

Report as referred to in Section 11(c) of the Ninth Report of the Planning & Development Committee to Council

PLAN OF ST. CLAIR PARK SURVEY

BEING THE SUBDIVISION OF PART OF LOT NUMBER 9, CONCESSION 3 TOWNSHIP OF BARTON NOW IN THE City of Hamilton Scale: 1 inch = 80 feet.

ST. CLAIR BOULEVARD HERITAGE CONSERVATION DISTRICT

I Joseph W. Mackay of the City of Hamilton, in the County of Wentworth do hereby certify and say:
1st That I was personally present and saw the within plan duly signed and duplicated by the said Land Surveyor.
2nd That the said plan and duplicate were signed in the City of Hamilton.
3rd That I know the said Land Surveyor to be a duly qualified and sworn Land Surveyor.
4th That I am a subscribing witness to said plan and duplicate.

Sworn before me at the City of Hamilton this 13th day of June 1911.

This plan is prepared under our instructions and with our approval for Registration.
Dated this 13th day of June A.D. 1911.
J. O. Marshall, Witness
J. W. Mackay, President
J. W. Mackay, Land Surveyor

I hereby certify that this plan accurately shows the manner in which the land included therein has been surveyed and subdivided by me and that this plan has been prepared in accordance with the provisions of the Registry Act dated May 23rd 1891.

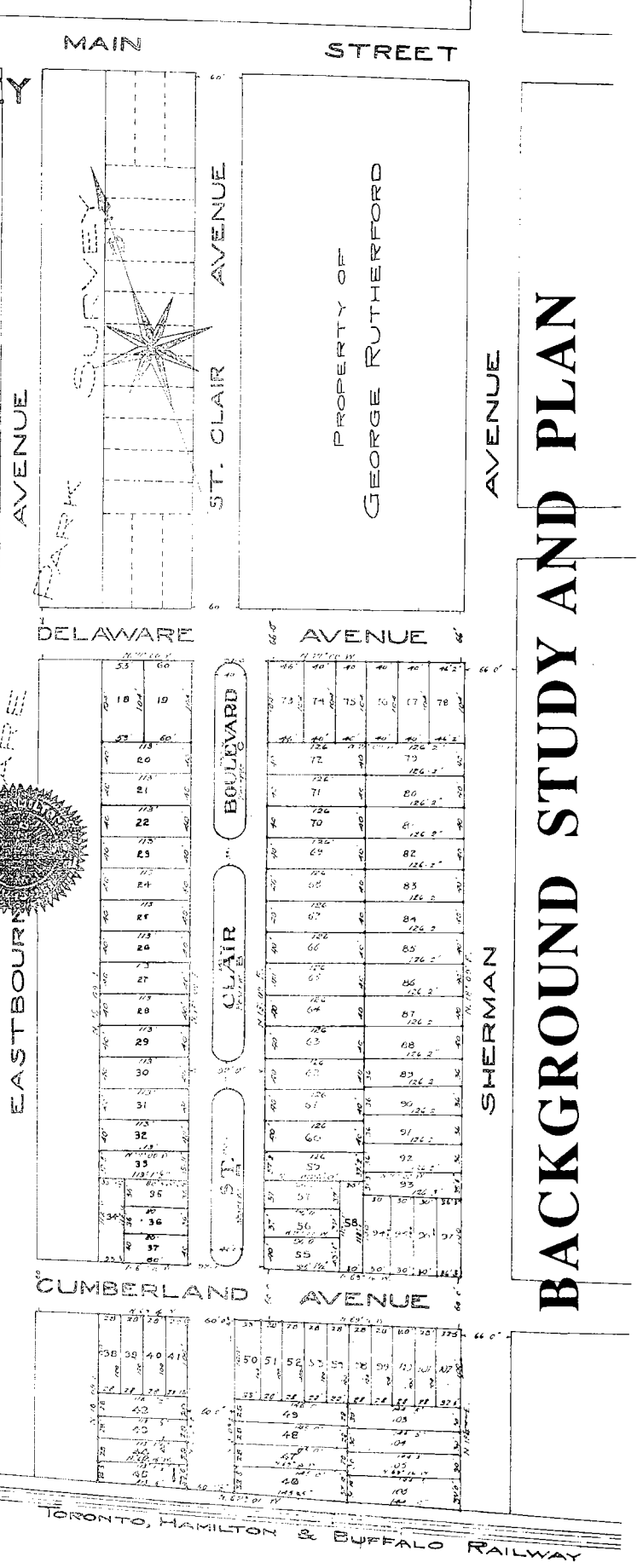
The Municipal Council of the City of Hamilton, do hereby approve of this plan.
W. H. K. Mayor
W. H. K. Clerk

Received from this day of June 1911 as Requested on N^o 482

Note: Sign = denotes stake

Tyrrell & MacKay,
Civil Engineers & Surveyors,
Hamilton, Ontario.

J. W. Mackay
Land Surveyor



BACKGROUND STUDY AND PLAN

St. Clair Boulevard Heritage Conservation District Background Study and Plan

Prepared by
The Local Planning Branch
Planning and Development Department
Hamilton-Wentworth Region
in consultation with the
St. Clair Boulevard District Steering Committee

April 1992

EXECUTIVE SUMMARY

Background Study (Sections 1 through 6)

The Background Study for the proposed St. Clair Boulevard Heritage Conservation District provides both a data base and an analysis of existing and past conditions. It forms the basis for determining the policies and guidelines for the District's preservation and enhancement (District Plan).

Section One introduces the general concept of a heritage conservation district, as defined under Part V of the Ontario Heritage Act, and explains its purpose, benefits and regulations.

Section Two traces the historical development of St. Clair Boulevard, from both an urban landscape and social perspective. Its origin and development is placed in the broader context of the influence of the 'City Beautiful' movement on Hamilton's early 20th century residential surveys, focusing on the boulevard and street tree planting. The past and present landscape treatment of the City's four boulevards with landscaped centre strips is also examined.

Section Three analyzes the urban streetscape, that is, the buildings as a whole, and the various early 20th century house types and styles represented within the proposed District. The overall quality of the housing stock is also evaluated.

Section Four examines the current planning policies and regulations, which apply to the proposed District, and addresses the residents' concerns with respect to certain permitted uses.

Section Five analyzes the landscaped open space defined by the two rows of houses, identifying both its strengths and weaknesses with a view to recommending ways of capitalizing on its assets and eliminating or reducing the impact of less positive elements (as set forth in the District Plan).

Section Six explains the procedures involved in implementing a heritage conservation district: the designation process, restrictions on alterations, demolition and new construction, and the heritage funding available for buildings designated under Part IV or Part V of the Ontario Heritage Act.

The District Plan (Section 7)

Section Seven provides a set of objectives, policies and guidelines for the future development of the District. Its purpose is to establish a long-term plan of management to be used by Council, its advisory committees and the District property owners. The intent of the Plan is to ensure that any change, which does occur, will complement as well as enhance, the District's urban streetscape and landscaped open space.

ACKNOWLEDGEMENTS

A steering committee for the proposed St. Clair Boulevard Heritage Conservation District was formed to assist in the preparation and review of the District Plan. Two members, Mr. David Beland and Mrs. Ingrid Tillinger, are especially thanked for their initial efforts in successfully gaining the support of all property owners within the proposed District and for their on-going contributions. Summer student David Black is also thanked for his research assistance.

TERMS AND ABBREVIATIONS

St. Clair Boulevard: abbreviated as the **Boulevard** (capitalized).

St. Clair Boulevard Heritage Conservation District: abbreviated as the **St. Clair Boulevard HCD** or simply the **District** (capitalized).

Abbreviated forms also used to refer to the **St. Clair Boulevard Heritage Conservation District Steering Committee** or **Advisory Committee**; and the **St. Clair Boulevard Heritage Conservation District Plan**.

St. Clair Heritage District: official name of the heritage conservation district encompassing St. Clair Avenue between Main Street East and Delaware Avenue; referred to throughout this Background Study and Plan as the **St. Clair (Avenue) Heritage District** in order to avoid confusion with the proposed St. Clair Boulevard HCD.

Other abbreviations:

City of Hamilton Hamilton City Council	City Council
Local Architectural Conservation Advisory Committee (for the City of Hamilton)	LACAC
Ontario Heritage Act	Act
Ontario Municipal Board	OMB
Ontario Ministry of Culture and Communications	MCC
Niagara Escarpment Commission	NEC

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1. Introduction

1. Introduction

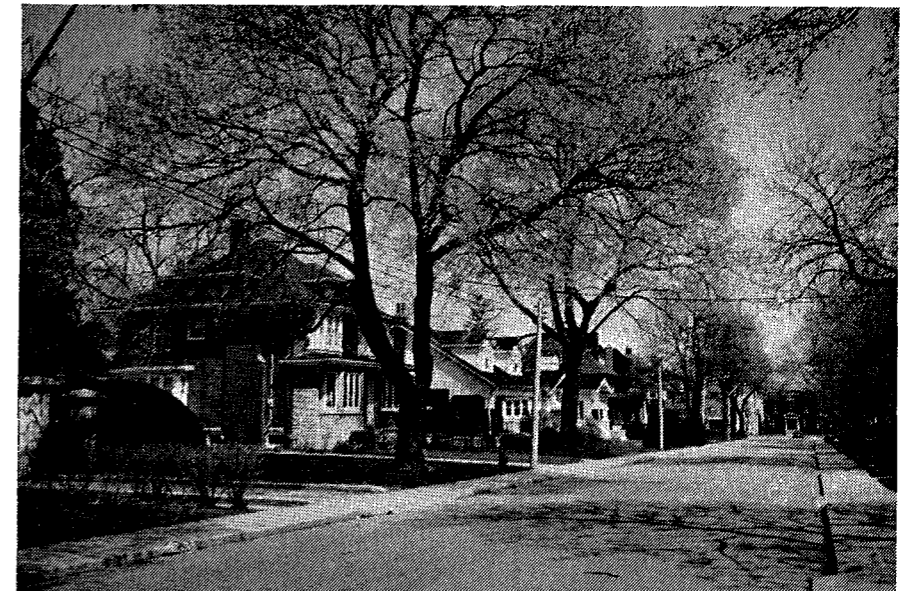
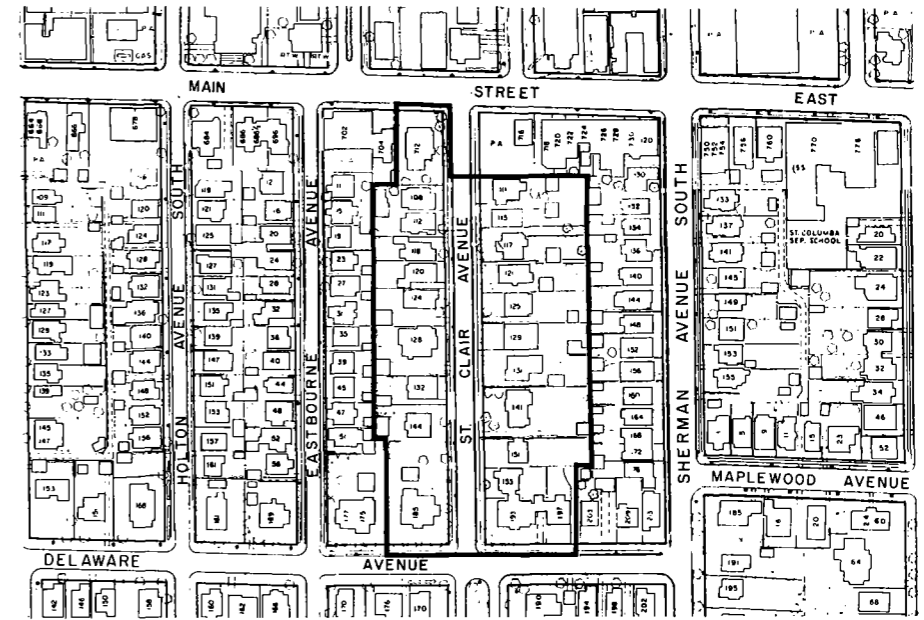
1.1 General Description of a Heritage Conservation District

The **Ontario Heritage Act (1983), Part V**, sets out the procedures and regulations required for the designation of a **heritage conservation district**: a grouping of historic buildings, as well as their streets and open spaces, which together possess a special character or association. This is well illustrated by the **St. Clair (Avenue) Heritage District**, an attractive, tree-lined, early twentieth century residential street in Hamilton's east end (fig. 1.1). Districts can range in size from a few buildings to an entire municipality and may include buildings serving one or a variety of uses. A heritage conservation district is seen as a collective asset, noted for its architectural, historical, contextual, scenic and/or aesthetic value.

A heritage conservation district is legally established when a municipal council has by by-law designated a defined area, and when the Ontario Municipal Board has approved this by-law. Preceding this final stage, the council may choose to pass a by-law to define an area to be examined for prospective designation as a heritage conservation district and must consult with the **local architectural conservation advisory committee (LACAC)** on this matter.

Fig. 1.1 **Top:** Map showing location and boundaries of the St. Clair (Avenue) Heritage District.

Bottom: View of houses on west side of St. Clair Avenue looking north towards Main Street East.



It is not mandatory but it is strongly recommended by the Ontario Ministry of Culture and Communications that the proposed district be thoroughly examined and that a **heritage conservation district study** including planning guidelines (the **district plan**) be prepared by the municipality.¹

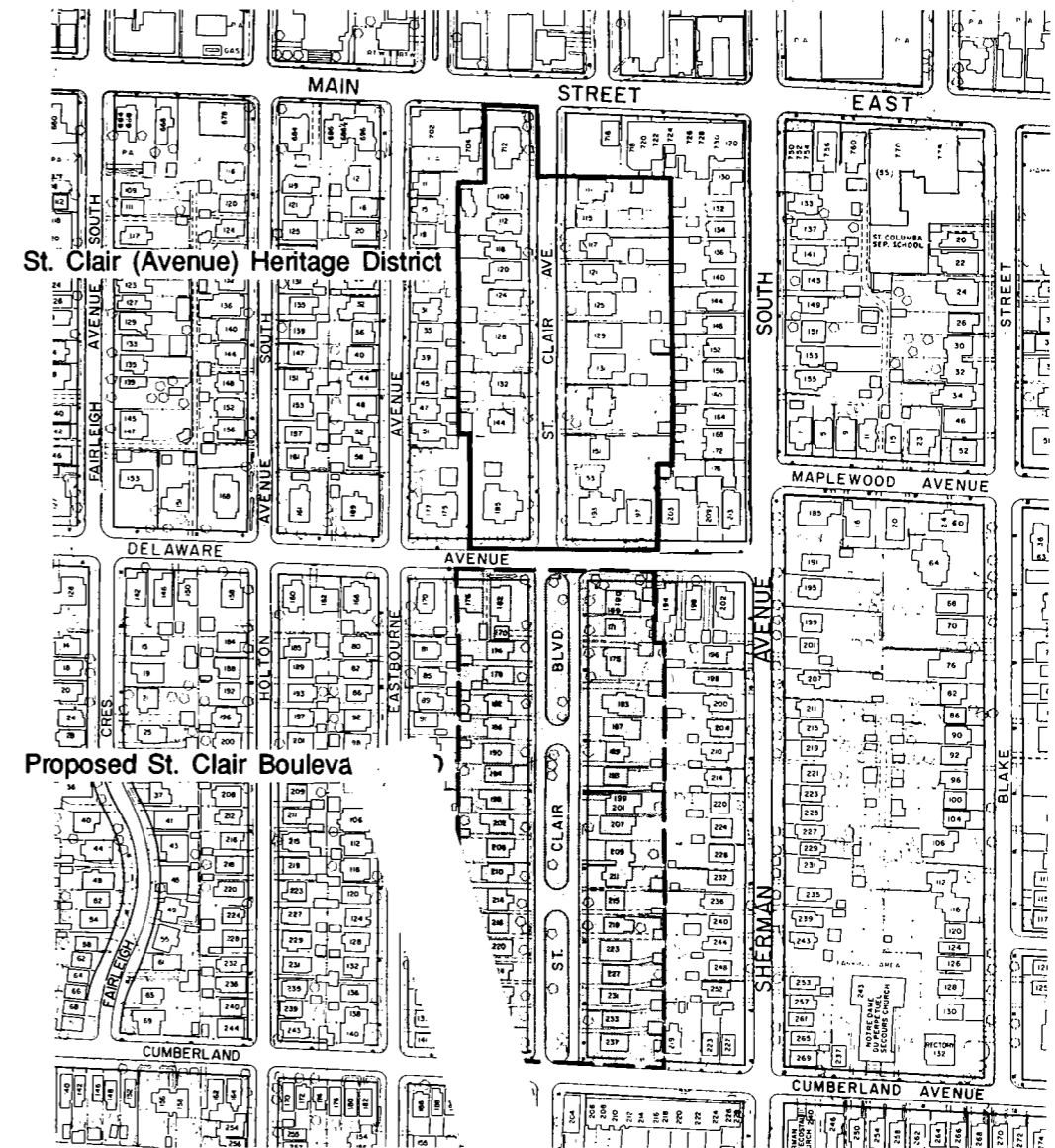
1.2 Background on the St. Clair (Avenue) Heritage District and the Proposed St. Clair Boulevard Heritage Conservation District

The proposed St. Clair Boulevard HCD would be Hamilton's third heritage conservation district, the first being the adjacent St. Clair (Avenue) Heritage District, designated in 1986 (described below) and the second being the MacNab-Charles Heritage Conservation District, approved by Council in 1990, but still awaiting final approval from the Ontario Municipal Board.²

1.2.1 St. Clair (Avenue) Heritage District

The designation of the St. Clair (Avenue) Heritage District, which comprises the section of St. Clair Avenue extending from Main Street East to Delaware Avenue, was initiated by the St. Clair Homeowners Association. This early twentieth century residential street was considered by LACAC to be worthy of designation both for the architectural merit of the individual houses and the aesthetic appeal of the overall streetscape, including the landscaped open space between the houses and the roadway (figs. 1.1 and 4.1).

St. Clair Avenue is an integral component of a residential neighbourhood composed largely of housing built between 1910 and 1930 for middle to upper-middle income families. The St. Clair (Avenue) Heritage District, however, possesses a special character which may be attributed to (1) the quality and variety of its housing stock: all good-sized, well-built and well-



St. Clair (Avenue) Heritage District and the HCD

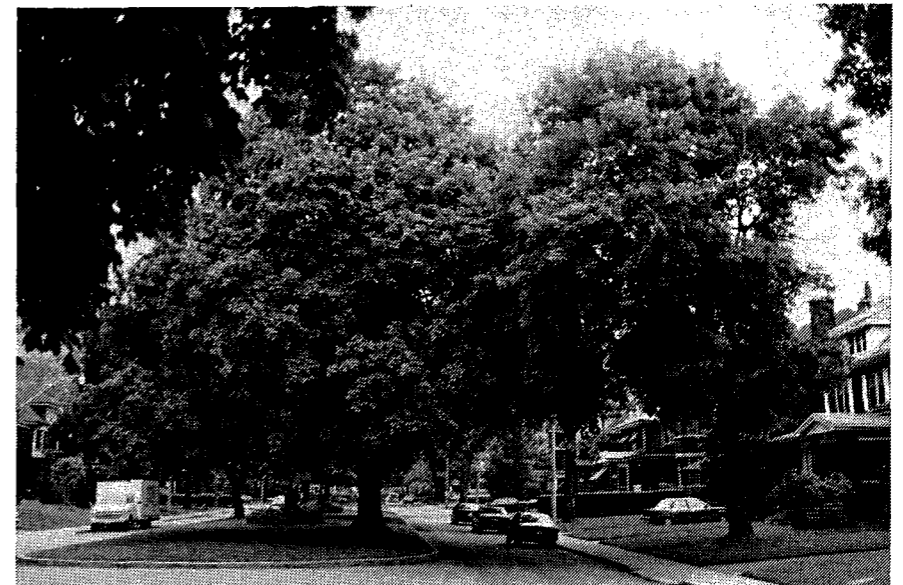
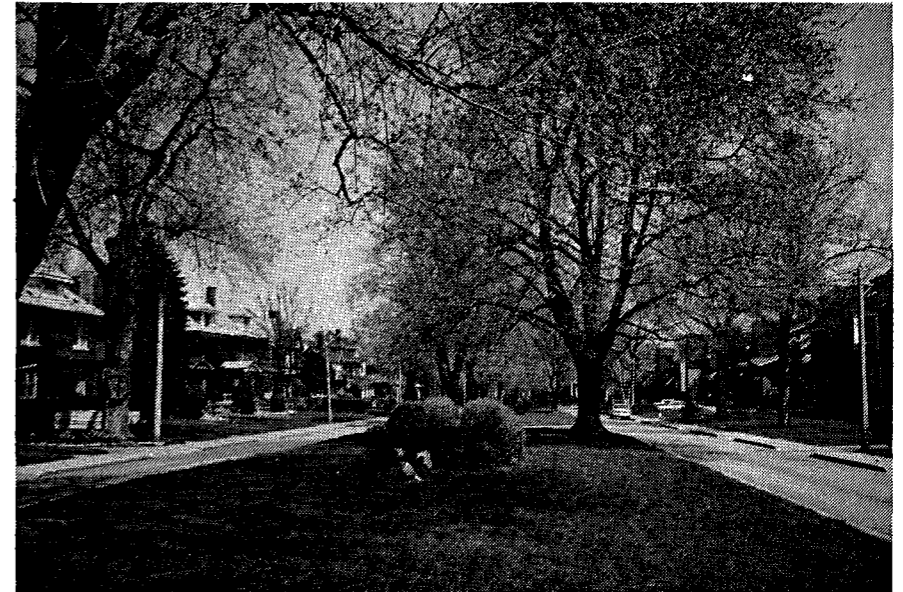
preserved homes representing the gamut of house types and styles popular at the time and including several particularly distinctive examples; (2) the deep setback of the houses and the varied frontages and side yards; and (3) the mature deciduous trees lining both sides of the street and creating a canopy effect over the roadway when in full leaf (fig. 5.6).³

1.2.2 Proposed St. Clair Boulevard Heritage Conservation District

Following the designation of the St. Clair (Avenue) Heritage District, two residents of St. Clair Boulevard expressed interest in extending this district southward to include the Boulevard (figs. 1.2 and 1.3). They were informed that, under the provisions of Part V of the Ontario Heritage Act, it would have to be designated as a separate heritage conservation district, even though the two would share a common boundary. At the time that the background study for the St. Clair (Avenue) Heritage District was undertaken, it was recognized that the adjacent St. Clair Boulevard was also worthy of designation.⁴ Although its housing stock is more uniform in character and the houses are somewhat smaller and for the most part architecturally less distinctive, the quality of its landscaped open space is exceptional (fig. 1.3). St. Clair Boulevard is one of only four streets in Hamilton with landscaped centre strips: in this case, three wide, grass-covered islands extending a full block between Delaware Avenue and Cumberland Avenue. The Boulevard, moreover, has a particularly attractive treescape featuring some of the finest specimens of Norway Maple to be found anywhere in the City (fig. 1.3).

Fig. 1.3 **Top:** General view of St. Clair Boulevard looking north from southern park reserve towards Delaware Avenue (May 1991).

Bottom: General view of St. Clair Boulevard looking south from northern park reserve towards Cumberland Avenue (June 1988).



A petition requesting designation of the area delineated in figure 1.4, signed by all thirty-seven homeowners, was presented to LACAC at its December meeting and was supported by this committee. In February 1988, Council approved LACAC's recommendation that a heritage conservation district study and plan be undertaken for the area comprising St. Clair Boulevard between Delaware Avenue and Cumberland Avenue.

A significant portion of the research for the St. Clair Boulevard HCD Background Study and Plan was completed as a summer student project.⁵ A steering committee composed of seven homeowners within the proposed District was established in the spring of 1989. Since this time, Heritage Planning staff in the Planning Department have met and consulted with the St. Clair Boulevard HCD Steering Committee, as well as staff in various City departments, for the purpose of formulating guidelines and recommendations for the District Plan. In addition, feedback on key issues was obtained by means of a survey distributed to all affected property owners. Finally, a public information meeting was held in August 1991.

1.3 Boundaries of the Proposed St. Clair Boulevard Heritage Conservation District

The proposed boundaries define an area of long rectangular shape, which encompasses all of the houses on St. Clair Boulevard facing the landscaped centre strip (between Delaware Avenue and Cumberland Avenue) as well as two houses facing Delaware Avenue: #176 and #190 (a total of thirty-seven properties). Although 176 Delaware Avenue has no frontage on the Boulevard, it was included for the following reasons: the house is worthy of inclusion on architectural grounds (fig. 3.10); its exclusion would result in a district of irregular shape; and it was part of the original plan of subdivision for the **St. Clair Park Survey** (fig. 2.4).

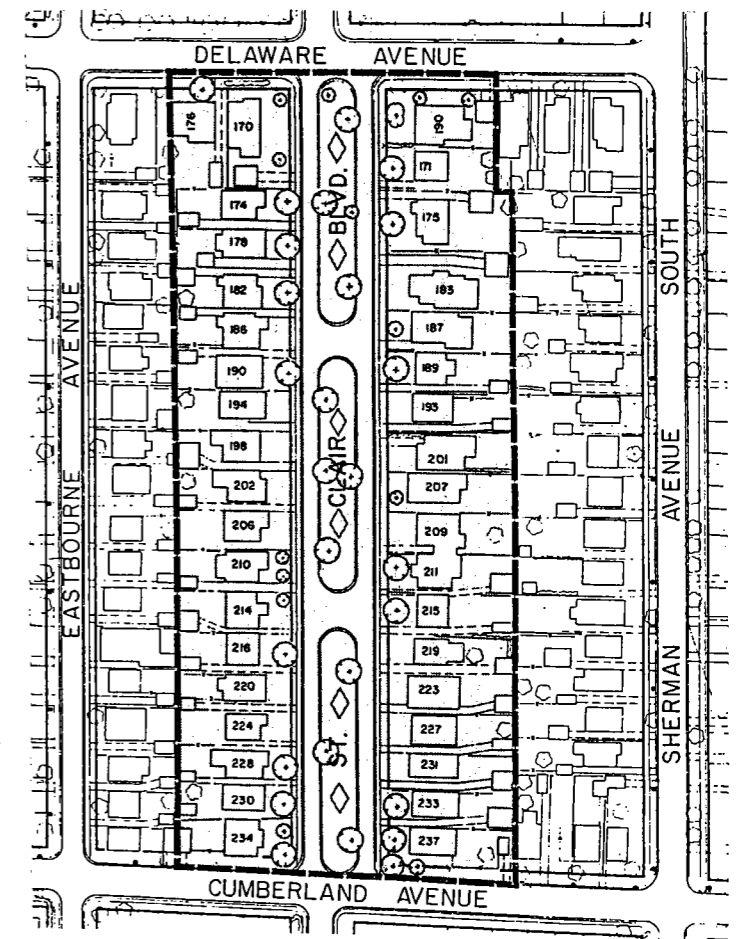


Fig. 1.4 Map delineating boundaries of the proposed St. Clair Boulevard Heritage Conservation District.

North/ South Boundaries: defined by length of landscaped centre strip, which runs from Delaware Avenue to Cumberland Avenue.

East/ West Boundaries: defined by rear property lines of houses on St. Clair Boulevard and side property lines of 176 and 190 Delaware Avenue.

1.4 The Heritage Conservation District Background Study and Plan

Background Study

The purpose of the background study is to collect and analyze relevant information on the proposed heritage conservation district in terms of its historical development, present architectural composition, existing planning policies and regulations, and urban design/ landscape character. This analysis provides the basis for determining the policies and guidelines for the district's preservation and enhancement.

District Plan

The purpose of the district plan is to provide a long-term co-ordinated plan of development, which capitalizes on the area's identified heritage assets. It is intended to establish both a framework and a process for managing any future changes within the district. More specifically, a district plan is a 'pro-active' document providing policies, guidelines, and recommended actions pertaining to various aspects of the district's architectural and landscape resources, as well as urban design and planning issues. The district plan will serve as a guide and practical manual for the property owners, the district advisory committee, LACAC, elected representatives and municipal staff.

Based on the background study, the plan:

- establishes long-term objectives for the future appearance and livability of the area;
- provides a related series of policies, guidelines and actions for maintaining and enhancing the district's heritage features (both natural and man-made); the policies and guidelines also provide a framework for evaluating proposals for change in terms of the district's long-term objectives;
- institutes an on-going public participation process by establishing a district advisory committee.

The collection of information and the analysis and evaluation of this material for the **St. Clair Boulevard HCD Background Study and Plan** was achieved by the following means:

- research into historical and current documents to obtain the factual information relating to the evolution and current status of the proposed District;
- on-site surveys to document and analyze the architectural and urban design/landscape character of the proposed District;
- a questionnaire distributed to all homeowners within the proposed District, meetings with the District Steering Committee and further discussion with individual members;
- circularization of the draft study and plan to LACAC, the District Steering Committee and relevant municipal departments for comment.

1.5 Benefits of a Heritage Conservation District

The primary benefit of a heritage conservation district is the assurance that changes to the district will respect, and capitalize on, the area's strongest assets. This will be accomplished by adopting specialized guidelines and procedures, as outlined in the **district plan**.

It should be noted that a heritage conservation district plan is **future oriented**; it encourages those changes that are supportive of and complementary to the resources inherited from the past. Once designated, a district offers a number of assurances not provided by other planning regulations. It ensures that:

- the heritage district will strive to maintain its unique character;
- any proposed new development will be reviewed in terms of its compatibility with the existing character;
- financial incentives will be available to conserve and restore historic buildings (providing current programs continue or new initiatives are introduced);
- the City will establish a special status for the district, which will stay in effect permanently;
- continued public participation will be encouraged, as provided for in the district plan.

These assurances and incentives, together with the district's formal regulations (outlined in sec. 1.7) can lead to benefits that extend well beyond the boundaries of the district itself to the community at large.

Any designated district may produce some of the following benefits:

Economic Benefits

- improvement to the existing building stock;
- revitalization of a neighbourhood;
- increased local activity and employment in the building renovation trades (renovation and restoration work is more labour intensive than new construction);
- protection of the property owner's investment.

Cultural and Social Benefits

- conservation of authentic historic structures and landscape features;
- preservation of past architectural styles;
- improvement to the appearance of a street or area;
- retention of humanly-scaled, cohesive streetscapes;
- more assurance of compatible infill design;
- sense of stability and control provided by the heritage conservation district plan;
- greater knowledge and increased public appreciation of the district's history, buildings, and landscape features;
- encouragement of public involvement through a citizen participation procedure;
- educational experience for tourists, as well as residents of the area and community at large;
- an irreplaceable resource that contributes to the community's identity and pride.

1.6 Regulations in a Heritage Conservation District

Under the provisions of Part V of the Ontario Heritage Act, the municipal council has the mandate to regulate change in a designated district in certain specified ways:

- No building within a heritage conservation district can be demolished without council's permission. On the other hand, demolition can only be delayed for a period of up to 270 days, unless the building is protected by a **heritage easement**.⁶
- Any alterations to the exterior of buildings or proposals for new construction within the district must have council approval.
NOTE: The approval procedure is outlined in section 6.3 of the Background Study.

If the property owner is dissatisfied with council's decision, he may appeal to the Ontario Municipal Board for a hearing. The decision of the OMB is final.

FOOTNOTES

1. See MCC's publication: Ontario's Heritage Conservation District Guidelines, prepared by David J. Cuming and Mark W. Fram (1985).
2. OMB approval is expected in 1992. For more background on this district, see the MacNab-Charles Heritage Conservation District Report prepared by the Local Planning Branch of the Planning and Development Department (November 1989).
3. For more background on the St. Clair (Avenue) Heritage District, see the St. Clair Heritage District Planning Study, prepared by the Local Planning Branch (1985).
4. St. Clair Heritage District Planning Study, p. 5.
5. David Black was hired as a research assistant by the St. Clair Boulevard Homeowners Association through CHALLENGE '88, the Summer Employment/ Experience Development (SEED) program offered by Employment and Immigration Canada. Research was carried out under the supervision of Heritage Planning staff in the Local Planning Branch.
6. A **heritage easement** is a legal agreement which allows the owner of a heritage property to ensure its preservation while retaining possession and use of the property. The most important requirement of the easement is that any changes to specified heritage features of the property must be approved by the public body with which the agreement is held (e.g. the Ontario Heritage Foundation). In this way, the demolition or alteration of a building, or new construction on the property can be controlled.

2. Urban Landscape and Social History

2. Urban Landscape and Social History

2.1 Introduction

The following background on urban landscape and social history is divided into five subsections. The first (sec. 2.2) deals with early twentieth century residential development in Hamilton, focusing on the historically-defined, middle/ upper-middle class neighbourhood encompassing St. Clair Boulevard. The second (sec. 2.3) traces the origin of St. Clair Boulevard as part of the St. Clair Park Survey (the original plan of subdivision) and the early development of the Boulevard. The third (sec. 2.4) gives a brief overview of its social composition in the first half of this century and identifies the original residents and their occupations. It also includes biographical sketches of six former residents well-known for their distinguished careers and active roles in community affairs. The fourth (sec. 2.5) examines the influence of the 'City Beautiful' movement on Hamilton's early twentieth century residential surveys, focusing on boulevards and the associated popularity of street trees. The final subsection (2.6) looks specifically at the present and past landscape treatment of the City's four boulevards laid out with landscaped centre strips: namely, St. Clair Boulevard, Barnesdale Boulevard, Proctor Boulevard and Park Row North.

NOTE: Map and photograph credits, and full references to the major secondary sources consulted are found at the end of section 2, following the footnotes.

