

HERITAGE IMPACT ASSESSMENT



676 KING STREET WEST
Hamilton ON

20 FEB 2024

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EXECUTIVE SUMMARY

Hobson Heritage Consulting was retained by King Dundurn Inc. to undertake a *Heritage Impact Assessment* (HIA) for a proposed development at 676 King Street West in the City of Hamilton, a site that is located on a major transit route and adjacent to the *Strathcona Secondary Plan Area*.

This HIA meets requirements of the City of Hamilton and is required because the development is adjacent to the following *Inventoried* cultural heritage resources:

- *MacNab's Survey Cultural Landscape*
- *Cathedral of Christ the King Cultural Landscape*
- *Toronto, Hamilton & Brantford Railway Cultural Landscape*
- Cathedral of Christ King, built 1933
- 25 Hunt Street, a c.1930 dwelling in the MacNab's Survey Cultural Landscape

Impacts on cultural heritage resources are considered minor and are limited to:

- shadowing on the rear yards of residential properties on the south site of Hunt Street that are located within the *MacNab Survey Cultural Landscape*, including the *Inventoried* dwelling at 25 Hunt Street

The *Shadow Analysis* indicates that 'new net shadows' are not excessive when compared to shadowing associated with the 'as-of-right' heights permitted on the site. There are no heritage concerns with respect to 'shadowing'.

The *Views Analysis* indicates that views to the Carilion or Bell Tower of the Cathedral from King Street West will not be obstructed by the proposed 8-storey building. There are no heritage concerns with respect to 'obstruction of views'. It is also noted that the following mitigation strategies have been successfully employed:

- an increased front setback has been provided that maintains views to the Cathedral
- a landscape plan for new landscaping on King Street West has been provided that enhances views to the Cathedral
- the material selections of red brick and natural stone complement the historic context

The proposed development will require demolition of Paton Motors and Hardwick & Sons. These properties have been evaluated according to *Ontario Regulation 9/06* and do not meet minimum requirements for Designation under the *Ontario Heritage Act*. However, research and evaluation determined that:

- Paton Motors has historic interest as an early Motor Garage established by Pat Paton in 1927 and still in operation under former Paton Motors manager Neal Scobie
- the carved stone blocks on the façade of Hardwick & Sons have architectural interest for their high degree of craftsmanship

Therefore, the owner is encouraged to undertake one or more of the following mitigation measures:

- salvage of carved stone blocks from the façade of the Hardwick & Son building, such as the stone engraved with “Hardwick & Son” and the three carved window lintels with stylized ogee arches
- installation of an interpretive feature in the lobby of the new building, such as a display containing salvaged stone, historic images and explanatory text
- commemorative naming of the new development to reference Paton and/or Hardwick

1.0 INTRODUCTION

This report was prepared for King Dundurn Inc. to assess a proposal for an 8-storey residential building on the north-east corner of King Street West and Breadalbane Street in the City of Hamilton, Ontario. The development site encompasses two commercial properties with frontage on King Street West, including Paton Motors at 4 Breadalbane Street and Hardwick & Son at 676 King Street West.

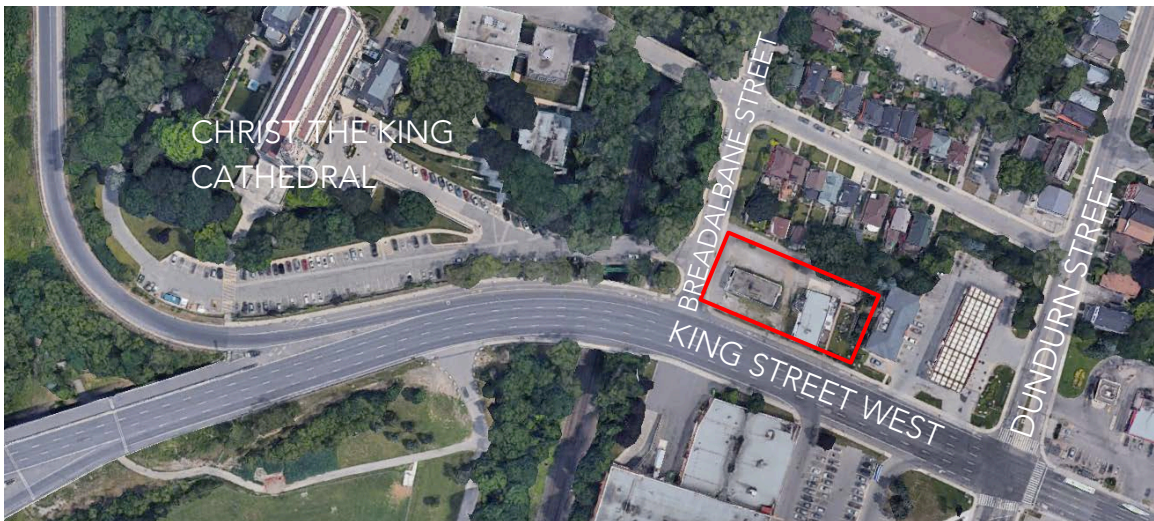
Preparation of this report included site investigation, review of relevant heritage policies and applicable legislation, historical research about the subject property and its cultural context, and consultation with heritage planning staff at the City of Hamilton. The owners of Paton Motors, Neal & Sue Scobie, provided historical information and historic photographs of Paton Motors.

Architectural Drawings and *Shadow Analysis* by Lintack Architects and the Landscape Plan by James McCracken are included in the appendix of this report.

2.0 LOCATION

The subject property is located on the north-east corner of King Street West and Breadalbane Street, between Dundurn Street and the Toronto bound access ramp to Highway 403. King Street West is a major east-west corridor through the City of Hamilton and a major transit route. Breadalbane Street is a residential side street in the Strathcona Neighbourhood.

The subject property backs onto an established residential neighbourhood known as the Historic Strathcona Neighbourhood that is primarily comprised of 1.5-2.5 singled-detached dwellings. There is an Esso Service Station abutting to the east and the Dundurn commercial plaza is directly opposite on the south side of King Street West. The Cathedral Basilica of Christ the King is situated to the west, across Breadalbane Street. The Cathedral is set in landscaped grounds and is part of a complex of buildings including the Bishop Farrell Library & Archives, the Nicholas Mancini Centre and the Institute for Catholic Education.



LOCATION MAP: 676 KING STREET WEST – corner of King Street West & Breadalbane Street

3.0 SITE DESCRIPTION

The subject property comprises two commercial properties known as Hardwick & Son at 676 Main Street West and Paton Motors at 4 Breadalbane Street. Both properties have frontage on King Street West. Hardwick & Son is oriented to King Street West and Paton Motors is oriented to Breadalbane Street. Vehicular access to both properties is from Breadalbane via an alleyway that dead-ends behind Hardwick & Son. This alleyway is shared by residential properties on Hunt Street that have garages backing onto the alleyway.



KING STREET WEST

Paton Motors

Hardwick & Son

Hardwick & Son is a supplier of stone memorials. It occupies a 1-storey concrete block and stone building that contains an office and showroom on King Street West with a stone cutting workroom and warehouse space behind. There is a landscaped side yard where memorial stones are displayed.

Paton Motors is an auto repair garage. It occupies a 1-storey concrete block building that contains a large garage bay with a small washroom and office at the front. There is a lawn on King Street West.

The rear alleyway from Breadalbane Street extends behind Paton Motors and Hardwick & Sons but does not continue through to Dundurn Street. Residential properties on the south side of Hunt Street have garages on the alleyway.



ALLEYWAY FROM BREADALBANE – residential garages accessed via the alleyway behind the subject property

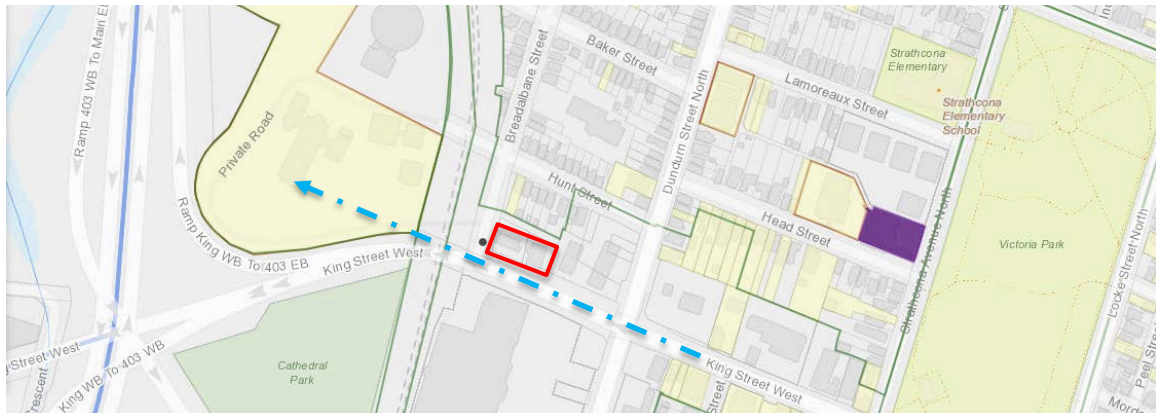
4.0 HERITAGE PLANNING CONTEXT

Cultural Heritage Resources

The subject property is adjacent to the following *Inventoried* cultural heritage resources including:

- *MacNab's Survey Cultural Landscape*
- *Cathedral of Christ the King Cultural Landscape*
- *Toronto, Hamilton and Brantford Railway Cultural Landscape*
- Cathedral of Christ King, built 1933
- 25 Hunt Street, a c.1930 dwelling in the MacNab's Survey Cultural Landscape

Views to the Cathedral of Christ the King along King Street West are protected under heritage policies in the *Strathcona Secondary Plan*.



HERITAGE MAPPING – the subject property is adjacent to Inventoried cultural heritage resources:

- Inventoried BHR (built heritage resource)
- Inventoried CHL (cultural heritage landscape)
- ➡ Protected view to the Cathedral of Christ the King

Archaeological Potential

The subject property has been determined to be an area of archaeological potential because it meets four (4) of the ten criteria used by the City of Hamilton and Ministry of Citizenship and Multiculturalism for determining archaeological potential:

1. Within 300 metres of a primary watercourse or permanent waterbody, 200 metres of a secondary watercourse or seasonal waterbody, or 300 metres of a prehistoric watercourse or permanent waterbody;
2. In the vicinity of distinctive or unusual landforms;
3. In areas of pioneer EuroCanadian settlement; and,
4. Along historic transportation routes.

An archaeological assessment is not required by the City of Hamilton but the Ontario Ministry of Citizenship and Multiculturalism (MCM) should be notified immediately if deeply buried archaeological materials are found on the property during development activities.

5.0 HISTORIC CONTEXT

Strathcona Neighbourhood – MacNab’s Survey & the TH&B Railway



Sir Allan MacNab’s Residence



Hamilton’s Crystal Palace

The subject property is adjacent to the Strathcona Neighbourhood, a residential area north of King Street that was historically located outside the Western limits of the City of Hamilton but is now within the city boundaries. Properties on King Street West are not included within the boundary of the *MacNab Survey Cultural Landscape* because they have been heavily impacted 20th century development and road widening.

Development of the Strathcona neighbourhood began in the 19th century on lands belonging to Sir Allan MacNab. Development was slow and piecemeal. Notable historic landmarks associated with the Strathcona Neighbourhood include Dundurn Castle, the former estate of Sir Allan MacNab that is now a Civic Museum and National Historic Site, Victoria Park, the former site of Hamilton’s Crystal Palace that is now a City-owned park, and former industrial sites along the ravine and railway corridor. The construction of the Toronto Hamilton & Buffalo railway in the early 20th century attracted large industries such as Westinghouse and Slater Steel to locate their facilities along the rail corridor. Hardwick & Son and Paton Motors are linked to former industrial activities in this area.

King Street West & McKittrick Bridge, 1914



In 1914, the McKittrick Bridge was built across the ravine at the west edge of the City as part of the planned development of the Garden City suburb Westdale. The bridge supported the

westward expansion of the city. The new middle-class residential suburbs in West Hamilton were connected by streetcar and rail.

The old wood trestle bridge was replaced after the Queen Elizabeth Highway was built in the 1930s and is currently planned for further upgrades for the Hamilton's new Light Rail Transit line.

Cathedral of Christ the King, 1933



The Roman Catholic church built a new Cathedral in the west end of the city in 1933 to serve the expanding west end of Hamilton. Designed by Hutton & Souter and built by the Pigott Construction Company, it was intended to be a prominent landmark that marked the Western Entrance to the city in line with City Beautiful planning principles.

The Cathedral is sited on high ground and surrounded by landscaped grounds and remains a prominent landmark today, despite bridge replacement, road widening, construction of highway on-ramps and heavy one-way traffic. More recently, efforts have been made to improve protected pedestrian and cycle infrastructure along King Street West.

