law, together with reasons for the designation set out in schedule "B", to be registered against the property affected in the proper registry office.

3. The City Clerk is hereby authorized and directed,

(i) to cause a copy of this by-law, together with reasons for the designation to be served on the owners and The Ontario Heritage Foundation by personal service or by registered mail;

(ii) to publish a notice of this by-law in a newspaper having general circulation in the Municipality of the City of Hamilton, for three consecutive weeks.

PASSED this 29th day of June A.D. 1983.

"E. A. SIMPSON"  
City Clerk

"R. MORROW"  
Mayor

(1982) 23 R.P.R.C. 3, September 28  
Approved, Parks and Recreation Committee,  
June 16, 1983

SCHEDULE "A"

To By-law No. 83- 182

THE PARSONAGE

1073 West 5th Street, Hamilton, Ontario

ALL AND SINGULAR that certain parcel or tract of land and premises, situate, lying and being in the City of Hamilton, in the Regional Municipality of Hamilton-Wentworth, formerly in the Township of Barton, in the County of Wentworth, and being composed of Part of Lot Number 15, in the Eighth Concession of the said Township, described as follows:

COMMENCING at a point on the east side of the given road laid out between Lots 15 and 16 in the said Township, South of the Brow of the Mountain and at the distance of 549.12 feet (8 chains, 32 links) from the point of intersection between the east side of said given road and the south side of the concession road in front of said Eighth Concession on a course of South 18 degrees west;

THENCE on same course along the east side of said given road 894.96 feet (13 chains, 56 links) to a stake;

THENCE South 72 degrees East 487.08 feet (7 chains, 38 links);

THENCE North 18 degrees East 894.96 feet (13 chains, 56 links);

THENCE North 72 degrees West 487.08 feet (7 chains, 38 links) more or less to the place of beginning, containing by admeasurement 10 acres be the same more or less.

SCHEDULE "B"

To By-law No. 83- 182

REASONS FOR DESIGNATION

THE PARSONAGE

1073 West 5th Street, Hamilton, Ontario

The stone dwelling at 1073 West Fifth Street, Hamilton, was built in Barton Township in 1858 as a parsonage for The Reverend George A. Bull, the newly appointed rector to both St. Peter's Anglican Church, Barton, and to St. Paul's Anglican Church, Glanford. Architect for the house was William Farmer, a brother-in-law of Mr. Bull,

Located far back from the mountain's edge on a country site convenient to both parish churches, the parsonage was distinguished architecturally for its use of limestone construction, particularly since this local stone was to become a rare commodity by the 1860's.

Consistent with this period of architecture, the house exhibits a certain dignity and simplicity of character, achieved by the use of well-balanced proportions, a pleasant scale and restrained decoration. In addition, the spacious treeed lot provides an attractive setting for the two-storey, hipped-roof structure, the plantings possibly dating from Mr. Bull's era. Formerly, a front verandah enhanced even more this successful relationship between house and site.

Historically, the parsonage is significant for its direct connection with St. Peter's Anglican Church, Barton, an important landmark in the architectural development in Upper Canada, built in 1852-53 and demolished in 1922. This country church was designed by the internationally known leader of the Gothic Revival style, Frank Wills, and represented one of the earliest examples of the bell-cote parish church in the province. The parsonage's first occupant, The Reverend George A. Bull, was a well-known figure in Victorian Hamilton, not only as a dedicated leader and canon in the anglican church, but also as a superintendant of schools for 30 years and founder of the Ontario Historical Society. His brother-in-law, William Farmer, designer of the parsonage, became a successful architect and engineer in charge of numerous gas works projects throughout the U.S.