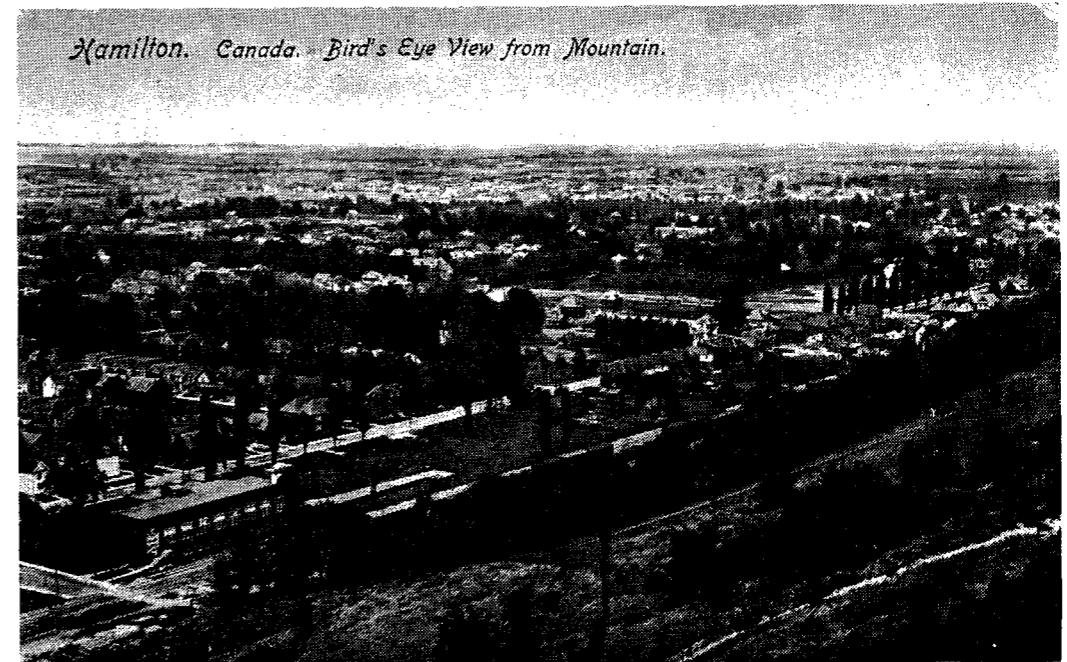


Fig. 2.1 View from escarpment of residential area between Sanford and Sherman Avenue, circa 1913. (Shows St. Clair Boulevard before any houses were built.)

2.2 Hamilton's Early Twentieth Century Residential Development: The Area Encompassing St. Clair Boulevard

The boundaries of the City of Hamilton were extended in 1891 just beyond St. Clair Boulevard to Sherman Avenue, and again in 1909 to Ottawa Street. The growth of the city at that time was subsequently characterized by rapid industrial expansion along the eastern waterfront accompanied by extensive residential development to the south. The year 1910 was a bench mark for Hamilton's industrial boom, with the formation of the Steel Company of Canada and the massive expansion of the manufacturing facilities of two other major industries: International Harvester and the Oliver Chilled Plough Company. The jobs created by these industrial giants, in turn, spawned real-estate speculation on an unprecedented scale. Property values soared and the City's housing stock nearly tripled between 1901 and 1921, with house construction peaking in 1913 and again in 1919, following the wartime recession. Another construction boom occurred in the late 1920s and continued through to 1930, when the slump resulting from the great Depression began.¹

Developers soon recognized that the largest and fastest returns in real estate could be made by buying acreage in the suburbs, laying out housing surveys, grading the streets, and selling the lots "with building clauses suitable to the locality" (i.e. restrictive covenants).² In 1911 alone, forty surveys with an average of more than 100 lots were registered by developers; and much of this new residential development took place in the City's east end. Large tracts of worker housing were built in close proximity to the industrial area while middle and upper-middle class housing was located in the more desirable areas extending south of King Street to the escarpment and along the Mountain brow.

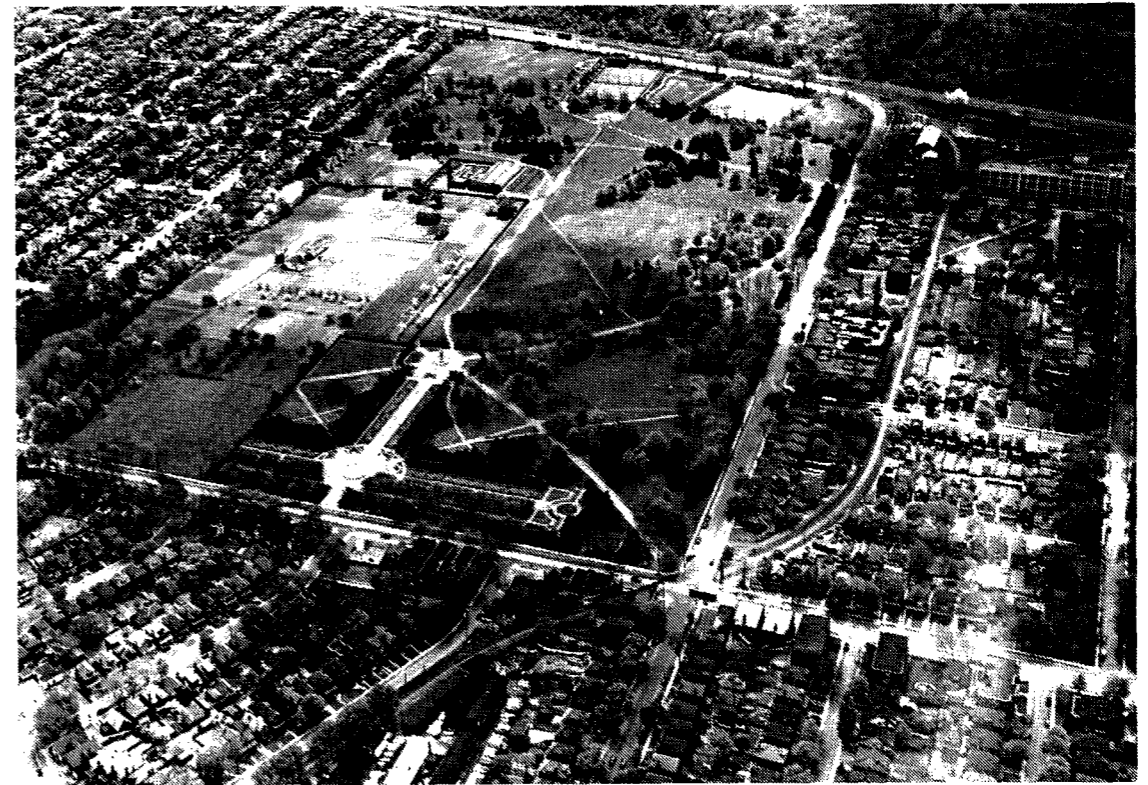


Fig. 2.2 Aerial view of Gage Park, circa 1940s.

2.3 The St. Clair Park Survey and the Development of St. Clair Boulevard³

The proposed St. Clair Boulevard HCD comprises approximately one-half of the original **Plan of St. Clair Park Survey**, registered by the St. Clair Land Co. of Hamilton Ltd. as Plan #482 on June 17th, 1911 (fig. 2.4). The boundaries of this survey extended from Delaware Avenue to the railway tracks at the foot of the escarpment and from the rear property line of lots on the east side of Eastbourne Avenue (eastern boundary of the Delaware Park Survey) to Sherman Avenue.

All but three lots facing Delaware Avenue were sold in 1911 but only four of the original owners actually built houses on their lots, the vast majority being purchased by land speculators. Many of these lots, in turn, changed ownership several times before any houses were erected on them.

The present landscaped centre strip comprises three parcels of land identified on the original survey plan as Reserves A, B, and C (henceforth referred to as the **park reserves**). In July 1910, the St. Clair Land Co. offered to donate these reserves to the City on condition that the municipality assume responsibility for their maintenance. This offer was initially declined by the Parks Board for economic reasons but was later accepted on the following conditions: that the strip be 40 feet wide, as shown on the survey plan, and that the St. Clair Land Co. agree to construct a curb and sod the ground. The company subsequently withdrew its offer but finally, in April 1911, agreed to the Parks Board's conditions, with the City's Works Committee agreeing to maintain the park reserves.⁴

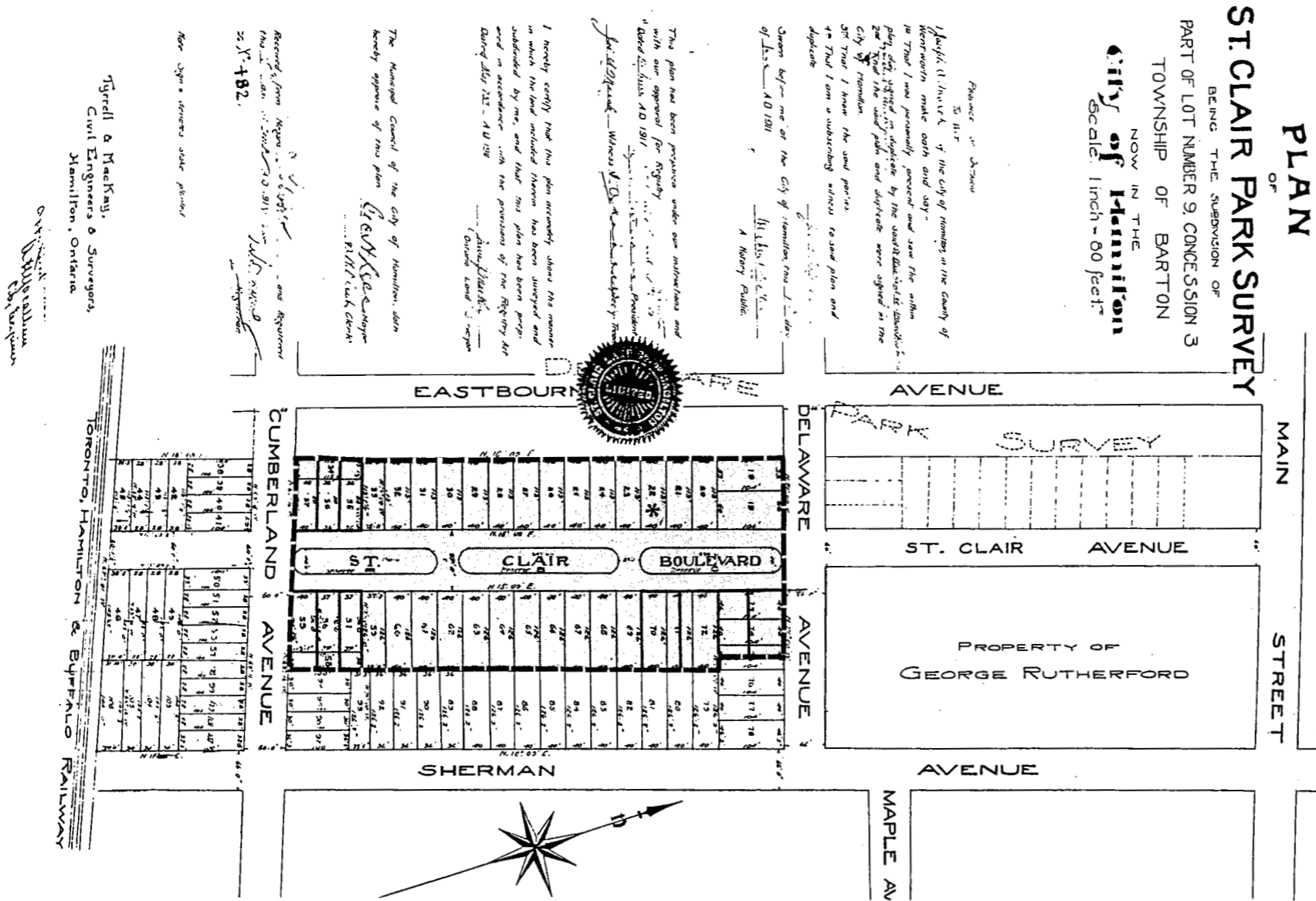
Fig. 2.4

Opposite: Plan of St. Clair Park Survey (1911), showing boundaries of proposed District and changes to lots superimposed.

The St. Clair Park Survey consisted of 106 rectangular lots of varying sizes and three street sections, the longest of which had a centre strip made up of three park reserves. The proposed District encompasses 41 of the original 106 lots (#18-37 and #55-75). The majority of those fronting onto the Boulevard were 40 feet wide, with a few wider or narrower ones at each end. The lots on the west and east sides of St. Clair Boulevard, with the exception of three on each side at the Cumberland Avenue end, respectively measured 113 and 126 feet deep. The five lots facing Delaware Avenue were all 104 feet deep.

Prior to being sold in 1911, the three shorter lots on each side of the Boulevard running north from Cumberland Avenue (#35-37 and #55-57) were each lengthened by the addition of a parcel of land obtained by subdividing the rear lot facing Cumberland (#54 and #58) into three sections. All but three of the remaining lots were sold in 1911. The three unsold lots facing Delaware Avenue were severed laterally to create two larger building lots (171 St. Clair Boulevard and 190 Delaware Avenue) before being sold respectively in 1923 and 1925. Only one other change affecting lots #70, #71 and #72 was made: lot #71 was severed lengthwise, the two narrow parcels being added to the adjacent vacant lots (#70 and #72) on which houses were built in 1929 (#175 and #183).

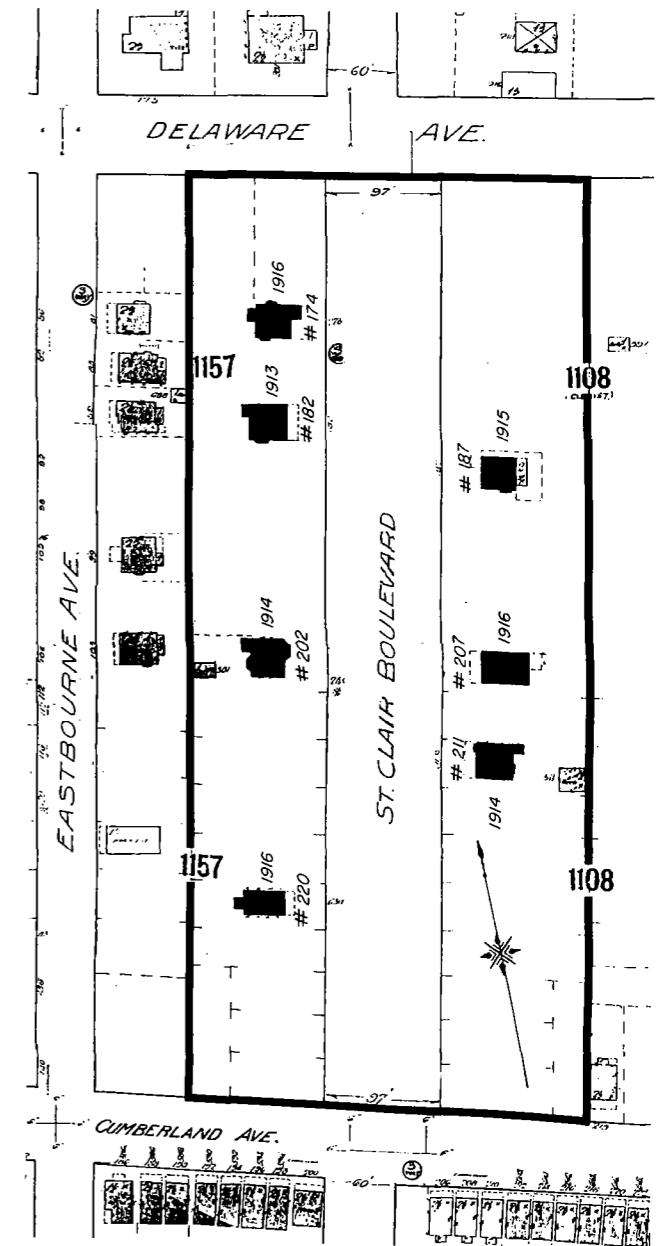
Fig. 2.4: Plan of St. Clair Park Survey (1911)



In accordance with the practice of other Hamilton developers at the time, the St. Clair Land Co. imposed building restrictions in the form of **restrictive covenants** registered on the deeds to the lots.⁵ Similarly to those tied to other 'restricted' middle to upper-middle class surveys opened in the City during the early twentieth century, the covenants for the St. Clair Park Survey imposed restrictions on the cost and construction of the houses and their setback from the street. For the lots facing Delaware Avenue, the minimum value of each dwelling was set at \$3500; external walls were to be either brick or stone; and no part of any building was to be closer than 20 feet from Delaware or 30 feet from St. Clair Boulevard (Instrument #150845). For the lots fronting onto the Boulevard, the minimum value of each dwelling was set at \$3000 with a setback requirement of no less than 30 feet from the street curb (Instrument #154075).⁶ It should be noted that most of Hamilton's "restricted" surveys, including the St. Clair Park Survey, did not include ethnic restrictions, as was the case with the surveys comprising the planned suburb of Westdale where the sale of lots or rental of property to certain races was prohibited.⁷

Concrete sidewalks and curbs appear to have been constructed on St. Clair Boulevard between 1911 and 1912 and the roadways paved in 1914 or 1915.⁸ The first house (#182) was erected in 1913 (fig. 2.4). Construction was initially slow, due to the recession which accompanied World War 1, but picked up as the economy recovered towards the end of the decade. Only seven houses had been erected by 1916 (fig. 2.5) but by 1920, there were thirteen houses spaced out the full length of the Boulevard. All but three of the remaining lots were built on prior to 1930. The last three houses were built respectively in 1932 (#198 and #209) and 1942 (#201).

Fig. 2.5 Section of 1916 Fire Insurance Plan showing first seven houses built on St. Clair Boulevard.



2.4 Social History of St. Clair Boulevard⁹

2.4.1 Social Composition

Throughout its history, St. Clair Boulevard has been characterized by a relatively high degree of social stability. The ownership of each house has changed an average of less than four times from the date of its construction to the present and about half of the original homeowners lived on the Boulevard for over twenty years. The houses were all originally single-family dwellings, and with two exceptions (#182 and #214), were also all owner-occupied. This situation has changed only slightly in recent years, with several houses being duplexes and others adapted to such residential uses as group or nursing homes. The vast majority of the houses, however, have remained single-family, owner-occupied dwellings.

By 1930, when almost all of the houses had been built, the social make-up of St. Clair Boulevard comprised middle to upper-middle income families of Anglo-Saxon origin. Occupations were typical of this class and background yet varied: among the best represented were company presidents and managers, merchants, travellers, dentists, and druggists. The social character of the Boulevard remained unchanged until the 1960s when some ethnic diversification occurred.

It is no surprise that a number of the individuals who took up residence on the Boulevard over the years were prominent citizens with distinguished business, political or professional careers, who were also active in community affairs and local organizations. Six residents deserve special mention in this regard: William J. Westaway, Walter W. Chadwick, Ralph W. Cooper, and Clarence C. Morin, all of whom were industrial or commercial entrepreneurs, and Henry Lloyd George Westland and William F. Schwenger, both lawyers. Only three were the original owners of the houses. The following brief

biographical sketches of each of these men personify the social character of St. Clair Boulevard, described in general terms above.

A list of original owners and occupants is included as APPENDIX A.

2.4.2 Biographical Profiles of its Most Prominent Residents

Chadwick, Walter W.

Address: 230 St. Clair Boulevard
Owner (original): Walter W. Chadwick
Term of ownership: 1919-1945

Walter W. Chadwick was the founder, general manager and president of the Chadwick-Carroll Brass and Fixtures Co. Ltd., established in 1921 to manufacture "high-class electric fixtures and art brass goods". Chadwick also had an active political career, serving as alderman from 1939 to 1942 and controller in 1944, 1948 and 1949, and running unsuccessfully for mayor in the latter year.

Cooper, Ralph W.

Address: 190 St. Clair Boulevard
Owner (original): Ralph W. Cooper
Term of ownership: 1932-1950

Ralph W. Cooper, who occupied this house for close to twenty years, was president and general manager of the very successful W.H. Cooper Construction Co. Ltd. Awarded an honorary degree from McMaster University in 1983 for his achievements, Cooper was a community leader who gained special recognition for his contribution to the university through his service on the Board of Governors and his important role in creating the Health Science Centre, serving as founding chairman of its board of trustees from 1969 to 1975.

Morin, Clarence C.

Address: 171 St. Clair Boulevard
Owner (original): Clarence C. and Gladys N. Morin
Term of ownership: 1923-1971 (estate sale)

A resident of this house for over thirty years until his death in 1957, Clarence C. Morin held the position of vice-president and sales manager of the Frost Steel & Wire Co. Ltd. and was finally appointed president in 1952. This company was a leading manufacturer of fencing and is credited with producing the first chain link fencing in Canada. Also active in local sports, Morin excelled in tennis and was one of the founding members of the Hamilton Tennis Club.

Schwenger, William Frederick

Address: 211 St. Clair Boulevard
Owners: William F. and Lillian A. Schwenger
Term of Ownership: 1935-1965

William Frederick Schwenger, who resided here until his death in 1962, was a well-known judge. Appointed to the bench in 1938, he served as Junior Wentworth County Judge until 1949 and then, for the remainder of his life, as Senior Wentworth County Judge. In the judicial field, Schwenger was considered to be one of the most highly respected judges in the country. His many outside interests were also a great benefit to the local community. Judge Schwenger was a keen gardener who made a significant contribution to the development of Hamilton's parks system through his more than ten years of service on both the Board of Park Management and the Board of the Royal Botanical Gardens. In addition, he held the noted positions of chairman of the Board of Police Commissioners, president of the Hamilton Automobile Club and Liberal MPP for Hamilton Centre.



W. J. Westaway

Westaway, William John

Address: 211 St. Clair Boulevard
Owners: William J. and Elizabeth Westaway
Term of ownership: 1916-1923

William John Westaway was the founder, president and general manager of the W.J. Westaway Co., a textile machinery manufacturing firm which gained international recognition in the field of textile engineering. He was also highly regarded for his instrumental role in bringing McMaster University to Hamilton and generous financial support for the project. In addition, he held a number of important positions in local organizations: notably, as president of the Hamilton Chamber of Commerce and Rotary Club and director of the Y.M.C.A.

Westland, Henry Lloyd George

Address: 231 St. Clair Boulevard
Owner: Henry L.G. Westland
Term of ownership: 1937-1985

A resident of this house until his death in 1985, Henry Lloyd George Westland was a successful lawyer who was appointed King's Counsel in 1948. Also noteworthy was his service outside the legal profession as lieutenant with the Hamilton Company of the Royal Canadian Naval Volunteer Reserve and member of the Board of Directors of the Royal Hamilton Yacht Club.

2.5 The Influence of the 'City Beautiful' Movement on Hamilton's Early Twentieth Century Residential Surveys

2.5.1 A City Beautiful Plan for Hamilton.

The distinguishing feature of the St. Clair Park Survey was its boulevard laid out with three wide park reserves down the centre. It was one of only four surveys in Hamilton to include streets laid out with landscaped centre strips, the other three being Union Park (Park Row), Carrick Lodge Survey (Barnsdale Boulevard) and Boulevard Survey (Proctor Boulevard). The appearance of such **boulevards** in residential surveys reflected the influence of the **City Beautiful** movement, which had a significant impact on the urban form and features of many towns and cities throughout North America in the early twentieth century. The introduction to a recent American publication by William H. Wilson, entitled The City Beautiful Movement, provides a good summation of its ideals and physical manifestations:

The heyday of the City Beautiful movement, from about 1900 to 1910, saw middle- and upper-middle class Americans attempt to refashion their cities into beautiful, functional entities. Their effort involved a cultural agenda, a middle-class environmentalism, and aesthetics expressed as beauty, order, system, and harmony. The ideal found physical realization in urban design. Public and semipublic buildings, civic centres, park and boulevard systems, or extensions and embellishments of them, were the tokens of the improved environment. So were ordinary street improvements, including good paving, attractive furniture such as lampposts, and carefully selected and maintained trees. The goal beyond the tangibles was to influence the heart, mind, and purse of the citizen. Physical change and institutional reformation would persuade urban dwellers to become more imbued with civic patriotism, and better disposed toward community needs. Beautiful surroundings would enhance worker productivity and urban economics.¹⁰

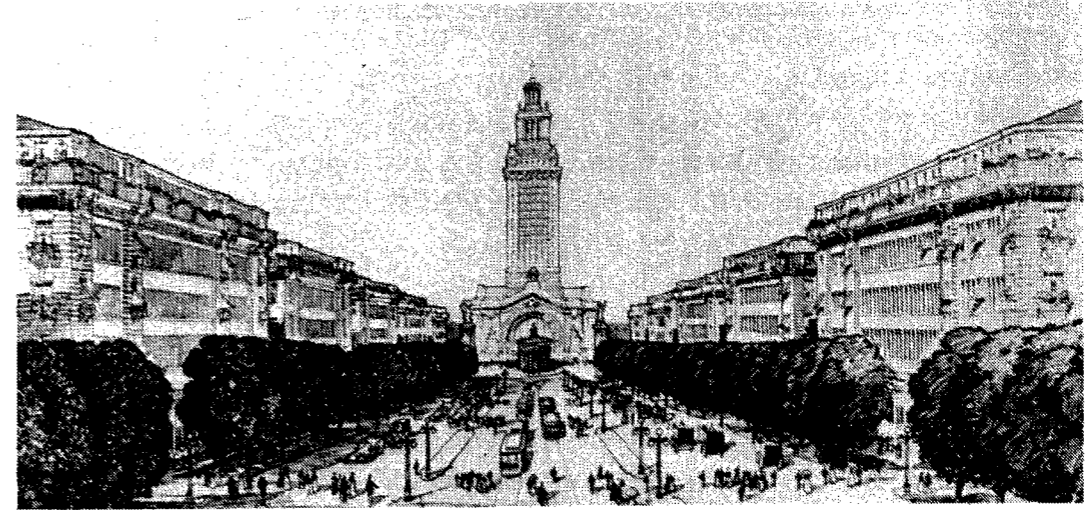


Fig. 2.6 An example of "City Beautiful" planning: schematic view along Central Avenue with an impressive vista of the railroad passenger station (from Virgil C. Bogue's Plan of Seattle, 1911).

This section of the Background Study deals only with the physical aspects of the City Beautiful movement and focuses on the features which made an appearance in Hamilton's early twentieth century residential neighbourhoods. Particular emphasis is placed on those relating to the proposed St. Clair Boulevard HCD, namely, boulevards and trees.

The Reconnaissance Report on the Development of Hamilton, Ontario, commissioned by the City of Hamilton's Town Planning Board in 1917 and prepared by Ottawa engineer and planner, Noulan Cauchon, proposed a master plan which incorporated many City Beautiful features. Cauchon envisaged an extensive park system embracing a hierarchy of small and large parks, the escarpment face, the Red Hill Creek Valley to the east and the Chedoke Creek Valley to the west. His plan also included a 17-mile boulevard, which would encircle Hamilton Harbour, crossing the Burlington Beach Strip and Burlington Heights (the high narrow ridge of land dividing the harbour and Cootes Paradise). The latter was to be transformed into a grand scenic entrance to the City. Only one component of Cauchon's grand Harbour Boulevard Plan was ever fully implemented: the beautification of the Burlington Heights causeway, which resulted from a 1927 design competition instigated by the Parks Board, under the leadership of Thomas B. McQuesten. The winning entry for the North-Western Entrance, submitted by Toronto landscape architects Wilson, Burnell & Borgstrom, was an impressive master plan which included terraces, lookouts, a tree-lined avenue, a sunken Japanese garden, the now nationally acclaimed Rock Garden, and a monumental new High Level Bridge over the Desjardins Canal (fig. 2.7). The new bridge, built according to the design of third-prize winner, architect John M. Lyle, and opened in 1932, created a dramatic gateway to the City of Hamilton.¹¹

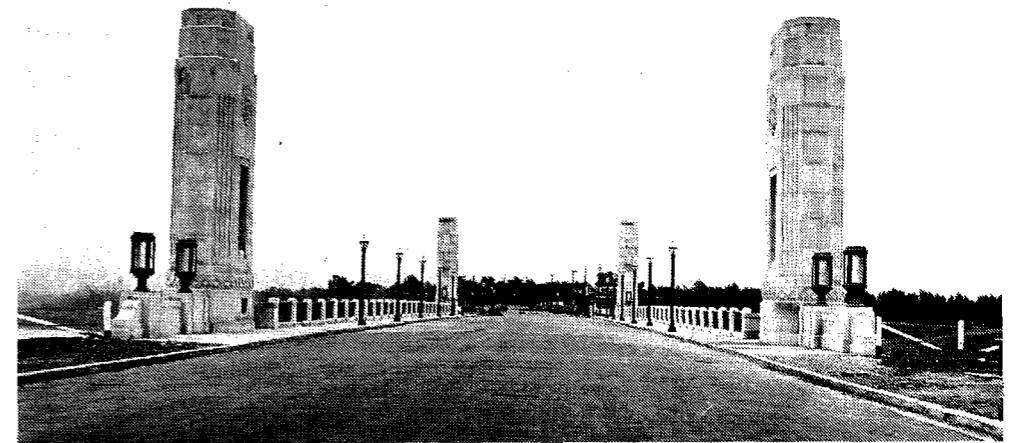
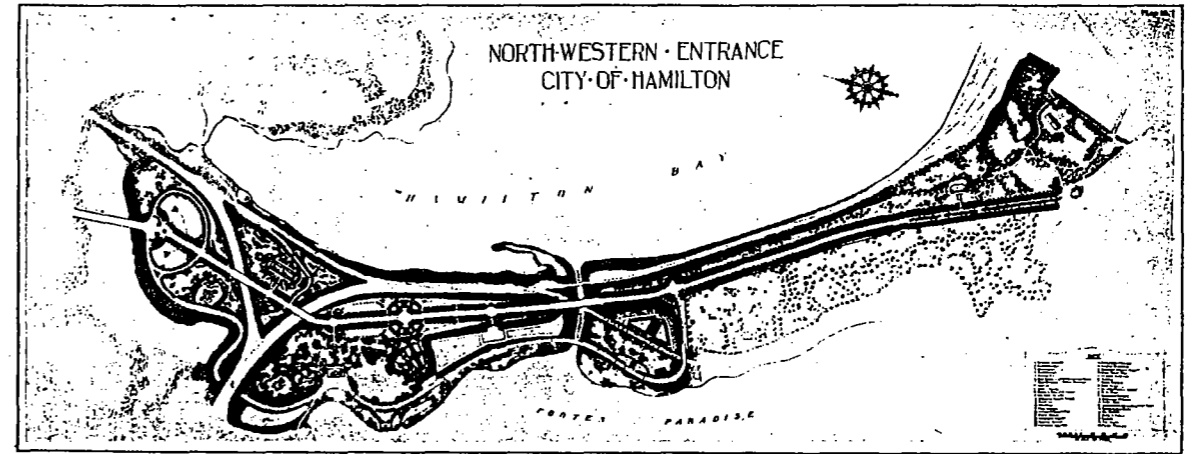


Fig. 2.7

First prize entry in the 1928 competition for the North-Western Entrance and an early view of the High Level Bridge from York Street looking south towards the City of Hamilton. Recently restored and renamed the Thomas B. McQuesten High Level Bridge, it appears today as in this photograph, complete with replicas of the original lighting standards (see fig. 5.15).

2.5.2 City Beautiful Features in Hamilton's Early Twentieth Century Residential Surveys

New suburbs planned on City Beautiful principles characteristically incorporated parkland, diagonal or curvilinear streets (which provided visual relief from the monotony of the standard grid pattern), and tree-lined avenues and boulevards. They were also frequently situated adjacent to large urban parks and natural landscape areas, such as a river valley, escarpment or lakeshore. The 'Suburb Beautiful' is well illustrated in Hamilton by the planned suburban community of Westdale, which was largely developed between 1920 and the Second World War. The distinctive radiating oval street plan designed by New York landscape architect Robert Anderson Pope focused on a central shopping district, with an island park bisecting King Street West (fig. 2.8).¹²

Real estate developers were quick to cash in on City Beautiful planning ideas. To promote sales and attract a wealthier clientele, they began to incorporate boulevards and curvilinear streets in their subdivisions and, in some instances, designate land for parks. In Hamilton, such features were included in several new surveys registered between 1900 and 1914 and intended for upper-middle and upper class housing. In the residential area known today as the Durand Neighbourhood, for example, Ravenscliffe and Inglewood Survey (fig. 2.9) both deviated from the standard grid pattern. In the City's east end, the southern section of Fairleigh Crescent in the Fairleigh Park survey had a bowed form (fig. 2.10) and St. Clair Boulevard, Proctor Boulevard, and Barnesdale Boulevard were laid out with landscaped centre strips.

Fig. 2.8 Early street plan of Westdale and 1937 view of central shopping area showing edge of island park (removed a number of years ago to improve traffic flow and create more parking space).