Paton Motors, 1927



Texaco Station in front Paton Motors, demolished in 1961



Oliver 'Pat' Paton established Paton Motors in 1927. According to Neal Scobie, the original garage was located 'up on the hill' where the Cathedral of Christ the King is now located. When land was purchased for the Cathedral, it was relocated to the south-east corner of King Street

West and Breadalbane Street. Pat's brother Howard Paton operated a Texaco Service Station on the same site.

In 1951, Paton Motors was so successful that the garage was enlarged with an extension at the east end that doubled the size of the garage. In 1961, King Street West was widened from two lanes to six lanes and the Texaco Service Station was demolished. Remnants of the foundation are still visible in the lawn in front of Paton Motors.

In 1961, Pat Paton was featured on the cover of *Garage Operators* magazine and Paul Wilson did a 'Street Beat' article in the *Hamilton Spectator* on the success of Paton Motors. Neal Scobie started working at Paton Motors in 1967 as a young apprentice. He stayed on and eventually took over management and continues to operate the garage under the Paton Motors name. The name was retained because of its reputation. According to Neal Scobie, Pat Paton was the 1st licensed mechanic in Ontario and his license number was 'One', although he had been working for many years as a mechanic before licensing was required. During the WWII, Paton was a Chief Motor Mechanic, working on tugs and minesweepers. In a radio interview, Paton talked about working in the pit at the Indianapolis Speedway where he met Henry Ford, Thomas Edison and Morgan Firestone. Paton was also active in training and teaching other mechanics.

Neal Scobie has been at Paton Motors for 56 years. In addition to working at the garage, he raced cars at the Flamborough Speedway and in the 1980s was one of eight mechanics that advised the government on car safety.



Neal Scobie at the Flamborough Speedway



Hardwick & Son, 1946



Henry George Hardwick, a skilled stone mason who emigrated to Hamilton from Sheffield, England, established a stone cutting and engraving business in the east end of Hamilton in 1929 called H.G. Hardwick & Son. After a fire destroyed the Ottawa Street building, he purchased land on King Street West and built a new purpose-built facility with a showroom and outdoor display area on King Street West and a workshop and warehouse area at the back. The building had a cut stone façade that showcased the firm’s masonry skills. In 1961, the front yard was lost to road widening. A stylish addition was built on the east side and monuments were displayed in the east side yard.

The company continues as HRH Granite Inc. in Dundas operated by Don Hardwick. HGH Granite supplies Southern Ontario and Upper New York state monument retailers with wholesale granite and works with artists and architects on stone memorials.

6.0 HERITAGE EVALUATION

The subject property contains two buildings that have not been previously identified as cultural heritage resources but have potential cultural heritage value. Therefore, to clarify the heritage significance of these buildings and to determine if they meet criteria for Designation under the *Ontario Heritage Act*, an *Evaluation According to Ontario Regulation 09/06* for each building is provided below.



HARDWICK & SON, built 1946



PATON MOTORS, built 1927

Evaluation According to Ontario Regulation 9/06 – Hardwick & Son (1946)

i) Is a rare, unique, representative or early example of a style, type, expression, material or construction method	NO	It is not rare, unique or representative of a significant style or type.
ii) Displays a high degree of craftsmanship or artistic merit	YES	The carved stone blocks on the façade display a high degree of craftsmanship.
iii) Demonstrates a high degree of technical or scientific achievement	NO	It is a 1-storey concrete block building with a cut stone façade.
2. Historical or associative value		
i) Has direct associations with a theme, event, believe, person, activity, organization or institution that is significant to a community	NO	It is associated with Hardwick & Son, a stone cutting and engraving business established in 1929. This is the firm's second location after a fire destroyed their original premises on Ottawa Street in 1946.
ii) Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	NO	No potential has been identified.
iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to the community	NO	It is not associated with an architect.
3. Contextual Value		
i) Is important in defining, maintaining, or supporting the character of an area	NO	It does not make a notable contribution to the character of the area.
ii) Is physically, functionally, visually, or historically linked to its surroundings	NO	It does not have significant links to its surroundings.
iii) Is a landmark	NO	It is not a landmark.

- Evaluation Summary: the property meets one criteria

Evaluation According to Ontario Regulation 9/06 – Paton Motors (1927)

CRITERIA	ASSESSMENT (YES/NO)	RATIONALE
1. Design of physical value:		
i) Is a rare, unique, representative or early example of a style, type, expression, material or construction method	NO	It is an early c.1927 auto garage constructed of concrete block that was enlarged at one end in 1951. The stepped parapet is an Art Deco influence. The 'quarry-faced' concrete block is building product that was briefly popular in the 1920s and 30s.
ii) Displays a high degree of craftsmanship or artistic merit	NO	It is a modest utilitarian building.
iii) Demonstrates a high degree of technical or scientific achievement	NO	It is a 1-storey concrete block building.
2. Historical or associative value		
i) Has direct associations with a theme, event, believe, person, activity, organization or institution that is significant to a community	YES	It is associated with Paton Motors, established by Oliver Paton in 1927, one of Hamilton's earliest motor garages and continues to operate under the ownership of former Paton Motors manager Neal Scobie.
ii) Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	NO	No potential has been identified.
iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to the community	NO	It is not associated with an architect. There are traces of paint on the interior associated with Texaco Company branding.
3. Contextual Value		
i) Is important in defining, maintaining, or supporting the character of an area	NO	It does not make a notable contribution to the character of the area.
ii) Is physically, functionally, visually, or historically linked to its surroundings	NO	It does not have significant links to its surroundings.
iii) Is a landmark	NO	It is not a landmark.

- Evaluation Summary: the property meets one criteria

7.0 PROPOSED DEVELOPMENT

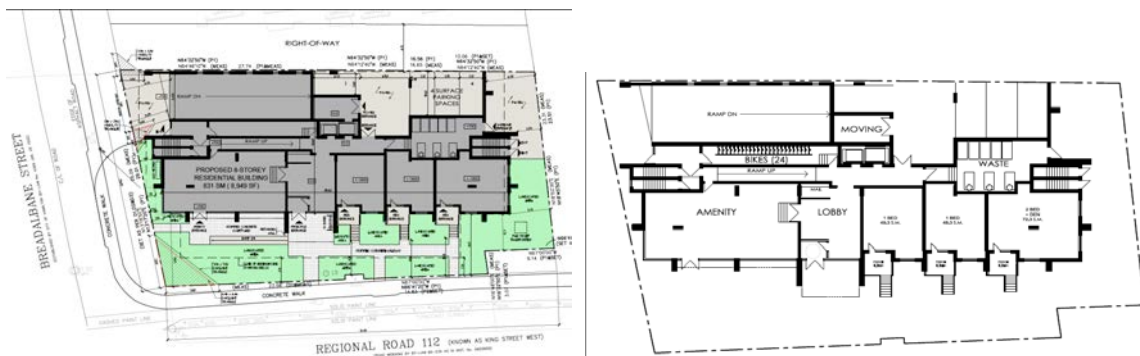
The proposed development is an 8-storey residential building with one level of underground parking accessed from Breadalbane Street. Re-development of the site will require demolition of the two existing structures on the property known as Hardwick & Son and Paton Motors.

The proposed 8-storey residential building will have three at-grade with access from King Street West. There is a lobby and shared amenity space for residents on the ground floor with glazed fronts on King Street West. Residential units on upper floors have balconies and there are common and private roof-top amenity spaces on the 8th floor on the rear elevation.

The massing is articulated on the upper levels through setbacks and material changes. The primary cladding materials are red brick, dark grey cement board, and green-tinted glazing. Architectural elements that frame the podium are clad in natural stone. Mechanical equipment on the roof is contained within a mechanical penthouse.



PROPOSED DEVELOPMENT – perspective



PROPOSED DEVELOPMENT – site plan and ground floor plan

8.0 HERITAGE IMPACT ASSESSMENT

The Ministry of Culture provides guidance and information regarding cultural heritage and archaeological resource conservation in land use planning in the *Ontario Heritage Toolkit* (2006). Negative impacts to a cultural heritage resource that may occur due to a proposed development or site alteration are identified in the Ontario Heritage Toolkit as:

- destruction of any part, or part of any, significant heritage attributes or features;
- alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance;
- shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature, or plantings, such as a garden;
- isolation of a heritage attribute from its surrounding environment, context or significant relationship;
- direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;
- a change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces;
- land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.

Views to the Cathedral of Christ the King

The *Views Analysis* demonstrates that the proposed development will not obstruct significant views of Christ the Church Cathedral.

Protected views to the Cathedral of Christ the King are primarily concerned with maintaining views of the Carillon or Bell Tower at the south end of the structure that towers above the tree canopy. This architectural feature is a highly visible landmark along King Street West. The elevated site of the Cathedral and its siting where King Street curves as it crosses the highway contributes to its visibility when travelling west along King Street West.



VIEW TO THE CATHEDRAL - the Carillon or Bell Tower is the focal point for westward views along King Street West

The proposed development is adequately setback from King Street West so there will be no obstruction of views to the Carillon or Bell Tower. The larger scale and massing of the proposed development will frame views to the Cathedral. Mitigation in the form of design measures to

ensure a high quality of design and material selection that will appropriately frame views to the Cathedral are required. Additional mitigation strategies are encouraged such as:

- provision of enhanced landscaping along the King Street frontage to support landscaped setting of the Cathedral and views of the Carillon or Bell Tower above the tree canopy
- employ a high standard of architectural design and good quality cladding materials that complement the limestone Cathedral
- avoid obtrusive projections on the roofline, all mechanical equipment should be concealed in the penthouse storey

Demolition of Two Existing Buildings

The two on-site structures to be demolished associated with Paton Motors (1927) and Hardwick & Son (1946) have no heritage status and have not been previously identified as heritage properties. Research and evaluation carried out as part of this *Heritage Impact Assessment* indicates that the properties do not meet minimum requirements for Designation under the *Ontario Heritage Act*. Therefore, the proposed development will have no direct impacts on significant cultural heritage resources.

However, it is noted that Paton Motors has historic interest as an early Motor Garage established by Pat Paton in 1927 and still in operation under former Paton Motors manager Neal Scobie. It is also noted that the cut stone façade of Hardwick & Sons has architectural interest for the high degree of its craftsmanship.

Mitigation in the form of research and documentation is provided in this report and no further mitigation is required. Additional mitigation strategies are encouraged including one or more of the following:

- salvage of carved stone blocks from the cut stone façade of the Hardwick & Son building, such as the stone engraved with the words "Hardwick & Son" and the three carved stone window lintels with stylized ogee arches
- installation of an interpretive feature in the lobby of the new building, such as a display containing salvaged stone, historic images and explanatory text
- commemorative naming of the new development to reference Paton and/or Hardwick

Impacts on Adjacent Cultural Heritage Resources

There will be no impacts on the *Toronto, Hamilton & Brantford Railway Cultural Landscape*.

Potential impacts on adjacent cultural heritage resources identified by the consultant are limited to shadowing on the rear yards of residential properties in the *MacNab Survey Cultural Landscape* on the south side of Hunter Street, including one *Inventoried* dwelling at 25 Hunter Street.

The increased shadows are associated with the 8-storey height of the development. It is noted that the development is buffered from the affected properties by a laneway and that this site is on a major transit route where greater heights and density are permitted. The shadow study

provided by Lintack Architects demonstrates that shadowing on adjacent residential properties is not excessive when compared to shadows associated with the as-of-right height permitted on this site. There appear to be no heritage attributes in the rear yards of these properties. As such, shadowing is not a heritage concern.

The entrance to the proposed parking garage will be located on the subject property. Use of the shared alleyway will be limited to access to four surface parking spaces, deliveries and waste collection. Residents with garages on the alleyway will continue to have 24/7 access to the shared alleyway to access their garages and there will be no impacts to existing residential fences and trees. The gravel surface will be paved to accommodate the increased traffic and the owner of the development will maintain the alleyway including clearing ice and snow in the winter. Therefore, the proposed development maintains existing uses of the alleyway and provides opportunities for enhancing the alleyway with new paving and lighting.