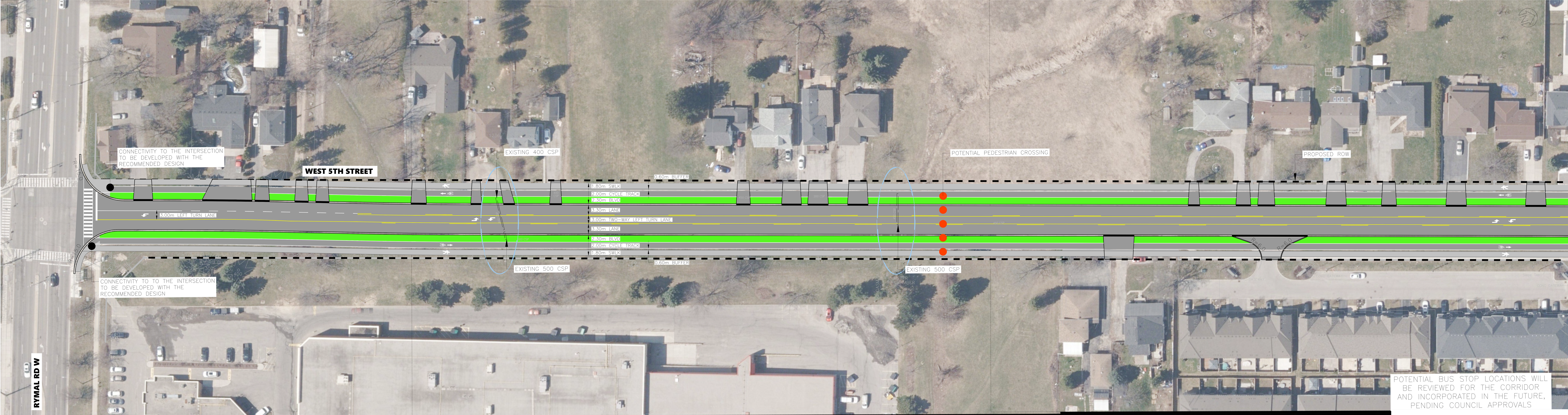
In summary, the parsonage at 1073 West Fifth Street is of considerable importance to the City of Hamilton, both architecturally, as a pre-confederation residence of limestone construction and, historically, for its close connections with The Rev. George A. Bull, William Farmer, and St. Peter's Anglican Church, Barton. Of special significance is the west front facade, and north and south side facades.