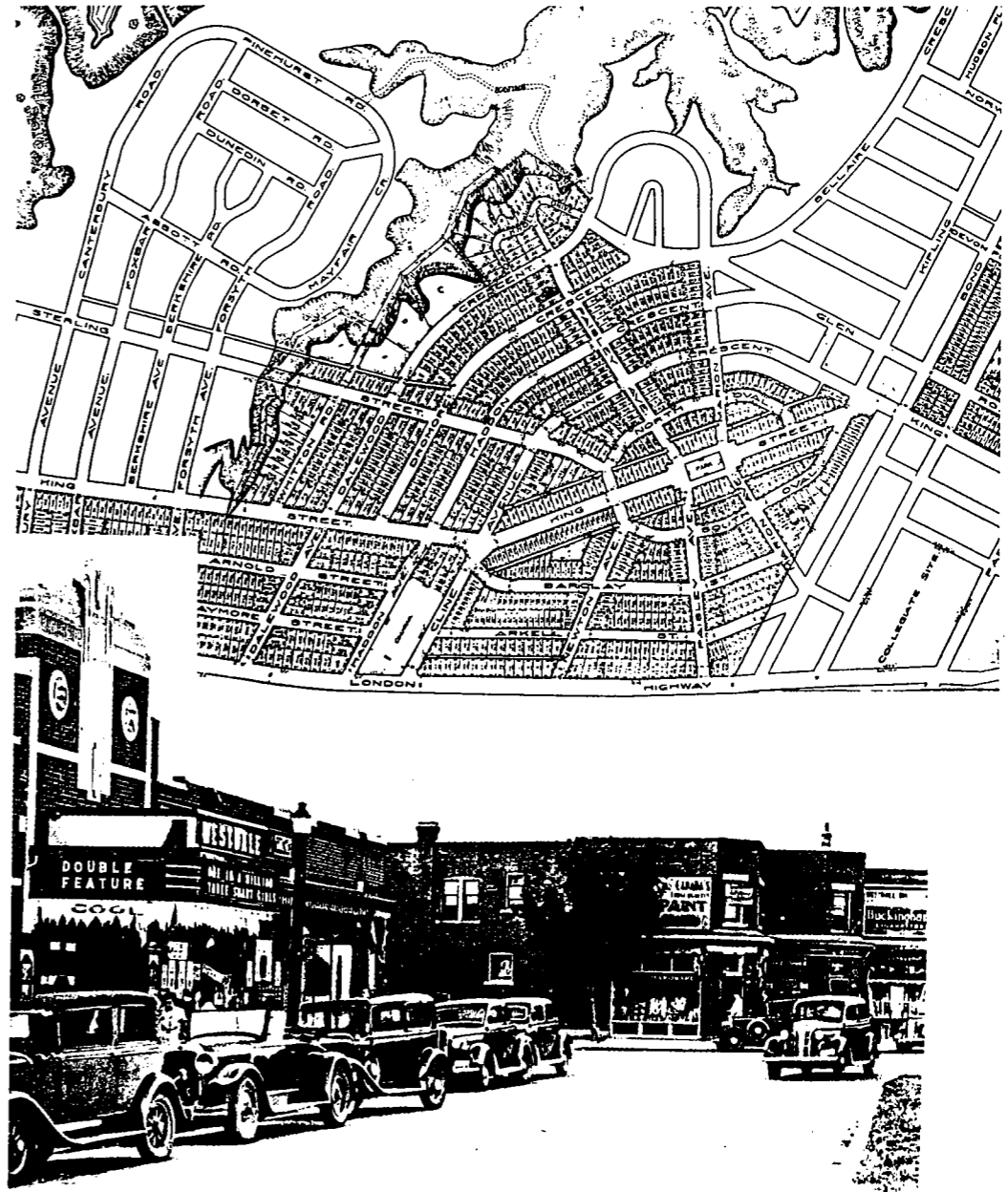
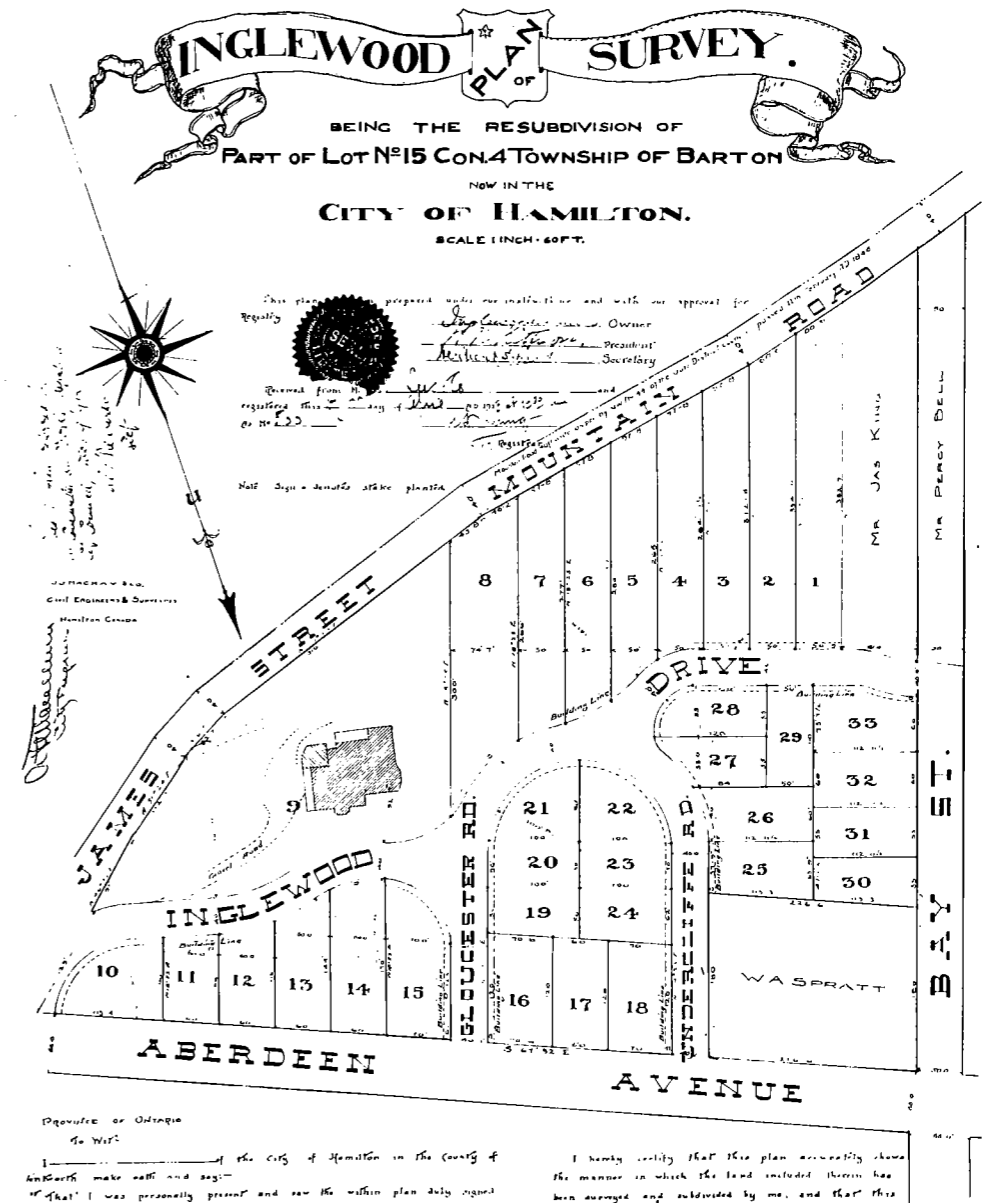


Fig. 2.9: Plan of Inglewood Survey (1913)

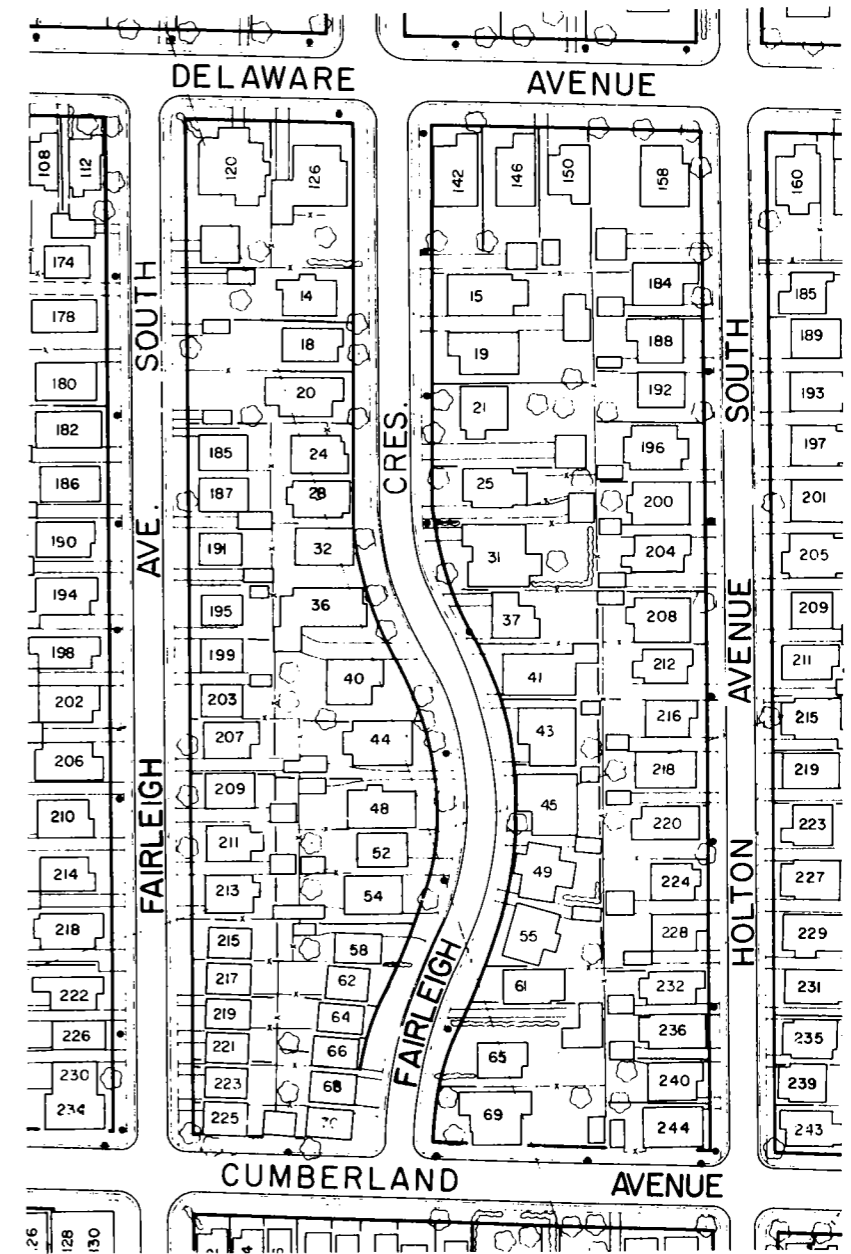


Early view of Inglewood Drive looking west with rooftop of circa 1850 stone house known as Inglewood visible in background.

Fig. 2.10: Fairleigh Crescent (Fairleigh Park)



Section of current zoning map (St. Clair Neighbourhood) showing Fairleigh Crescent and view looking north from Cumberland Avenue.



Working-class surveys much less commonly incorporated City Beautiful features. A notable exception in Hamilton was Park Row in the Union Park survey, located north of King Street in the City's east end. Park Row, as shown on Dodge & Draper's 1900 plan of Union Park¹³, was laid out with a very broad landscaped centre strip in the form of two park reserves (fig. 2.11).¹⁴

Following the precedent set by professional landscape architects in planning new suburbs, developers also capitalized on existing parks, natural landscape areas and scenic views to enhance their more exclusive surveys, which in turn added to their prestige and increased the value of the individual lots. It is therefore hardly surprising that Hamilton's most exclusive new residential surveys were situated either at the foot of the escarpment (e.g. Ravenscliffe and Inglewood Survey) or on the Mountain brow (e.g. Chedoke Park Survey and Mountain View Survey¹⁵). The developers of Fairleigh Park and St. Clair Park Survey must also have perceived the scenic views afforded by their location at the foot of the escarpment as an asset, which would add to the appeal and value of the lots within their surveys.

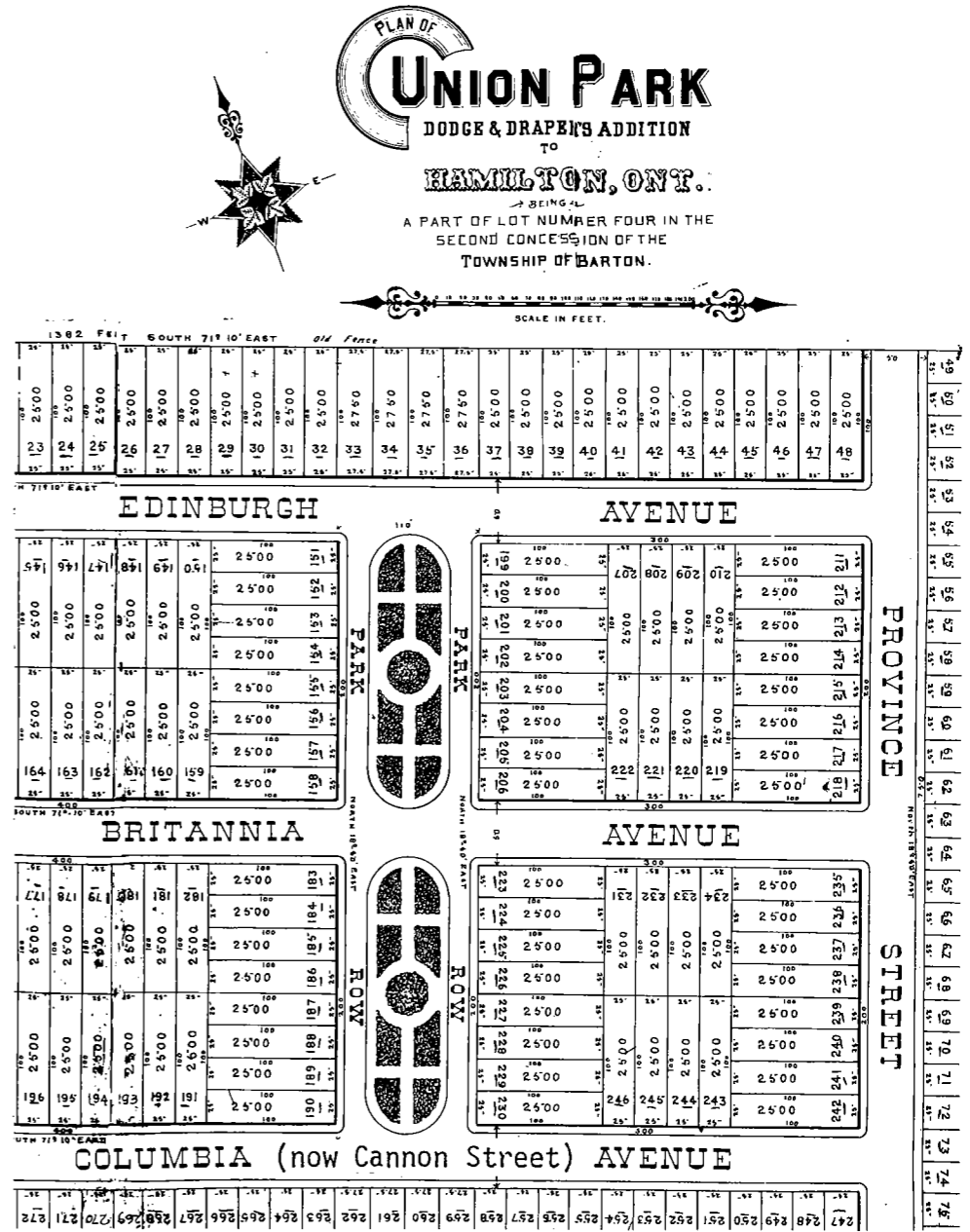


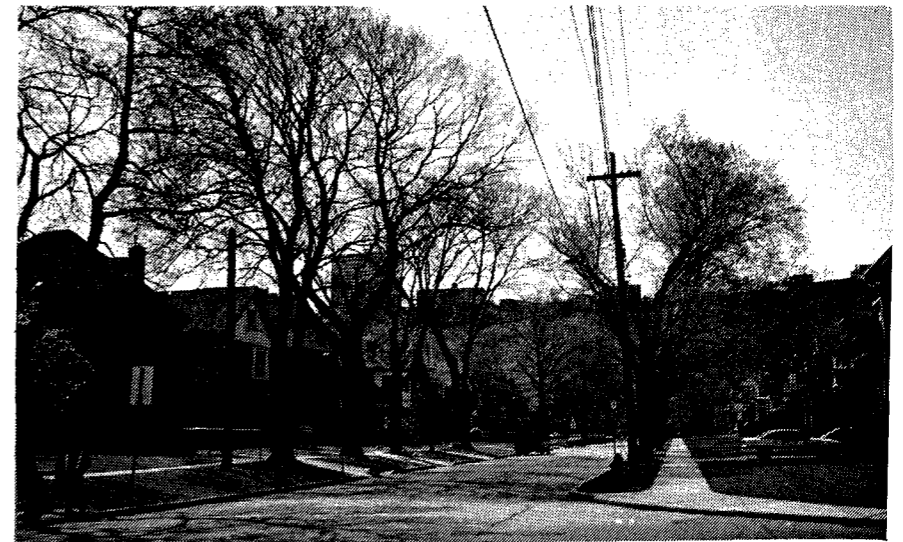
Fig. 2.11 Section of Dodge & Draper's Plan of Union Park (1900), showing Park Row.

2.5.3 The City Beautiful Boulevard

An important feature of the typical City Beautiful plan was the **boulevard**. The early twentieth century North American concept of a boulevard is clearly conveyed by Funk & Wagnell's 1907 definition: "a broad city avenue, especially designed for pleasure walking or driving, generally planted with trees, often in the centre".¹⁶ Trees might alternatively or additionally be planted on grass verges between the street and sidewalks. The City Beautiful boulevard, in its grandest form, was a formal tree-lined avenue conceived as an integral component of a civic centre with imposing public buildings. This is well illustrated by Virgil G. Bogue's magnificent Plan of Seattle, published in 1911 (fig. 2.6). His sketch of the view conceived along Central Avenue shows a very broad avenue with three roadways separated from the buildings and sidewalks by tree-lined verges. The two uniform rows of buildings and trees (all the same size and shape) lead the eye towards the avenue's terminus: the monumental tower of the proposed railroad passenger station.¹⁷

No grand civic boulevard planned on City Beautiful principles was ever built in Hamilton. On a somewhat more modest scale, however, Westdale was laid out with a broad tree-lined avenue linking the business centre with its exclusive western surveys and the campus of McMaster University. Sterling Street fits the definition of a boulevard as a street lined with trees planted on grass verges between the roadway and sidewalks, as do Ravenscliffe Avenue and Sherman Avenue (fig. 2.12).

Fig. 2.12 **Top:** 1936 view of west side of Ravenscliffe Avenue showing grass verges originally planted with elms (which judging by their size must have been planted soon after the survey was laid out in 1909).
Bottom: Current view of Sherman Avenue looking south towards the escarpment and showing its grass verges.



Streets laid out with landscaped centre strips were generally much less common than ones with grass verges, as evidenced by the four previously identified examples in the City of Hamilton (fig. 2.13).

2.5.4 Street Tree Planting in Hamilton

Closely allied to the popularity of the boulevard was an increased appreciation of tree-lined streets, which also reflected the influence of City Beautiful ideals. The planting of trees along city streets was encouraged by horticulturists both for their aesthetic appeal and for their practical value in providing shade and purifying the air.

During the summer months at least, a characteristic feature of the well-established City Beautiful boulevard was the canopy effect created by the arching and often merging foliage of mature deciduous trees lining the roadway(s). Ideally, a continuous canopy would be formed by evenly-spaced trees of similar shape and height but in reality, the canopy effect is often fragmented due to the uneven spacing and varied shape and height of the trees, as exemplified by Proctor Boulevard today (fig. 2.13 [bottom]).

Municipal street tree planting appears to have been initiated in Canadian cities in the 1890s.¹⁸ In Hamilton, the first step towards implementing a City-wide management program for trees on public property was taken in 1896, with the passing of a by-law to control the planting, trimming and removal of trees on public streets and squares (By-law No. 855).¹⁹

Fig. 2.13 **Top:** Current view of St. Clair Boulevard looking down its landscaped centre strip towards the escarpment.
Bottom: Current view of Proctor Boulevard looking north towards King Street East.



Although the origin of the City of Hamilton's present street tree planting program (see sec. 5.3.5) cannot be clearly ascertained from available documentation, it is known that in 1915 the Parks Board was requested by Council to inaugurate a system of tree planting throughout the city.²⁰ However, it was another ten years before the Works Committee recommended that a by-law "providing for the planting of trees upon City streets under the Local Improvement Act" be introduced, and even then, it was recommended that the City establish a policy of planting trees only when petitioned for by the property owners.²¹ That same year (1925), the Beautification Committee of the Chamber of Commerce, the Town Planning Board and the Horticultural Society proposed a more 'pro-active' approach to tree planting, suggesting that elms and white maples be planted on streets throughout the City.²² Whether or not the Works Committee ever acted upon this suggestion remains uncertain. It is noteworthy, however, the many of the mature maples enhancing Hamilton's older residential streets today would have been planted in the 1920s or 30s (as indicated by their age), a clear reflection of the high level of public interest in street trees at that time and the close association of street tree planting with civic beautification.

Street tree planting in Hamilton during these years appears to have been undertaken in several ways: by the City, as a municipal initiative or in response to petitions submitted by the property owners, by tree vendors selling trees directly to the property owners, or by developers. There is evidence to suggest, however, that the developers responsible for laying out the subdivisions and selling the lots did not, for the most part, plant or initiate the planting of street trees²³, even though they may have envisaged their surveys with tree-lined streets like Ravenscliffe Avenue as it appeared in the mid-1930s (fig. 2.12 [top]).

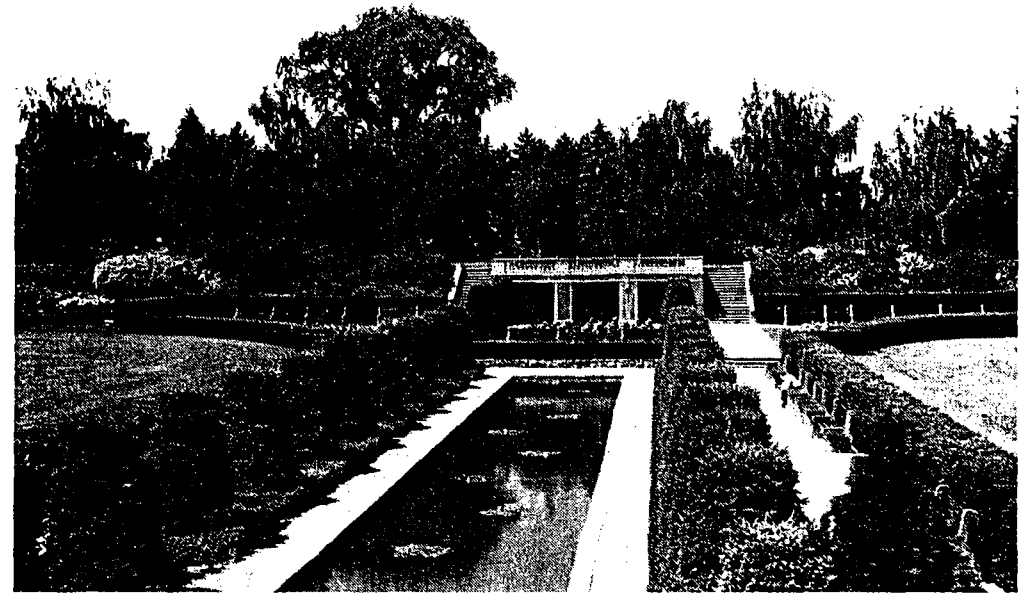


Fig. 2.14 1950 view of McMaster University's Sunken Gardens, removed for the construction of the present McMaster University Medical Centre.

2.5.5 The Demise and Legacy of the City Beautiful Movement

Enthusiasm for the City Beautiful approach to urban planning waned strongly during and after the First World War. According to historian William Wilson, the demise of the City Beautiful movement began at the end of the first decade of this century:

From 1909, architects, engineers, housing experts, and city planners with a more rigorously defined 'city practical' agenda attacked the City Beautiful's supposedly superficial, costly concerns for urban embellishment. They were mistaken, mostly, but they largely succeeded in discrediting the movement's activity and ideals, for it was true that the City Beautiful movement failed to realize all of its aspirations.²⁴

In Canada, as in the United States, grandiose civic beautification schemes increasingly came under attack for being socially irresponsible and far too costly. Professional planners thus shifted their attention to economical and orderly planning achieved largely through zoning regulations.²⁵ Nevertheless, the City Beautiful movement still had a significant impact on the Canadian urban landscape after 1920, enriching our towns and cities immeasurably through the creation of parks, botanical gardens, boulevards and scenic drives, grand civic centres, and planned suburbs, and also through street tree planting and the preservation and enhancement of natural landscape areas and features. This was certainly true in Hamilton where it was not until the 1920s and 30s that the suburban community of Westdale was built and a number of important beautification projects were carried out by the Parks Board: notably, the North-Western Entrance (fig. 2.7), the Royal Botanical Gardens, McMaster University's Sunken Garden (2.14), the Escarpment Face Park scheme, and Gage Park (fig. 2.2).

The influence of the City Beautiful movement on Hamilton's urban landscape was first seen in the residential surveys laid out by private developers between 1900 and 1914 (World War 1). These surveys, which incorporated such features as parkland, curving streets, scenic views and tree-lined boulevards, represent an embryonic and relatively small-scale form of City Beautiful planning.

A key component of the typical City Beautiful plan was the **boulevard**, defined as a street laid out with verges and/ or centre strip, which is intended to accommodate trees and some form of ground cover. The boulevard in its grandest form is well illustrated by the proposal for Seattle's Central Avenue (fig. 2.7). On a much more modest scale, were the many boulevards incorporated into residential suburbs and surveys, exemplified by Hamilton's Ravenscliffe Avenue, with its grass verges once lined with tall elms (fig. 2.12), and St. Clair Boulevard, with its wide landscaped centre strip and mature maples (fig. 2.13).

The enhancement of urban streets by tree planting was promoted by advocates of civic beautification across North America. As a result, an important aspect of the legacy of the City Beautiful movement was the tree-lined and canopied avenue or boulevard, evidence of which is provided by the mature maples found along many of Hamilton's older residential streets today.

**2.6 The City's Four Residential Streets with Centre Strips:
Present and Past Landscape Treatment**

The city's four residential streets with landscaped centres, previously identified as Park Row (now Park Row North), St. Clair Boulevard, Proctor Boulevard, and Barnesdale Boulevard were respectively laid out in 1900, 1911, 1913.²⁶ Proctor Boulevard is the longest of the four, extending two full blocks between Main and King, but only has a ten-foot wide median, as does Barnesdale Boulevard, which extends a single block south of Main Street to Dunsmure Avenue (fig. 2.16). Both of these boulevards have grass verges on which most of the trees are located and their centre strips are similarly landscaped with a variety of shrubs and small trees. The shortest boulevard, Park Row North, has the widest centre strip (fifty feet), comprising a linear park which extends from Cannon Street across Britannia Avenue to Edinburgh Avenue (fig. 2.16). The present landscaping consists of grass cover, shrub beds and two rows of relatively young maples. St. Clair Boulevard has the largest centre strip, comprising three forty-foot wide park reserves, which together span a full block. These islands are landscaped with grass, shrub beds and deciduous trees, predominantly mature Norway Maples (fig. 2.13 [top]).

The original or intended layout of these boulevards is indicated by the survey plans (fig. 2.11 and cover) and, in the case of Proctor and Barnesdale, also by historic photographs (fig. 2.17). Proctor, Barnesdale and St. Clair Boulevard were all laid out as originally conceived and have been preserved in these forms. Park Row was shown on the original Union Park survey as a boulevard divided by two formally-landscaped islands (fig. 2.11) but the rectangular form and recent landscaping of the existing centre strip suggest that this design concept was never implemented.²⁷

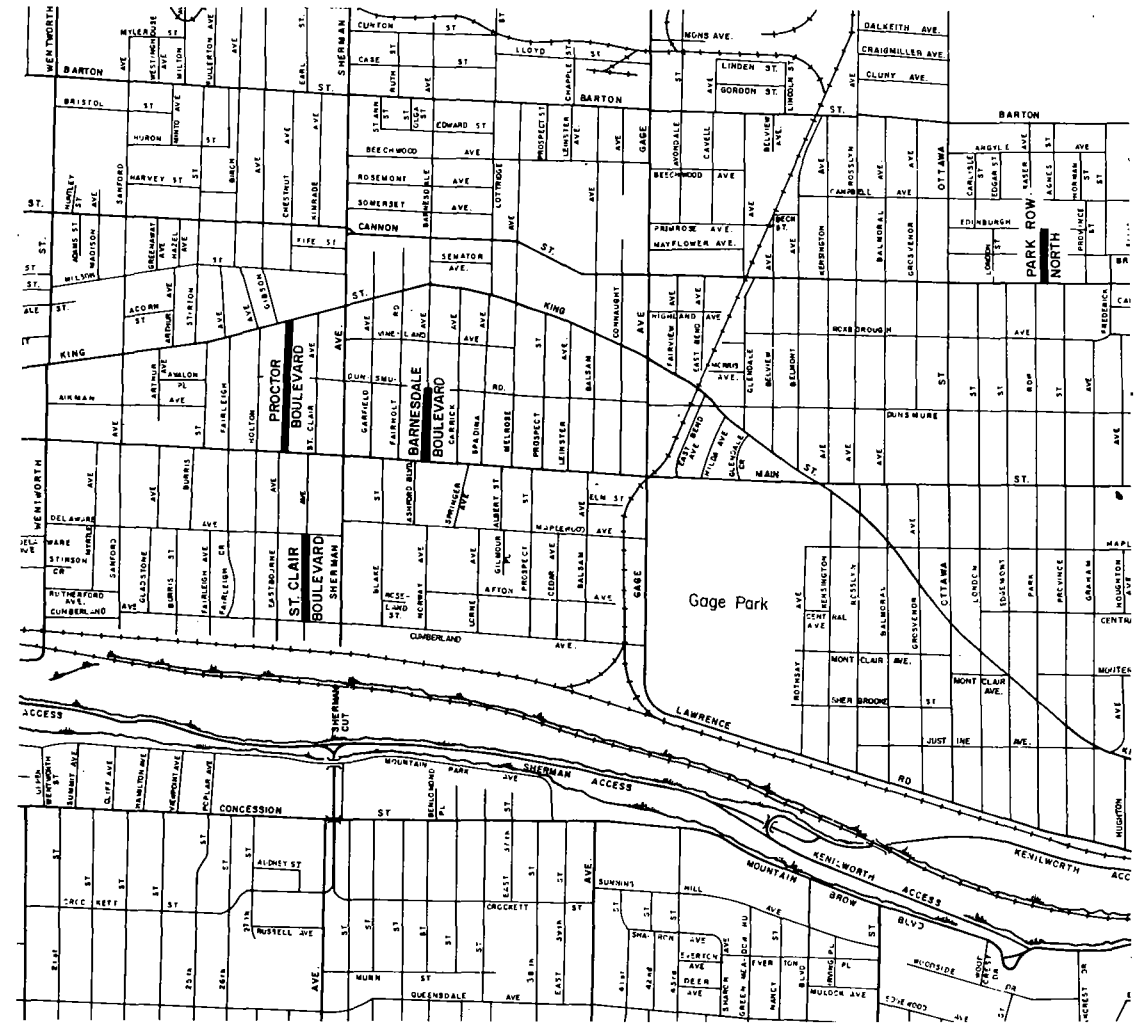


Fig. 2.15 Section of current City of Hamilton map showing location of Proctor Boulevard, St. Clair Boulevard, Barnesdale Boulevard and Park Row North.

Fig. 2.16: Proctor Boulevard, Barnesdale Boulevard and Park Row North



Top left: Proctor Boulevard: view looking north from entrance off Main Street East.



Top right: Barnesdale Boulevard: view looking north towards Dunsmure Avenue.



Bottom right: Park Row North: view looking south from Edinburgh Avenue.

Documentation in the form of early photographs and written descriptions provide a valuable record of the actual or intended landscape treatment of Proctor and Barnesdale Boulevard. Unfortunately, no such documentation for St. Clair Boulevard has as yet been found.

The original landscape treatment of Proctor and Barnesdale is documented in photographs published respectively in the Annual Reports of the City Engineer for the Years 1916-1917. The centre strip landscaping of these two boulevards was very similar, consisting of shrubs and plants on Proctor and grass and shrubs on Barnesdale (fig. 2.17).²⁸ Aside from this low-level vegetation, however, these boulevards initially appeared quite barren due to the absence of mature trees. Moreover, no new trees had been planted either on the centre strip or grass verges (at least none are visible in these photographs). A later photograph of Barnesdale Boulevard (circa 1933) shows a number of relatively young trees, mostly on the grass verges (fig. 2.18 [top]), but there does not appear to have been any attempt at systematic tree planting to create a uniformly tree-lined City Beautiful boulevard. A distinctive feature of this boulevard is the set of ornamental brick pillars framing the Main Street entrance (fig. 2.18 [bottom]). A proposal in 1913 to erect ornamental entrances here and at both ends of Proctor Boulevard appears to have been carried out only on Barnesdale.²⁹

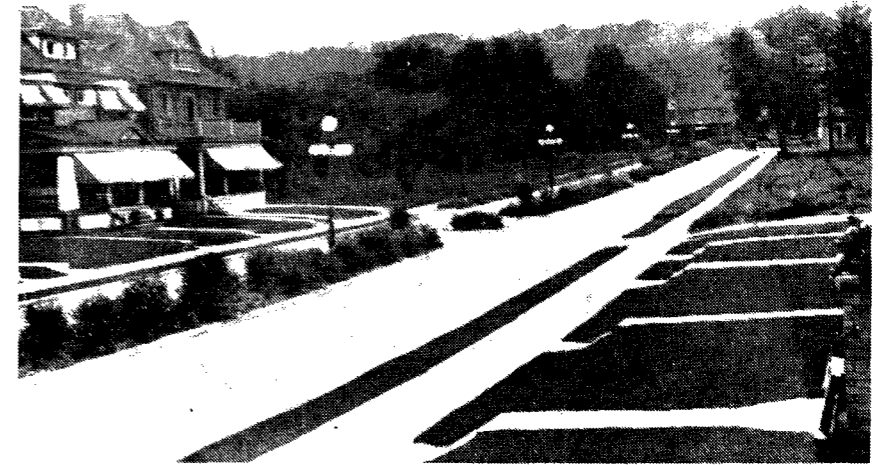


Fig. 2.17 **Top:** Proctor Boulevard: view looking south circa 1916.
 Bottom: Barnesdale Boulevard: view looking south circa 1917.

Photographs show the original five-globe lampposts (identical ones originally also located on the centre strip of St. Clair Boulevard).

In the case of St. Clair Boulevard, it can only be surmised that the original landscaping was restricted to grass cover and that trees were planted later, probably in the 1920s when a significant number of houses had been built. This conjecture is supported by the age of the oldest trees on St. Clair Boulevard: the largest Norway Maples on the centre strip are estimated to be about 60 years old. Open flower beds were established in the 1970s but have since been replaced by shrub beds, similar to those found in other City parks (fig. 1.3 [top]).

Another aspect of civic beautification, which relates to the landscape treatment of Proctor, Barnesdale, and St. Clair Boulevard, is the importance attached to attractive street lighting. The advent of electric lighting led to the introduction of ornamental electric street lamps, commonly consisting of cast-iron poles with acorn globes. The particular design adopted in Hamilton, known as the "Hamilton Pole", was erected on streets throughout the City in the early twentieth century (figs. 2.7, 2.8 and 5.15).

Ornamental street lighting once enhanced the centre strips of all three boulevards. The 1916/ 1917 photographs of Proctor and Barnesdale show the original street lamps on their centre strips: cast-iron poles with round cluster globes (fig. 2.17).³⁰ It is known that St. Clair Boulevard also featured lamps of identical or similar design, located in a single row down the middle of its centre strip. There were apparently three on each park reserve, all of which were removed in the late 1950s.³¹ The original lighting standards on all three boulevards have since been replaced: on Proctor by replica gas lamps, like those located in some City parks, and on Barnesdale and St.



Fig. 2.18 **Top:** Barnesdale Boulevard, circa 1933. View of houses on west side looking north.