9.0 RECOMMENDATIONS

Methods for minimizing or avoiding a negative impact on a cultural heritage resource include, but are not limited to:

- alternative development approaches
- isolating development and site alteration from significant built and natural features and vistas
- design guidelines that harmonized mass, setback, setting, and materials
- limiting height and density
- allowing only compatible infill and additions
- reversible alterations
- buffer zones, site plan control, and other planning mechanisms

It is noted that the following mitigation measures have been successfully integrated in the development proposal:

- increased front setback to maintain views to the Cathedral
- landscaping on King Street West to enhance views to the Cathedral
- material selections that complement the historic context including red brick and natural stone

Additional mitigation measures to mitigate demolition of Paton Motors and Hardwick & Son such as one or more of the following are encouraged:

- salvage of carved stone blocks from the façade of the Hardwick & Son building, such as the stone engraved with “Hardwick & Son” and the three carved window lintels with stylized ogee arches
- installation of an interpretive feature in the lobby of the new building, such as a display containing salvaged stone, historic images and explanatory text
- commemorative naming of the new development to reference Paton and/or Hardwick



POTENTIAL SALVAGE ITEMS – carved stone blocks

10.0 SOURCES

City of Hamilton, *Inventory of Buildings of Historical and/or Architectural Interest*
-----, *Places of Worship Inventory*
-----, *Urban Hamilton Official Plan Volume 1: B. 3.4 Cultural Heritage Policies -*
Appendices F, F1, F2, F3, F4 – Volume 2: B6.6 Strathcona Secondary Plan – Appendix A

HGH Granite website - <https://hghgranite.com/about/>

Lintack Architects, *Shadow Impact Study; 676 King Street West* (November 2023)
-----, *Visual Impact Study; 676 King Street West* (Feb 2024)

Ministry of Tourism, Culture & Sport (MTCS). *Ontario Heritage Toolkit* (2006)

Paton Motors website - <http://www.patonsautoservice.com>

Parks Canada, *Standards & Guidelines for the Conservation of Historic Places in Canada* (2010)

11.0 QUALIFICATIONS OF THE AUTHOR

The author of this report is a professional member of the *Canadian Association of Heritage Professionals*. Formal education includes a *Master of Arts in Architectural History* from the University of Toronto and a *Diploma in Heritage Conservation* from the Willowbank School of Restoration Arts. Professional experience includes an internship at the Ontario Heritage Trust, three years as Architectural Historian & Conservation Specialist at Taylor Hazell Architects in Toronto, and 12 years in private practice in Ontario as a heritage consultant. Other relevant experience includes teaching art history at the University of Toronto and McMaster University and teaching Research Methods and Conservation Planning at the Willowbank School for Restoration Arts in Queenston. In addition to numerous heritage reports, the author has published work in academic journals such as the *Journal of the Society for the Study of Architecture in Canada* and the *Canadian Historical Review*.

APPENDIX A: PHOTO DOCUMENTATION



PATON MOTORS – EXTERIOR – front elevation facing Breadalbane Street – c.1930s industrial vernacular with Art Moderne influences



PATON MOTORS – CONTEXT - view from Breadalbane Street



PATON MOTORS – EXTERIOR – side elevation facing King Street West – textured concrete block & wood sash windows



PATON MOTORS – CONTEXT – lawn on the King Street West frontage – view to the Cathedral



PATON MOTORS – EXTERIOR – rear elevation – concrete block & metal windows – brick chimney



PATON MOTORS – EXTERIOR – rear and north side elevation – built in two phases: the concrete block & steell window portion at the East end (2 bays) was an extension to the earlier cinder block & wood window garage (2 bays)



PATON MOTORS – EXTERIOR – north side elevation



PATON MOTORS – EXTERIOR – north side elevation – 2 easterly bays with steel windows



PATON MOTORS – EXTERIOR – north side elevation – 2 westerly bays with wood windows



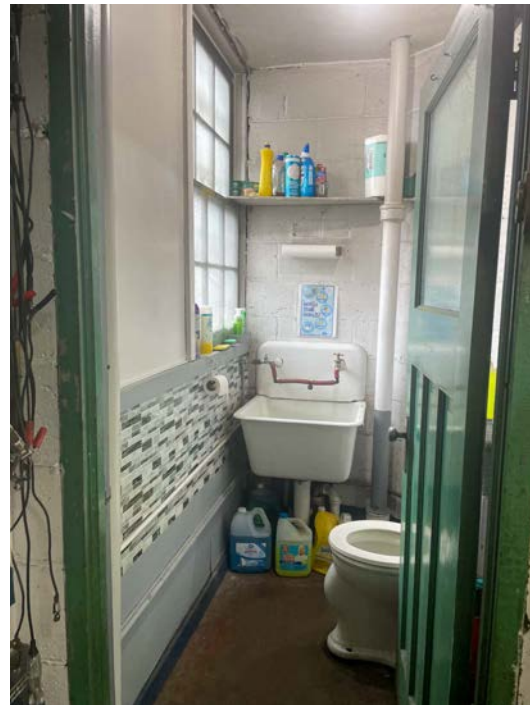
PATON MOTORS – INTERIOR – the garage office and service bay



PATON MOTORS – INTERIOR – the Texaco colours on the garage office



PATON MOTORS – INTERIOR – service bay



PATON MOTORS – INTERIOR – steel beam added when the eastward extension was built – two-piece bathroom with porcelain utility sink and wood panelled door



HARDWICK & SON – EXTERIOR – the original building remains with a later addition on the east side



HARDWICK & SON – EXTERIOR

- Left: southwest corner – cut stone façade keyed into the concrete block – the planter is a later addition
- Right: stylish addition on the east side - with stone cladding to match the façade



HARDWICK & SON – EXTERIOR – stone engraved with “Hardwick & Son” and two rosettes – carved stone lintels with stylized ogee arches – the central doorway has been converted to a window



HARDWICK & SON – SIDE YARD – memorials displayed in the side yard



HARDWICK & SON – CONTEXT – Esso Station next door (formerly Texaco?)



HARDWICK & SON – EXTERIOR – east side and rear elevation – cinder block addition and original concrete block workshop & warehouse – rear alley from Breadalbane – view to the Cathedral



HARDWICK & SON – EXTERIOR – west side addition – the original concrete block building built in 1946



HARDWICK & SON – INTERIOR – reception - the addition probably added in the late 1960s or 1970s?



HARDWICK & SON – INTERIOR – showroom



HARDWICK & SON – INTERIOR – office



HARDWICK & SON – INTERIOR – showroom doors to the warehouse



HARDWICK & SON – INTERIOR – workshop and warehouse – stone cutting machine



HARDWICK & SON – INTERIOR – workshop and warehouse – garage door to the rear alleyway



REAR ALLEYWAY – view from the entrance on Bredalbane – the alleyway dead ends behind Hardwick & Son



REAR ALLEYWAY – the alleyway dead ends behind Hardwick & Son – does not continue to Dundurn Street

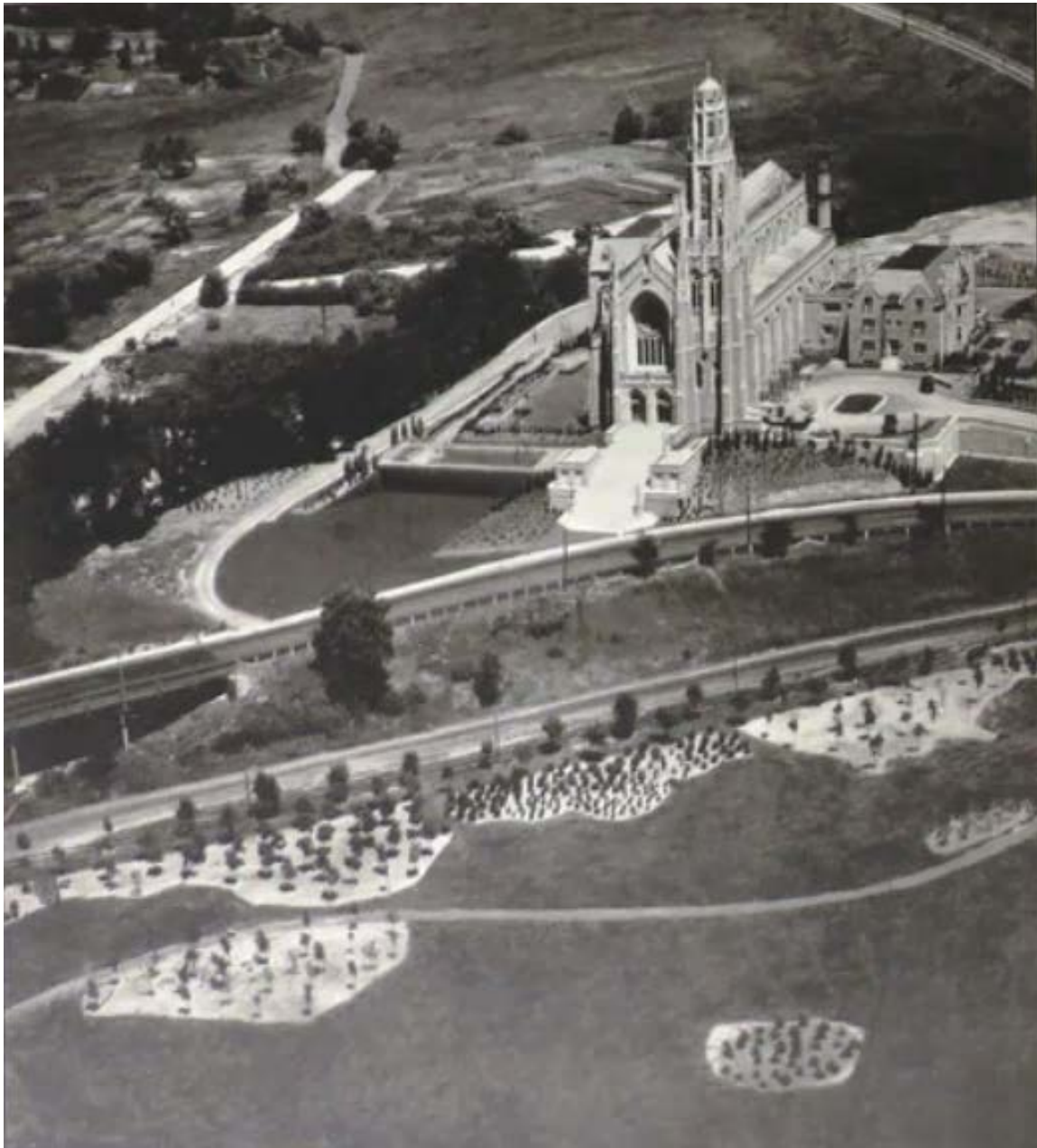


REAR ALLEYWAY – residential garages on the rear alleyway – utility pole



HUNT STREET – 1.5 and 2.5-storey dwellings on Hunt Street with garages accessed via the alleyway
23 Hunt Street is included on the heritage Inventory – Edwardian Classicism c. 1915

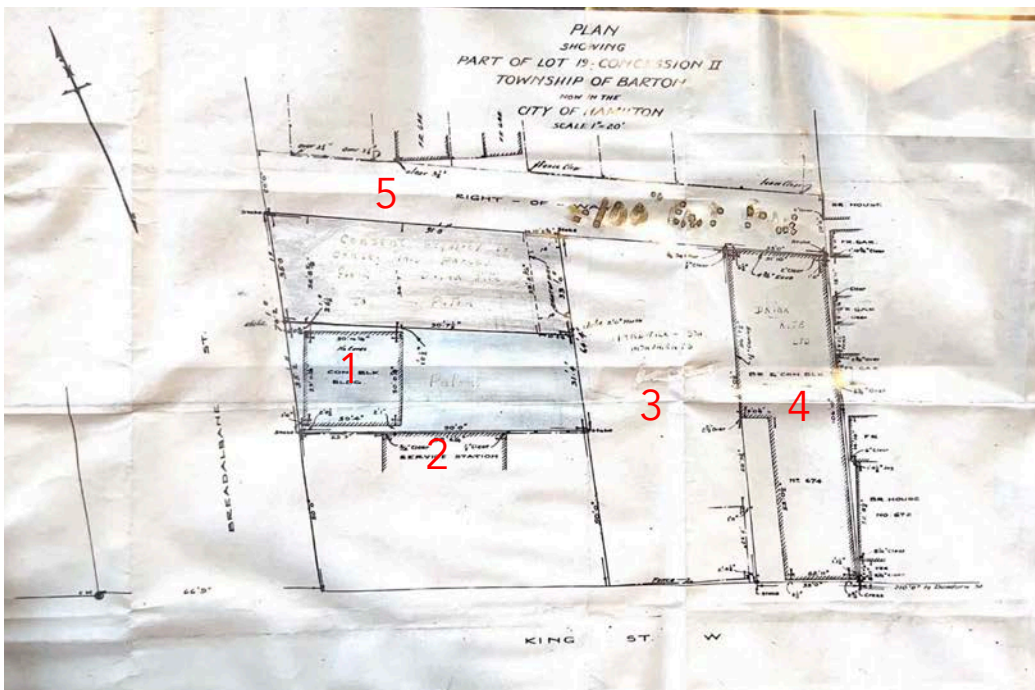
APPENDIX B: HISTORIC DOCUMENTATION



CATHEDRAL OF CHRIST THE KING (1933) – aerial photo taken shortly after completion
Source: *Cathedral of Christ the King, Hamilton, Canada. Being an arrangement of Photographic views and notes describing the new Cathedral opened at Hamilton, December 19th, 1933*, (Pigott Construction Company, 1934)