## **Appendix B      Alternative Drawings**



# WEST 5TH STREET

STUDY AREA

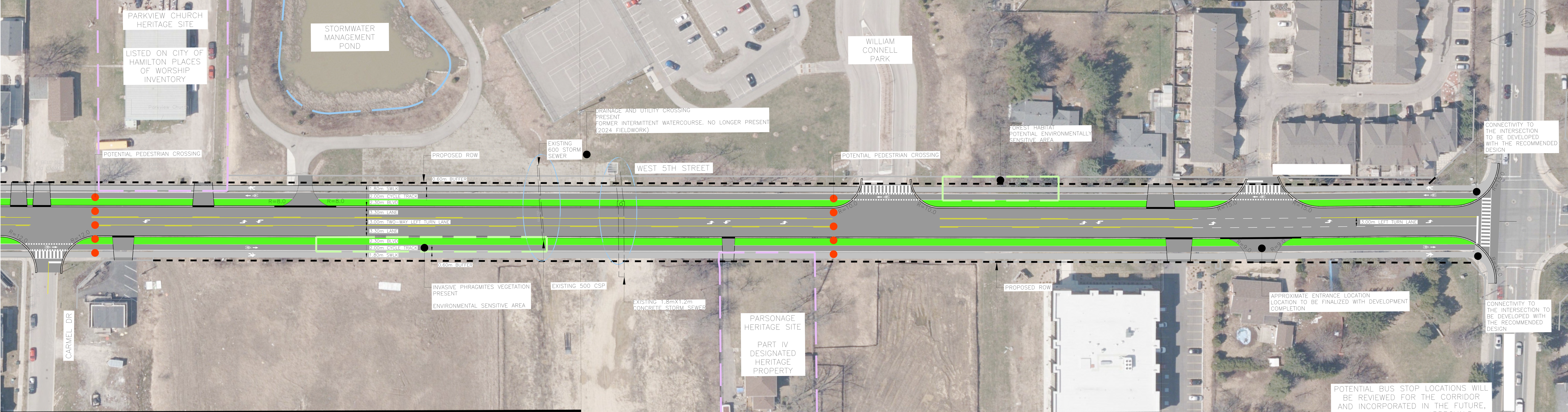


**LEGEND:**

- POTENTIAL ENVIRONMENTAL SENSITIVE AREA
- HERITAGE AREA
- WATER FEATURE
- ● ● POTENTIAL PEDESTRIAN CROSSING

# WEST 5TH STREET

STUDY AREA



POTENTIAL BUS STOP LOCATIONS WILL BE REVIEWED FOR THE CORRIDOR AND INCORPORATED IN THE FUTURE, PENDING COUNCIL APPROVALS

**LEGEND:**

- POTENTIAL ENVIRONMENTAL SENSITIVE AREA
- HERITAGE AREA
- WATER FEATURE
- ● ● POTENTIAL PEDESTRIAN CROSSING

## D2: Checklist

The **purpose of the checklist** is to determine:

- if a property(ies) or project area:
  - is a recognized heritage property
  - may be of cultural heritage value
- it includes all areas that may be impacted by project activities, including – but not limited to:
  - the main project area
  - temporary storage
  - staging and working areas
  - temporary roads and detours

**Processes covered** under this checklist, such as:

- *Planning Act*
- *Environmental Assessment Act*
- *Aggregates Resources Act*
- *Ontario Heritage Act* – Standards and Guidelines for Conservation of Provincial Heritage Properties

### **Cultural Heritage Evaluation Report (CHER)**

If you are not sure how to answer one or more of the questions on the checklist, you may want to hire a qualified person(s) (see page 5 for definitions) to undertake a cultural heritage evaluation report (CHER).

The CHER will help you:

- identify, evaluate and protect cultural heritage resources on your property or project area
- reduce potential delays and risks to a project

### **Other checklists**

Please use a separate checklist for your project, if:

- you are seeking a Renewable Energy Approval under Ontario Regulation 359/09 – [separate checklist](#)
- your Parent Class EA document has an approved screening criteria (as referenced in Question 1)

Please refer to the Instructions pages for more detailed information and when completing this form.

Project or Property Name  
West 5th Street MCEA

Project or Property Location (upper and lower or single tier municipality)  
City of Hamilton

Proponent Name  
City of Hamilton

Proponent Contact Information  
Megan Salvucci; Megan.salvucci@hamilton.ca

### Screening Questions

	Yes	No
1. Is there a pre-approved screening checklist, methodology or process in place?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes, please follow the pre-approved screening checklist, methodology or process.

If No, continue to Question 2.

### Part A: Screening for known (or recognized) Cultural Heritage Value

	Yes	No
2. Has the property (or project area) been evaluated before and found <b>not</b> to be of cultural heritage value?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes, do **not** complete the rest of the checklist.

The proponent, property owner and/or approval authority will:

- summarize the previous evaluation and
- add this checklist to the project file, with the appropriate documents that demonstrate a cultural heritage evaluation was undertaken

The summary and appropriate documentation may be:

- submitted as part of a report requirement
- maintained by the property owner, proponent or approval authority

If No, continue to Question 3.

	Yes	No
3. Is the property (or project area):		
a. identified, designated or otherwise protected under the <i>Ontario Heritage Act</i> as being of cultural heritage value?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. a National Historic Site (or part of)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. designated under the <i>Heritage Railway Stations Protection Act</i> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. designated under the <i>Heritage Lighthouse Protection Act</i> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office (FHBRO)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes to any of the above questions, you need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report, if a Statement of Cultural Heritage Value has not previously been prepared or the statement needs to be updated

If a Statement of Cultural Heritage Value has been prepared previously and if alterations or development are proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No, continue to Question 4.

## Part B: Screening for Potential Cultural Heritage Value

	Yes	No
4. Does the property (or project area) contain a parcel of land that:		
a. is the subject of a municipal, provincial or federal commemorative or interpretive plaque?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has or is adjacent to a known burial site and/or cemetery?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. is in a Canadian Heritage River watershed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. contains buildings or structures that are 40 or more years old?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Part C: Other Considerations

	Yes	No
5. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area):		
a. is considered a landmark in the local community or contains any structures or sites that are important in defining the character of the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has a special association with a community, person or historical event?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. contains or is part of a cultural heritage landscape?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**If Yes** to one or more of the above questions (Part B and C), there is potential for cultural heritage resources on the property or within the project area.