Bottom: Current view of ornamental brick pillars at the Main Street entrance to Barnesdale Boulevard (left centre pillar removed after being damaged by a vehicle).

Clair Boulevard by the standard concrete poles with elliptical arms and tungsten luminaires.

2.7 Conclusion

The St. Clair Park Survey, registered in 1911, was one of a number of residential surveys laid out in Hamilton's east end just after the turn-of-the-century, a boom period for residential construction throughout the City. The St. Clair Park Survey formed part of a middle to upper-middle class residential area comprising a number of surveys, which extended from King Street East to the foot of the escarpment and from Wentworth Street South to Gage Park.

As was common practice in Hamilton at the time, the St. Clair Park Survey had building restrictions in the form of restrictive covenants registered on the deeds to the lots. Restrictions on the cost, construction and setback of the houses account to a large extent for the cohesive character of St. Clair Boulevard's urban streetscape (analyzed in the following section).

While the restrictive covenants associated with the St. Clair Park Survey did not impose any restrictions on its social make-up, the social composition of St. Clair Boulevard was nevertheless very homogeneous, comprising middle to upper-middle income families of Anglo-Saxon origin. In the course of its history, the Boulevard has attracted some of Hamilton's most prominent citizens: notably, the well-known and highly-respected judge, William F. Schwenger and the successful construction company manager, Ralph W. Cooper. The Boulevard is also noteworthy for its social stability, owing to the long-term residence of most of the homeowners and the continuous use of the houses as single-family dwellings.

FOOTNOTES

1. An account of Hamilton's early 20th century residential development is given in John C. Weaver, Hamilton: An Illustrated History, Chapter 3: "Hamilton, Ontario: The Industrial City Triumphant, 1870-1920", pp. 97-102.
2. "'Hamilton' as an Investment" in Herbert Lister, Hamilton, Canada: Its History, Commerce, Industries, Resources (1913). Restrictive covenants are explained in footnote 5.
3. Sources of documentation for subsection 2.2):
 - Plan of St. Clair Park Survey, Registered Plan of Subdivision #482; Hamilton Land Registry Office.
 - City of Hamilton Assessment Rolls; Hamilton City Hall.
 - Revised By-laws of the City of Hamilton: 1887, 1899 and 1910 (three bound volumes; specific by-laws cited in text); Hamilton City Hall.
 - Land Registry Instruments (specific instruments cited in text); Hamilton Land Registry Office.
 - City of Hamilton Parks Board Minutes; Hamilton City Hall. 1910: July 27, October 24; 1911: January 18, April 14, December 7.
4. On June 12th, 1911, Council passed a by-law (Corporation of the City of Hamilton, By-law No. 1145) granting consent to the laying out of two streets to be named St. Clair Boulevard: the section between Delaware and Cumberland with the park reserves to be 97 feet wide and the section south of Cumberland Avenue to be 60 feet wide. This by-law was to come into force upon the conveyance of the three park reserves to the City. The following agreement between the St. Clair Land Company and the Corporation of the City of Hamilton was registered on June 16th: the former party agreed to pay the entire cost of a cement curb around the park reserves and also to grade, at its own expense and to the satisfaction of the City Engineer, St. Clair Boulevard and Cumberland Avenue (Instrument #122404). The deed registered June 17th granted to the City Reserves A, B, and C on the St. Clair Boulevard, to be used exclusively and in perpetuity "for park purposes" (Instrument #122432).
5. Restrictive covenants aimed to control the physical and social character of the subdivision in a variety of ways: usually by restricting the use to residential with only one dwelling unit per lot allowed, by setting a minimum value for each house built and in some cases specifying the wall construction, and by prescribing minimum setbacks from the street for houses and sometimes also fences. For example, the following covenants were registered on the deeds to the lots on the west side of St. Clair Avenue between Main Street East and Delaware Avenue, the portion of George Rutherford's property subdivided in 1910: the lots were to be used exclusively for private dwellings, with not more than one house per lot to cost a minimum of \$3000; no porch, verandah or fence was to be closer than 15 feet from the street line and the external wall construction was to be brick and/or stone. (St. Clair Heritage District Planning Study, pp. 15-16.)

The standard minimum value set by Hamilton developers for middle to upper-middle income surveys around 1910 appears to have been \$3000, an amount sufficient to ensure the construction of well-built, good-sized homes. The developer's prime motive for 'restricting' his surveys was obviously to maximize his profits; however, these restrictions clearly also benefitted the residents by ensuring the orderly development of visually cohesive and appealing streetscapes, which in turn enhanced the individual houses and indirectly increased their market value.
6. There is no apparent explanation for the higher than minimum value set for the houses facing Delaware Avenue nor for the deeper than average setback prescribed for the houses on St. Clair Boulevard, given the existence and ample width of the park reserves. Covenants registered on the deeds to comparable surveys indicate that the standard required setback for the main facade was 20 feet (e.g. Ravenscliffe Avenue, Undermount Avenue). See above footnote for restrictions on St. Clair Avenue.
7. The physical and ethnic restrictions imposed on all building lots in Westdale are described by John C. Weaver in his article, "From Land Assembly to Social Maturity: The Suburban Life of Westdale (Hamilton), Ontario, 1911-51", Shaping the Urban Landscape :Aspects of the Canadian City-Building Process, p.333.

8. Sidewalks and curbs were approved by City Council for the west side in June 1911 (By-law No. 1148) and for the east side in May 1912 (By-law No. 1295); asphalt pavement was approved in October 1914 (By-law No. 1738). After the turn-of-the-century, the provision of paved road surfaces with concrete curbs and sidewalks rapidly replaced the dirt streets and boardwalks characteristic of Canadian towns and cities throughout most of the 1800s. In 1910, Hamilton's City Council passed a by-law to raise \$200,000 for the purpose of replacing a number of worn-out roadways in the downtown area with asphalt paving (By-law No. 913). In the new residential surveys, asphalt paving and cement sidewalks and curbs were provided in response to "sufficiently signed petitions", usually within a year or two of the survey being opened.
9. Sources of documentation for subsection 2.4:
 - City of Hamilton Assessment Rolls (owners/occupants and occupations, terms of occupancy).
 - Hamilton Public Library, Special Collections, clipping files (biographical sketches).
10. William H. Wilson, The City Beautiful Movement, p.1.
11. Nicholas Terpstra, "Local Politics and Local Planning: A Case Study of Hamilton, Ontario, 1915-1930", Urban History Review (October 1985), pp. 120-125. Naulon Cauchon, Reconnaissance Report on the Development of Hamilton, Ontario, Ottawa: 1917 (Manuscript report, Hamilton Public Library, Special Collections).
12. For background on the development of Westdale, see John C. Weaver's article: "From Land Assembly to Social Maturity: The Suburban Life of Westdale (Hamilton), Ontario, 1911-1951" (cited in following bibliography).
13. Charles B. Dodge was a member of an important Boston realty firm who invested in the cheap acreage in Hamilton's east end. This property was laid out in 1900 under the name Union Park with 295 building lots. ("Great Booms Took Place in Hamilton", Hamilton Spectator, July 15, 1926.)
14. Although Hamilton developers rarely included park reserves in their working-class surveys, most appear to have had no qualms about naming these subdivisions 'Park' or 'Park Surveys', judging by the number of this nomenclature in the City's east end working-class district (e.g. Maple Leaf Park Survey, Beaconsfield Park Survey, Landsdowne Park and Dominion Park Survey).
15. In 1913, the Mountain View Survey was advertised as a "High Class Residential District" sure to become the "future home of millionaires" and described by the Spectator in glowing terms as having large and beautifully wooded brow lots all facing the Mountain Park Boulevard. (Advertisement in Lister, Hamilton, Canada: Its History, Commerce, Industries, Resources [1913].)
16. Funk & Wagnell's Standard Dictionary of the English Language. Early Twentieth Century Edition (New York and London: Funk & Wagnell's Co., 1907).
17. William H. Wilson, The City Beautiful Movement, Chapter 10: "The Collapse of the Civic Centre Dream in Seattle", pp. 213-233.

One of the best Canadian examples of a grand civic boulevard laid out with a landscaped centre strip is Pie IX Boulevard in Maissoneuve, Quebec. This exceptionally wide (100 feet), tree-lined avenue with a 26-foot wide grassy centre island and 10-foot wide sidewalks was part of a comprehensive civic beautification scheme, largely implemented between 1910 and 1914, to transform an undistinguished 19th century industrial town into the "Garden of Montreal" through the erection of grandiose public buildings and the creation of a network of parks and boulevards. (Paul Andre Linteau, "The Development and Beautification of an Industrial City: Maisonneuve, 1883-1918", Shaping the Urban Landscape, pp. 304-320.)
18. For example, it was begun in a limited way in Winnipeg in 1896 and later extended throughout the entire city, creating 138 kilometres of boulevard planted with 20,000 trees by 1908. (Edwinna von Baeyer, Rhetoric and Roses, pp. 73-74.)

19. By-laws passed respectively in 1902 and 1903 to empower the Board of Park Management to remove decayed trees and to plant, transplant, and trim trees on municipal streets (By-law No.233) and to remove or relocate trees deemed necessary for public improvements (By-law No. 284) were amalgamated in 1910 as By-law No. 35 Respecting the Cutting, Trimming or Removal of Trees.
20. Minutes of the Municipal Council of the City of Hamilton [hereafter referred to as Council Minutes], Report of the Board of Control, January 26th, 1915.
21. Council Minutes, Report of the Works Committee, March 31st, 1925. The following year, this committee recommended that the City undertake all work of planting trees under the Tree Planting Act, upon proper petitions being presented to the City Clerk, and that the City Engineer approve the species and location of the trees requested. (Report of the Works Committee, February 23rd, 1926.)
22. Council Minutes, Report of the Works Committee, December 8th, 1925.
23. This certainly appears to have been the case with all four of the City's residential boulevards with landscaped centre strips (see sec. 2.5).
24. William H. Wilson, The City Beautiful Movement, p. 2.
25. The demise of the City Beautiful movement within a Canadian context is discussed in Walter Van Nus, "The Fate of City Beautiful Thought in Canada, 1893-1930", The Canadian City: Essays in Urban History, pp. 167-183.
26. Park Row North, originally Park Row: Union Park Survey, Registered Plan #299.
Proctor Boulevard: Boulevard Survey, Registered Plan #576.
Barnesdale Boulevard: Carrick Lodge Survey, Registered Plan #568.
27. A recommendation made by the Parks Board in 1913 to turn the centre strip into a playground would tend to support this conclusion. (Council Minutes, Report of the Works Committee, April 8th, 1913.)
28. In the case of Barnesdale Boulevard, it is recorded that City Council passed a by-law in June 1917 "to authorize the sodding, planting, maintenance and care of trees, shrubs, plants and lawn on the centre portion of Barnesdale Boulevard as a local improvement recommended upon petition". (Council Minutes, Report on Local Improvements, June 5th, 1917.)
29. The City's Works Committee recommended in 1913 that the owners of the surveys encompassing Barnesdale and Proctor be permitted to erect ornamental entrances without gates at the Main Street end of Barnesdale Boulevard and at both ends of Proctor Boulevard. (Council Minutes, Report of the Works Committee, October 14th, 1913.)
30. In 1914, City Council passed by-laws (By-law No.1705 and No. 1711) in response to a petition of the residents of Proctor Boulevard and Barnesdale Boulevard for the construction, erection, maintenance, operation and lighting of extra light equipment works (which presumably were for the lighting standards on their centre strips).
31. Information supplied by former employees of Hamilton Hydro, Herb Woods and Al Casey.

PRINCIPAL SECONDARY SOURCES FOR URBAN LANDSCAPE HISTORY

Baeyer, Edwinna von. Rhetoric and Roses: A History of Canadian Gardening, Markham, Ontario: Fitzhenry & Whiteside, 1984.
Chap. 4: "Flower Boxes on Main Street: The City Beautiful Movement".

Barnsley, Roland. Thomas B. McQuesten, Markham Ontario: Fitzhenry & Whiteside, 1987.

Linteau, Paul-Andre. "The Development and Beautification of an Industrial City: Maissonneuve, 1883-1918", Shaping the Urban Landscape: Aspects of the Canadian City-Building Process (ed. Gilbert A. Stelter and Alan F.J. Artibise), Ottawa: Carleton University Press, 1982, pp. 304-320.

St. Clair Homeowners Association and Hamilton-Wentworth Region, Planning and Development Department, St. Clair Heritage District Planning Study, 1985 (unpublished report).

Terpstra, Nicholas. "Local Politics and Local Planning: A Case Study of Hamilton, Ontario, 1915-1930", Urban History Review, Vol XIV, no 2 (October 1985).

Van Nus, Walter. "The Fate of City Beautiful Thought in Canada, 1893-1930", The Canadian City: Essays in Urban History (ed. Gilbert A. Stelter and Alan F.J. Artibise), Toronto: McClelland & Stewart, 1977, pp. 162-184.

Weaver, John C. "From Land Assembly to Social Maturity: The Suburban Life of Westdale (Hamilton), Ontario, 1911-1951", Shaping the Urban Landscape: Aspects of the Canadian City-Building Process, op. cit., pp. 321-355.

Weaver, John C. Hamilton: An Illustrated History, Toronto: John Lortimer & Company and National Museum of Man: 1982.

Wilson, William H. The City Beautiful Movement, Baltimore and London: The John Hopkins University Press, 1989.

PHOTOGRAPH AND MAP CREDITS (excluding current photographs and maps prepared by the Planning Department)

FIGURE

- 2.1 Tinted postcard postmarked 1913; private collection of St. Clair Boulevard resident, David Beland.
- 2.3 Undated aerial photograph by J. Morris, Hamilton Public Library, Special Collections.
- 2.4 Registered Plan of Subdivision #482; Hamilton Land Registry Office.
- 2.5 1898 Fire Insurance Plan (updated to 1916); City of Hamilton, Planning Department.
- 2.6 Sketch originally published in Bogue, Plan of Seattle (University of Washington Libraries, Special Collections Division); reprinted in William H. Wilson, The City Beautiful Movement (see bibliography)..
- 2.7 Line drawing originally reproduced in The Journal Royal Architectural Institute of Canada, April 1928.

Photograph of High Level Bridge: binder of photographs (ca.1931-2) showing bridge under construction and just after completion; City of Hamilton, Engineering Department.
- 2.8 Undated plan of Westdale; Hamilton Public Library, Special Collections.

1937 photograph; Hamilton Public Library, Special Collections, Frank Woods Collection.
- 2.9 Registered Plan of Subdivision #566; Hamilton Land Registry Office.

Undated photograph, Hamilton Public Library, Special Collections.
- 2.10 Registered Plan of Subdivision #299; Hamilton Land Registry Office.

- 2.12** 1936 photograph (Ravenscliffe Avenue): Superior Engravers Ltd.; Hamilton Public Library, Special Collections.
- 2.14** Royal Botanical Gardens Library.
- 2.17** Photograph (Proctor Boulevard) published in the Annual Report of the City Engineer for the Year 1916, p. 33. Bound volume of Annual Reports of the City Engineer for the Years 1916 and 1917, Hamilton Public Library, Special Collections.
- Photograph (Barnesdale Boulevard) published in the Annual Report of the City Engineer for the Year 1917, p. 25.
- 2.18** Photograph published in Hamilton: its Commerce and Industries (1933), p. 31, Hamilton Public Library, Special Collections.

3. Urban Streetscape/ Architectural Analysis

3. Urban Streetscape/ Architectural Analysis

3.1 Introduction

The following analysis examines both the general character of St. Clair Boulevard's urban streetscape and the house types and styles which define this character. The term **urban streetscape**, as used in this Background Study and Plan, refers to the two building walls, that is, the sum of buildings on both sides of the street.

St. Clair Boulevard's housing stock is typical of middle to upper-middle class residential surveys developed in Hamilton during the early twentieth century and located mainly in the city's east and west ends. The proposed District contains a mix of 1 1/2 to 2 1/2 storey dwellings, mostly built between 1910 and 1930 (figs. 3.1, 3.2 and 3.3).¹ One house type is particularly prevalent: the 2 1/2 storey, square-proportioned, hip-roofed house identified in the following stylistic analysis as the **Edwardian Four-Square** (fig. 3.1)

3.2 St. Clair Boulevard's Urban Streetscape

St. Clair Boulevard's urban streetscape is notable for its attractive and visually cohesive quality (figs. 3.2 and 3.3). Its homogenous character may be attributed to a number of factors: the close spacing of the houses (resulting from the relatively narrow lots), their consistent setback, the compatible scale, form and style of the individual houses, and the predominance of the Edwardian Four-Square. Dull uniformity is, however, avoided by the varied architectural treatment of the individual houses, no two



Fig. 3.1 The urban streetscape: houses on the east side of St. Clair Boulevard around the break between the middle and southern park reserves, showing three examples of the Edwardian Four-Square.

of which are identical, and the interspersed examples of other house types and styles.

The absence of any modern infill also contributes to the unified character of St. Clair Boulevard's urban streetscape. No lots were left vacant when the last house at #201 was built in 1942 and none of the original houses has been replaced.

The architectural integrity of the urban streetscape is also noteworthy. The individual houses have, to a large extent, retained their original features intact and where exterior alterations (to their public facades) have been made, the changes have been generally minor in nature and reversible (e.g. window replacement and porch enclosures).

Fig. 3.2: Urban Streetscape - West Side of St. Clair Boulevard

ADDRESS	DATE
170 St. Clair Blvd.	1923
174 St. Clair Blvd.	1916
178 St. Clair Blvd.	1918
182 St. Clair Blvd.	1913
186 St. Clair Blvd.	1924
190 St. Clair Blvd.	1927
194 St. Clair Blvd.	1923
198 St. Clair Blvd.	1932
202 St. Clair Blvd.	1914
206 St. Clair Blvd.	1918
210 St. Clair Blvd.	1920
214 St. Clair Blvd.	1927
216 St. Clair Blvd.	1920
220 St. Clair Blvd.	1916
224 St. Clair Blvd.	1922
228 St. Clair Blvd.	1922
230 St. Clair Blvd.	1919
234 St. Clair Blvd.	1926

Plus:
176 Delaware Ave. 1926

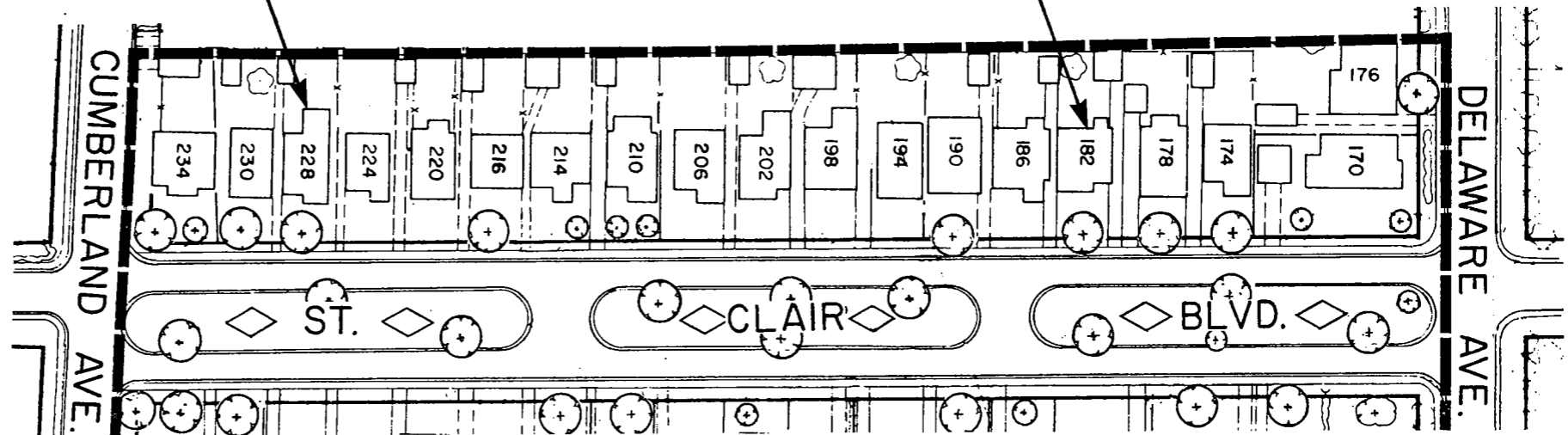
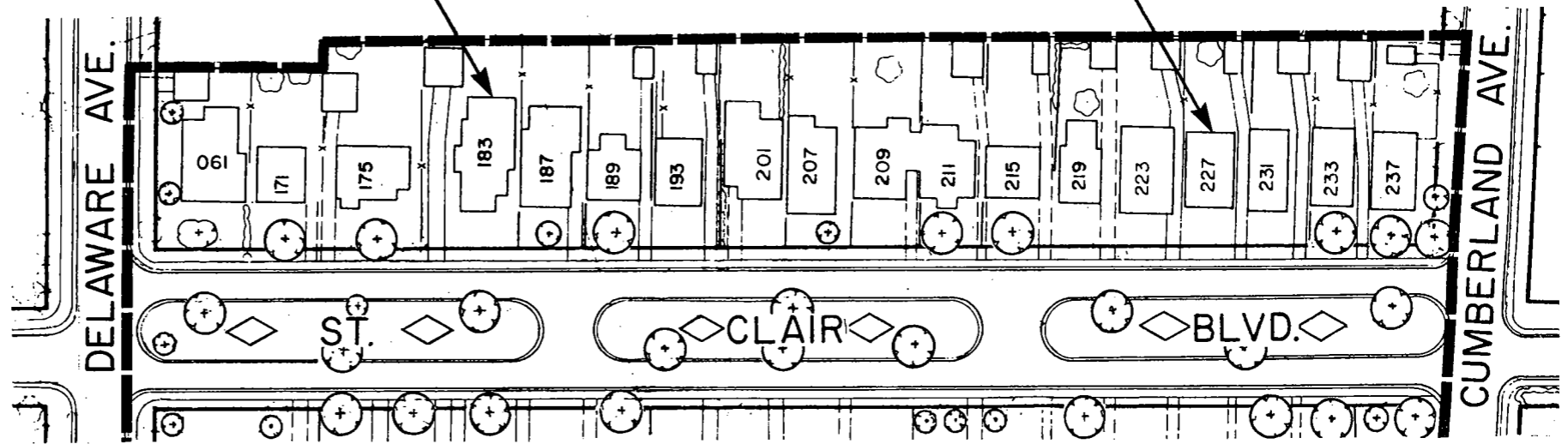


Fig. 3.3: Urban Streetscape - East Side of St. Clair Boulevard

ADDRESS	DATE
190 Delaware Ave.	1925
171 St. Clair Blvd.	1924
175 St. Clair Blvd.	1924
183 St. Clair Blvd.	1929
187 St. Clair Blvd.	1916
189 St. Clair Blvd.	1929
193 St. Clair Blvd.	1920
201 St. Clair Blvd.	1942
207 St. Clair Blvd.	1916
209 St. Clair Blvd.	1932
211 St. Clair Blvd.	1914
215 St. Clair Blvd.	1927
219 St. Clair Blvd.	1920
223 St. Clair Blvd.	1925
227 St. Clair Blvd.	1922
231 St. Clair Blvd.	1919
233 St. Clair Blvd.	1919
237 St. Clair Blvd.	1919



3.3 House Forms and Styles Represented on St. Clair Boulevard

The houses within the proposed St. Clair Boulevard HCD represent a cross-section of the most popular residential styles in Ontario during the early twentieth century. The following analysis is based largely on the architectural styles identified in the recent publication, Ontario Architecture: A Guide to Styles and Building Forms, 1784 to the present.²

The majority of the houses on St. Clair Boulevard are typical examples or variations of a house form identified here as the **Edwardian Four-Square**, which falls within the broader stylistic category of Edwardian Classicism (1900-1930).³ The second most common house form within the proposed District is the **Bungalow** (1900-1945). In addition, there are several examples of the **Colonial Revival** and **Tudor Revival** (1900-present) styles.

In the following analysis, the main identifying features of the above four styles are described, and illustrated with examples found within the proposed District. In the case of the Edwardian Four-Square and Bungalow, only a selection of typical examples and variations are illustrated individually. The remaining houses in these two categories are, however, identified on the accompanying map (fig. 3.4) and appear in the various streetscape and landscape views illustrating the Background Study and Plan.

A characteristic feature of both the Edwardian Four-Square and the Bungalow is the front porch or full-width verandah. Some of these porches and verandas retain their original open form; others have been enclosed.⁴ The latter include several early examples of enclosures (possibly dating from the 1920s or 1930s), which are the most compatible in design and construction with the original houses.

Fig. 3.4: House Types/ Styles

EDWARDIAN
FOUR-SQUARE



176, 190 Delaware Ave.
St. Clair Blvd.: 174, 178,
182, 186, 194, 202, 206, 210,
214, 216, 220, 224, 234,
187, 209, 211, 215, 223.

BUNGALOW



190, 228, 230, 193, 207,
219, 227, 231, 233, 237.

TUDOR REVIVAL

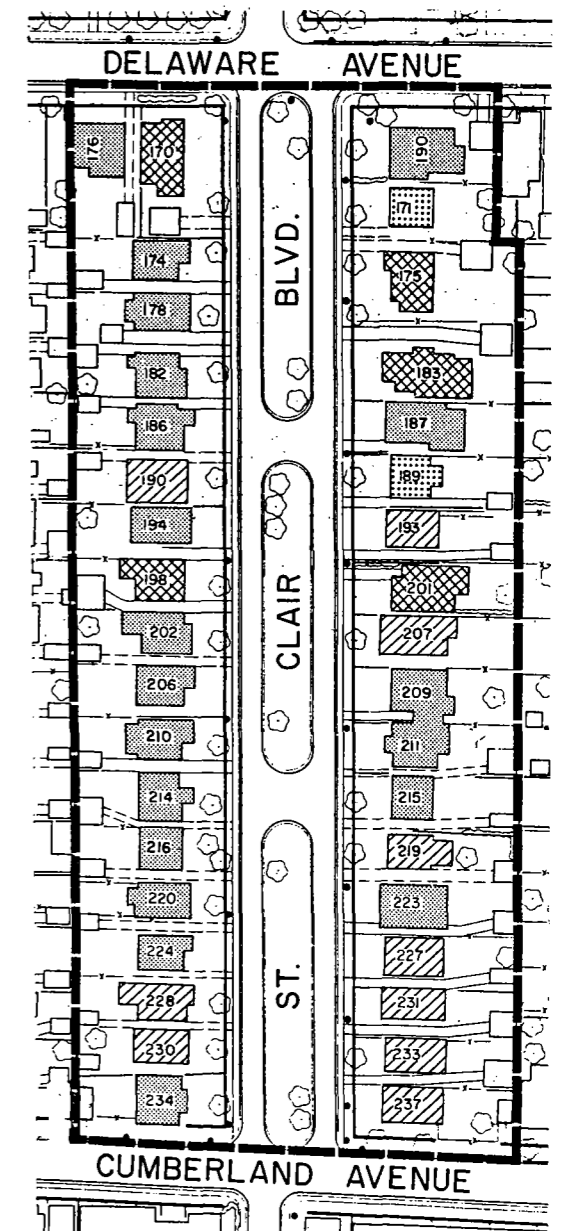


170, 198, 175, 183, 201.

COLONIAL REVIVAL



171, 189



EDWARDIAN FOUR-SQUARE

MAIN IDENTIFYING FEATURES:

- 2 1/2 storey house with a box-like shape and front-gabled roof or hip roof with dormers; brick masonry construction (typical of Ontario examples).
- entrance porch or full-width verandah with roof supported by brick masonry piers, wood half-columns on masonry pedestals or full-height wood columns.
- asymmetrical facade with side entrance; less commonly a symmetrical facade with central doorway.
- front doorway with sidelights or transom and sidelights.
- double and triple sash windows; bay windows.
- absence of applied ornamentation; revivalist detail largely restricted to classical treatment of porches and verandas.

The **Edwardian Four-Square**, the most common early twentieth century house type in Ontario, is well represented within the proposed St. Clair Boulevard HCD, where nineteen of the thirty-seven houses fall within this stylistic category (fig. 3.4). The majority feature asymmetrical facades, flared hip roofs with hip-roofed dormers, and verandas or porches. Typical versions of the Edwardian Four-Square include the first house to be erected on the Boulevard, #182 (fig. 2.4), and the two at #186 and #220 (figs. 3.5 and 3.6). Variations on this basic prototype are illustrated by the examples shown in figures 3.7 - 3.10.



Fig. 3.5

186 St. Clair Boulevard

Built in 1924.

Features a portico with full-height coupled wood columns supporting a pedimented, front-gabled roof. Also noteworthy: the wide hexagonal bay with six narrow sash windows resting on a stone base.



Fig. 3.6

220 St. Clair Boulevard

Built in 1916.

Features an upper storey bay window and full-width verandah with three sets of small coupled wood columns resting on brick pedestals.



Fig. 3.7

224 St. Clair Boulevard

Built in 1922.

Distinguishing features: a flared mansard roof and stucco wall finish.

**VARIATIONS ON THE
EDWARDIAN FOUR-SQUARE**



Fig. 3.9

234 St. Clair Boulevard

Built in 1926.

Only house of its type on St. Clair Boulevard: combines the proportions of the Edwardian Four-Square with a roofline characteristic of the Prairie style: a low-pitched hip roof with wide eaves. Also noteworthy: the triple multi-paned sash windows of the central bay and the semi-circular brick arches with decorative stone insets over the doorway and far window.



Fig. 3.8

209 St. Clair Boulevard

Built in 1932.

Late example of the Edwardian Four-Square with no porch or verandah. Features a wide hexagonal bay window and a distinctive stone-framed doorway with sidelights and an elliptical transom.



Fig. 3.10

176 Delaware Avenue

Built in 1926.

Broad three-bay symmetrical facade features an unusual entrance vestibule with a wide segmentally-arched, stone-framed doorway and an arched cornice.

BUNGALOW

MAIN IDENTIFYING FEATURES

- 1 to 1-1/2 storey house with a hip roof or gable roof often extending over a full-width verandah; brick masonry construction (typical of Ontario examples).
- roof overhang supported by masonry piers or wood half-columns on piers; verandah enclosed by a solid masonry half-wall with stone coping or a wood balustrade.
- front doorway with sidelights or transom and sidelights.
- sash windows, often double or triple with multi-paned glazing in one or both sashes.
- large shed- or gable-roofed dormers with double or triple sash windows.
- typical detailing: eave brackets and exposed rafters.

There are ten **Bungalow** style houses within the proposed District (fig. 3.5), all 1-1/2 storey, brick masonry structures, most of which have gable roofs extending over full-width verandas and large, central dormers. The typical Bungalow is well illustrated by the examples at **230** and **237** St. Clair Boulevard (figs. 3.11 - 3.12). Two variations on this basic prototype are shown in figures 3.13 and 3.14.



Fig. 3.11

237 St. Clair Boulevard

Built in **1919**.

Verandah features full-height brick end piers and a decorative wood balustrade. Large dormer has a triple sash window and truncated gable roof with eave brackets.



Fig. 3.12

230 St. Clair Boulevard

Built in **1919**.

Verandah features brick masonry piers supporting wood half-columns and a decorative wood balustrade. Original windows recently replaced.

VARIATIONS ON THE BUNGALOW



Fig. 3.13

190 St. Clair Boulevard

Built in 1927.

Features a recessed entrance porch extending half width of front facade and a triple sash dormer window with diamond-shaped panes in upper sashes. See figure 3.23 (bottom left) for detail of doorway.

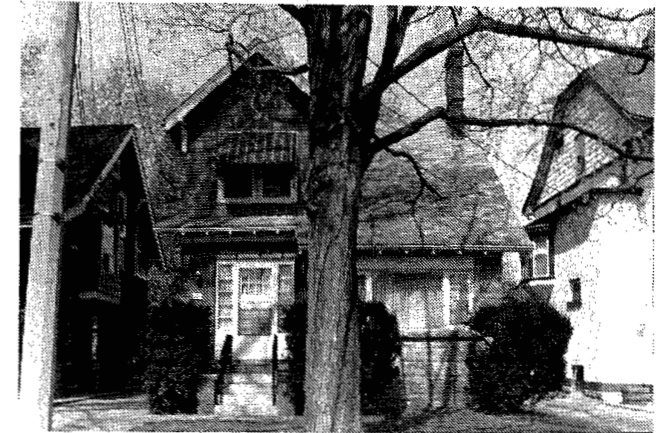


Fig. 3.14

228 St. Clair Boulevard

Built in 1922.

No verandah or porch. Features an off-centre dormer with a double sash window. Gable roof with exposed rafters extends forward over projecting square bay (stone facing and window appear to be a later alteration).

TUDOR REVIVAL

MAIN IDENTIFYING FEATURES:

- 2 or 2 1/2 storey house with a steeply-pitched gable or hip roof with cross-gables facing front facade
- brick masonry construction combined with decorative half-timbering with brick or stucco infill.
- multi-paned casement windows, often in the form of double or triple windows; bay windows with stone mullions dividing casements and transoms.
- front doorway with Tudor-arched surround, often constructed of stone.
- prominent, decorative brick chimneys.

There are two excellent examples of the **Tudor Revival** style within the proposed District: 175 and 198 St. Clair Boulevard (figs. 3.15 and 3.16), as well as several other houses which fall loosely into this category (figs. 3.17 - 3.19).



Fig. 3.15

175 St. Clair Boulevard

Built in 1929.

Features a steeply-pitched hip roof extending forward over screened entrance porch and laterally over sunroom. Also noteworthy: front gable with patterned half-timbering, leaded casement windows, a stone-framed bay window with arched openings, and a Tudor-arched, stone-framed doorway (fig. 3.23 [top]).



Fig. 3.16

198 St. Clair Boulevard

Built in 1932.

Features a gabled, half-timbered upper storey with stucco and patterned brick infill, a stone-framed bay window, a stone-framed, Tudor-arched doorway, and leaded casement windows. (Also illustrated in Blumenson's Ontario Architecture, p. 157.)

TUDOR REVIVAL VARIATIONS



Fig. 3.17

183 St. Clair Boulevard

Built in 1929.

Unique design with entrance facade turned to face driveway (north facade). Other noteworthy features:

- steeply-pitched hip roof with two tall, symmetrically balanced chimneys; roof extends over one-storey sunroom facing St. Clair Boulevard (east facade).
- (east facade) large tripartite windows with multi-paned upper sashes; shed-roofed dormer with two multi-paned casement windows.
- (north facade) central entrance pavilion with a steeply-pitched gable roof, stone-framed doorway, and a tall segmentally-arched, multi-paned window above.
- original double garage of complementary design: brick masonry structure with a steeply-pitched hip roof and hip-roofed dormer (fig. 3.22).