1934 AERIAL PHOTO – there is one structure on King Street West

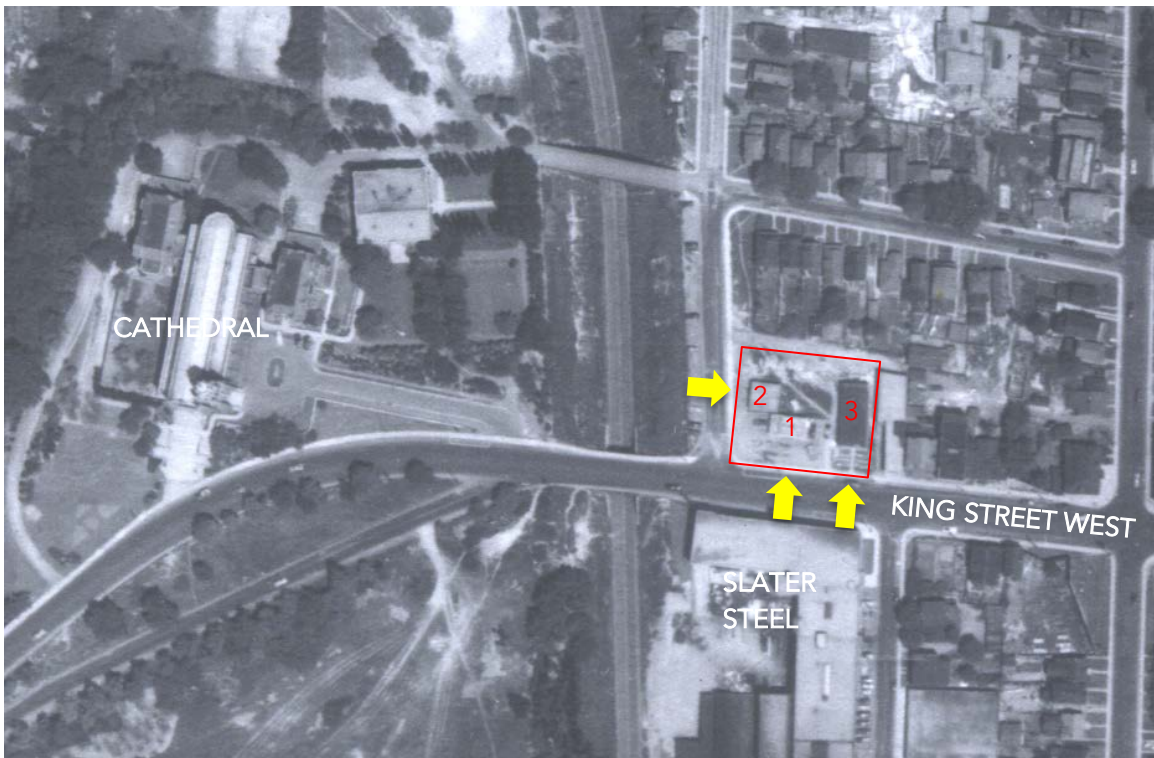


1946 SURVEY

1. Paton Motors – original square footprint
2. Service Station (demolished)
3. Hardwick & Son – not built yet
4. Drink Rite Ltd. (demolished)
5. Alleyway



1947 HARDWICK & SON – memorials displayed in the front yard before King Street West was widened. This was their second location. H.G. Hardwick & Sons was founded in 1929 by Henry George Hardwick. His original facility on Ottawa Street was destroyed by fire in 1947. He then acquired the King Street West location and built a purpose-built showroom and workshop. The cut stone façade showcases the firm’s masonry skills.



1950 AERIAL – there are three structures on the subject property
 1. Texaco Service Station (1920s?) 2. Paton Garage (1930s?) 3. Hardwick & Son (1947)



TEXACO SERVICE STATION - demolished in 1963



TEXACO SERVICE STATION – demolished in 1963



PATON MOTORS – the Texaco Service Station on King Steet West - Hardwick & Son and the Drink Rite Ltd. factory are visible in the background



PATON MOTORS – Texaco Service Station demolition begins - the gas pumps & Texaco Sign have been removed



PATON MOTORS - the Texaco Service Station demolition underway in 1963



PATON MOTORS – the Texaco Service Station demolition complete – the garage building remains

Dapper Pat's bow tie a 'modest' success



BIOGRAPHY
 EVEN IN the grease-and-fumes world of auto repair, you should dress for success.

Garage man Pat Paton knows that. He's been wearing a big black bow tie to work for decades. It's his trademark.

Paton, 75 tomorrow, could be the city's oldest mechanic. He's certainly the most modest.

"I don't go in for all this," he said, when I walked into his squat gray shop on King near Dundurn. His brothers and sisters warned me he'd pull that, so I kept at him. Finally he filled in a few details.

He got under the hood at 15, for Robinson's Used Cars on Barton at East Avenue. It was an exciting field for a kid, he says, because cars were new. On that lot he breathed life into Model As, Hudsons, Cunninghams, dozens of makes.

Even before that, there were old bikes and trikes to fix at the family home on Fullerton Avenue. Lucy Paton, now 96, had 14 children and nine survived into adulthood. Of the eight still living, Pat is oldest.

After a couple of years at the car lot, he moved on to Mac's Garage at Main and Tuxedo. In 1931 he and a partner started running a garage in Westdale. Paton joined the navy in World War Two, but didn't leave engines. He was a chief motor mechanic and worked on tugs and minesweepers.

In 1950 he bought his own shop and hasn't left yet. He laid out \$10,000 back then. But after all, that was the start of the Fabulous Fifties.

Within a year, he put on an addition that doubled his space.

There was a Paton Texaco gas station beside the garage, run by Pat's brother Howard. The city tore it down about 20 years ago to widen King Street to six lanes.



Garage man Pat Paton, today, and inset, on cover of magazine in 1961.

Garage Operators magazine discovered Paton in 1961 and said he was top of the trade. They put his picture on the cover, beside a shot of Hamilton's new city hall.

A framed, hand-tinted copy of that cover hangs on his office wall, beyond the old wooden counter. The rest of the wall is covered with certificates earned by manager Neal Scobie for courses like Computerized Electronic Ignitions.

"That's what you've got to have now," says Paton. "No way you can get into this business like I did."

Paton and Eva, his wife of 49 years, have no children, but the garage man calls Scobie his "pride and joy." He arrived as an 18-year-old apprentice 21 years ago and now runs the place. "It's mine legally," says Paton, "but he's the boss."

Even so, Paton is there each morning, freshly shaved, clean brown workclothes and peaked cap.

Customers make appointments weeks in advance and some have been with him a long, long time.

Tomorrow the birthday boy will get in his 1979 Buick and drive out to see Mother Paton at her century home in the village of St. George.

There'll be lots of family, turkey, mashed potatoes, home-made butter tarts — a very special occasion. Pat Paton's bound to wear his bow tie.

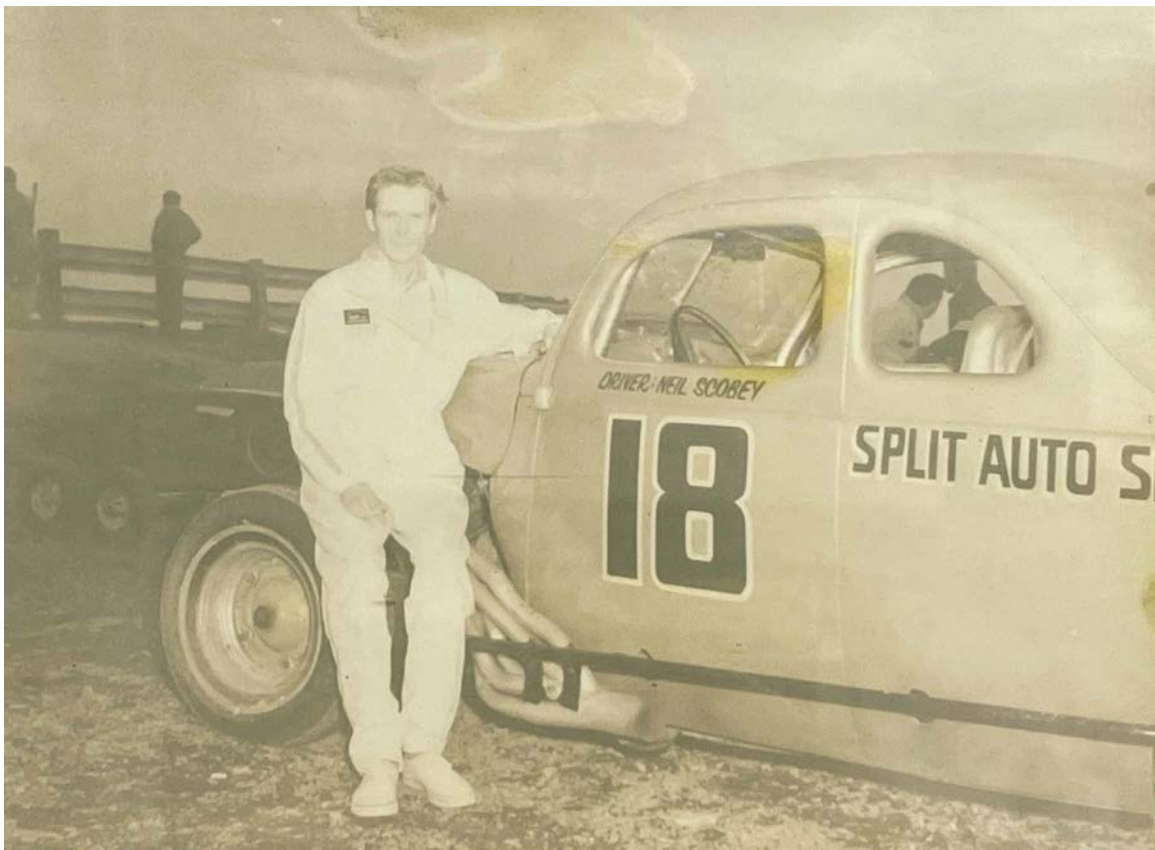
PAT PATON – inset image of Paton on the cover of *Garage Operators* magazine in 1961

"Dapper Pat's Bow Tie a modest success" *Street Beat* article by Paul Wilson, *Hamilton Spectator*, date

Source: Hamilton Public Library – clipping file – Biography – Oliver (Pat) Paton



NEAL SCOBIE at the Flamborough Speedway



NEAL SCOBIE at the Flamborough Speedway



PAINTING by J.K. LARSEN – a grateful patron’s gift to Neal Scobie – Larsen’s red Volkswagen Beetle serviced at Paton Motors driving west on King Steet into a sunset with the Cathedral on the right

676 King Street West		
Hamilton		
Zone: Transit Oriented Corridor Mixed Use Medium Density (TOC1) Zone		
Zoning By-Law: City of Hamilton, By-Law 05-200		
Regulations	Required	Proposed
Number of Units	72	72
Street Frontage	51.45	51.45
Lot Area	1,425.1 hectare (1,425.1m ²)	1,425.1m ²
Minimum Setback from King Street	3.0m	4.75m
Min. Setback from Breadalbane St.	3.0m	1.15m
Minimum North Side Yard Setback	0.0m	0.0m
Minimum East Yard Setback	0.0m	3.09
Max. Setback from King St. W	4.5m	9.69m
Max. Setback from Breadalbane St	4.5m	3.0m
Building Height	26.3	8 Storeys
Building Coverage	831.4m ² (58.3%)	831.4m ²
Landscape Coverage	527.8m ² (37.0%)	527.8m ²
Building GFA		U/G Parking 1,097.7
		Interstitial 159.7
		Ground 693.8
		Second 795.6
		Third 692.7
		Fourth 692.7
		Fifth 692.7
		Sixth 692.7
		Seventh 621.1
		Eighth 400.9
		Total 6,539.7
Parking	Required	Proposed
Residential Parking	Units <50m = .3 Spaces/unit 52 Units @ 0.3/unit = 15.6 Spaces Units 1-14 >50m = 0.7/unit 14 Units @ 0.7/unit = 9.8 Spaces Units 14-20 >50m = 0.85/unit 6 Units @ 0.85/unit = 5.1 Spaces Total Req'd Spaces = 30	26 Parking Spaces (Including 1 Barrier Free)
Typical Parking Space Size	2.8m x 5.8m min (surface)	2.8m x 5.8m min (surface)
Minimum Number of Barrier Free Parking Spaces	1	1
Barrier-Free Parking Space Size	4.4m x 5.8m	4.4m x 5.8m
Short Term Bicycle Parking	5	5
Long Term Bicycle Parking	0.5 space/dwelling	36
Minimum Aisle width	6.0m	6.0m