You need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report (CHER)

If the property is determined to be of cultural heritage value and alterations or development is proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

**If No** to all of the above questions, there is low potential for built heritage or cultural heritage landscape on the property.

The proponent, property owner and/or approval authority will:

- summarize the conclusion
- add this checklist with the appropriate documentation to the project file

The summary and appropriate documentation may be:

- submitted as part of a report requirement e.g. under the *Environmental Assessment Act*, *Planning Act* processes
- maintained by the property owner, proponent or approval authority

## Instructions

Please have the following available, when requesting information related to the screening questions below:

- a clear map showing the location and boundary of the property or project area
  - large scale and small scale showing nearby township names for context purposes
- the municipal addresses of all properties within the project area
- the lot(s), concession(s), and parcel number(s) of all properties within a project area

For more information, see the Ministry of Tourism, Culture and Sport's [Ontario Heritage Toolkit](#) or [Standards and Guidelines for Conservation of Provincial Heritage Properties](#).

In this context, the following definitions apply:

- **qualified person(s)** means individuals – professional engineers, architects, archaeologists, etc. – having relevant, recent experience in the conservation of cultural heritage resources.
- **proponent** means a person, agency, group or organization that carries out or proposes to carry out an undertaking or is the owner or person having charge, management or control of an undertaking.

### 1. Is there a pre-approved screening checklist, methodology or process in place?

An existing checklist, methodology or process may already be in place for identifying potential cultural heritage resources, including:

- one endorsed by a municipality
- an environmental assessment process e.g. screening checklist for municipal bridges
- one that is approved by the Ministry of Tourism, Culture and Sport (MTCS) under the Ontario government's [Standards & Guidelines for Conservation of Provincial Heritage Properties](#) [s.B.2.]

## Part A: Screening for known (or recognized) Cultural Heritage Value

### 2. Has the property (or project area) been evaluated before and found not to be of cultural heritage value?

Respond 'yes' to this question, if all of the following are true:

A property can be considered not to be of cultural heritage value if:

- a Cultural Heritage Evaluation Report (CHER) - or equivalent - has been prepared for the property with the advice of a qualified person and it has been determined not to be of cultural heritage value and/or
- the municipal heritage committee has evaluated the property for its cultural heritage value or interest and determined that the property is not of cultural heritage value or interest

A property may need to be re-evaluated, if:

- there is evidence that its heritage attributes may have changed
- new information is available
- the existing Statement of Cultural Heritage Value does not provide the information necessary to manage the property
- the evaluation took place after 2005 and did not use the criteria in Regulations 9/06 and 10/06

**Note:** Ontario government ministries and public bodies [prescribed under Regulation 157/10] may continue to use their existing evaluation processes, until the evaluation process required under section B.2 of the Standards & Guidelines for Conservation of Provincial Heritage Properties has been developed and approved by MTCS.

To determine if your property or project area has been evaluated, contact:

- the approval authority
- the proponent
- the Ministry of Tourism, Culture and Sport

### 3a. Is the property (or project area) identified, designated or otherwise protected under the *Ontario Heritage Act* as being of cultural heritage value e.g.:

- i. designated under the *Ontario Heritage Act*
  - individual designation (Part IV)
  - part of a heritage conservation district (Part V)

## Individual Designation – Part IV

A property that is designated:

- by a municipal by-law as being of cultural heritage value or interest [s.29 of the *Ontario Heritage Act*]
- by order of the Minister of Tourism, Culture and Sport as being of cultural heritage value or interest of provincial significance [s.34.5]. **Note:** To date, no properties have been designated by the Minister.

## Heritage Conservation District – Part V

A property or project area that is located within an area designated by a municipal by-law as a heritage conservation district [s. 41 of the *Ontario Heritage Act*].

For more information on Parts IV and V, contact:

- municipal clerk
- [Ontario Heritage Trust](#)
- local land registry office (for a title search)

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ii. subject of an agreement, covenant or easement entered into under Parts II or IV of the *Ontario Heritage Act*

An agreement, covenant or easement is usually between the owner of a property and a conservation body or level of government. It is usually registered on title.