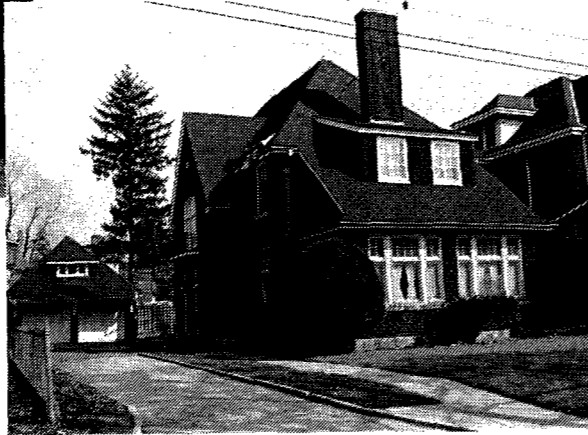


Fig. 3.18

170 St. Clair Boulevard

Built in 1923.

Only house of its type on St. Clair Boulevard: features a steeply-pitched hip roof with twin front gables extending laterally to first storey level, a symmetrical facade with a central columned entrance porch, and segmentally-arched windows. Similar in form to house at 22 Dunsmure Road (corner of Proctor Boulevard).

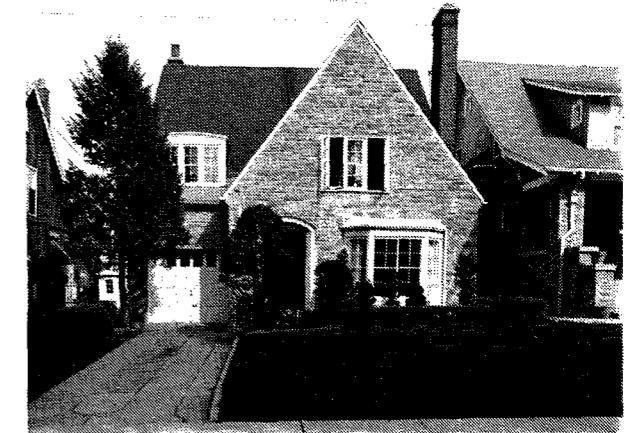


Fig. 3.19

201 St. Clair Boulevard

Built in 1942.
Architect: R.E. McDonnell, Hamilton

Last house to be built on St. Clair Boulevard: only one with original stone facade and built-in garage. Other noteworthy features: steeply-pitched front gable, triple multi-paned casement windows and similar bay window, and segmentally-arched, stone-framed doorway.



COLONIAL REVIVAL

MAIN IDENTIFYING FEATURES:

- 2 storey house with a gable roof, frequently terminated at ends by returned eaves (Classical Revival feature); brick masonry construction (typical of Ontario examples).
- symmetrical facade with centre doorway and balanced windows; less commonly an asymmetrical facade with doorway off-centre.
- accentuated front doorway, frequently with a pediment supported by pilasters or an entrance porch featuring a pedimented gable roof supported by columns (portico).
- sash windows, often double with multi-paned glazing in one or both sashes.

There are only two examples of the **Colonial Revival** style within the proposed District: 171 and 189 St. Clair Boulevard (figs. 3.20 and 3.21).



Fig. 3.20

171 St. Clair Boulevard

Built in 1924.

Asymmetrical version: features single, segmentally-arched windows with multi-paned upper sashes, and a prominent gabled portico with coupled columns and pilasters.



Fig. 3.21

189 St. Clair Boulevard

Built in 1929.

Symmetrical version: features double/ triple sash windows with multi-paned upper sashes. Bracketed entrance canopy with sloped roof terminating in flared eaves represents a variation on the typical portico.

3.4 Original Garages

A number of the houses within the proposed District still have garages dating from the early twentieth century. As the majority of upper and upper-middle income families would have owned cars by the 1920s, it is reasonable to assume that most of the houses built on St. Clair Boulevard in this decade or later would have originally had garages.

The majority of the existing garages are free-standing, wood-frame or brick masonry structures located in the rear yards. Although these garages are sympathetic in design and construction to the houses, all but two are barely visible from the street and therefore have little or no streetscape value. Two double, brick masonry garages at 183 and 211 St. Clair Boulevard (fig. 3.22), both with steeply-pitched, hip roofs and dormers, stand out as buildings of architectural interest in their own right but only the former can be seen well enough to make a positive contribution to the urban streetscape. Three other garages with some architectural and streetscape value are worthy of mention: the double, side-yard garage at 170 St. Clair Boulevard featuring a low-pitched, hip roof and dormer (fig. 5.12 [bottom]), the garage adjacent to #194 (fig. 7.3) and the only built-in garage at #201, the last house to be erected on the Boulevard (fig. 3.19).

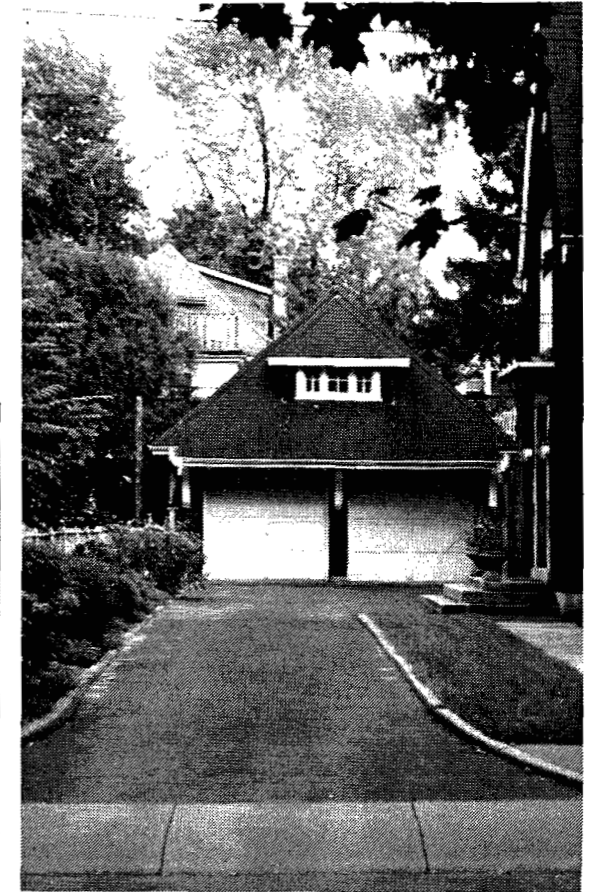


Fig. 3.22 Two rear-yard garages of architectural interest: #183 (top) and #211 (bottom), both double garages with steeply-pitched hip roofs and dormers.

3.5 Conclusion

The proposed District possesses a pleasant and visually cohesive urban streetscape, characterized by its compatible mix of early 20th century house types and styles. While the majority of the residences lack architectural distinction, they are all solidly built, well-crafted, and well-maintained houses, which have to a large extent retained their authenticity.⁵ All are worthy of preservation.

Of the original garages, only the two at 183 and 211 St. Clair Boulevard are worthy of preservation for their combined architectural and streetscape value. The others are nevertheless compatible in design with the houses and should, if feasible, be retained as functional outbuildings (i.e. garages or storage sheds) appropriate to the heritage character of the proposed District.

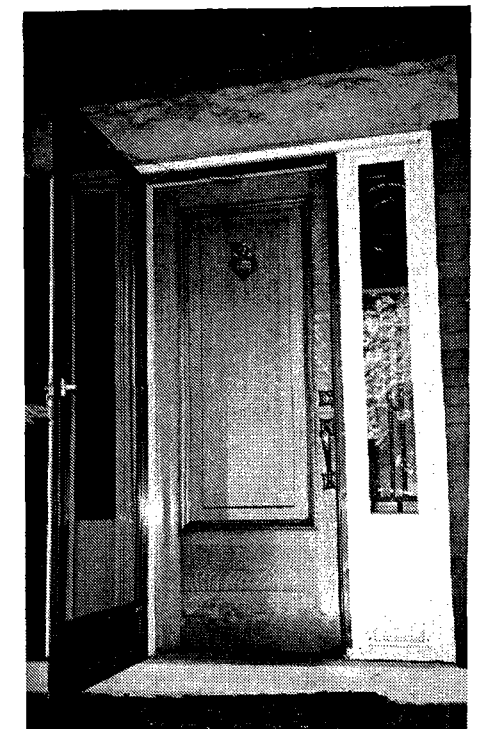
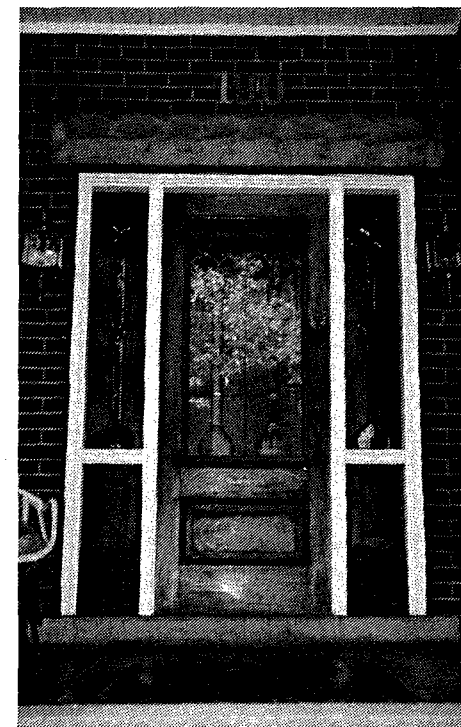


Fig. 3.23 Details of original doorways of three houses on St. Clair Boulevard.

- Top:** #175 (Tudor Revival: fig. 3.15)
View of doorway with screened porch removed.
Tudor-arched doorway featuring a wood door with decorative glazing and a cut stone surround.
- Bottom left:** #190 (Bungalow: fig. 3.13)
Glazed wood door with bevelled glass sidelights.
- Bottom right:** #194 (Edwardian Four-Square)
Solid wood door with bevelled glass sidelights.

FOOTNOTES

1. Source of dates of construction for houses, as listed in figures 3.2 and 3.3: City of Hamilton Assessment Rolls (City Hall).
2. John Blumenson, Ontario Architecture... (Fitzhenry & Whiteside, 1990).
3. The term 'Edwardian Four-Square' was borrowed from Tom Cruckshank's recent article, "Efficient, Economical Edwardians", published in the August/September 1990 issue of Renew (pp. 12-17) and is not used by Blumenson.
4. Attention should be drawn here to a relevant clause of the Zoning By-law (SEC. 18.3.vi: Supplementary Requirements), which stipulates that front verandas extending approximately the full width of a dwelling built prior to July 25th, 1940, may be enclosed provided that certain conditions are met.
5. The only house which has been significantly altered is the Edwardian Four-Square at 187 St. Clair Boulevard, the facade of which now has a stone facing and gable front (shown in streetscape view: fig. 3.3).

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4. Planning Policies and Regulations

4. Planning Policies and Regulations

4.1 Introduction

In accordance with the provisions of the Planning Act, 1983, a number of policies and regulations are already in place that guide the future development of the area encompassing St. Clair Boulevard. The **City of Hamilton Official Plan** establishes through policies and maps, how and where development can occur, while safeguarding the wealth of natural and man-made features. This document provides the general planning guidelines from which the orderly development of the City can take place. In addition, the City is divided into planning units, known as **Neighbourhoods**, which provide an administrative framework for the Official Plan and its implementation. Each **Neighbourhood Plan** recommends more specific policies and actions which carry out the objectives of the Official Plan.

The **City of Hamilton Zoning By-law** (By-law No. 6593) establishes the land use, density and building height for a specific site. It divides the City into various **Zoning Districts** (e.g. agricultural, open space, residential, commercial, industrial, etc.) and defines the uses permitted within each District. It also sets out the development standards for each permitted use (e.g. minimum lot area and yard requirements, maximum building height, parking requirements, etc.)

The Official Plan and Neighbourhood Plan policies combined with zoning controls establish the planning framework for the **St. Clair Boulevard Heritage Conservation District Plan**.

4.2 City of Hamilton Official Plan

Five subsections of the Official Plan are particularly relevant to the proposed St. Clair Boulevard Heritage Conservation District:

- C.6 Historic and Architectural Resources
- A.1 Residential Uses
- C.7 Residential Environment and Housing Policy
- A.2.9.1 Special Policy Areas: Niagara Escarpment
- C.3 Tree Planting and Landscaping

NOTE: Only policy statements indented from the text or enclosed in quotation marks indicate the exact wording of the Official Plan.

4.2.1 Subsection C.6 - Historic and Architectural Resources

This subsection supports the preservation and rehabilitation of buildings of architectural and historical value and the conservation of other historic resources. It also provides for the designation under the **Ontario Heritage Act** of individual buildings (**Part IV**) and districts (**Part V**). The preservation of an area as a **heritage conservation district** is endorsed in policy statement C.6.2. This provision is a requirement of the Ontario Heritage Act and constitutes the basis for the primary recommendation of this Plan - to designate the **St. Clair Boulevard Heritage Conservation District**.

Also relevant is policy statement C.6.5, which recognizes the problem of successfully integrating modern infill into established heritage areas:

Major development or redevelopment will not take place within, or in close proximity to, Residential areas having HISTORICAL or ARCHITECTURAL merit, where Council determines that such development or redevelopment will detract from, or indirectly impair, the character, quality, amenities, or stability of the Residential areas.

4.2.2 Subsection A.2.1 - Residential Uses

St. Clair Boulevard is designated on **Schedule "A" (Land Use Concept)** of the Official Plan as **Residential**. The primary uses permitted in areas with this designation are various types of dwellings and "land uses compatible to dwellings and deemed necessary by Council to serve the needs of local residents". This includes public parks, schools, churches and similar institutional uses, as well as limited commercial uses, subject to certain provisions. In addition, home occupations (i.e. businesses run from within the home) and medical practitioner's offices may also be permitted, likewise subject to certain provisions.

4.2.3 Subsection C.7 - Residential Environment and Housing Policy

Relevant to the proposed St. Clair Boulevard HCD is the general intent of the Official Plan "to promote a high standard of RESIDENTIAL and urban amenity." This is to be achieved by a variety of means, some of which are applicable to older residential neighbourhoods. For example, Council may undertake the improvement and maintenance of street landscaping, and the provision of advice and assistance in the improvement and maintenance of private dwellings.

It is also stated that "Council will ensure that the local RESIDENTIAL ENVIRONMENT is of a condition and variety satisfactory to meet the changing needs of area residents"; and will accordingly:

- Encourage the maintenance of RESIDENTIAL properties subject to the provisions of Subsection C.5 (Property Maintenance and Municipal Housekeeping).

NOTE: These provisions include the enforcement of the Property Standards By-law (see sec. 4.6).

- Promote the restoration and/or rehabilitation of housing structures exhibiting Architectural or Historical merit, subject to the provisions of Subsection C.6.
- Encourage the rehabilitation of dwellings as an alternative to demolition in appropriate locations and instances, having regard to the preservation and maintenance of the amenity of the Residential area.

4.2.4 Subsection A.2.9.1 - Special Policy Areas: Niagara Escarpment

In addition to the Land Use Concept, the Official Plan contains **Special Policy Areas (Schedule "B")**, which recognize the paramountcy of provincial policies affecting the Niagara Escarpment. St. Clair Boulevard is located within **Special Policy Area 1b**. The lands shown on Schedule "B" as Special Policy Area 1 lie within the recommended **Niagara Escarpment Planning Area**. It is intended that lands within Area 1b will have a minimal impact on the adjacent Escarpment (Area 1a) and will be at a scale, density and height which is compatible with the Escarpment. Policy statement 2.9.1.4 has particular relevance to the proposed St. Clair HCD:

Council will not support non-essential developments which will detract from the unique visual and scenic qualities of the brow face or base of the ESCARPMENT or lands in the immediate vicinity.

NOTE: St. Clair Boulevard is not subject to the Niagara Escarpment Commission's Development Control; hence, property owners are not required to apply to the NEC for a development permit in order to make exterior alterations or additions to their houses. (They must still, however, meet the requirements of the City of Hamilton Zoning By-law and obtain a building permit from the City's Building Department where applicable.)

4.2.5 Subsection C.3 - Landscaping and Tree Policies

This subsection contains general policies relating to both landscaping and the removal and planting of trees:

It is the intent of this Plan that the streetscape be enhanced by the retention of existing vegetation, the promotion of the widespread growth of TREES and the provision of LANDSCAPING. In general, a program of PLANTING, preservation and LANDSCAPING will be encouraged to enhance the amenity and appearance of the City.

The first policy statement (C.3.1) dealing with the impact of public works on trees is relevant to existing residential neighbourhoods:

In all public works, no TREES will be removed unnecessarily and TREES that must be removed for the purpose of public works installations will, where desirable and practicable, be replaced as soon as possible to enhance the final appearance of these installations.

4.3 St. Clair Neighbourhood Plan

The City of Hamilton is divided into geographical planning units identified as **Neighbourhoods**. The **St. Clair Neighbourhood** is one of 137 planning units, and presently one of 72 with **Neighbourhood Plans**. In accordance with subsection D2 of the Official Plan:

NEIGHBOURHOOD PLANS for the PLANNING UNITS will indicate the location of proposed Arterial, Collector and Local roads; the location of community facilities such as park areas, open spaces, and school sites; the location and extent of lands set aside for Commercial or Institutional purposes; the distribution and mix of housing of varying densities; and the location and basic design of major engineering services and public utilities.

The **St. Clair Neighbourhood Plan** comprises a land use map (fig. 4.1) accompanied by a written plan consisting of goals, objectives and proposed actions. This plan forms part of a combined report on three adjacent neighbourhoods bounded to the north by Main Street East and to the south by the brow of the escarpment: Report on Stinson, St. Clair & Blakely Neighbourhoods: Proposed Plan and Programme, (February 1973). All three Neighbourhood Plans were approved by Council, June 24, 1975.

It is the general intent of the Stinson, St. Clair and Blakely Neighbourhood Plan to preserve the predominantly residential character of this area, confining commercial uses principally to the Main Street boundary. Other objectives pertain to the proper maintenance of buildings, the upgrading of streets and sidewalks, and the relief of parking congestion on residential streets.

The Approved Plan for St. Clair Neighbourhood designates most of the neighbourhood, including St. Clair Boulevard and St. Clair Avenue, for single,

double (meaning one- and two-family) and attached housing, and low-density apartments. The St. Clair Neighbourhood represents an area of homogeneous and stable, low-density residential development whose housing stock dates primarily from the early part of this century. A large percentage of the housing stock in the Stinson, St. Clair and Blakely Neighbourhoods consists of 2 1/2 storey detached houses originally built as single-family dwellings. Over the years, however, a significant number have been converted to duplexes and triplexes. While increased intensification has occurred in a way which has not physically transformed the outward appearance of the residential area, it has resulted in a shortage of parking for residents. This, in turn, has led to an increase in front-yard parking, which is undesirable from the standpoint of its negative visual impact on residential streetscapes.

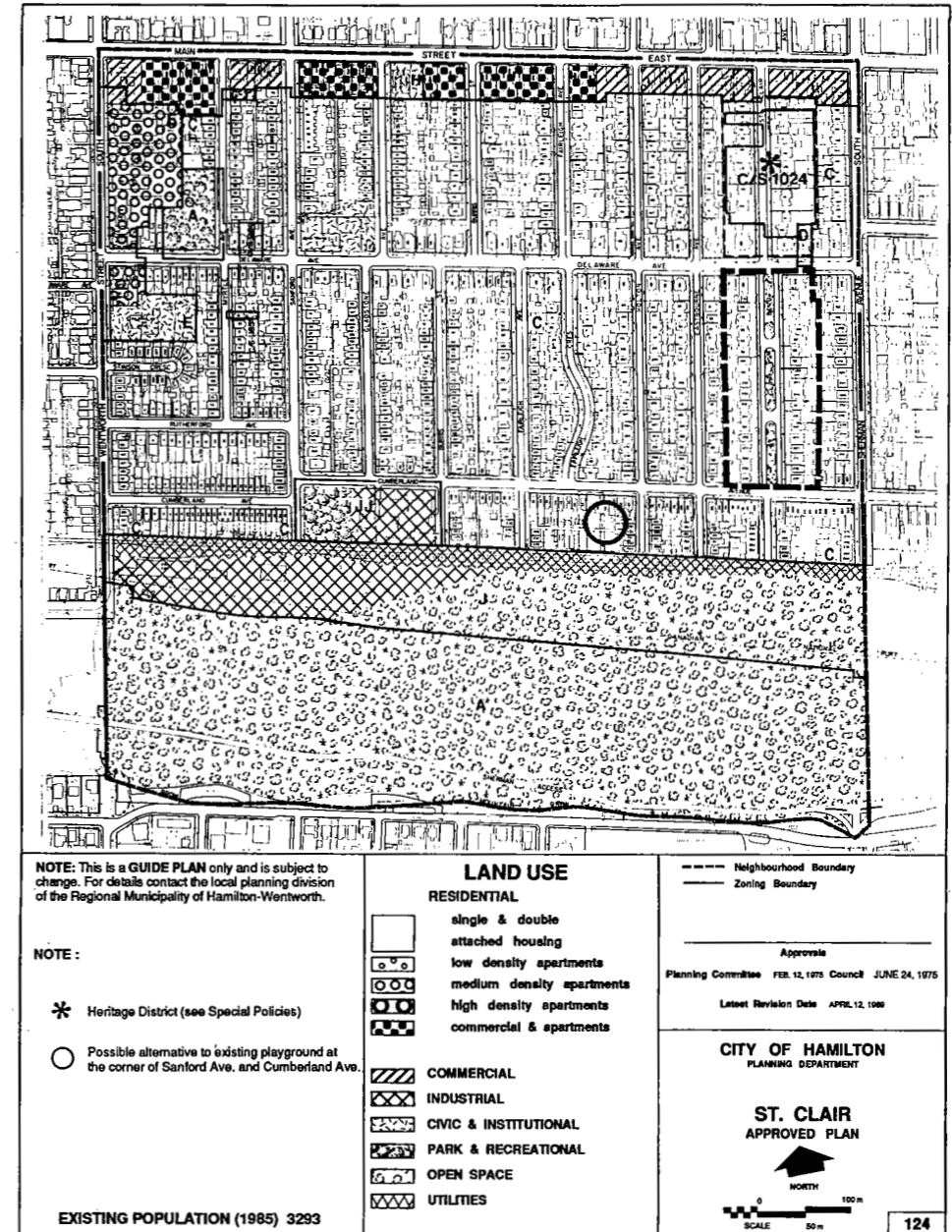


Fig. 4.1 St. Clair Neighbourhood Approved Plan, with boundaries of the proposed St. Clair Boulevard HCD superimposed.

4.4 St. Clair (Avenue) Heritage District Plan

The **St. Clair (Avenue) Heritage District** (figs. 1.1 and 4.2), approved by the Ontario Municipal Board in October 1986, is identified on the Approved Plan for the St. Clair Neighbourhood as a heritage district with special policies (fig. 4.1). These policies are outlined in the **St. Clair Heritage District Plan** (St. Clair Heritage District Planning Study, chap. 10). The following policies encourage the retention of the predominantly single-family character of the District, and accordingly, discourage duplexing:

- No new conversions to apartments [...] will be allowed.
- Front-yard parking will not be allowed in the residential area.

These policies also recognize and seek to eliminate the potentially negative visual impact of (a) required alterations and additions, such as external fire escapes, and (b) front-yard parking provided for the convenience of tenants.

NOTE: The policy on conversions was implemented in 1987 through a by-law passed by Council to prohibit the conversion of existing single-family dwellings to duplexes within the St. Clair Heritage District (By-law No. 87-187). Three existing duplexes (108, 118 and 120 St. Clair Avenue) and one residential care facility (185 Delaware Avenue) were excluded from this by-law. The properties affected are shown on the St. Clair Neighbourhood Plan as those within the area delineated and identified as C/S 1024 (fig. 4.1).



Fig. 4.2

View of west side of St. Clair Avenue looking south towards Delaware Avenue (southern boundary of the St. Clair Heritage District) and St. Clair Boulevard.

See also figure 1.1 (Plan of District and view of west side looking north towards Main Street East).

4.5 City of Hamilton Zoning By-law

Two sections of the Zoning By-law are particularly relevant to the proposed St. Clair Boulevard HCD and the concerns of its residents: SEC. 9: "C" District and SEC. 19: Converted Dwellings Requirements.

4.5.1 Section 9: "C" District

The zoning for St. Clair Neighbourhood is shown on the accompanying map (fig. 4.2). This Neighbourhood has seven Zoning Districts, but is largely zoned "C" (Urban Protected Residential). St. Clair Boulevard is entirely located in a "C" District, which provides for low-density residential development in the form of single-family dwellings and duplexes (converted single-family dwellings accommodating two families), combined with certain institutional uses.¹

Permitted uses within the "C" District include the residential, institutional, public and other uses listed below. In accordance with good conservation practice and the objectives of a heritage conservation district, both residential and non-residential uses should be accommodated within the existing structures.

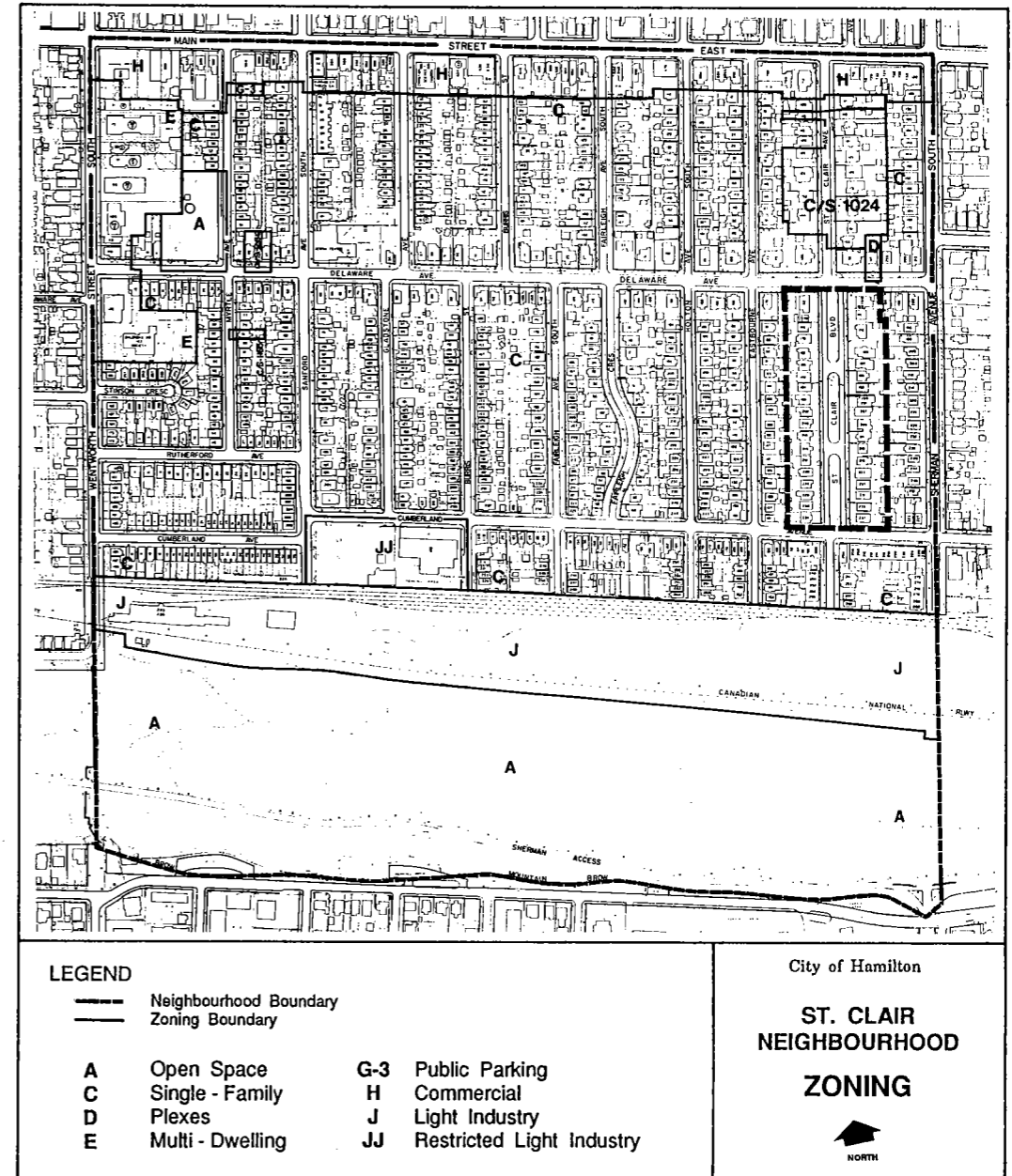


Fig. 4.3 St. Clair Neighbourhood Zoning, with boundaries of the proposed St. Clair Boulevard HCD superimposed.

Residential uses:

- a) a single-family dwelling with no more than three lodgers;
- b) a converted dwelling containing two units only and no lodgers;
- c) a foster home;
- d) a residential care facility accommodating no more than 6 residents.

NOTE: Residential care facilities must have a minimum radial separation of 180 metres (lot line to lot line) from each other.

Institutional and public uses:

- a) a day nursery for the accommodation of not more than 25 children;
- b) a school or seminary of learning, excluding a commercial or sanatorium school;
- c) a library, art gallery, museum, observatory, community centre or other such cultural, recreational or community facility;
- d) a bowling green, tennis court, playground or other such recreational use.

NOTE: In addition, a number of public uses allowed in all Zoning Districts are permitted (e.g. a church or other place of worship, a fire or police station, a hospital, an armoury, etc.)

Miscellaneous uses:

- a) a private garage or stable;
- b) a storage shed.

Height requirements: No building shall exceed 2 1/2 storeys and no structure shall exceed 11 metres. A single-family dwelling in a "C" District may be increased in height to not more than three storeys, provided that certain side and rear yard requirements are met.

4.5.2 Section 19: Converted Dwellings Requirements

In a "C" District, any single-family dwelling erected prior to July 25th, 1940 and located on a lot having an area of at least 270 square metres may be converted to a two-family dwelling, provided that each of the proposed new dwelling units has a floor area of at least 65 square metres and a number of other stipulations are met. The following stipulations relate to the physical form of the building:

- The dwelling must be structurally suitable for the proposed conversion.
- The size of the dwelling cannot be increased.
- There can be no outside stairway other than an unenclosed fire escape.
- The external appearance and character of the dwelling must be preserved.

Duplexes in existence before the passing of the Zoning By-law (July 25th, 1950), which do not meet the above requirements, are recognized as legal non-conforming uses.

It should be noted that the requirements for converted dwellings may be changed as a result of the **Housing Intensification Study**. Council has approved (June 1991) a **Housing Intensification Strategy** for the City of Hamilton, which examines increased opportunities for infill, redevelopment and conversions. Converted dwellings, one of the commonest forms of housing intensification, are presently concentrated in the older residential neighbourhoods due to the above requirements. However, the Council-approved Housing Intensification Strategy proposes to amend the Zoning By-law to permit conversions as-of-right in all residential Zoning Districts. It is anticipated that this might relieve the pressure for housing intensification through conversions in the St. Clair Neighbourhood.

4.5.3 Section 18: Supplementary Requirements - Parking

The parking requirements for residential uses permitted within a "C" District, as outlined in SEC. 18A: Parking and Loading Requirements, are as follows:

Single-family dwelling	1 space per class A dwelling unit
Two-family dwelling	1 space per class A dwelling unit
Residential care facility	1 space per three persons who may be lawfully accommodated

Except for schools, public uses are not required to provide parking.

4.5.4 Present Uses in the Proposed St. Clair Boulevard HCD

With the exception of four properties, the houses on St. Clair Boulevard are all owner-occupied, single-family dwellings. There are currently three dwellings within the proposed District, which accommodate two households (178, 202 and 227 St. Clair Boulevard), all of which are occupied by the owners. The house at 190 Delaware Avenue was converted in 1974 to a residential care facility (fig. 4.4) and, as a result of an OMB decision in 1989, was given permission for 16 residents. As there are already two other residential care facilities in the immediate vicinity at 169 and 185 Delaware Avenue, no additional facilities are permitted within the proposed District due to the 180-metre radial separation requirement.

The results of the St. Clair Boulevard HCD Survey and discussions at several meetings of the Steering Committee revealed the concerns of many of the property owners with duplexing and their desire for a more restrictive zoning which would better protect the single-family residential character of the proposed District. Duplexes were perceived to be a potential problem in two



Fig. 4.4 Residential care facility at 190 Delaware Avenue.

regards: poor maintenance standards if not owner-occupied and increased local traffic and parked vehicles.

At the time that this survey was undertaken in 1988, all of the property owners were in favour of a modification to the "C" District zoning to prohibit the conversion of any dwelling within the proposed District into a duplex, as was done for the St. Clair (Avenue) Heritage District.²

The zoning modification proposed above, however, now needs to be re-examined in the light of the **Housing Intensification Strategy**, which could alleviate many of the concerns with future duplexing in the area.

Given the number of residential care facilities in the vicinity of the proposed District, including the one at 190 Delaware Avenue, many of its residents also have some concerns with this permitted use. At a meeting of the Steering Committee, the major concern was identified as incremental increases in the number of residents accommodated, which could have a detrimental effect on the streetscape by resulting in conspicuous additions to existing houses and an increase in the amount of parking required.

Committee members agreed that while the other permitted uses within a "C" District were not particularly desirable, they would only pose a serious problem if they could not be accommodated within the existing houses or required alterations or additions of an unsympathetic nature.

4.6 Additional Planning Regulations

The two additional planning regulations described below may also be used in support of the objectives of the proposed District.

4.6.1 Property Standards By-law

The **Property Standards By-law** (By-law No. 74-74), authorized under Section 31 of the Planning Act, 1983, requires that property owners maintain and repair their buildings in accordance with these standards or remove or demolish the whole or any part of the building which does not conform. In situations where a property is purposely neglected because the owner intends to demolish the building, this by-law would only serve the interests of heritage preservation if applied in conjunction with the **Demolition Control By-law** (which applies only to residential buildings or buildings with a residential component). Otherwise the owner has the option of demolishing the building, regardless of its historical or architectural value.