Floor	Unit Type (No. of Rooms)	No. of Units
Ground Floor	1 Bed	2
	2 Bed + Den	1
Second Floor	1 Bed	7
	2 Bed + Den	3
	3 Bed + Den	1
Third Floor	1 Bed	9
	2 Bed	2
Fourth Floor	1 Bed	9
	2 Bed	2
Fifth Floor	1 Bed	9
	2 Bed	2
Sixth Floor	1 Bed	9
	2 Bed	2
Seventh Floor	1 Bed	6
	2 Bed + Den	1
Eighth Floor	1 Bed	5
TOTAL NO. OF SUITES		72
REQ. NO. OF B.F. SUITES		11



KEY PLAN:

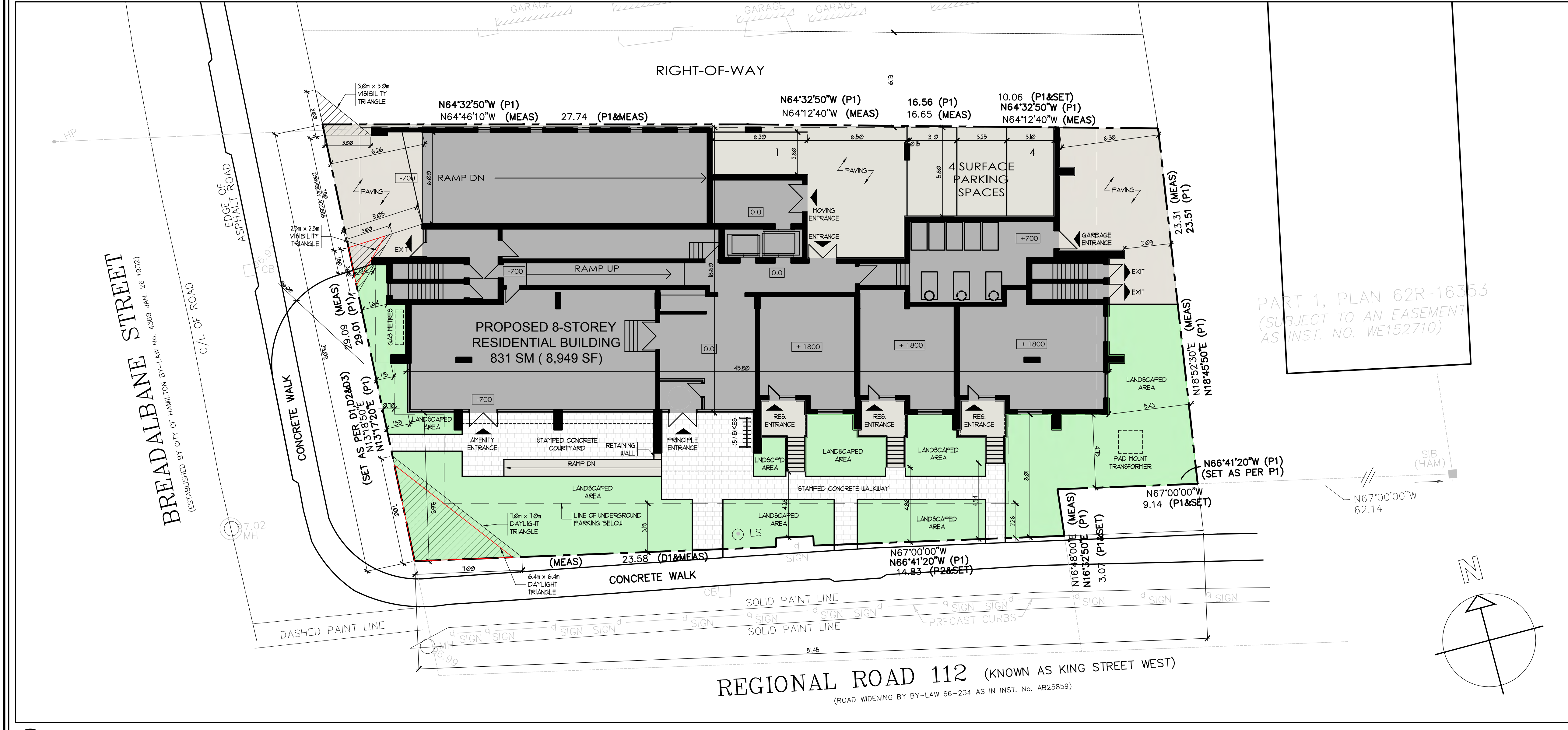
UNDERTAKING FILE No. _____

RE: 676 KING STREET WEST, HAMILTON FILE NO. _____

- I, (WE) _____ THE OWNER(S) OF THE LAND, HEREBY UNDERTAKE AND AGREE WITHOUT RESERVATION,
- TO COMPLY WITH ALL THE CONTENT OF THIS PLAN AND DRAWING AND NOT TO VARY THEREFROM;
 - TO PERFORM THE FACILITIES, WORKS OR MATTERS MENTIONED IN SECTION 41(7)(A) OF THE PLANNING ACT SHOWN ON THIS PLAN AND DRAWING(S) IN ACCORDANCE WITH THE CONDITIONS OF APPROVAL AS SET OUT IN THE LETTER OF APPROVAL DATED _____;
 - TO MAINTAIN TO THE SATISFACTION OF THE CITY AND AT MY (OUR) SOLE RISK AND EXPENSE, ALL OF THE FACILITIES, WORKS OR MATTERS MENTIONED IN SECTION 41(7)(B) OF THE SAID ACT, SHOWN IN THIS PLAN AND DRAWING, INCLUDING REMOVAL OF SNOW FROM ACCESS RAMPS AND DRIVEWAYS, PARKING AND LOADING AREAS AND WALKWAYS;
 - IN THE EVENT THAT THE OWNER DOES NOT COMPLY WITH THE PLAN DATED _____ THE OWNER AGREES THAT THE CITY MAY ENTER THE LAND AND DO THE REQUIRED WORKS, AND FURTHER THE OWNER AUTHORIZES THE CITY TO USE THE SECURITY FILED TO OBTAIN COMPLIANCE WITH THIS PLAN.
 - THAT THE OWNER AGREES TO PHYSICALLY AFFIX THE MUNICIPAL NUMBER (417) OR FULL ADDRESS (417 HWY NO. 8) TO THE BUILDING OR ON A SIGN IN ACCORDANCE WITH THE CITY'S SIGN BY-LAW, NEAR THE ENTRANCE IN A MANNER THAT IS VISIBLE FROM THE STREET;
 - THAT THE OWNER SHALL COMPLETE TO THE SATISFACTION OF THE DIRECTOR OF ENGINEERING OF THE CITY OF HAMILTON AND CANADA POST:
- INCLUDE ON ALL OFFERS OF PURCHASE AND SALE, A STATEMENT THAT THE HOME/BUSINESS MAIL DELIVERY WILL BE FROM A DESIGNATED CENTRALIZED MAIL BOX.
 - THAT THE DEVELOPERS/OWNERS BE RESPONSIBLE FOR OFFICIALLY NOTIFYING THE PURCHASERS OF THE EXACT CENTRALIZED MAIL BOX LOCATIONS PRIOR TO THE CLOSING OF ANY HOME SALES.
 - THAT THE OWNER FURTHER AGREES TO:
 - WORK WITH CANADA POST TO DETERMINE AND PROVIDE TEMPORARY SUITABLE CENTRALIZED MAIL BOX LOCATIONS WHICH MAY BE UTILIZED BY CANADA POST UNTIL THE CURBS, BOULEVARDS AND SIDEWALKS ARE IN PLACE IN THE REMAINDER OF THE SUBDIVISION.
 - INSTALL A CONCRETE PAD IN ACCORDANCE WITH THE REQUIREMENTS OF AND IN LOCATIONS TO BE APPROVED BY CANADA POST TO FACILITATE THE PLACEMENT OF COMMUNITY MAIL BOXES
 - IDENTIFY THE PADS ABOVE ON THE ENGINEERING SERVING DRAWINGS. SAID PADS ARE TO BE POURED AT THE TIME OF THE SIDEWALK AND/OR CURB INSTALLATION WITHIN EACH PHASE OF THE PLAN SUBDIVISION.
 - DETERMINE THE LOCATION OF ALL CENTRALIZED MAIL RECEIVING FACILITIES IN CO-OPERATION WITH CANADA POST AND TO INDICATE THE LOCATION OF MAIL CENTRALIZED MAIL FACILITIES ON APPROPRIATE MAPS, INFORMATION BOARDS AND PLANS.
 - MAPS ARE ALSO TO BE PROMINENTLY DISPLAYED IN THE SALES OFFICE(S) SHOWING SPECIFIC CENTRALIZED MAIL FACILITY LOCATIONS.
 - ENBRIDGE GAS INC. DOES HAVE SERVICE LINES RUNNING WITHIN THE AREA WHICH MAY BE AFFECTED BY THE PROPOSED SITE PLAN. SHOULD THE PROPOSED SITE PLAN IMPACT THESE SERVICES, IT MAY BE NECESSARY TO TERMINATE THE GAS SERVICE AND RELOCATE THE LINE ACCORDING TO THE NEW PROPERTY BOUNDARIES. ANY SERVICE RELOCATION REQUIRED WOULD BE AT THE COST OF THE OWNER.
- DATED THIS _____ DAY OF _____ 20____

WITNESS (SIGNATURE) _____ OWNER(S) (SIGNATURE) _____
 WITNESS (PRINT) _____ OWNER (PRINT) _____
 ADDRESS OF WITNESS _____

- SITE PLAN NOTES:**
- ALL WORK INVOLVED IN THE CONSTRUCTION, RELOCATION, REPAIR OF MUNICIPAL SERVICES FOR THE PROJECT SHALL BE TO THE SATISFACTION OF THE DIRECTOR OF PLANNING AND CHIEF PLANNER, PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT.
 - FIRE ROUTE SIGNS AND 3-WAY FIRE HYDRANTS SHALL BE ESTABLISHED TO THE SATISFACTION OF THE CITY FIRE DEPARTMENT AND AT THE EXPENSE OF THE OWNER.
 - MAIN DRIVEWAY DIMENSIONS AT THE PROPERTY LINE BOUNDARIES ARE PLUS OR MINUS 7.5 M UNLESS OTHERWISE STATED.
 - ALL DRIVEWAYS FROM PROPERTY LINES FOR THE FIRST 7.5 M SHALL BE WITHIN 5% MAXIMUM GRADE, THEREAFTER, ALL DRIVEWAYS SHALL BE WITHIN 10% MAXIMUM GRADES.
 - THE APPROVAL OF THIS PLAN DOES NOT EXEMPT THE OWNER'S BONDED CONTRACTOR FROM THE REQUIREMENTS TO OBTAIN THE VARIOUS PERMITS/APPROVALS NORMALLY REQUIRED TO COMPLETE A CONSTRUCTION PROJECT, SUCH AS, BUT NOT LIMITED TO THE FOLLOWING:
 - BUILDING PERMIT
 - SEWER AND WATER PERMIT
 - ROAD CUT PERMITS
 - RELOCATION OF SERVICES
 - APPROACH APPROVAL PERMITS
 - ENCROACHMENT AGREEMENTS (IF REQUIRED)
 - COMMITTEE OF ADJUSTMENT
 - ABANDONED ACCESSES MUST BE REMOVED AND THE CURB AND BOULEVARD RESTORED WITH SOD AT THE OWNER'S EXPENSE TO THE SATISFACTION OF THE TRAFFIC ENGINEERING WORKS DEPARTMENT.
 - FOR VISIBILITY TRIANGLES AT THE VEHICULAR ACCESS POINTS, THE FOLLOWING NOTE TO BE PROVIDED:
 - 5.0 METRE BY 5.0 METRE VISIBILITY TRIANGLES IN WHICH THE MAXIMUM HEIGHT OF ANY OBSTACLE OR MATURE VEGETATION IS NOT TO EXCEED A HEIGHT OF 0.70 METRES ABOVE THE CORRESPONDING PERPENDICULAR CENTRELINE ELEVATION OF THE ADJACENT STREET.
 - PROPOSED SIGNAGE SHALL CONFORM TO THE CITY'S SIGN AND OTHER DEVICES BY-LAW NO. 10-197.
 - LIGHTING MUST BE DIRECTED ON SITE AND MUST NOT SPILL OVER TO ADJACENT PROPERTIES OR STREETS.
 - CANADA POST'S MULTI-UNIT POLICY, WHICH REQUIRES THAT THE OWNER/DEVELOPER PROVIDE THE CENTRALIZED MAIL FACILITY (LOOK BOX ASSEMBLY) AT THEIR OWN EXPENSE (LESS THAN 100 UNITS WILL REQUIRE A FRONT LOADING LOOK BOX ASSEMBLY & MORE THAN 100 UNITS WILL REQUIRE A REAR LOADING LOOK BOX ASSEMBLY WHICH WILL REQUIRE A MAIL ROOM) WILL BE IN EFFECT FOR BUILDINGS AND COMPLEXES WITH A COMMON LOBBY, COMMON INDOOR OR SHELTERED SPACE.
 - PRIOR TO THE START OF MUNICIPAL WASTE COLLECTION SERVICE, THE DEVELOPMENT MUST BE FREE OF CONSTRUCTION DEBRIS AND CONSTRUCTION RELATED ACTIVITIES.
 - IF THE DEVELOPMENT IS NOT DESIGNED ACCORDING TO SPECIFICATIONS IDENTIFIED HEREIN, THE OWNER MUST:
 - ARRANGE A PRIVATE WASTE HAULER FOR THE REMOVAL OF ALL WASTE MATERIALS.
 - AS PART OF THE PURCHASE AND SALE AGREEMENT THE DEVELOPER, OWNER, PROPERTY MANAGER OR AGENT FOR THE DEVELOPMENT MUST DISCLOSE IN WRITING TO A PROSPECTIVE BUYER OF A UNIT WITHIN THE DEVELOPMENT THAT THE PROPERTY IS NOT SERVICEABLE FOR MUNICIPAL WASTE COLLECTION.