The primary purpose of the agreement is to:

- preserve, conserve, and maintain a cultural heritage resource
- prevent its destruction, demolition or loss

For more information, contact:

- [Ontario Heritage Trust](#) - for an agreement, covenant or easement [clause 10 (1) (c) of the *Ontario Heritage Act*]
- municipal clerk – for a property that is the subject of an easement or a covenant [s.37 of the *Ontario Heritage Act*]
- local land registry office (for a title search)

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iii. listed on a register of heritage properties maintained by the municipality

Municipal registers are the official lists - or record - of cultural heritage properties identified as being important to the community.

Registers include:

- all properties that are designated under the *Ontario Heritage Act* (Part IV or V)
- properties that have not been formally designated, but have been identified as having cultural heritage value or interest to the community

For more information, contact:

- municipal clerk
- municipal heritage planning staff
- municipal heritage committee

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iv. subject to a notice of:

- intention to designate (under Part IV of the *Ontario Heritage Act*)
- a Heritage Conservation District study area bylaw (under Part V of the *Ontario Heritage Act*)

A property that is subject to a **notice of intention to designate** as a property of cultural heritage value or interest and the notice is in accordance with:

- section 29 of the *Ontario Heritage Act*
- section 34.6 of the *Ontario Heritage Act*. **Note:** To date, the only applicable property is Meldrum Bay Inn, Manitoulin Island. [s.34.6]

An area designated by a municipal by-law made under section 40.1 of the *Ontario Heritage Act* as a **heritage conservation district study area**.

For more information, contact:

- municipal clerk – for a property that is the subject of notice of intention [s. 29 and s. 40.1]
- [Ontario Heritage Trust](#)

v. included in the Ministry of Tourism, Culture and Sport's list of provincial heritage properties

Provincial heritage properties are properties the Government of Ontario owns or controls that have cultural heritage value or interest.

The Ministry of Tourism, Culture and Sport (MTCS) maintains a list of all provincial heritage properties based on information provided by ministries and prescribed public bodies. As they are identified, MTCS adds properties to the list of provincial heritage properties.

For more information, contact the MTCS Registrar at [registrar@ontario.ca](mailto:registrar@ontario.ca).

### **3b. Is the property (or project area) a National Historic Site (or part of)?**

National Historic Sites are properties or districts of national historic significance that are designated by the Federal Minister of the Environment, under the *Canada National Parks Act*, based on the advice of the Historic Sites and Monuments Board of Canada.

For more information, see the [National Historic Sites website](#).

### **3c. Is the property (or project area) designated under the *Heritage Railway Stations Protection Act*?**

The *Heritage Railway Stations Protection Act* protects heritage railway stations that are owned by a railway company under federal jurisdiction. Designated railway stations that pass from federal ownership may continue to have cultural heritage value.

For more information, see the [Directory of Designated Heritage Railway Stations](#).

### **3d. Is the property (or project area) designated under the *Heritage Lighthouse Protection Act*?**

The *Heritage Lighthouse Protection Act* helps preserve historically significant Canadian lighthouses. The Act sets up a public nomination process and includes heritage building conservation standards for lighthouses which are officially designated.

For more information, see the [Heritage Lighthouses of Canada](#) website.

### **3e. Is the property (or project area) identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office?**

The role of the Federal Heritage Buildings Review Office (FHBRO) is to help the federal government protect the heritage buildings it owns. The policy applies to all federal government departments that administer real property, but not to federal Crown Corporations.

For more information, contact the [Federal Heritage Buildings Review Office](#).

See a [directory of all federal heritage designations](#).

### **3f. Is the property (or project area) located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site?**

A UNESCO World Heritage Site is a place listed by UNESCO as having outstanding universal value to humanity under the Convention Concerning the Protection of the World Cultural and Natural Heritage. In order to retain the status of a World Heritage Site, each site must maintain its character defining features.

Currently, the Rideau Canal is the only World Heritage Site in Ontario.

For more information, see Parks Canada – [World Heritage Site website](#).

## **Part B: Screening for potential Cultural Heritage Value**

### **4a. Does the property (or project area) contain a parcel of land that has a municipal, provincial or federal commemorative or interpretive plaque?**

Heritage resources are often recognized with formal plaques or markers.