4.6.2 Demolition Control By-law

The **Demolition Control By-law** (By-law No. 74-290), authorized under Section 33 of the Planning Act, 1983, applies to residential buildings throughout the City of Hamilton and allows Council to refuse a demolition permit until a building permit for a new building has been issued. The applicant must then substantially complete a new building to be erected on the site of the one proposed for demolition within a specified time limit of not less than two years. This legislation, which is intended to prevent the loss of dwelling units may indirectly serve to provide at least temporary protection for heritage buildings serving a residential use. However, the deterioration of buildings under demolition control, due to lack of maintenance, can only be prevented by enforcing the Property Standards By-law.

4.7 Conclusion

Existing planning policies and regulations all support the implementation of the St. Clair Boulevard Heritage Conservation District. Subsection C6 of the Official Plan fulfils the formal requirements for the designation of heritage conservation districts under the Ontario Heritage Act. Policy statements cited from relevant subsections encourage the preservation of older residential neighbourhoods, the conservation and rehabilitation of historic buildings, and the preservation of trees and other landscape features. In addition, the Official Plan promotes streetscape and landscape improvements to enhance the appearance of the City.

While the Official Plan currently provides for the designation of heritage conservation districts, it does not identify specific districts. This would, however, be beneficial in terms of providing guidance for redevelopment/ development proposals. It is also anticipated that the recognition of heritage conservation districts in planning documents, such as the City of Hamilton Official Plan and Approved Neighbourhood Plans³, would improve public awareness, as well as the awareness of government agencies and departments of their special character and status.

The designation of most of the St. Clair Neighbourhood for low-density residential use in the Approved Neighbourhood Plan supports the preservation of the existing housing stock while the "C" District zoning is generally supportive of the goal of preserving the single-family residential character of the proposed St. Clair Boulevard HCD. The issue of duplexing, however, merits further investigation and the implications of the recently approved Housing Intensification Strategy need to be examined more closely.

FOOTNOTES

1. This "C" District was originally zoned as a "D" District (one- and two-family dwellings with provisions for triplexes), but the zoning was changed in 1976 in accordance with the designated residential uses of the Approved Plan for St. Clair Neighbourhood (By-law No. 76-299).
2. All respondents to the survey answered affirmatively to the question: "Would you support a modification to the existing "C" District Zoning to prohibit the conversion of any dwelling within the proposed St. Clair Boulevard Heritage Conservation District?" All other homeowners, contacted by the District Steering Committee, supported this proposal.
3. Although the St. Clair Neighbourhood Plan has been amended to delineate the St. Clair (Avenue) Heritage District as a special policy area, the district is not identified by name.

5. Landscaped Open Space Analysis

5. Landscaped Open Space Analysis

5.1 Introduction

St. Clair Boulevard's greatest asset is its landscaped open space, notably the centre strip with its large mature maples. The landscaped open space, as a whole, comprises the area between the two rows of houses, which includes the three park reserves, the public roadways and sidewalks, and the private front yards (but excludes the buildings themselves). The purpose of the following analysis is to assess its overall aesthetic quality and identify its strengths and weaknesses.

Owing to the many mature trees, located both on the centre strip and the road allowances, the character of the Boulevard's landscaped open space changes dramatically from season to season. From late fall to early spring, the houses have a much more dominant presence than from late spring to early fall, when the treescape is visually dominant and many of the houses are at least partially obscured by tree foliage. When the trees are in full leaf, the urban streetscape forms a pleasant backdrop to the landscaped open space. Particular attention is given to the treescape, with emphasis on its appearance during the summer months when the tree canopies are fully developed.



Fig. 5.1 **Top:** Winter view of St. Clair Boulevard looking south-east across northern park reserve towards Delaware Avenue.

Bottom: Summer view of the Boulevard looking south along western roadway by northern park reserve.

For the purposes of this analysis, the landscaped open space is broken down into four main components:

- Entrance and terminal points (including views and vistas);
- Treescape, i.e. the sum total of trees and the tree stock perceived as a whole;
- Floorscape, i.e. the horizontal elements of the landscaped open space (e.g. grass-covered areas, flower and shrub beds, and hard-surfaced areas);
- Man-made streetscape elements, i.e., utility poles and wires, lighting fixtures, and signage.

The overall quality of this landscaped open space is, in turn, affected by vehicular traffic and parking. The impact of moving and parked vehicles on the Boulevard is therefore also examined.

References are made throughout to relevant City policies, by-laws, programs and the responsibilities of various City departments, noting that the landscaping and tree policies in the City's Official Plan have already been dealt with in Section 4.2.5 of this Background Study.

While natural features and landscaping are not regulated under Part V of the Ontario Heritage Act, the designation of a heritage conservation district provides an opportunity to preserve significant landscape features and to improve and enhance the landscaped open space. To this end, objectives, guidelines and recommended actions for improvement, based on the following analysis, are provided in the St. Clair Boulevard HCD Plan. It may be noted that the St. Clair (Avenue) Heritage District Plan includes policies dealing with the landscaped open space, such as property maintenance standards for both private and public areas and the preservation of trees and other natural features.

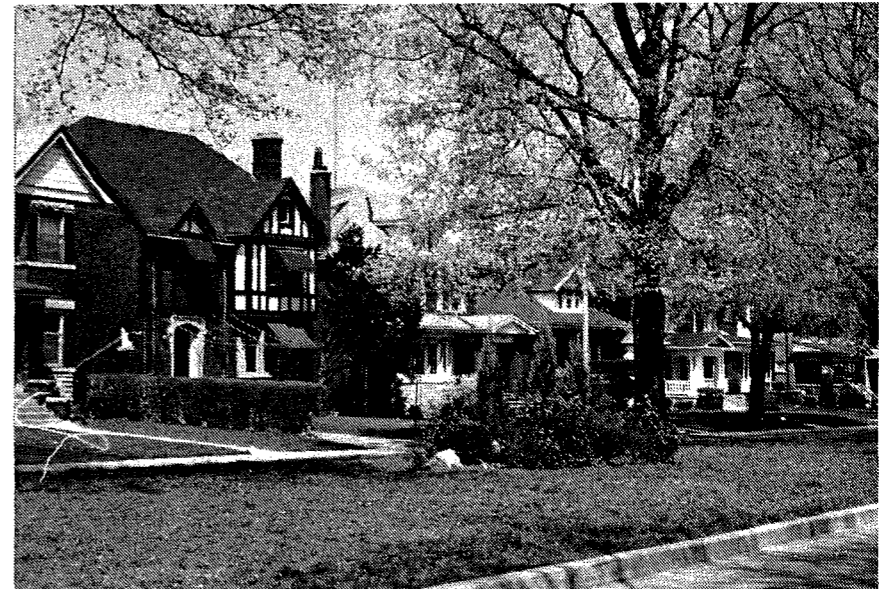


Fig. 5.2

Early spring view showing houses on west side of St. Clair Boulevard opposite middle park reserve.

5.2 Entrance and Terminal Points/ Views and Vistas

The entrance points to a heritage conservation district provide an opportunity to mark the moment of entry in a significant way and to educate the public to the importance of the district. Well-defined entrance and terminal points also help to clearly delineate its edges. These entrances and termini, in turn, may be enhanced by views and vistas from within and without the district.

The entrance and terminal points of the proposed District occur at the intersection of St. Clair Boulevard with Delaware Avenue (north end) and Cumberland Avenue (south end). As the Boulevard effectively comprises two one-way streets, there are only two points of entry and exit for vehicular traffic. Pedestrians, on the other hand, can also enter or leave the boulevard via the public sidewalks and landscaped centre strip.

The entrance and terminal points are evaluated in terms of their visual impact on the following annotated and illustrated maps (fig. 5.4 and 5.5). Views and vistas from within and without the proposed St. Clair Boulevard HCD are also identified.

NOTE: Signage at the north and south ends of the Boulevard is dealt with in section 5.5.3.

Fig. 5.3 **Top:** Approaching St. Clair Boulevard from the west on Delaware Avenue.
Bottom: View of centre strip looking directly north from Cumberland Avenue.



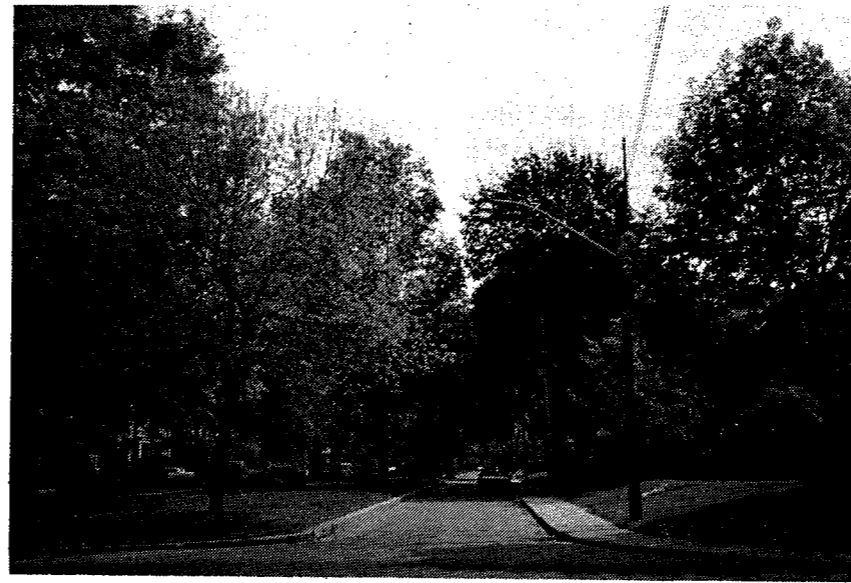
Fig. 5.4: Entrance Points/ Views and Vistas

A. Primary Entrance for Vehicles and Pedestrians at Delaware Ave. (western roadway)

Approached from Delaware Ave. or St. Clair Ave. (link between St. Clair Boulevard and Main Street East)

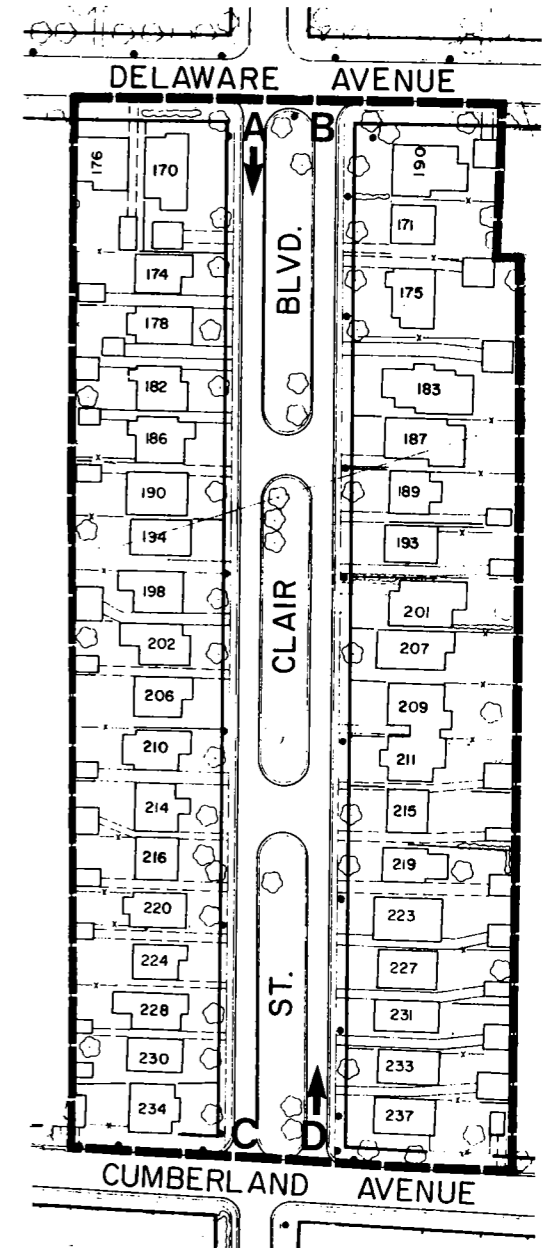
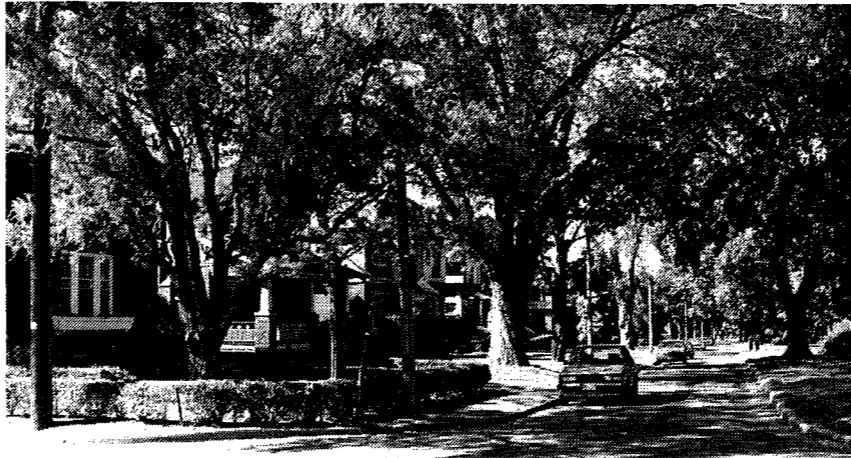
Approach from St. Clair Avenue offers a long vista of western roadway of St. Clair Boulevard, attractively framed by the tree-lined and canopied avenue.

Point of entry now poorly defined due to absence of any tree canopies but has potential to become better defined as the two relatively young trees on either side of the roadway mature; would also be more attractive if the present utility/lighting pole was rendered less conspicuous by a tree canopy.



C. Pedestrian Entrance from Cumberland Ave. (western roadway)

Less well-defined than secondary entrance (D), with only a partial tree canopy right at point of entry.



**B. Pedestrian Entrance from Delaware Ave.
(eastern roadway)**

Well-defined and much more attractive than primary entrance: dense foliage of several mature maples forms a canopy which frames the entrance and effectively hides from view a utility/lighting pole identical to the one in full view at the primary entrance.



**D. Secondary Entrance for Vehicles and
Pedestrians (eastern roadway)**

Approached almost exclusively from Cumberland Ave. (St. Clair Boulevard crosses to become a short two-way dead-end street terminating at the foot of the escarpment).

Well-defined and attractively framed by tall maples on either side of the roadway, which form an impressive canopy and reduce visual impact of utility pole at corner.

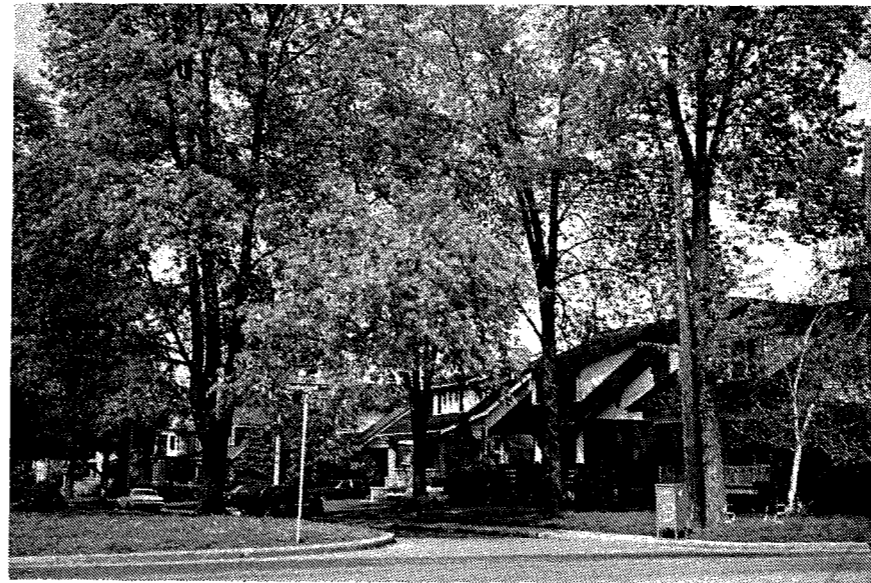
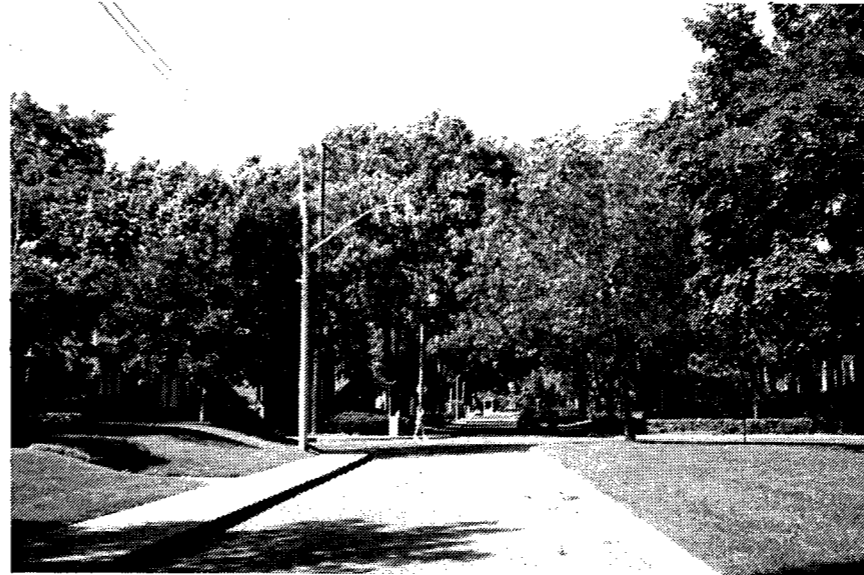


Fig. 5.5: Terminal Points/ Views and Vistas

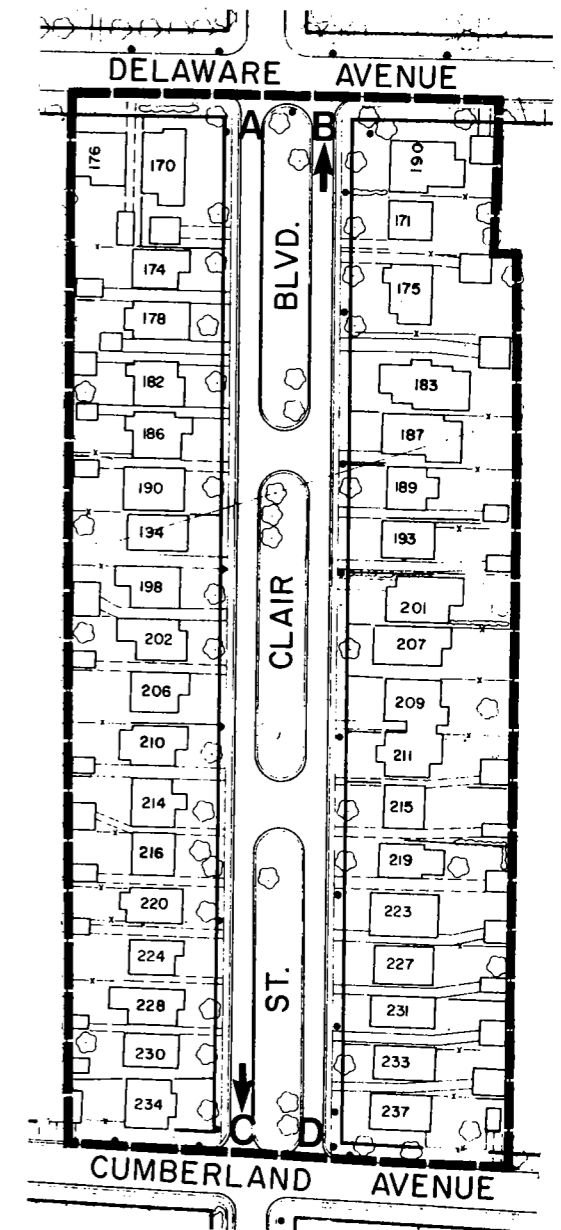
**A. Northern Terminus for Pedestrians
(western roadway)**

Pedestrians have the benefit of a long vista of St. Clair Avenue, with its tunnel-like tree canopy and clear roadway free of parked cars (daytime parking is prohibited).



**C. Southern Terminus for Vehicles and
Pedestrians (western roadway)**

Major terminus in terms of traffic use and also the most scenic, offering a full view of the escarpment which opens up as one emerges from the tree canopy around the mid-point of the last park reserve.



B. Northern Terminus for Vehicles and Pedestrians (eastern roadway)

Well-defined by tree canopy with a pleasant view of the large Colonial Revival house and its garden at corner of St. Clair Avenue (positive quality but lacks dramatic impact of the southern termini, with their escarpment views).



D. Southern Terminus for Pedestrians (eastern roadway)

Well-defined by tree canopy and enhanced by escarpment vista and view.

In summary, the entrance and terminal points of the proposed District are best defined during the summer months when the merging foliage of the mature trees creates a canopy effect over the roadways. Only the primary entrance (and pedestrian terminus) at Delaware Avenue lacks definition due to the absence of any tree canopy. Remedial measures may not, however, be necessary as there are already two relatively young trees with the potential to form a canopy as they mature. Most of the entrance and terminal points are enhanced by views, notably at the south end, where the vistas and views of the escarpment visually extend the landscaped open space.

5.3 The Treescape

5.3.1 Introduction

From an urban design standpoint, trees constitute a living building material which may be used to define and enclose open spaces, create spatial rhythms, regulate light, and impose a sense of scale which either complements or contrasts with the buildings and other elements of the built environment.

The value of trees on our residential streets cannot be overestimated. Trees are not only important for their aesthetic value to the urban landscape; they also affect a city's air quality, water control, soil erosion, wildlife existence and climate. A treed neighbourhood will be cooler in summer than a barren one: trees not only provide shade; they also absorb the sun's heat through the process of photosynthesis, which purifies the air by replacing carbon dioxide with oxygen (thereby controlling air polluting gases). In addition, trees control wind and water erosion, absorb noise, collect dust, and act as windbreaks.¹ Given the aesthetic value and climate modifying properties of trees, it is evident that St. Clair Boulevard's stock of mature trees is a particularly valuable asset.

The term **treescape** has been adopted in this study to refer to the sum total of trees within the proposed District and the tree stock perceived as a whole. The term **tree canopy** refers to the umbrella effect created by the foliage of overhanging branches and the natural arches created by the merging foliage of trees on either side of a roadway.

5.3.2 Tree Canopies

As the treescape of St. Clair Boulevard has matured over the last sixty years, some impressive canopies have formed overhead. These tree canopies are now a distinctive feature of the treescape, and one of the Boulevard's greatest assets. They do not, however, achieve the ideal continuous canopy characteristic of the full-fledged City Beautiful boulevard, with its uniform rows of trees planted equidistant apart. Instead, individual trees and isolated groupings of trees form canopies over certain sections of the roadway, leaving some noticeable gaps in between. Residents within the proposed District have indicated a strong interest in improving the canopy effect by means of suitable in-fill tree plantings.

The best developed tree canopies over the roadways occur at the north and south entrance points on the east side of the boulevard. The most noticeable gaps occur at the major entrance to St. Clair Boulevard (western roadway at Delaware Avenue) and around the two breaks in the centre strip. These gaps may be filled as existing trees mature or by planting new trees on the road allowances in front of houses presently lacking shade trees. The following annotated map (fig. 5.6) provides an assessment of the tree canopies.

Fig. 5.6: Tree Canopies

Presently a gap but two semi-mature trees have potential to form a canopy as they mature, thereby framing and drawing attention to the Boulevard's major entrance (fig. 5.4-A).

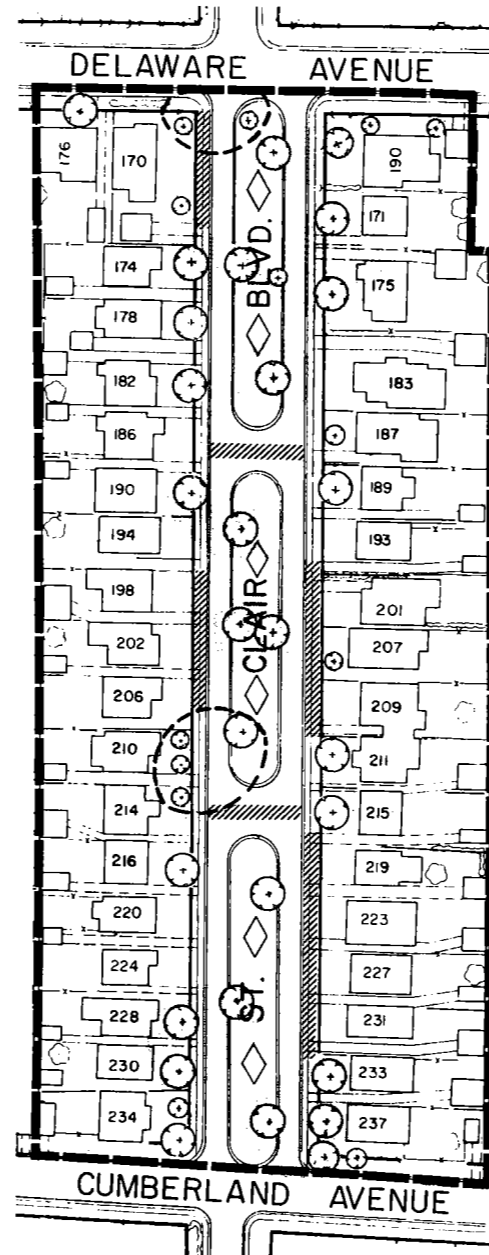
Good canopy formed by two mature maples (below).



Noticeable gaps around two breaks in centre strip, due to connecting roadways and absence of trees in front yards of adjacent houses.

Gap along western roadway running from 198 to 224 St. Clair Boulevard (fig. 5.7 [top]).

Good canopy formed by three maples; but due to setback from Cumberland Ave., it does not define entrance as well as opposite canopy over eastern roadway (fig. 5.4-C).



Excellent canopy effect over section of eastern roadway adjacent to northern park reserve: canopies formed by two maples at entrance (fig. 5.4-B), three mature maples around the mid-point and the exceedingly broad foliage of large Norway Maple at south end of park reserve (below).



EXISTING CANOPY

POTENTIAL CANOPY

GAP



Excellent canopy formed by four maples, which frames the secondary entrance from Cumberland Avenue (fig. 5.4-D).

5.3.3 Tree Identification and Evaluation

Emphasis is placed here on the deciduous trees which contribute or will contribute in future years to the desired canopy effect. The following tree plan (fig. 5.8) indicates the location and species of the deciduous trees located on public property (centre strip and road allowances). In addition, comments on the condition and appearance of selected illustrated trees are provided (figs. 5.7 - 5.10).

Centre Strip

The most remarkable feature of St. Clair Boulevard's treescape is the preponderance of mature Norway Maples, characterized by their broad, round and extremely dense foliage, which forms an almost continuous canopy over the centre strip (figs. 5.7 [bottom] and 5.8). Moreover, they impart to the treescape of the centre strip a visually cohesive quality, which is also a strong asset.

Nine of the twelve trees on the three park reserves are Norway Maples; and only the northern reserve contains any other species. These Norway Maples, all in excellent condition, include several splendid specimens with lush foliage and exceedingly broad canopies, the largest of which are estimated to be about sixty years old. At the height of summer, they transform the centre strip into a shady, protected area, providing welcome relief from the heat, and constitute the focal point of the entire landscaped open space. As such, these Norway Maples are a vital component of the proposed St. Clair Boulevard HCD and should be treated with the utmost care and respect.



Fig. 5.7

Top: Gap in treescape on western roadway; view looking north from Norway Maple at south end of northern park reserve (bottom illustration).

Bottom: Healthy and attractive Norway Maple at south end of middle park reserve; characterized by its full, dense foliage.

Fig. 5.8: Tree Location and Species Plan

NOTE: Only deciduous trees on City-owned property (park reserves and road allowances) are shown on this plan.

MATURE TREES



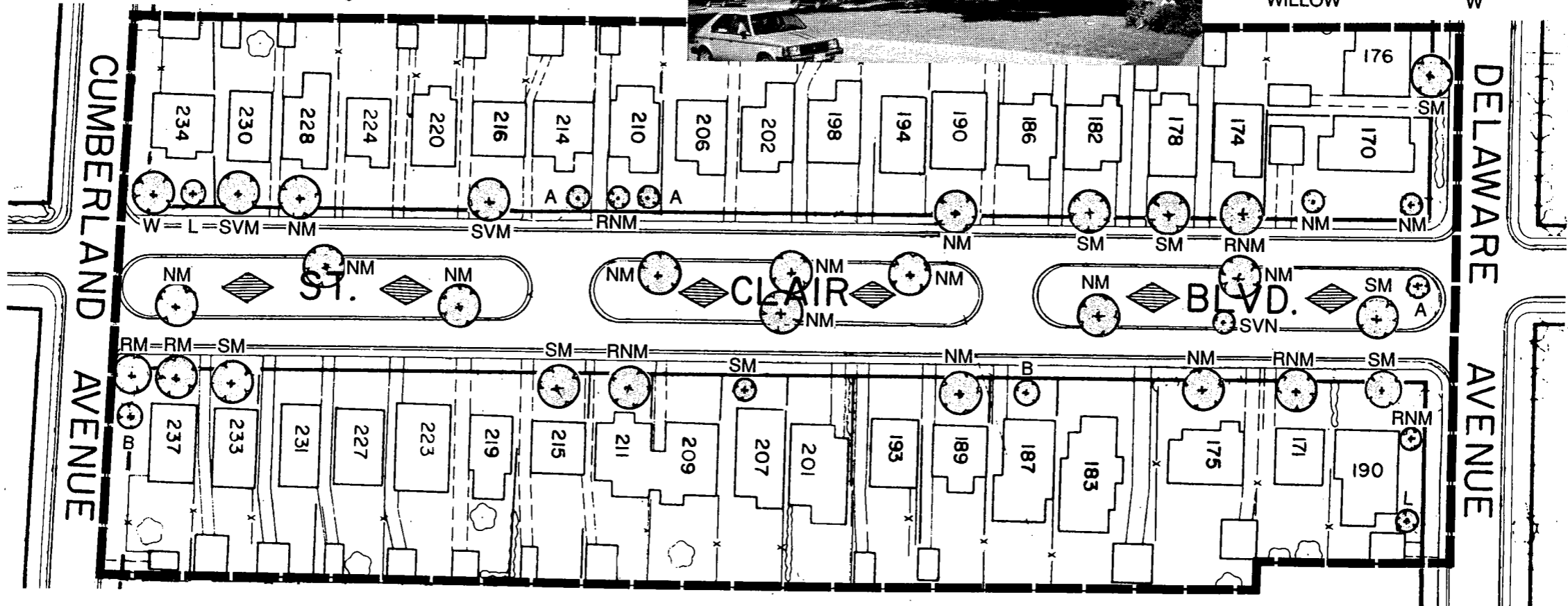
YOUNG/ SEMI-MATURE TREES



SHRUB BEDS



ASH	A
BIRCH	B
LOCUST	L
MAPLE	M
Norway Maple	NM
Red NM	RNM
Sugar Maple	SM
Silver Maple	SVM
Red Maple	RM
WILLOW	W



As the life expectancy of the Norway Maple is only 55 to 75 years, it is important that their condition be carefully monitored so that new trees could be planted before any of the existing trees die and have to be removed. In this way, the continuity of the treescape and canopy effect along the centre strip will be preserved.

Road Allowances

The stock of front yard trees consists of the trees within the City's road allowances and between the property lines and building facades. The deciduous trees located within the road allowances or on the property lines are mostly mature maples, the majority being Norway Maples (other species identified on tree plan), with several birches, ashes, and locusts as well as one willow. With the exception of several maples, these trees appear to be in generally good condition. Noteworthy for their size and aesthetic appeal are the Norway Maples at 174, 175 and 211 St. Clair Boulevard (fig. 5.9); and the very large Silver Maple with its long arched branches (#230) and two tall Red Maples (#237) at the south end of the Boulevard. Four maples (#178, #190, #215 and #216) appear to be in only fair condition and may eventually have to be removed.

There are also a relatively small number of coniferous trees, including various species of spruce, pine and cedar, mostly located on private property. These evergreens provide a pleasing contrast to the large shade trees in summer as well as year-round greenery, which provides welcome relief from the bare-limbed deciduous treescape in winter.

The requirement for overhead utilities to remain clear has taken its toll on many of the City's street trees, at least in terms of their aesthetic form (fig. 5.10). Drastic trimming is usually necessary to ensure adequate clearance for four or five years, the length of time between scheduled inspection and



Fig. 5.9

Left: Healthy and very attractive Red Norway Maple at 211 St. Clair Boulevard; characterized by its full, dense foliage and red-tinted leaves.

Right: Norway Maple at 189 St. Clair Boulevard; now healthy but somewhat misshapen due to drastic pruning carried out about ten years ago to save tree from dying.

trimming under the present grid system.² Fortunately, however, the negative visual impact of this practice on St. Clair Boulevard's treescape is minimal, due in part to the merging canopies of the trees on the centre strip, which have not been subjected to such trimming.

5.3.4 The City's Horticultural Policies and By-law Regulations for Trees on Public Property

While the protection of trees is not currently possible under the provisions of Part V of the Ontario Heritage Act, Section 313 of the Municipal Act does enable municipal councils to pass by-laws for preserving trees, regulating the planting and removal of trees, and prohibiting the injury or destruction of trees as well as the planting of unsuitable species.

In the City of Hamilton, policies and regulations pertaining to the care, planting, removal and trimming of public trees are currently found in the City's **Horticultural Policies** (1987) and **Streets By-law** (86-77). Presently under consideration is a separate **By-law Respecting Trees** (92-), which, if approved, would introduce tighter controls to provide better protection for trees on City-owned public lands.³

The proposed by-law would include provisions to protect public trees from injury due to construction, excavation or demolition on public or private property and would require that a permit be obtained to remove a public tree for the purposes of construction or excavation. Road widening may also result in the removal of street trees or cause considerable harm to their root systems, thereby leading ultimately to their death and removal. The widening of St. Clair Boulevard's roadways is not recommended for this reason (and also because it is desirable to preserve the existing original street layout).⁴



Fig. 5.10

Effect on trees of trimming for utility line clearance.

Left: Drastically trimmed tree on north side of Delaware Avenue just east of St. Clair Boulevard.

Right: Sugar Maple at 178 St. Clair Boulevard with some of lower limbs removed.