1 SITE PLAN
 A1.0 SCALE 1:150

LINTACK ARCHITECTS
 INCORPORATED
 244 JAMES STREET SOUTH, HAMILTON, ONTARIO, L8P 3B3
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 www.lintack.com

FOR SITE PLAN APPROVAL

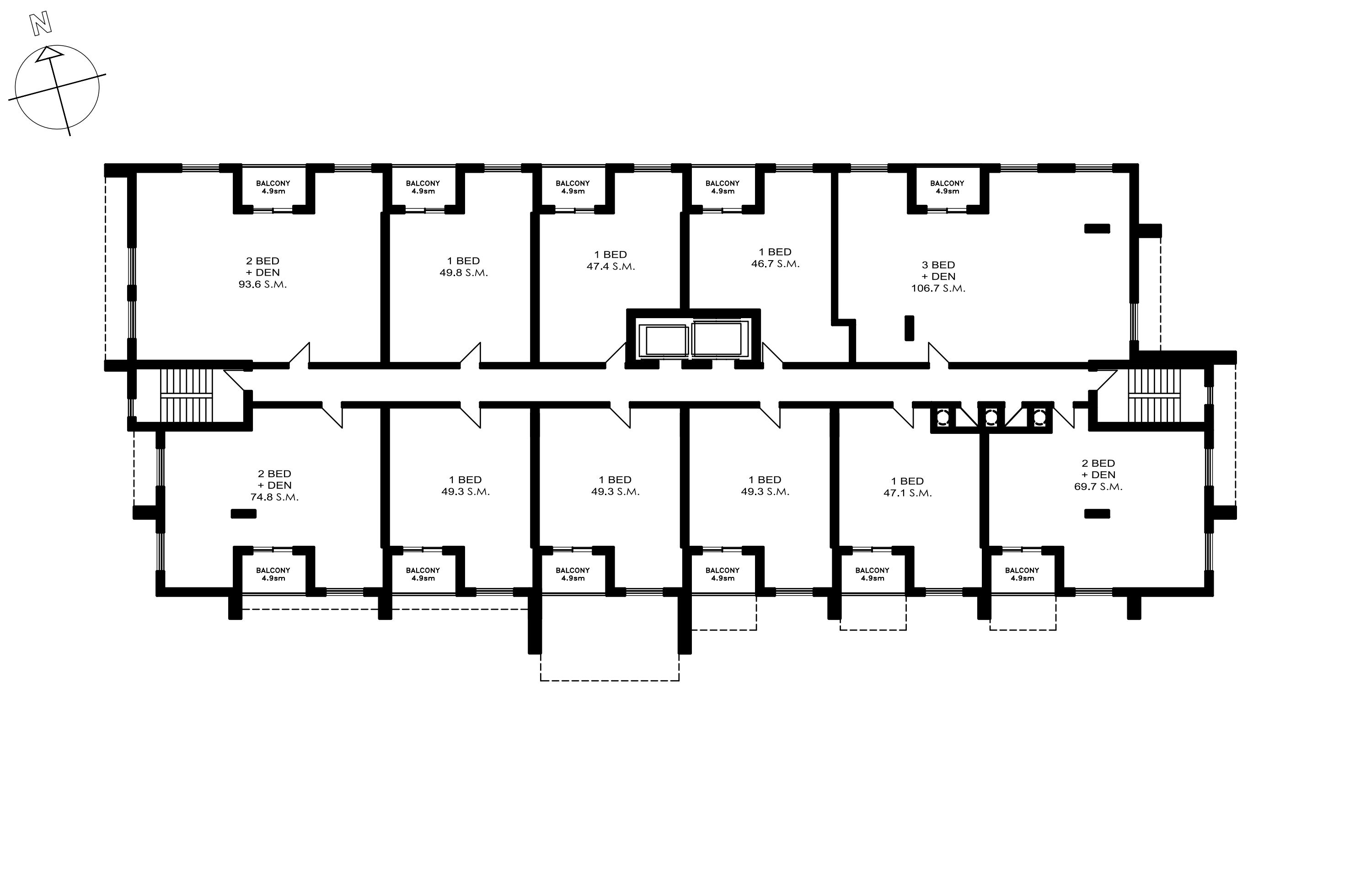
This drawing must not be scaled.
 General Contractor shall verify all dimensions, columns and level prior to commencement of the work.
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No.	Revisions	Date
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	Issue	Date

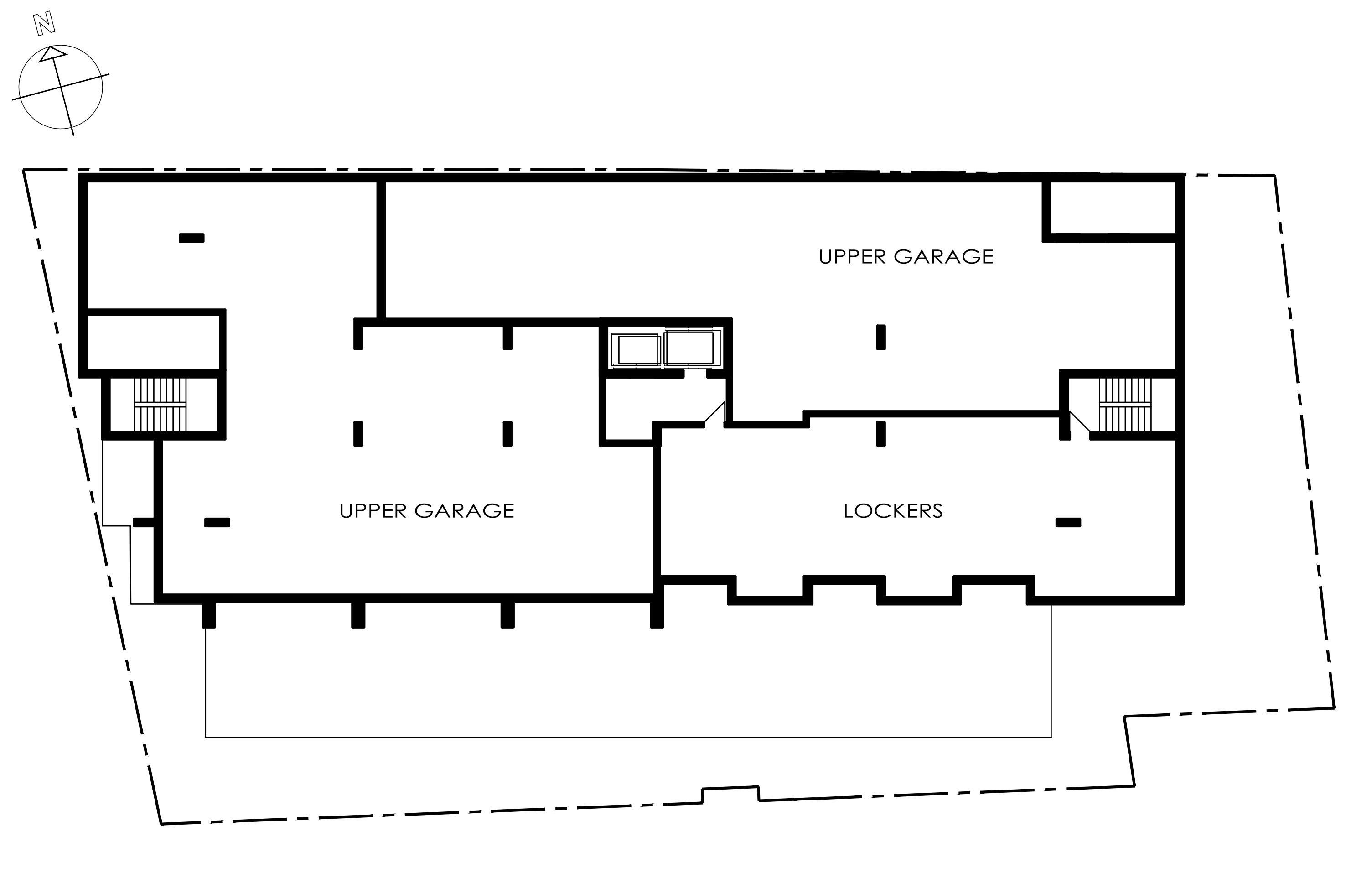
PROPOSED DEVELOPMENT:
THE HARDWICK
 676 KING STREET WEST
 HAMILTON, ONTARIO

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dwn. by	RL/JR
scale	1:150
date	DECEMBER 2023
dwg. title	
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dwg.	A1.0