Plaques are prepared by:

- municipalities
- provincial ministries or agencies
- federal ministries or agencies
- local non-government or non-profit organizations

For more information, contact:

- [municipal heritage committees](#) or local heritage organizations – for information on the location of plaques in their community
- Ontario Historical Society's [Heritage directory](#) – for a list of historical societies and heritage organizations
- Ontario Heritage Trust – for a [list of plaques](#) commemorating Ontario's history
- Historic Sites and Monuments Board of Canada – for a [list of plaques](#) commemorating Canada's history

#### **4b. Does the property (or project area) contain a parcel of land that has or is adjacent to a known burial site and/or cemetery?**

For more information on known cemeteries and/or burial sites, see:

- Cemeteries Regulations, Ontario Ministry of Consumer Services – for a [database of registered cemeteries](#)
- Ontario Genealogical Society (OGS) – to [locate records of Ontario cemeteries](#), both currently and no longer in existence; cairns, family plots and burial registers
- Canadian County Atlas Digital Project – to [locate early cemeteries](#)

In this context, adjacent means contiguous or as otherwise defined in a municipal official plan.

#### **4c. Does the property (or project area) contain a parcel of land that is in a Canadian Heritage River watershed?**

The Canadian Heritage River System is a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage.

Canadian Heritage Rivers must have, and maintain, outstanding natural, cultural and/or recreational values, and a high level of public support.

For more information, contact the [Canadian Heritage River System](#).

If you have questions regarding the boundaries of a watershed, please contact:

- your conservation authority
- municipal staff

#### **4d. Does the property (or project area) contain a parcel of land that contains buildings or structures that are 40 or more years old?**

A 40 year 'rule of thumb' is typically used to indicate the potential of a site to be of cultural heritage value. The approximate age of buildings and/or structures may be estimated based on:

- history of the development of the area
- fire insurance maps
- architectural style
- building methods

Property owners may have information on the age of any buildings or structures on their property. The municipality, local land registry office or library may also have background information on the property.

**Note:** 40+ year old buildings or structure do not necessarily hold cultural heritage value or interest; their age simply indicates a higher potential.

A building or structure can include:

- residential structure
- farm building or outbuilding
- industrial, commercial, or institutional building
- remnant or ruin
- engineering work such as a bridge, canal, dams, etc.

For more information on researching the age of buildings or properties, see the Ontario Heritage Tool Kit Guide [Heritage Property Evaluation](#).

## Part C: Other Considerations

### 5a. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) is considered a landmark in the local community or contains any structures or sites that are important to defining the character of the area?

Local or Aboriginal knowledge may reveal that the project location is situated on a parcel of land that has potential landmarks or defining structures and sites, for instance:

- buildings or landscape features accessible to the public or readily noticeable and widely known
- complexes of buildings
- monuments
- ruins

### 5b. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) has a special association with a community, person or historical event?

Local or Aboriginal knowledge may reveal that the project location is situated on a parcel of land that has a special association with a community, person or event of historic interest, for instance:

- Aboriginal sacred site
- traditional-use area
- battlefield
- birthplace of an individual of importance to the community

### 5c. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) contains or is part of a cultural heritage landscape?

Landscapes (which may include a combination of archaeological resources, built heritage resources and landscape elements) may be of cultural heritage value or interest to a community.

For example, an Aboriginal trail, historic road or rail corridor may have been established as a key transportation or trade route and may have been important to the early settlement of an area. Parks, designed gardens or unique landforms such as waterfalls, rock faces, caverns, or mounds are areas that may have connections to a particular event, group or belief.

For more information on Questions 5.a., 5.b. and 5.c., contact:

- Elders in Aboriginal Communities or community researchers who may have information on potential cultural heritage resources. Please note that Aboriginal traditional knowledge may be considered sensitive.
- [municipal heritage committees](#) or local heritage organizations
- Ontario Historical Society's "[Heritage Directory](#)" - for a list of historical societies and heritage organizations in the province

An internet search may find helpful resources, including:

- historical maps
- historical walking tours
- municipal heritage management plans
- cultural heritage landscape studies
- municipal cultural plans

Information specific to trails may be obtained through [Ontario Trails](#).