The City's **Horticultural Policies** (1987) establish the type and level of service provided for trees on City property, including parks, boulevards and road allowances. The sections most relevant to the proposed St. Clair Boulevard HCD are summarized in APPENDIX B.

5.3.5 The City's Tree Maintenance Procedures and Planting Program

Park and street trees on City property are maintained by the Horticulture - Forestry Section of the Parks Division (Public Works Department). Routine maintenance procedures include inspection, trimming, and the removal of hazardous or dying trees. Tree maintenance is accomplished by means of a **grid system**, whereby the trees within each grid are inspected and trimmed once every four to five years.⁵

The City of Hamilton's **Street Tree Planting Program** is a voluntary program offering homeowners over thirty suitable species of deciduous shade or ornamental trees (including several varieties of Norway Maple). Any homeowner is entitled to have one tree (or more if the house is on a corner lot) planted at the City's expense on the road allowance adjacent to his property, provided that certain conditions can be met. Guidelines, procedures, and responsibilities are outlined in an illustrated catalogue of available species: Hamilton's Park and Street Tree Planting Guide (available for consultation in the Public Works Department) and are summarized in a brief description of the program accompanying the **Application for Tree Planting** (included as APPENDIX C).

In addition, the owner of an abutting property may request an inspection to determine if a new tree could be safely planted before it becomes necessary to remove a diseased or dying tree. Tree removal is not, however, automatically followed by tree replacement. If a public tree is removed by

the City for any reason, the onus is on the property owner to apply for the planting of a new tree through the City's Street Tree Planting Program.

5.3.6 A Tree Management Program for the St. Clair Boulevard HCD

The preservation and replenishment of St. Clair Boulevard's tree stock is regarded by the residents as an important issue to be addressed in the District Plan. Virtually all of the respondents to the HCD Survey indicated that they were in favour of the implementation of a tree planting program which would ensure the survival of a mature stand of trees and enhance the treescape by creating a more continuous canopy effect over the roadways. The majority also expressed willingness to choose from a **list of compatible species** drawn up specifically for the proposed District, provided that such a restriction would apply only to trees planted within the road allowances and not on private property. The intent of such a list would be to enhance the existing treescape by planting visually compatible trees whose foliage would form good canopies.

Given the valuable stock of mature trees on the centre strip and road allowances of St. Clair Boulevard as well as the residents' interest in enhancing this treescape, the proposed heritage conservation district offers an excellent opportunity to introduce on a small scale a more 'pro-active' approach to urban tree preservation and planting. For example, tree removal could wherever possible be preceded by the advance planting of young trees (of appropriate species) in order to mitigate later tree loss; trees could be planted to fill in noticeable gaps in the treescape and create a more continuous canopy effect; and a policy of replacing a City tree removed for safety, construction or any other reason could be established for the proposed District.

5.3.7 Conclusion

St. Clair Boulevard ranks as one of the finest tree-lined streets in the City, due to the number of mature deciduous trees, its tree canopies, and the size and aesthetic appeal of the large Norway Maples on its centre strip. The Boulevard's treescape is therefore a valuable asset to be preserved and respected.

Concerns expressed by the residents relate primarily to the gaps in the treescape (and the corresponding lack of continuity in the tree canopies) and the adverse effect of trimming on the shape of the individual trees and the appearance of the treescape as a whole. These concerns could be addressed through a custom-tailored tree management program for the trees on public property within the proposed District. Such a program would aim to preserve and enhance the treescape and canopies, ensure the on-going replenishment of the tree stock and provide the optimum level of care for the trees.

5.4 The Floorscape

5.4.1 Introduction

The term **floorscape** has been adopted in this study to refer collectively to the flat surfaces and low landscape features of the open space between the houses on either side of St. Clair Boulevard. This floorscape includes the landscaped centre strip (the three park reserves), longitudinal and connecting roadways, private driveways, sidewalks (public and private), and front- and side-yard (corner properties) gardens. The floorscape, as a whole, has a fairly regular plan due to the identical shape, size and landscape treatment of the three park reserves. Significantly, the park reserves have been preserved in their original form, as shown on the Plan of St. Clair Park Survey (cover illustration).

The floorscape comprises both hard and soft landscaping. The hard-surfaced areas may be identified as the roadways, driveways, curbs, and sidewalks; and the soft-surfaced areas as those covered with grass, shrub and flower beds, and other plantings. While there are approximately equal areas of hard and soft landscaping, the latter is visually dominant due to the narrowness of the single-lane roadways, the generous width of the centre strip and the relatively deep front yards, with their narrow driveways. This creates an overall impression of a predominantly green floorscape.

Fig. 5.11 Landscaping of centre strip.

Top: Southern park reserve looking south towards the escarpment

Bottom: northern park reserve looking south.



5.4.2 Hard-Surfaced Areas

The hard-surfaced areas encompass the public roadways and adjacent sidewalks (owned and maintained by the City) and the private driveways and sidewalks. The City's asphalt-surfaced roadways and concrete sidewalks appear to be in good condition, and were, in fact, rated by the Engineering Department as being in very good condition when last inspected (within the past three years). The private sidewalks, all of which are the standard concrete type, except for two made of interlocking brick (#175 and #207), are also in good condition. The majority of the driveways are now surfaced with asphalt; in addition, there are two interlocking brick (#175 and #207) and several original (or early) concrete paving stone driveways (fig. 5.12). The condition of the driveways is more variable and some of the older concrete paving stone driveways may soon need to be replaced.

The hard-surfaced components of the floorscape are, for the most part, perceived as neutral elements which neither enhance nor detract from the overall appearance of the landscaped open space. The two combined interlocking brick sidewalks and driveways identified above make a more positive visual impression and add variety to the hard-surfaced areas; it should, however, be recognized that interlocking brick is not an historically authentic material. In the event that existing driveway surfaces are replaced, consideration might be given to concrete paving stone or one of the new forms of decorative concrete consisting of poured-in-place, imprinted concrete slab, such as "Impressed Concrete".⁶

Fig. 5.12 Existing driveway surfaces.

Top: One of two interlocking brick driveways and sidewalks (175 St. Clair Boulevard).

Bottom: One of the older concrete driveways, which is still in relatively good condition (170 St. Clair Boulevard).



5.4.3 Soft-Surfaced Areas

The soft-surfaced areas comprise the front gardens of the individual houses and the three City-owned and maintained park reserves forming the landscaped centre strip.

Overall, the residential landscaping forms a neatly ordered, varied and attractive floorscape. The majority of the front yards are very well cared for with manicured lawns, foundation beds displaying a variety of shrubs and flowers, and in a few cases, low hedges (fig. 5.13).

The floorscape of each of the three park reserves consists of grass cover punctuated by two long diamond-shaped rockery shrub beds (figs. 5.8 and 5.11). Owing to the uniform landscape treatment of each reserve and the monochromatic green grass and shrubs, this floorscape lacks the variety and aesthetic appeal of the front gardens. The perennial shrub beds planted with various deciduous and coniferous shrubs nevertheless add some visual interest to the centre strip. Though less colourful than the flower beds which they replaced, these shrub beds are much more practical, in that they withstand abuse, discourage the use of the centre strip as a playing field, and require considerably less maintenance.

The results of the St. Clair Boulevard HCD Survey indicated that the majority of the respondents would like to see flowering plants re-introduced (if they could be properly maintained), possibly around the existing shrub beds where they would be somewhat better protected. It should be noted that annuals were planted in the summers of 1990 and 1991 but without great success as they need frequent watering and many varieties will not thrive in heavy shade (a condition created by the centre strip's dense-foliaged Norway Maples). A more practical solution might therefore be shrub beds consisting of variegated and/or flowering species, possibly with perennial borders (using drought- and



Fig. 5.13 Front yard landscaping at 190 and 194 St. Clair Boulevard.

shade-tolerant varieties). The choice of shrub species requiring minimal pruning would also cut down on maintenance costs.

In the event that the landscaping of the centre strip is significantly altered, consideration might then also be given to the introduction of plant material and beds found in City parks dating from the early 20th century, notably the nearby Gage Park (for which the original landscaping plan and lists of plant materials exist).

Although no original landscaping plan for St. Clair Boulevard has come to light (if indeed there ever was one), any future plan to alter the existing landscape treatment or add new elements should still respect the Boulevard's layout (especially the three wide park reserves) and treescape; and also the special heritage character of the landscaped open space and two rows of houses, as a whole.

It is worth noting that the centre strip of St. Clair Boulevard is categorized by the City as a passive neighbourhood park, that is, one in which the emphasis is on developed natural and landscaped areas, with provision for passive recreational uses, such as walking and sitting, and possibly unorganized activities. The latter could entail the construction of pathways and the addition of benches and litter bins (as recommended, for example, in the Parks and Outdoor Recreation Landscape and Facilities Study⁷). Any proposal to add such amenities to the park reserves of St. Clair Boulevard, would, however, need to be carefully evaluated in terms of the types of man-made elements appropriate to a heritage conservation district, and more specifically, an early twentieth century residential boulevard. In addition, the residents' own views and concerns regarding the desirable and undesirable uses of this landscaped open space should be taken into account.⁸

The majority of the survey respondents expressed some dissatisfaction with the level of maintenance of the centre strip, their main concerns being that the grass was not cut often enough, the weeds were not controlled⁹, and the shrub beds needed better care (i.e. more frequent pruning and weeding). It should be noted, however, that some improvements have been observed over the past two summers in terms of shrub pruning and grass cutting.¹⁰ The current level of maintenance, is considered by the Parks Division to be adequate, given budget restraints and the small size and limited potential of the park reserves as recreational open space.¹¹

5.4.4 Conclusion

The condition and appearance of the floorscape is, on the whole, satisfactory. The public roadways and sidewalks are in good condition, as are most of the private driveways and sidewalks. In the event that the latter are replaced, the choice of new materials should be in keeping with the heritage character of the buildings and District, as a whole.

The layout of St. Clair Boulevard, with its three park reserves, constitutes a distinctive heritage feature, which should be preserved in its existing original form. The visual predominance of the soft landscaping, that is, the park reserves and private gardens, is also a strong asset. The front yards are well-maintained and attractive while the park reserves are adequately landscaped and maintained. Nevertheless, in view of the high standard set by the homeowners at large with respect to the maintenance and landscaping of their own front gardens and the higher profile which St. Clair Boulevard will gain once designated, consideration should be given to upgrading the maintenance of the three park reserves and improving their landscape treatment. This would serve both to enhance the overall appearance of the landscaped open space and recognize the special status of the St. Clair Boulevard Heritage Conservation District.

5.5 Man-Made Streetscape Elements

5.5.1 Introduction

The man-made streetscape elements on St. Clair Boulevard fall into two categories: public utilities and signage, and are typical of those found on residential streets throughout the City. The dominant elements on the Boulevard are the concrete utility poles, which serve the dual function of carrying overhead wires and supporting street lighting fixtures. Signage takes the form of traffic, street, and park signs, either supported by free-standing poles or attached to existing utility poles.

5.5.2 Utility Poles and Lighting Standards

There are a total of eighteen concrete utility poles within the boundaries of the proposed District, eleven of which double as lighting standards (fig. 5.14).¹² Those in full view detract to some extent from the landscaped open space but, fortunately, over half are fully or partially camouflaged by tree foliage, and are therefore much less noticeable. The difference is particularly well illustrated by the entrances from Delaware Avenue, where the lighting standard between the first two houses on the east side is almost entirely hidden from view by a well-formed tree canopy (fig. 5.4-B) and the one at the corner on the west side is fully exposed (fig. 5.4-A).

The visual obtrusiveness of the exposed lighting standards and utility poles would be diminished over time if deciduous trees were planted nearby. However, this would have the disadvantage of dimming the luminaires, thereby further reducing the overall lighting level along the Boulevard. A preferable solution, from both an aesthetic and lighting standpoint, would be to replace the existing utility/ lighting poles with ones that would complement the early twentieth century residential architecture and enhance the overall appearance of the landscaped open space.¹³

Any proposed heritage lighting would have to meet the dual criteria of historical authenticity or appropriateness and capacity to provide adequate illumination. As the latter criterion could not be met by erecting exact replicas of the original cluster globes in their original location (three down the middle of each park reserve)¹⁴, a more practical solution would have to be found. Street lamps of identical or similar design to the original ones (fig. 2.17) might be erected at each end of the centre strip, where they would primarily serve an ornamental function and would also mark the north and south entrances to the St. Clair Boulevard HCD. In addition, cast-iron poles with acorn globes (figs. 2.7 and 5.14 [right]) could be erected along each sidewalk, where they would both enhance and effectively illuminate the roadways. Moreover, the luminaires would not be dimmed by tree foliage, as is the case with the present lighting.

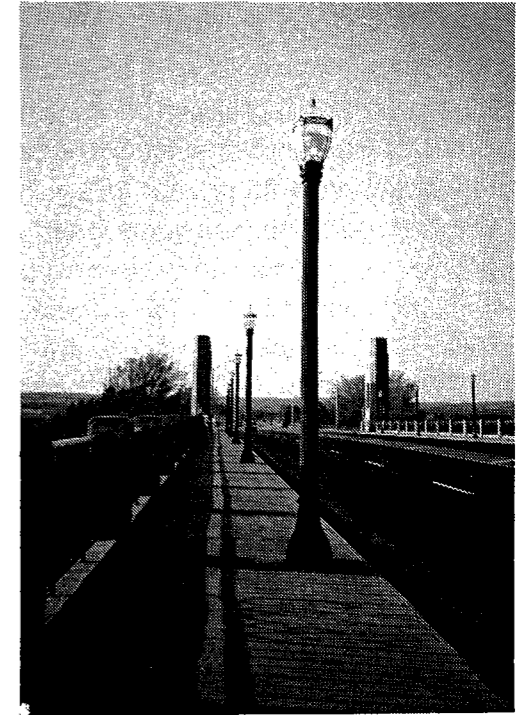
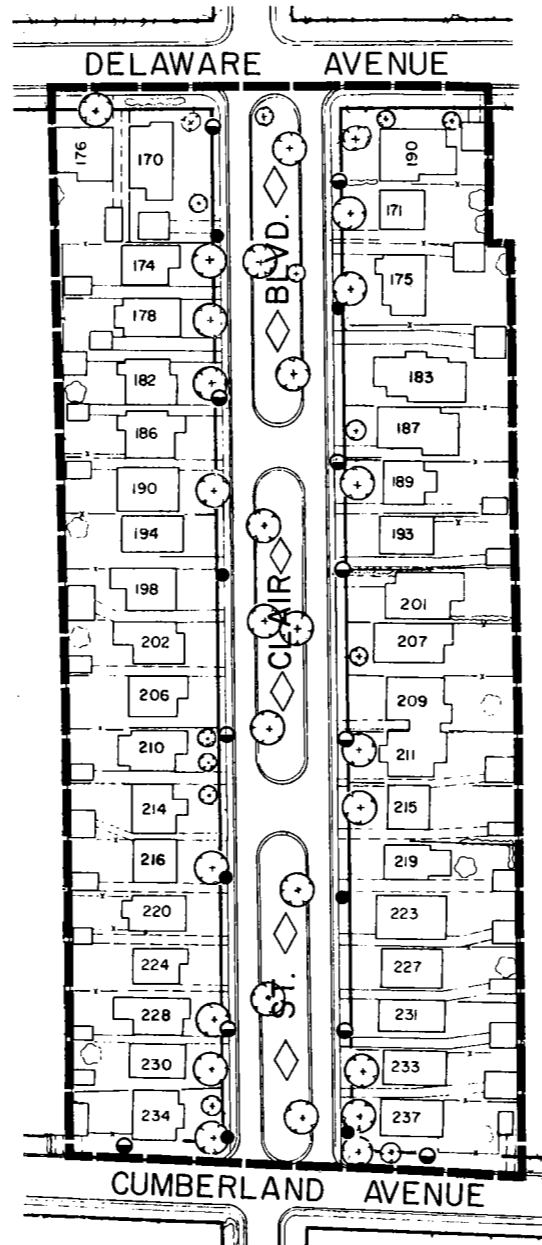
Fig. 5.14: Utility Poles and Lighting Standards

- UTILITY POLE ●
- LIGHTING STANDARD (utility pole with lighting fixture) ○



Present-day, City-wide lighting standard: concrete utility pole with an elliptical arm and tungsten luminaire.

Fully exposed lighting standard in front of 231 St. Clair Boulevard.



Standard form of street lighting in Hamilton during the early 20th century: cast-iron pole with acorn globe, known as the "Hamilton Pole".

Replicas of the original street lamps on the High Level Bridge, documented in historic photographs of bridge roadway (fig. 2.7).

5.5.3 Signage

Signage is an integral part of the urban environment and may contribute to or detract from the character of an area. Historically, signage in a residential area would have been kept to a minimum: primarily street names and house numbers. Additional signage found on residential streets today is largely restricted to various types of required vehicular signs, such as stop, directional, pedestrian crossing, and parking signs, the design and placement of which is the responsibility of the City's Traffic Department.

Signage within the proposed District includes various traffic, street and park signs, identified on the accompanying location map (fig. 5.15). The minimal amount of vehicular signage on St. Clair Boulevard may be attributed to the absence of any parking restrictions requiring signs and to the Traffic Department's practice of not erecting directional signs on the separated traffic lanes of boulevards (in effect, two one-way streets) serving primarily as a access roads for local residents.¹⁵

Although the existing signs on St. Clair Boulevard are relatively unobtrusive (compared to the over-sized commercial signs on Main Street East), their utilitarian character nevertheless detracts somewhat from the landscaped open space. The possibility of relocating, removing or replacing certain signs should therefore be investigated, where feasible. (The Traffic Department will consider requests to have street and vehicular signs relocated provided that its principal criterion of good visibility can still be met.)

The prominent curbside location of the school crossing sign at the Delaware Avenue end of the median strip was obviously selected by the Traffic Department for its excellent visibility. From an urban design perspective, however, this bold blue-and-white pole sign intrudes visually on the landscaped open space. Moreover, it would not be an appropriate way of

marking the major entrance to the proposed St. Clair Boulevard HCD; and its present location would conflict with the recommended location at this end of the centre strip of a heritage lighting standard and/or historical plaque (see discussion in last paragraph of this subsection). The possibility of moving the school crossing sign off the centre strip, further east or west on the same side of Delaware Avenue and preferably outside the boundaries of the proposed District, should therefore be investigated.¹⁶

The street sign at the north-east corner of Delaware and St. Clair Boulevard is perceived as a neutral element, visible enough to drivers and pedestrians without being overly conspicuous. The one located at the Cumberland Avenue end of the centre strip is more obtrusive and would be better located on the opposite side of the roadway, close to or mounted on the existing utility pole.

Alternatively, both existing street signs could be replaced with new ones designed to complement the heritage character of the proposed District. If turned into positive design elements, they would merit prominent locations at each end of the centre strip (in the absence of any plaques) or at the two vehicular entrance points (fig. 5.4 - A and D). Custom-made street signs could also serve to identify the St. Clair Boulevard Heritage Conservation District.¹⁷

The effectiveness of the two "poop and scoop" signs, erected several years ago in response to complaints from the residents, needs to be measured against their negative visual impact. The one at the south end of the centre strip would be more effective if turned around to face Cumberland Avenue, where it would be seen by dog walkers approaching the Boulevard from this direction.¹⁸

Fig. 5.15: Signage

SCHOOL CROSSING SIGN ■

Top: View from Delaware Ave. looking south-east.

"POOP AND SCOOP" SIGNS ▮

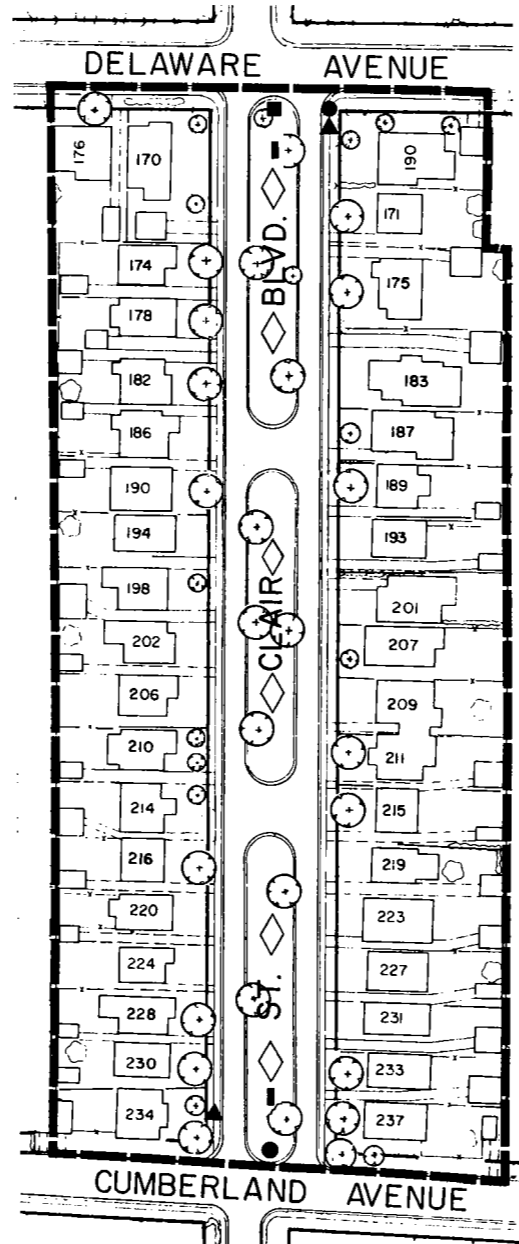
Bottom: Sign on shrub bed at north end of centre strip facing Delaware Ave.

STOP SIGNS ▲

Figs. 5.4-B and 5.5-C

STREET SIGNS ●

Figs. 5.4-B and 5.4-D



The only additional signage contemplated would be one or two plaques with inscriptions identifying the St. Clair Boulevard Heritage Conservation District and briefly describing its history and important heritage attributes. The vast majority of the respondents to the survey indicated that they were in favour of such a plaque and suggested locations at either end or both ends of the centre strip. Alternatively, if combined District and street name signs were to be erected at each end, a single plaque erected on the centre reserve would suffice.

5.5.4 Conclusion

The existing man-made streetscape elements are all utilitarian in character, and are therefore perceived as negative or at best neutral components of the landscaped open space. While most serve essential functions and therefore cannot simply be eliminated, some improvements in terms of their visual impact may be possible.

The present utility poles/ lighting standards are functionally satisfactory but are not aesthetically pleasing or visually compatible with the early 20th century residential architecture. The introduction of heritage lighting, which would provide adequate illumination and also enhance the urban streetscape and landscaped open space, should therefore be investigated.

The signage within the proposed District is mostly necessary and relatively unobtrusive, but as suggested in the preceding analysis, the Boulevard could be enhanced by relocating or removing certain signs and by introducing heritage street signs.

5.6 Vehicular Traffic and Parking

5.6.1 Introduction

Vehicles, whether moving or parked, can be a strong factor in determining the environmental quality of a heritage conservation district. Excessive or fast traffic can work against the serenity and historical ambience of a heritage area, while parked cars and service vehicles visually clutter the streetscape and may obstruct views of the buildings.

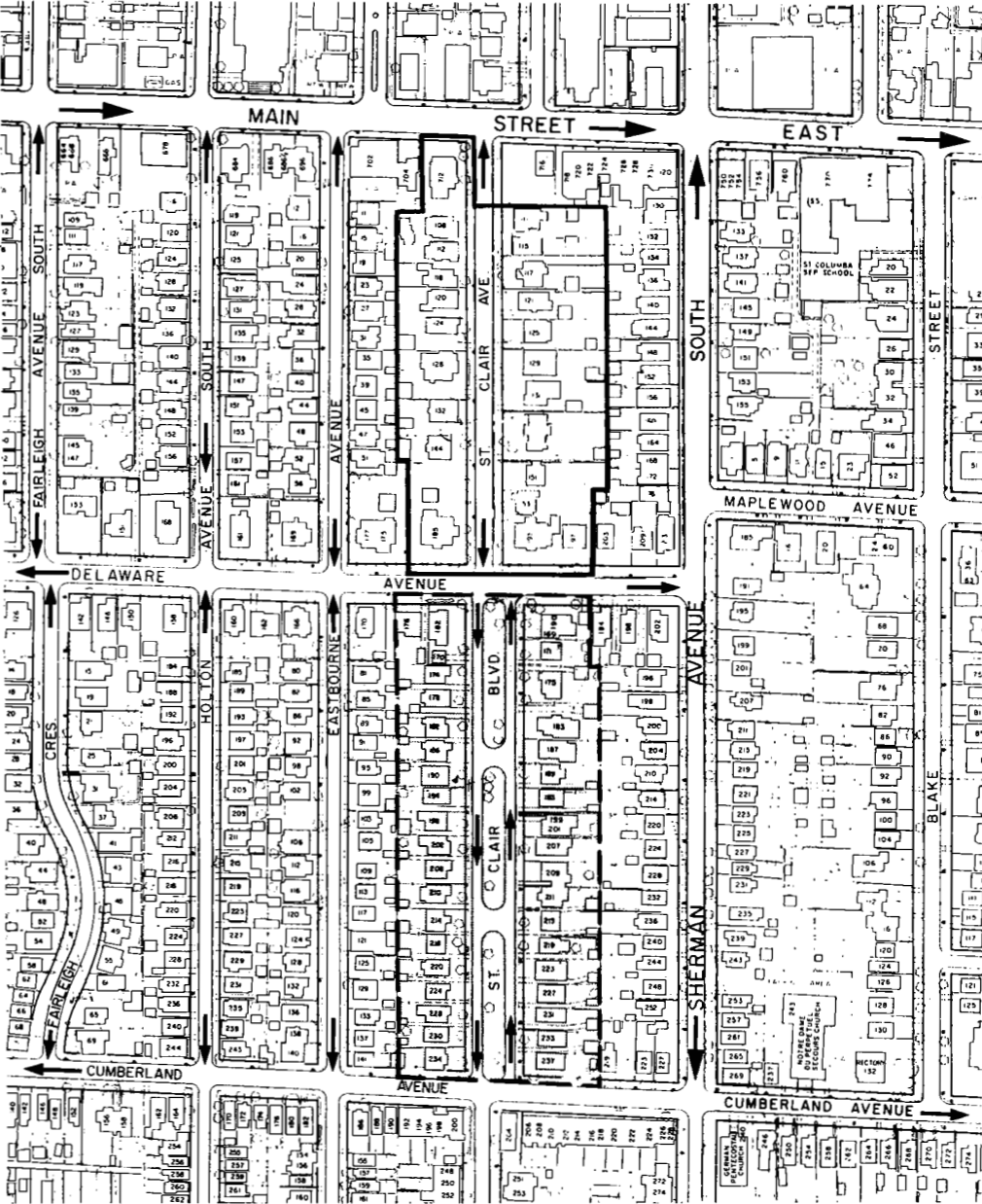
5.6.2 Traffic On and Around St. Clair Boulevard

The negative impact of traffic on St. Clair Boulevard, in terms of noise, pollution and visual distraction, is minimal, accounting to a large extent for the quiet atmosphere of this residential street. First of all, traffic on St. Clair Boulevard is generated primarily by local residents. Located only one block west of a major north-south access road, Sherman Avenue, there is little reason for residents of the surrounding area to use St. Clair Boulevard as a link between Delaware and Cumberland. Secondly, its function as a through street from Main Street East via St. Clair Avenue is restricted to south-bound vehicles. Thirdly, the actual width of each roadway is significantly reduced by vehicles parked on the sidewalk side, which slows down traffic and discourages the use of the Boulevard as a through street. In summary, the lack of a two-way connection from St. Clair Avenue to Cumberland Avenue and the parked vehicles on both roadways effectively reduce traffic volume and speed. Only the two ends of the Boulevard, notably the four corner properties, are adversely affected by the increased noise and pollution generated by the much heavier traffic on Delaware Avenue and Cumberland Avenue.

Fig. 5.16: Traffic Flow and On-Street Parking



Cars parked on eastern roadway with one car parked illegally on connecting roadway between middle and southern park reserves.



5.6.3 On-Street Parking

There are no site-specific parking restrictions on St. Clair Boulevard. Parking is controlled only by certain City-wide regulations which, first of all, restrict the length of time a vehicle may remain parked on any street to a maximum of 12 hours (Traffic By-law No. 89-72; Part V, sec. 35a) and secondly, prohibit parking more than 12" from the side of the roadway on which parking is permitted (sec. 32), which makes parking on the two short roadways separating the three park reserves illegal (fig. 5.16). By contrast, parking on St. Clair Avenue (between Main and Delaware) is highly restricted: on the east side, no street parking is allowed at any time; and on the west side no daytime parking between 8:30 a.m. and 5 p.m. is allowed. Cumberland Avenue and Delaware both have fixed parking, with parking restricted respectively to the south and north sides.

The lack of any special parking restrictions on St. Clair Boulevard has both positive and negative implications for its residents. The survey results indicated that over half of the respondents were of the opinion that street parking should remain unrestricted. In the first place, it alleviates the problem of off-street parking for visitors and two or more car households, the long, narrow driveways allowing only for stacked parking. Secondly, as pointed out above, it discourages non-resident through traffic. Thirdly, the streetscape benefits visually from the absence of parking signs.

On the negative side, the unrestricted parking is an open invitation to the residents of Delaware, Cumberland, St. Clair Avenue and other nearby streets where on-street parking is in some way restricted. The problem of non-resident parking is aggravated by the increasing number of nearby duplexes and triplexes, for which insufficient off-street parking is provided. St. Clair Boulevard residents have observed that spill-over from other streets occurs mainly during the week, when cars are parked there from evening to

morning and are sometimes left in the same spot for several days. Cars parked on the two connecting roadways are also a problem in that they obstruct the passage of vehicles and intrude visually on the landscaped open space of the centre strip. Parking on the connecting roadways could, however, be eliminated through strict by-law enforcement.

In sum, although there are some minor concerns with on-street parking, any proposal to restrict parking would need to be weighed against probable increases in traffic flow and speed. Additional parking restrictions could also lead to the undesirable appearance of front-yard parking.


5.6.4 Off-Street Parking


Off-street parking within the proposed District is provided by private driveways and garages (fig. 5.17). All of the houses have private driveways, the majority of which comprise a long, narrow driveway leading to a single garage at the rear of the property. Although only two of the existing garages (170 and 183 St. Clair Boulevard) have any significant streetscape value (figs. 5.12 and 5.17 [left]), all of the functioning garages are an asset in that they effectively hide from view the cars, thereby reducing the negative visual impact of vehicles parked in driveways.

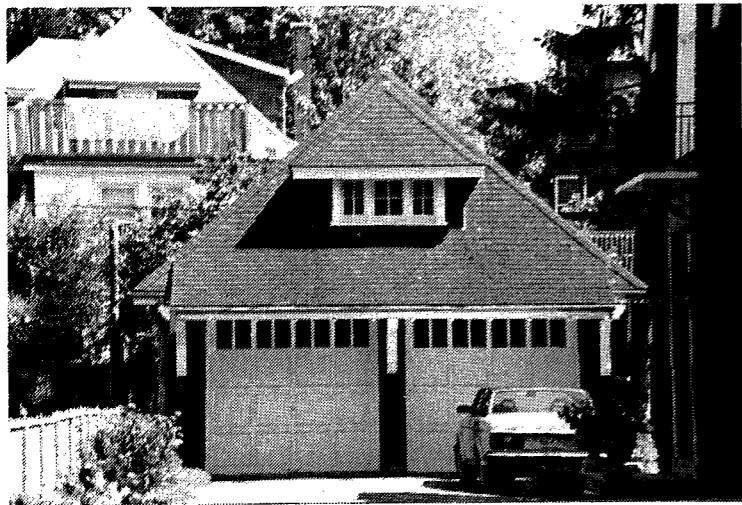
The driveways of ten properties, excluding those with side or built-in garages, now extend only to the front or rear walls of the houses and in the latter case are terminated by fences (fig. 5.17 [right]). The benefits to the individual homeowners of demolishing rear-yard garages and shortening driveways in order to enlarge their garden space and/or fence in their rear yards, needs to be measured against the detrimental effect of these changes on the streetscape: cars parked in front of converted garages or on

Fig. 5.17: Off-Street Parking (Driveways and Garages)

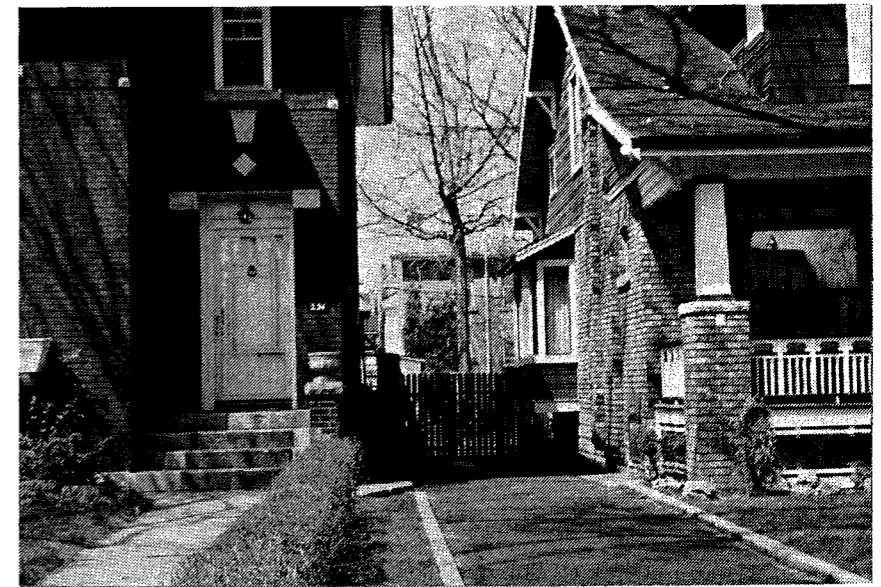
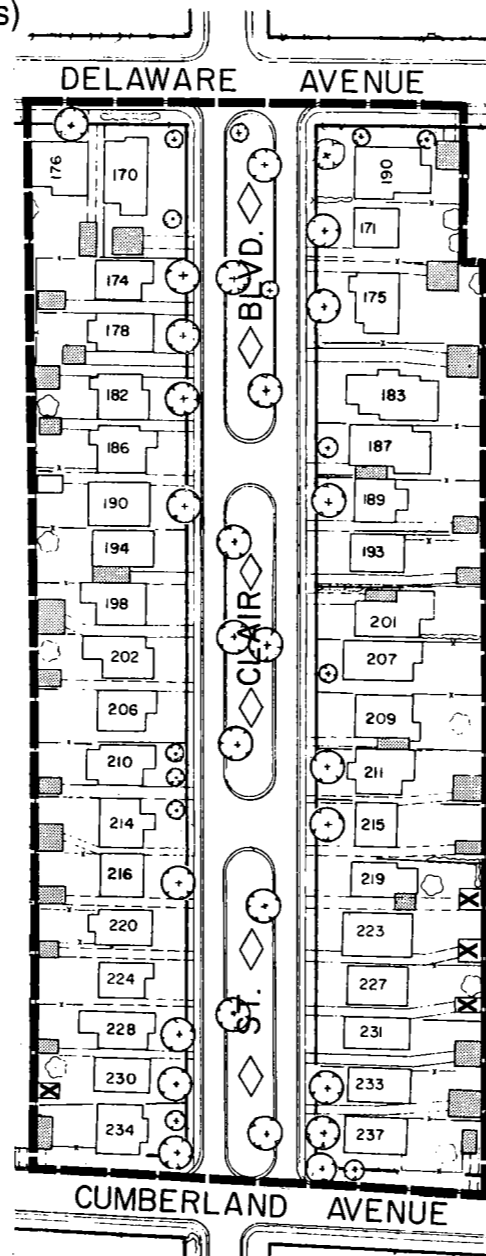
24 of the 37 properties in the proposed District still have the original rear yard garages. In addition, there are four with original garages beside or attached to the side of the house - #170 (fig. 5.12), #187, #194 (fig. 7.3) and #209 and one house at #201 with a built-in garage (fig. 3.20). Five original garages have been demolished in recent years, one being replaced by a carport (#219).