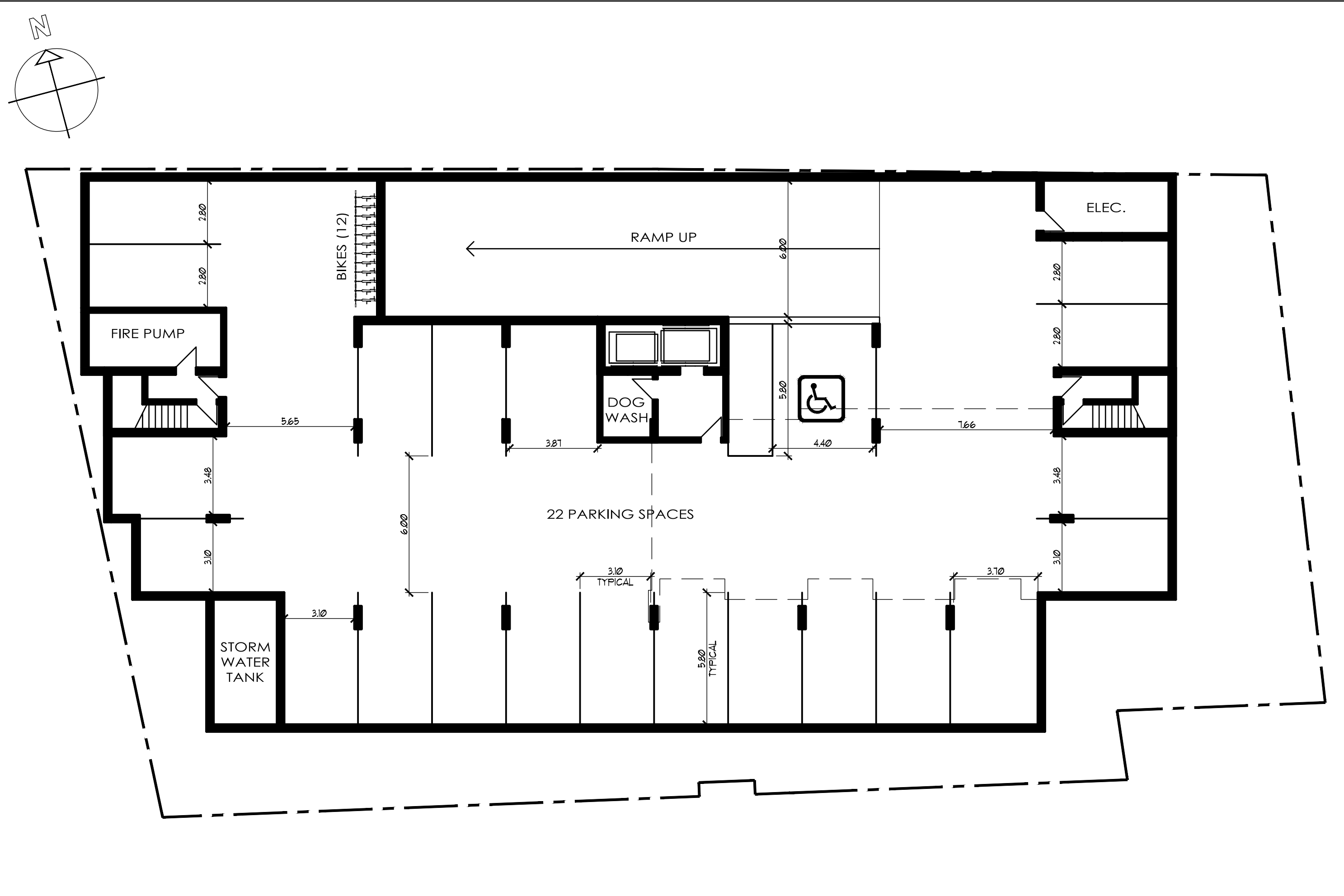
NOT TO BE USED FOR CONSTRUCTION



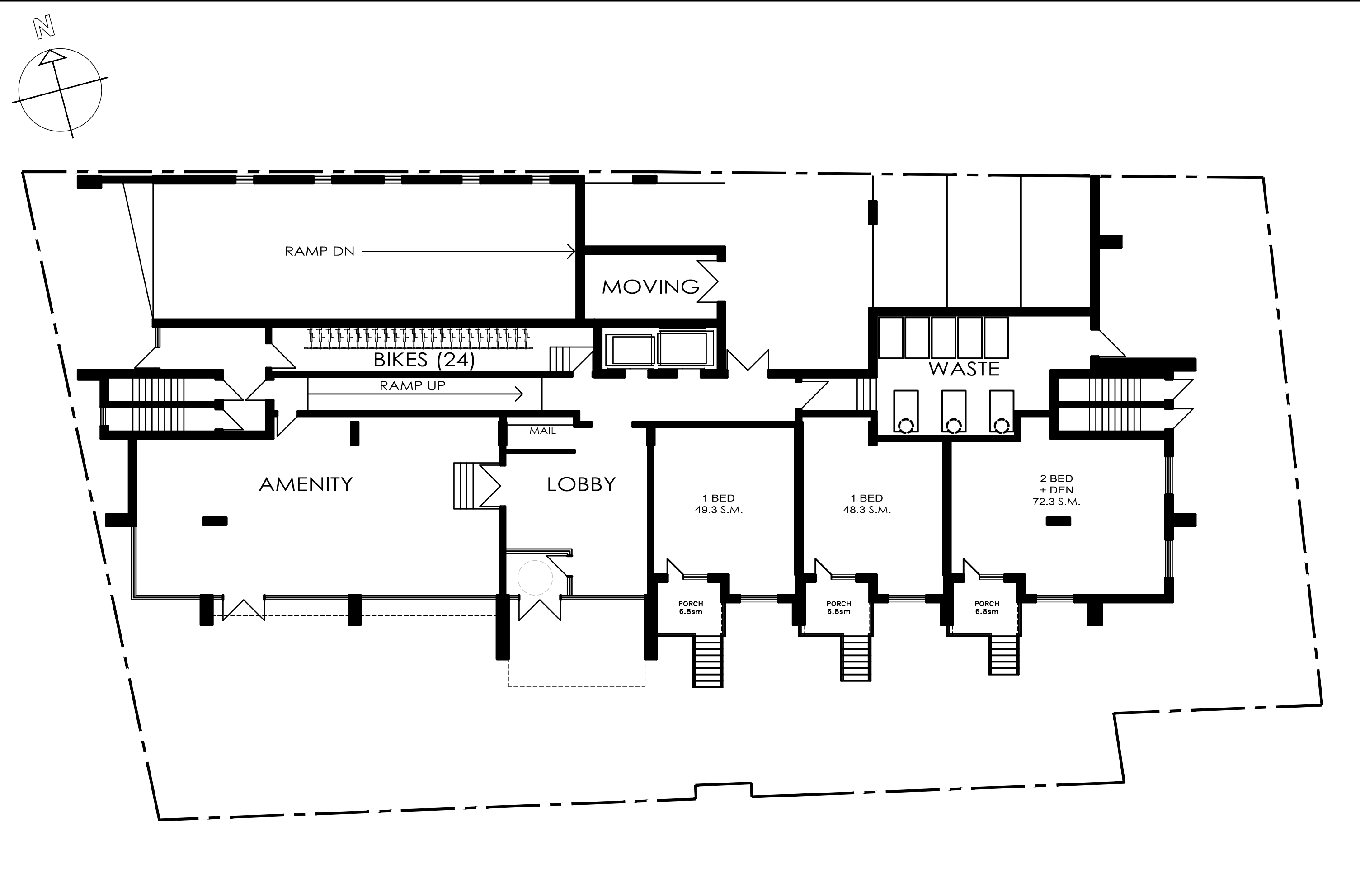
4 FIRST FLOOR PLAN
SCALE 1:125



2 INTERSTITIAL FLOOR PLAN
SCALE 1:125



3 PARKING LEVEL FLOOR PLAN
SCALE 1:125



1 FIRST FLOOR PLAN
SCALE 1:125

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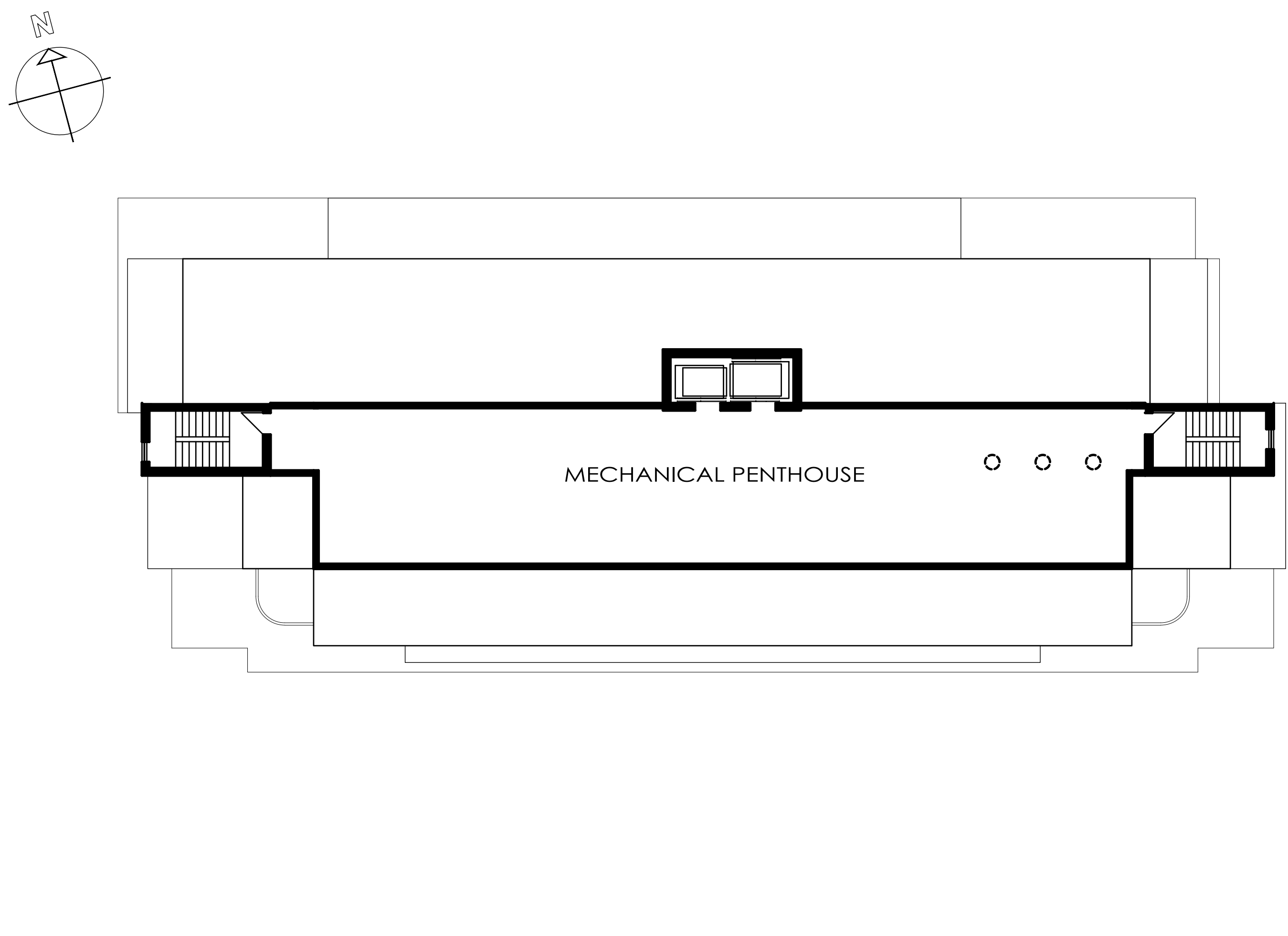
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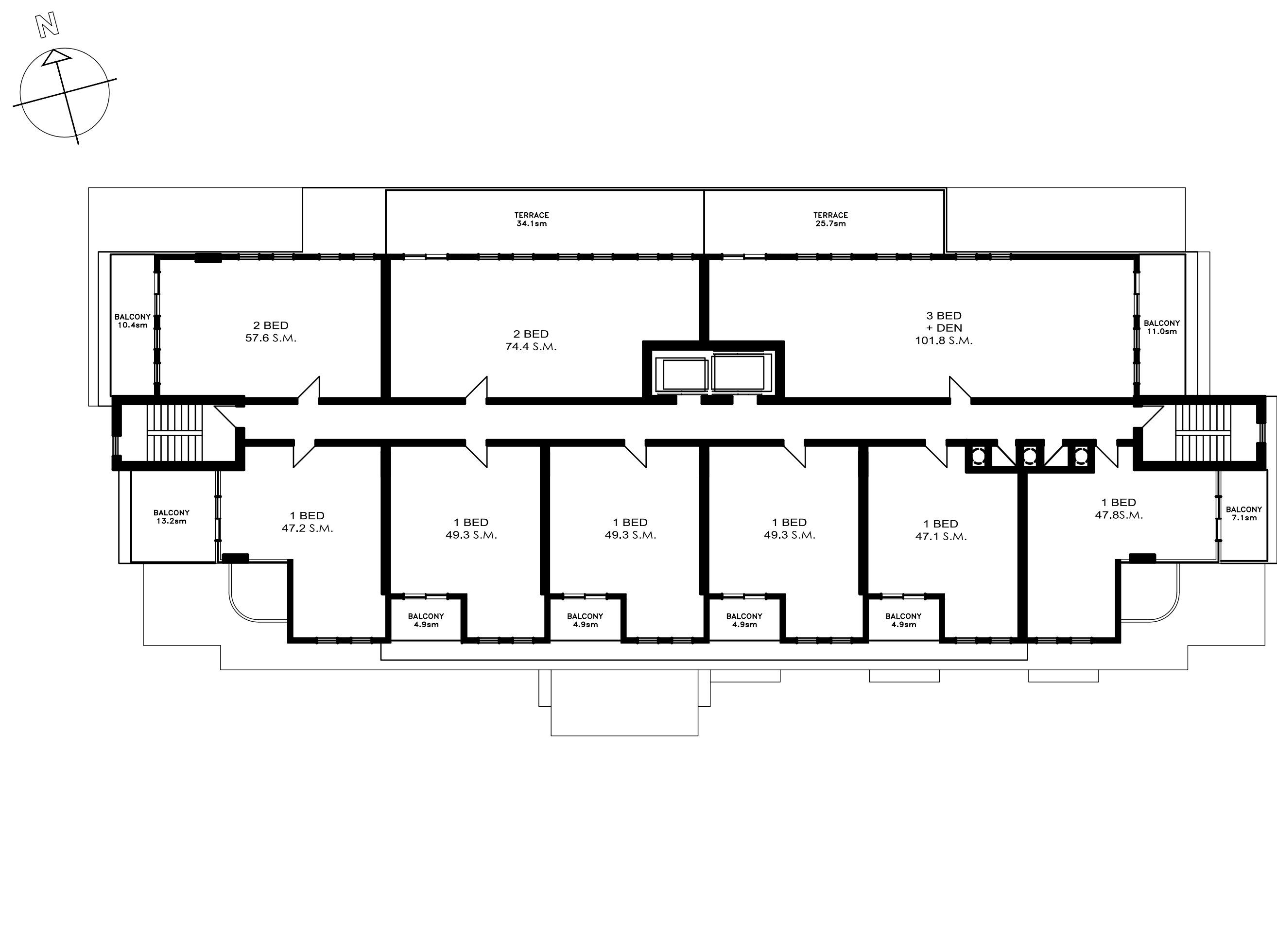
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No.	Issue	Date

PROPOSED DEVELOPMENT:
THE HARDWICK
676 KING STREET WEST
HAMILTON, ONTARIO

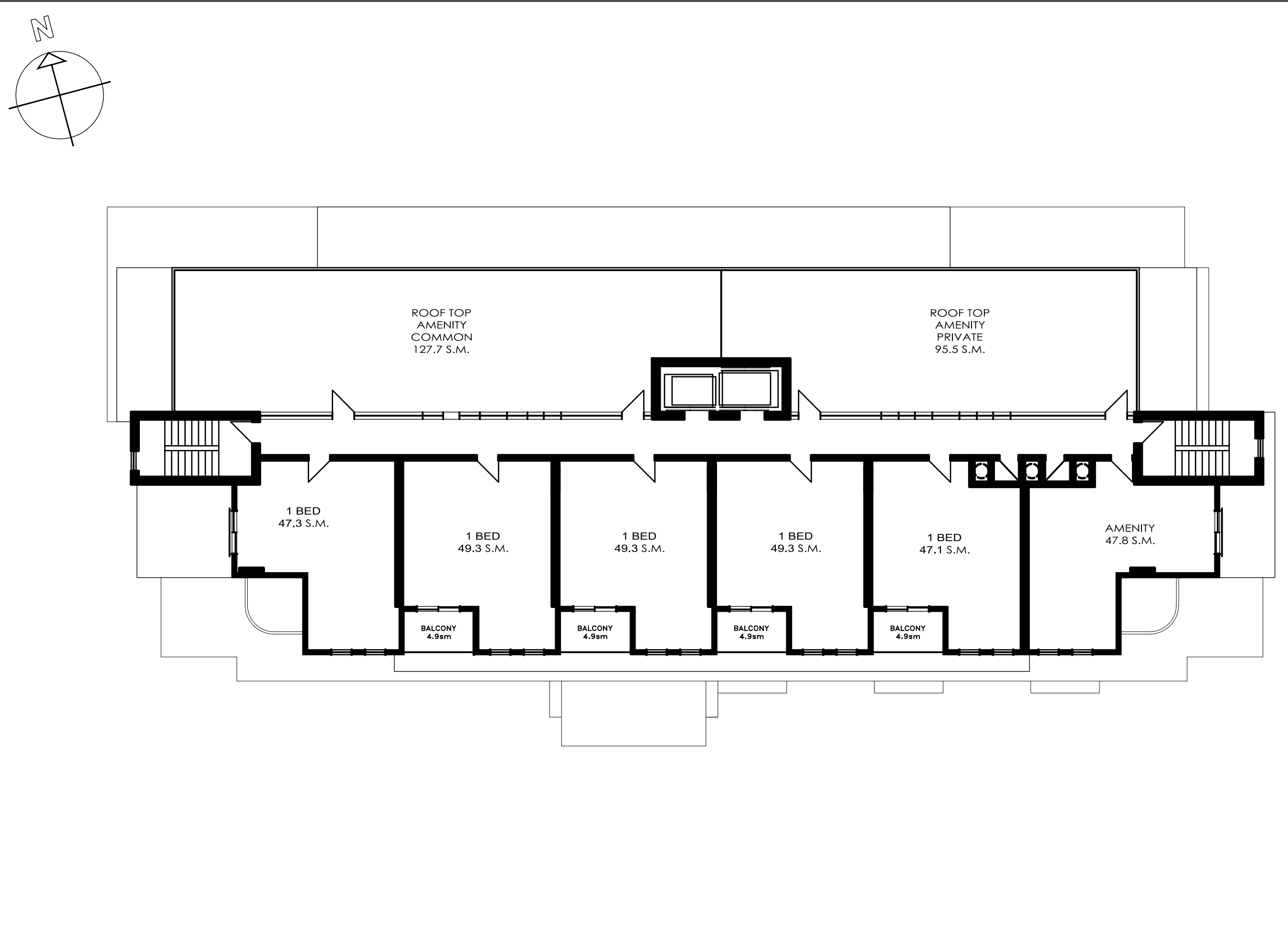
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date	DECEMBER 2023
dwg. title	
FLOOR PLANS	
dwg.	A2.0



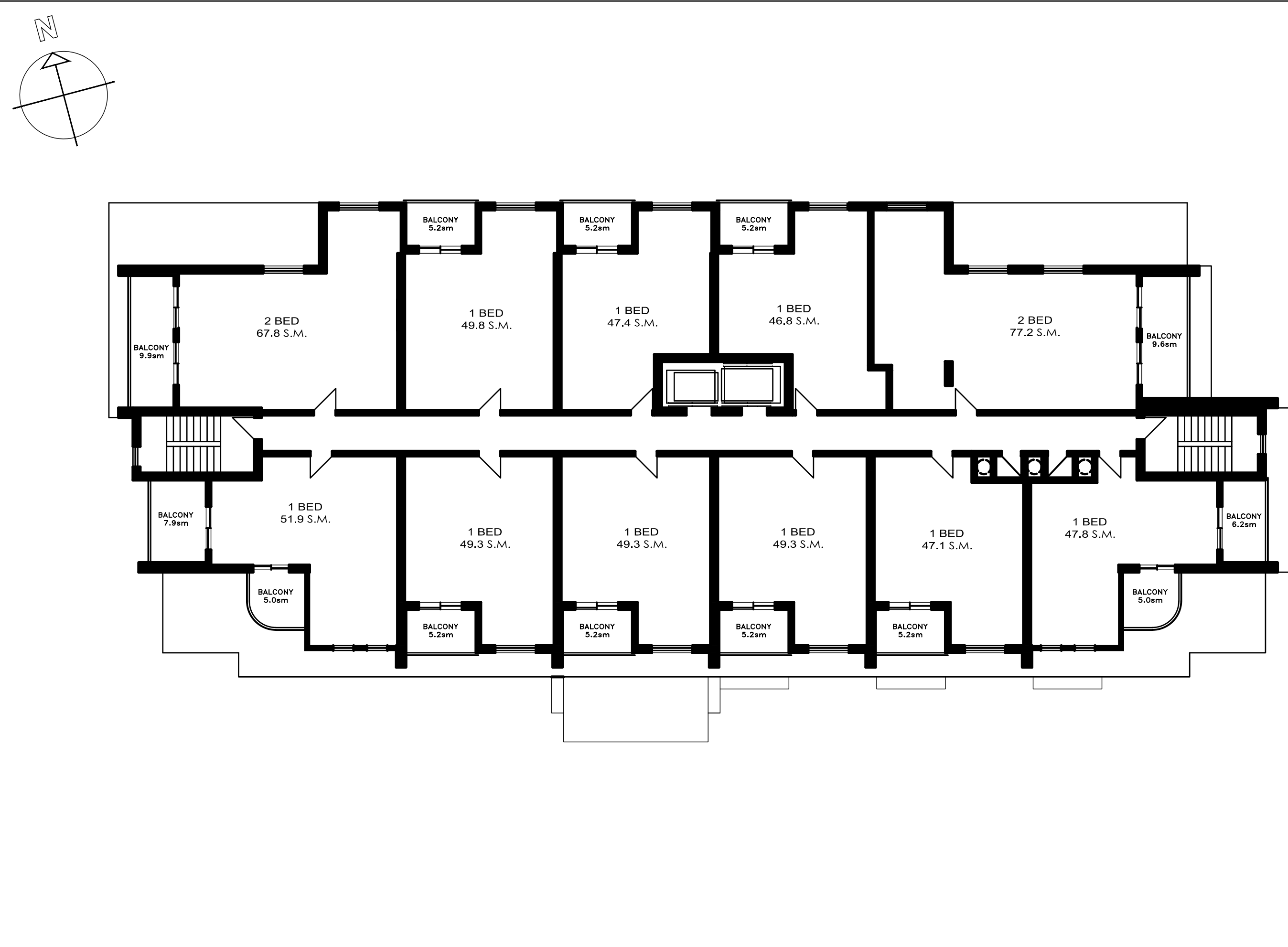
4 MECHANICAL PENTHOUSE FLOOR PLAN
SCALE 1:125



2 SEVENTH FLOOR PLAN
SCALE 1:125



3 EIGHTH FLOOR PLAN
SCALE 1:125



1 THIRD-SIXTH FLOOR PLAN
SCALE 1:125

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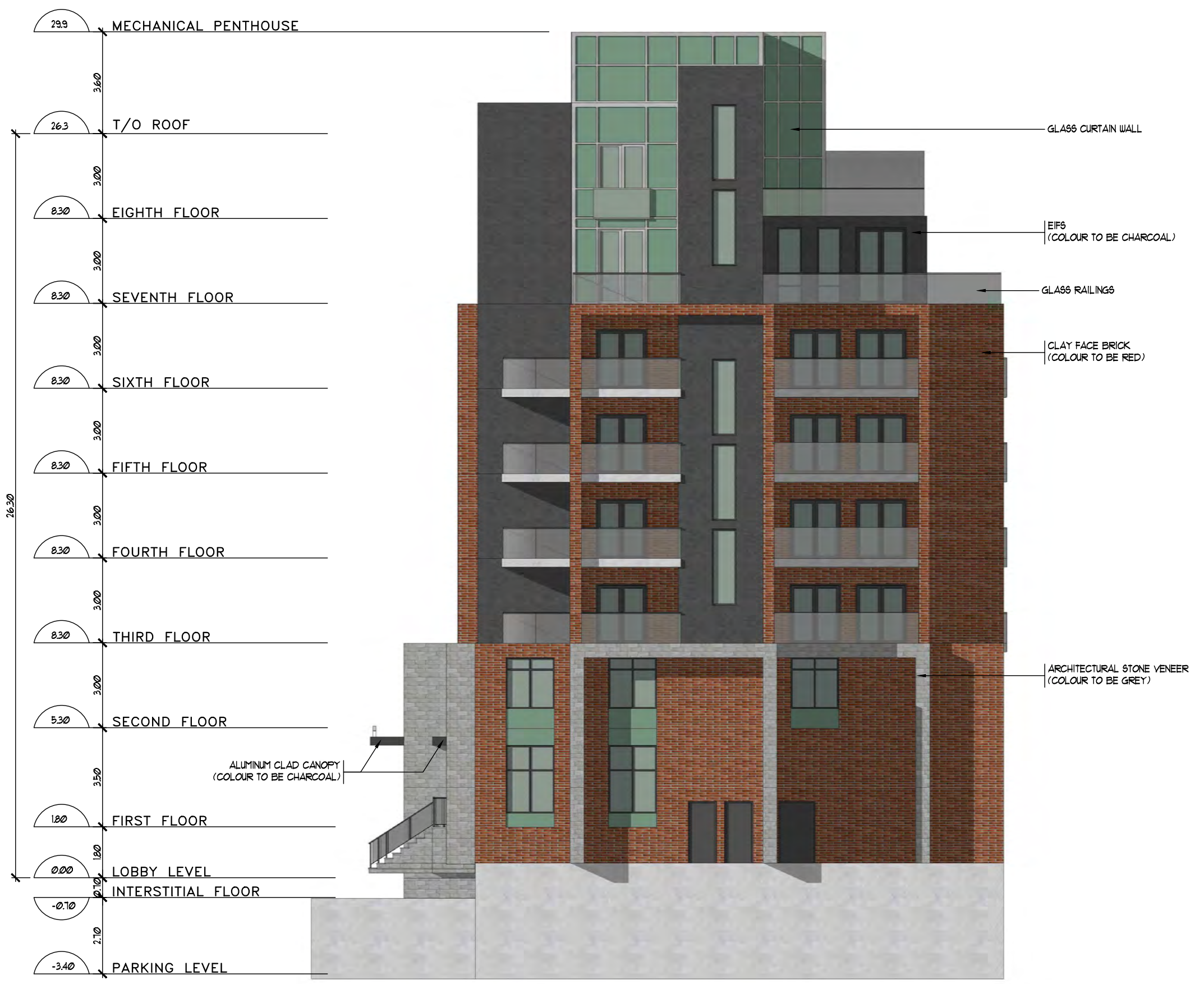
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No.	Issue	Date

PROPOSED DEVELOPMENT:
THE HARDWICK
676 KING STREET WEST
HAMILTON, ONTARIO

job no.	22.116
dwg. file	
dwn. by	RL/JR
scale	1:150
date	DECEMBER 2023
dwg. title	
FLOOR PLANS	
dwg.	A2.1



4 NORTH ELEVATION
SCALE 1:125



2 EAST ELEVATION
SCALE 1:125



3 SOUTH ELEVATION
SCALE 1:125



1 WEST ELEVATION
SCALE 1:125

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No.	Issue	Date

PROPOSED DEVELOPMENT:
THE HARDWICK
676 KING STREET WEST
HAMILTON, ONTARIO

job no.	22.116
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dwn. by	RL/JR
scale	1:150
date	DECEMBER 2023
dwg. title	

FLOOR PLANS

dwg. A2.1

NOT TO BE USED FOR CONSTRUCTION



4 VIEW FROM SOUTH EAST
A4.0 N.T.S.



2 AERIAL VIEW FROM SOUTH EAST
A4.0 N.T.S.



3 VIEW FROM SOUTH EAST
A4.0 N.T.S.



1 AERIAL VIEW FROM SOUTH WEST
A4.0 N.T.S.

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FOR CONSTRUCTION

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FOR SITE PLAN
APPROVAL

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job no.	22.116
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scale	1: 150
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dwg. title	
PERSPECTIVES	
dwg.	A4.0