EXISTING GARAGES/CARPORT 

DEMOLISHED GARAGES 



Double rear-yard garage at 183 St. Clair Boulevard.



Shortened, fenced-off driveway of house at 230 St. Clair Boulevard (original garage demolished).

shortened driveways are permanently visible and to varying degrees visually obtrusive.

Front-yard parking has not yet made an appearance on St. Clair Boulevard, despite its growing popularity in older residential areas where off- and/or on-street parking is inadequate. There are presently no restrictions on front-yard parking for any single-family or two-family dwellings built prior to December 14th, 1971 (Zoning By-law, sec. 18A [14]), which would apply to all of the houses on St. Clair Boulevard. Although front-yard parking will probably not become a problem on the Boulevard, if on-street parking remains unrestricted, it should still be actively discouraged for the following reasons. First of all, it greatly reduces or completely eliminates any soft landscaping in the front yards (i.e. grass, flowers and shrubs). Secondly, it could result in the removal of trees or permanent damage to root systems, causing the trees to eventually die. Thirdly, the cars themselves become dominant visual elements of the open space in front of the houses, which is particularly undesirable in a recognized heritage district.

5.6.5 Conclusion

Traffic is not presently a problem on St. Clair Boulevard but there are some minor concerns with parking, in terms of its availability to residents and the visual obtrusiveness of numerous cars parked on the street (in some cases illegally). Given that the residents do not feel that the introduction of special parking restrictions is warranted at the present time, however, the visual impact of cars parked on the street could only be reduced by enforcing the general parking regulations applicable to St. Clair Boulevard.

In addition, the conspicuousness of cars parked on private property could be minimized by discouraging the shortening of driveways and front-yard parking, and by encouraging the retention and continued use of the original rear-yard garages.

5.7 Conclusion

The landscaped open space between the two rows of houses on either side of St. Clair Boulevard is the greatest asset of the proposed District, particularly the three park reserves with their valuable stock of mature Norway Maples. From late spring to early fall, the treescape is the dominant and most striking feature of the Boulevard.

While the positive qualities of the landscaped open space, in terms of its overall appearance, far outweigh the negative ones, both the strengths and weaknesses of the various natural and man-made components have been identified. The purpose of this analysis was to find ways of enhancing the landscaped open space by capitalizing on its assets and by eliminating or reducing the visual impact of negative elements. For example, it was proposed that the development and implementation of a tree management program would serve to ensure the preservation and replenishment of the Boulevard's valuable stock of mature trees and over time create a more continuous canopy effect. It was also suggested that the introduction of historically appropriate streetscape elements, such as period lighting, heritage street signage, and a plaque would complement and reinforce the heritage character of the proposed District. The issues raised and suggested improvements and solutions to identified problems in this section of the Background Study form the basis for the objectives, guidelines and recommended actions set forth in subsection 7.4 of the District Plan.

FOOTNOTES

1. A good summary of the environmental, ecological, social, aesthetic and economic benefits of trees is found in a small booklet entitled Greening of Hamilton-Wentworth (Value of Trees in Urban Areas), prepared by the Planning and Development Department (1975).
2. This grid system is explained in footnote #5.
3. Section 5 (**Trees**) of the current **Streets By-law No. 86-77** would be rescinded in its entirety and replaced with **By-law No. 92- respecting Trees**. The proposed by-law would clarify and expand on items covered in the present Streets By-law and would provide additional regulations based on the City's Horticultural Policies.
4. The Engineering Department generally does not recommend the widening of residential streets if more than one mature healthy tree would be lost or if the majority of residents are opposed to it.
5. For the purpose of tree inspection and pruning, the City is presently divided into 94 grids. Each year, the public trees in a number of grids are inspected and trimmed. At this time, the number of trees in each grid is also recorded and any endangered species identified. Dead or dying trees, which will require removal and trees, which will require yearly inspection (e.g. trees in a state of obvious decline, at risk of damage, or posing a potential safety hazard) are then also listed. Where a tree must be cut down for safety reasons, the owner of the abutting property is notified of the City's intent. Grid trimming involves the removal of all dead wood and the clearance of tree limbs and branches from overhead utility wires. Tree inspection and trimming or removal is carried out at other times only upon request.

It should be noted, that according to Forestry staff, the optimum tree trimming cycle in terms of the benefit to the trees would be once every three years but this is not currently possible due to budget restrictions.
6. "Impressed Concrete" is available in a wide variety of colours, textures and patterns, and can be made with an exposed aggregate finish or in patterns imitating stone, brick, slate and tile.
7. Study prepared for the Department of Culture and Recreation, and Public Works Department (Parks Division) by the Planning and Development Department (August 1987). The purpose of this background study, undertaken by summer students (not officially adopted by Council), was primarily to assess the adequacy of recreational facilities provided in parks across the City. However, it also included an evaluation of their landscaping and maintenance, with recommended improvements. One of the recommended improvements for St. Clair Boulevard was the addition of pathways, benches and litter bins.
8. In requesting the shrub beds, the homeowners have clearly indicated that they wish to discourage the use of the centre strip as a playing field. Moreover, none have expressed interest in the addition of pathways and seating, which would encourage a more intensive use of the park reserves by non-residents. The homeowners themselves would benefit little, if at all, from these amenities; and they could create more problems in terms of noise, litter, loitering, vandalism, etc.
9. Weed control in City parks is acknowledged by the Parks Division to be a problem but given the current controversy surrounding the use of pesticides, there is no easy solution. (The use of pesticides in Hamilton's public parks was banned one year by City Council.) Although the weeds on St. Clair Boulevard's centre strip have been sprayed in the past, this practice has not been consistently followed on an annual basis. A policy on weed control for the centre strip should therefore be established (i.e. whether it should be undertaken and if so, by what method).
10. The grass is now cut on a 6-day working cycle.
11. The responsibility for maintaining the three park reserves lies with the Horticulture - Beautification Section of the Parks Division (Public Works Department). Their upkeep involves cutting the grass, picking up fallen branches and litter, pruning the shrubs, and collecting leaves in fall. The present level of maintenance is a direct result of budget restrictions and priorities set for the various parks owned by the City and managed by the Parks Division. St. Clair Boulevard's centre strip is one of a number of parks maintained under a single itemized budget covering the costs of labour, materials, equipment rental, etc.
12. Hamilton Hydro is presently implementing a three-year (1990-93), provincially funded program to systematically replace all tungsten lamps with high pressure sodium lamps, which are 60% more energy-efficient and provide a higher intensity but softer light.

13. Another solution, with greater aesthetic merit in one respect, would be to bury the wires, thereby eliminating the need for utility poles, and replace the existing street lighting with heritage lighting. Such a solution, however, cannot be recommended owing to the strong likelihood that considerable damage could be done to tree roots, thereby posing a threat to the treescape.
14. As noted in section 2.5 dealing with the landscape treatment of Hamilton's four residential boulevards with centre strips, the original lighting standards on St. Clair Boulevard were identical or very similar to the ones on Proctor and Barnesdale Boulevard (fig. 2.17).
15. One-way signs are only erected if their absence proves to be a safety hazard. Although drivers do occasionally go the wrong way on the one-way roadways of St. Clair Boulevard, to date this has not created any problems serious enough to warrant the erection of directional signs.
16. Any proposal to relocate the school crossing sign would be subject to the agreement of the City's Traffic Department. The placement of school crossing signs is controlled by regulations established by the Ontario Ministry of Transport which require that they be located from 50 to 150 metres from the crosswalk. This requirement, however, provides considerable latitude in the choice of a specific location.
17. Regional Council approved (April 4, 1989) the erection of special street name signs in Hamilton's Business Improvement Areas, bearing a logo unique to each B.I.A. Such signs were recently erected in the Jamesville B.I.A. The possibility of implementing a similar street name sign program for the City's heritage conservation districts could be investigated. It may be noted that a heritage street sign was proposed for the St. Clair (Avenue) Heritage District (illustrated in figure 8.6 of the St. Clair Heritage District Planning Study), but this recommendation has not yet been implemented.
18. Feedback from the residents indicates that the "poop and scoop" signs are ineffective because the by-law (By-law 85-148 Respecting the CONTROL AND LICENSING OF DOGS: sec. 8 [1]) has not been enforced. If the signs are to remain, the residents of the Boulevard, either individually or through the St. Clair Boulevard Homeowners Association, would have to take action to ensure that the provisions of this by-law are enforced.

6. Implementation of a Heritage Conservation District

6. Implementation of a Heritage Conservation District

6.1 Designation Procedure

In accordance with **Part V** of the **Ontario Heritage Act** (subsection 41[1]), the **City of Hamilton Official Plan** contains general provisions relating to the establishment of **heritage conservation districts**. The general procedure for designating a heritage conservation district is set forth in Part V of the Act. The following procedure has been established for designating a heritage conservation district within the City of Hamilton:

1. Council, after consultation with LACAC, approves an area to be studied for the purpose of designating it under Part V of the Act as heritage conservation district.
2. A **background study** and **district plan** are then prepared by the Local Planning Branch (Planning and Development Department). The plan is developed in consultation with the district steering committee.

NOTE: Though not required under Part V of the Ontario Heritage Act, the Ministry of Culture and Communications and the Ontario Heritage Foundation have advocated and supported the preparation of heritage conservation district background studies and plans.

3. The draft background study and plan are circulated to the district steering committee and relevant municipal departments for comments.

4. The final **designation by-law**, along with the **district plan**, is forwarded to LACAC, the Planning and Development Committee, Council and finally, the Ontario Municipal Board for approval.

NOTE: Under the terms of Part V of the Ontario Heritage Act, an OMB Hearing is required for final approval of a heritage conservation district (whether or not any objections have been filed). The municipality must apply to the OMB within fourteen days from the date of its council's approval of the designation by-law and the Ontario Heritage Foundation must be notified of this application.

6.2 Public Participation

During the period from May to September, 1989, three meetings of the St. Clair Boulevard HCD Steering Committee were held to discuss planning issues and urban design/ landscaping improvements. Numerous informal meetings and telephone conversations were subsequently held for consultation purposes. Feedback from many other residents was obtained by means of a survey distributed to all thirty-seven property owners within the proposed District and a public information meeting held in August, 1991.

It is advisable, though not required under the Ontario Heritage Act, that a **heritage conservation district advisory committee**, a sub-committee of LACAC be appointed. This advisory committee is composed of property owners within the district and a representative of LACAC. The functions of this committee are anticipated to include:

- Monitoring the **district plan** to ensure its effective implementation, and where applicable, initiating the **recommended actions**.

- Advising LACAC on the acceptability of changes proposed within the district through the **heritage permit** process (see sec. 6.3).
- Informing new owners within the district of the implications and benefits of district designation (e.g. the regulations and available heritage funding).
- Acting as a sounding board for other residents within the district on any matters relating to the district.

6.3 Approval Procedure for Proposed Demolition, Alterations, or New Construction

In accordance with the provisions of Part V of the Ontario Heritage Act (subsections 42-44), the municipal council must give approval for any proposed demolition, alterations or new construction within a designated district. The procedure established for heritage conservation districts in the City of Hamilton is as follows:

1. The property owner applies to Council for a **heritage permit**. The application is submitted to heritage planning staff (Local Planning Branch) and forwarded to the district advisory committee for comment.
2. The application is reviewed first by the district advisory committee and second by LACAC, and their recommendation(s) are then forwarded to Council (through the Planning and Development Committee).

3. Council considers the application and either issues the permit with or without conditions, or refuses the permit. (Council must make its decision within 90 days of receiving the application.)
4. In the case of a permit to erect or alter a building, the owner may, if dissatisfied with Council's decision, appeal to the Ontario Municipal Board within 30 days of receiving notice. The OMB makes the final decision.
5. In the case of a permit to demolish or remove a building, Council may invoke a 180-day delay before issuing the permit.

NOTE: Although the demolition of existing historic buildings within a heritage conservation district is not recommended, it cannot be prohibited unless a **heritage easement**¹ is in place.

Recommendations and decisions on the appropriateness of proposed alterations or new buildings within a designated district should be based on the architectural policies and guidelines provided in the **district plan**.

6.4 Heritage Funding

Individual buildings within a heritage conservation district, which have been identified for their architectural/historical value, are eligible for heritage funding. Financial assistance is directed toward such projects as structural repair, masonry repointing, re-roofing in the original material, and the restoration of missing exterior architectural elements (based on documented evidence). Under the Ontario Ministry of Culture and Communications' **Preserving Ontario's Architecture** program, grants are awarded on a matching 50-50 basis and may be used in conjunction with loans. Two components of this program are applicable to the proposed St. Clair Boulevard HCD:

1. **Designated Property Grant Program** - offers matching yearly grants of \$3,000.
2. **Community Heritage Fund** - a municipal revolving loan program. The City's Community Heritage Fund currently offers loans of up to \$20,000 at 6% over a 10-year period.

NOTE: A **heritage easement** is required for loans of \$15,000 or more.

Both of the above programs are administered by the municipality by agreement with the Ministry of Culture and Communications, and are available to individual property owners within a heritage conservation district. The **Conservation District Grants Program**, intended to assist with both private and public projects, including architectural conservation and urban design/ landscaping improvements, was announced in 1987 but is not presently active.

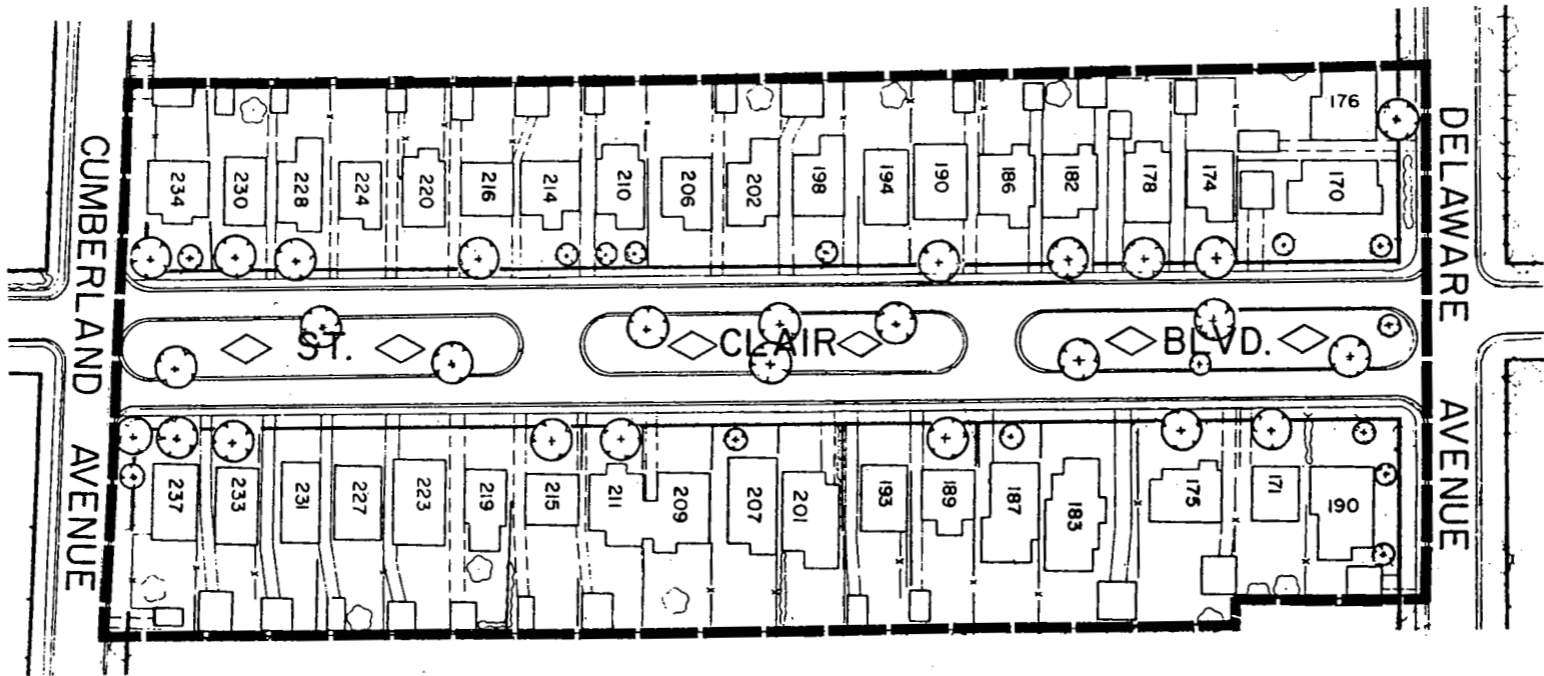
Generally, funding is available for:

- the conservation of historic building fabric (e.g. brick or stone masonry, stucco and clapboard) as well as significant architectural elements (e.g. original windows and doors, gingerbread, porch columns and balustrades);
- the reconstruction of significant architectural elements that are beyond conservation or repair; and
- the accurate restoration of lost but significant architectural features, for which the appearance and construction can be clearly determined from documentary sources (e.g. an original verandah which was removed but is documented in architectural plans and/or early photographs).

Specific types of eligible projects are outlined in MCC's Designated Property Grant Guidelines.

FOOTNOTES

1. The term **heritage easement** is explained in section 1, footnote 5.



7. The District Plan

7. The District Plan: Objectives, Policies, Guidelines, and Recommended Actions

7.1 Introduction

As explained in the introduction to this Background Study and Plan [sec. 1.4], a **district plan** is intended to serve as a long-term plan of management, which provides direction for realizing the potential of a heritage conservation district and capitalizing on its assets. It is also intended to serve as a practical handbook containing a set of guidelines and recommended actions, which provide a means of implementing the long-term objectives.

The long-term **goal** of the **St. Clair Boulevard HCD Plan** is to preserve and enhance the area designated as the **St. Clair Boulevard Heritage Conservation District**.

The long-term **objectives** for the St. Clair Boulevard HCD are to encourage:

1. The preservation and enhancement of the District's greatest asset: its landscaped open space, particularly the centre strip with its valuable tree stock.
2. The preservation of the urban streetscape (sum of individual buildings) and the conservation/ restoration of buildings of heritage value.
3. The continued residential use of the existing houses, preferably as single-family dwellings (their original use).

NOTE: The terms **preservation**, **conservation**, and **restoration** are defined in subsection 7.2.2 of the Plan.

The following **policies**, **guidelines** and **recommended actions** relate to the issues raised and discussed in the preceding Background Study. The St. Clair Boulevard HCD Plan addresses the concerns expressed by the residents, through the District Steering Committee and survey distributed to each homeowner. The guidelines and recommended actions were formulated in consultation with the Steering Committee at several meetings and through informal discussions with individual members. Once the District is designated, this committee would be replaced by the **District Advisory Committee**, a sub-committee of LACAC.

NOTE: All **recommended actions** would be initiated by the **St. Clair Boulevard HCD Advisory Committee** unless otherwise indicated.

The **St. Clair Boulevard Heritage Conservation District Plan** is divided into four subsections dealing respectively with the urban streetscape and buildings, the landscaped open space, planning issues, and the implementation of the District. These four components of the Plan correspond to sections 3, 4, 5, and 6 of the Background Study. For easy reference, the numbers of the corresponding sections of the Background Study are indicated in parentheses [].

7.2 Urban Streetscape and Buildings [sec. 3]

7.2.1 Introduction

Under the provisions of **Part V of the Ontario Heritage Act** (section 42), no existing building or structure within a heritage conservation district can be removed or altered and no new building or structure can be erected without a permit issued by Council. This Plan therefore includes policies and guidelines intended to provide a sound basis for evaluating **heritage permit** applications for proposed alterations, additions and new construction, as well as providing advice to property owners. In more general terms, these policies and guidelines aim to ensure that the heritage character of St. Clair Boulevard's residential streetscape and its component buildings is maintained.

As established in section 3 of the Background Study, the architectural importance of the individual houses within the District stems largely from their streetscape value. For the purpose of this Plan, all of the houses have therefore been given an equal ranking, even though several stand out for their design quality and/or stylistic interest. Given that the building stock within the proposed District has, on the whole, been well maintained and the individual houses retain all or most of their original architectural features intact, emphasis is placed in this Plan primarily on providing guidance for the on-going maintenance and repair of the historic building fabric and, secondarily, on the restoration of badly deteriorated, altered or missing original architectural elements.

Regular maintenance is assumed to be a necessity for all buildings, whether of heritage value or not. Systematic inspections and preventive repair work can result in considerable savings. Where original architectural elements have been allowed to deteriorate to the point that they must be replaced, their reproduction can be very costly. Although designation does not impose

any obligation on the property owner to restore his building to its original appearance or restore missing original features, such restoration work is encouraged through heritage funding programs, which are intended to offset the additional costs of historically authentic materials and specialized craftsmanship.

Heritage funding can also assist owners in maintaining their houses in a way that conserves original building fabric and architectural features, using recommended conservation methods, such as, repairing original wood-framed windows rather than replacing them with new units of modern design and construction. Short-term routine maintenance is not, however, eligible for heritage funding. The various types of eligible projects are outlined in section 6.4 of the Background Study.

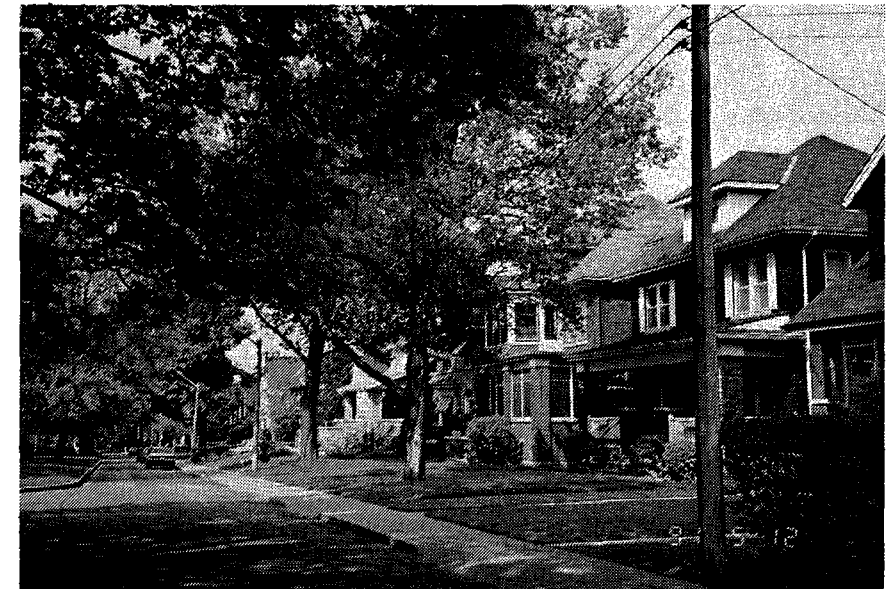


Fig. 7.1

The urban streetscape: view looking south of houses on west side of St. Clair Boulevard around break between northern and middle park reserve.

7.2.2 Definition of Terms

As the English terms used internationally in the preservation field have different connotations in different parts of the world, the terms used in this Plan need to be clearly defined. The following definitions are derived from the Heritage Canada Foundation's Preservation Strategy: no. 3 - preservation: a definition of terms.

Preservation: a generic term for the broad range of processes associated with the restoration, rehabilitation and adaptive re-use of historic structures.

Conservation: the physical intervention in a building to counteract deterioration or to ensure its structural stability.

Conservation embraces such treatments as masonry cleaning and repointing, repair or consolidation of damaged woodwork, repainting, and the limited replacement of deteriorated or lost parts of certain architectural elements: e.g. replacing a few broken slates or missing brackets.

Restoration: the process of returning a building or site to a particular period in time.

This term is also used to describe the accurate reconstruction of significant architectural features which (a) still exist, but which are beyond conservation or repair (e.g. constructing an exact reproduction of a badly deteriorated porch) or (b) have been lost, but for which the appearance can be clearly determined from documentary sources: e.g. constructing an exact replica of a missing porch documented in historic photographs of the building.

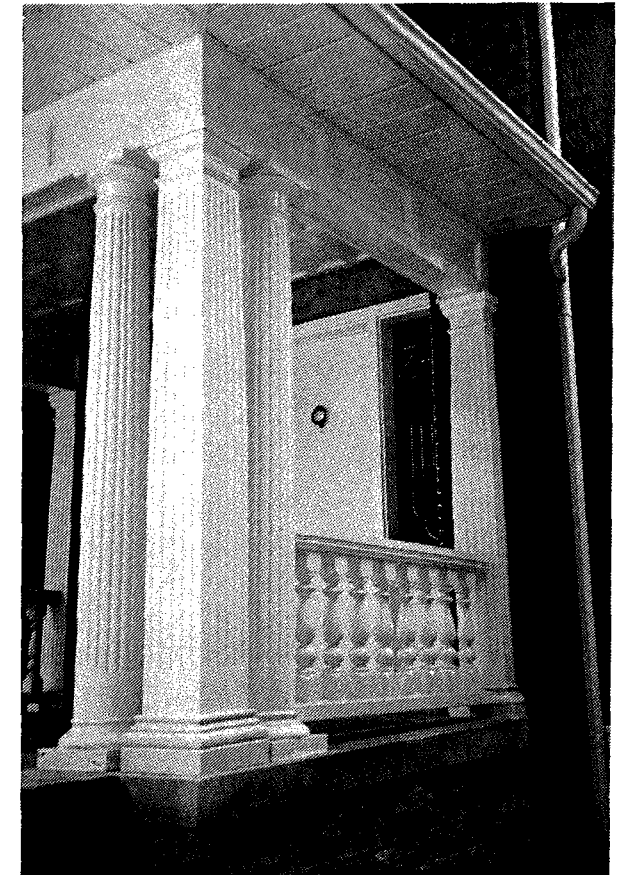


Fig. 7.2

Conservation of wood columns on porch at 186 St. Clair Boulevard: replacement of badly deteriorated column bases (exact replicas of original ones).

7.2.3 Policies and Guidelines

The following policies and guidelines are intended to be used by the property owners, the District Advisory Committee, LACAC, and Council in evaluating proposed changes to all buildings within the District, and more specifically, for the review and approval of **heritage permit** applications. They are based on widely accepted conservation principles such as the U.S. Secretary of the Interior's Standards for Rehabilitation and Standards for Building Conservation Projects Grant-Aided by the Ontario Heritage Foundation (latter included as APPENDIX D).

NOTE: The policies and guidelines relating to the urban streetscape pertain only to the buildings which comprise the two urban walls; front-yard landscaping is dealt with in section 7.4 of the District Plan.

POLICIES

1. In order to preserve the homogeneous, cohesive character of the existing urban streetscape of the St. Clair Boulevard HCD, the general setbacks, proportions and scale of the existing houses should be retained.
2. Council should strongly support the preservation of all buildings which contribute to the District's urban streetscape; and accordingly, encouragement should be given to:
 - (a) the regular maintenance and repair of all houses and ancillary structures within the District; and
 - (b) the conservation/ restoration of buildings contributing to the urban streetscape, in particular, all of the houses.

3. In recognition of the purpose of a heritage conservation district to manage, but not prevent change, Council should approve changes to the exterior facades of any house within the District only when they are deemed to be compatible with and sympathetic to its heritage character.
4. In the event of the loss of any building through demolition, fire or other natural catastrophe, and the subsequent replacement of the original structure, Council should only approve those proposals for new construction, which are deemed to be compatible in design with the adjacent buildings and respect the character of the urban streetscape as a whole.

GUIDELINES

1. **Preservation**
 - a) The preservation of all of the existing houses should be strongly supported, warranting such possible actions as funding assistance, zoning change and demolition control in order to ensure their survival.
 - b) The preservation of existing original garages with both architectural and streetscape value should also be encouraged.
(See also guidelines in subsection 7.4.5 of the District Plan).

2. Conservation/ Restoration

a) Property owners within the District should be encouraged to apply for available heritage funding programs to undertake eligible conservation/ restoration work and to use documented evidence and appropriate materials, methods, and finishes in all conservation/ restoration projects (a requirement for heritage funding).

b) Property owners within the District should be encouraged to follow the **guidelines for maintenance, repair and restoration** included as APPENDIX E.

3. Alterations

The following guidelines are based on the principles of reversibility and minimal intervention, which should be recognized as the accepted goals for proposed alterations.

a) New Additions:

- i. Any new addition should be set back substantially from the principal facade of the house. It would, preferably, be constructed at the rear and would not be visible above the roofline of the existing house. Additions should respect the integrity of the original roofline and roof shape.
- ii. Additions increasing the height of any of the existing 1 1/2 storey houses (i.e. the Bungalow type) should not be supported, as such additions would substantially alter the architectural character of the original house.



Fig. 7.3

Edwardian Four-Square at 194 St. Clair Boulevard (1923): well-preserved in its original form; adjacent garage built later (probably in the 1930s or 40s) but its design is still compatible with that of the house.

b) Porch and Verandah Enclosures:

- i. The retention of existing porches and verandas, preferably in their original open form, should be encouraged.

NOTE: A number of verandas have been enclosed for practical reasons; from an architectural standpoint, however, it is preferable to retain the original open form, which allows full visibility of the doorway, windows and decorative detailing of the lower main facade.

- ii. In the event that an existing open porch or verandah is enclosed, the enclosure should respect the architectural integrity of the original design and should not constitute an irreversible alteration.

NOTE: Proposals to enclose any of the existing open verandas would be subject to the review and approval process outlined in subsection 6.5.3 of the Background Study.

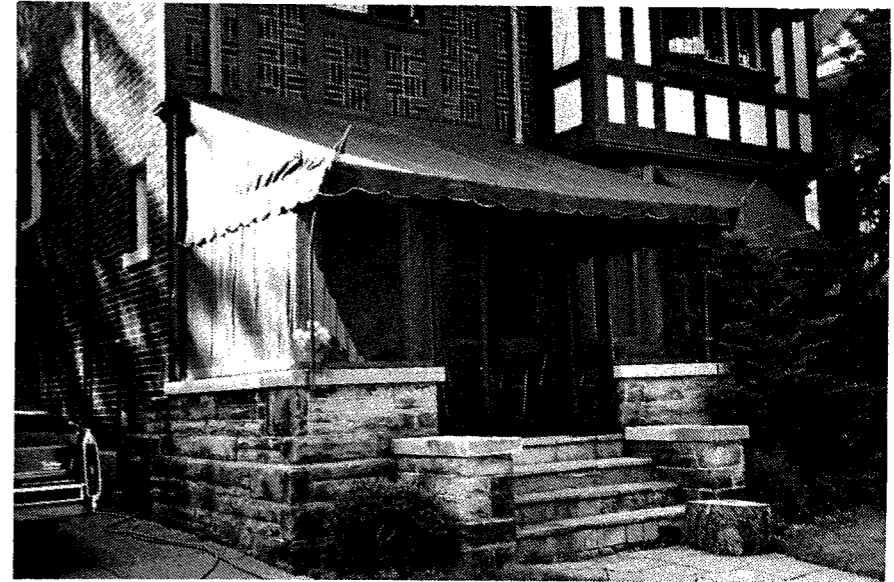


Fig. 7.4 **Top:** Temporary screened entrance porch with fabric canopy at 198 St. Clair Boulevard (full facade without porch shown in fig. 3.16).

Bottom: Enclosed verandah and second storey porch at 211 St. Clair Boulevard; traditional wood and screen verandah enclosure (probably dating from the 1930s or earlier) is sympathetic to design of house.

See illustrations to section 3 of the Background Study for other examples of porch and verandah enclosures.

4. New Construction

Although there are no vacant lots within the District, the following guidelines are provided to evaluate plans for new infill in the event that any of the existing houses are lost for the reasons mentioned above.

a) Houses:

- i. Any new house should be a single-family dwelling.
- ii. Any new house should be compatible in design with the existing streetscape: i.e., it should have the same setback, general form and massing, and proportions of the existing 1 1/2 to 2 1/2 storey houses (described and illustrated in section 3 of the Background Study).
- iii. Exterior walls should be built of or clad with the traditional materials used in the construction of the houses on St. Clair Boulevard and other early twentieth century residential streets: e.g. brick, stone, stucco, and wood siding and shingles.
- iv. In anticipation that, with the aid of heritage funding, some of the existing asphalt-shingled roofs may be replaced by wood-shingled ones (likely the original roofing material of most of the houses), consideration might be given to the use of wood shingles for the roofing of any new house.

b) Garages:

While it is the intent of the St. Clair Boulevard HCD Plan to encourage owners to retain the existing original garages, repairing or rebuilding them if necessary, it must be anticipated that some of these structures may be replaced at some point in the future. Moreover, new garages may be built where none exist. The following guidelines for new or replacement garages are therefore provided.

- i. New or replacement garages should, preferably, be erected in the rear yards or, if attached to the side of the house, should not extend forward of the main facade of the house (excluding any porch or verandah).

NOTE: The Zoning By-law treats garages erected in the rear yards as ancillary structures while those attached to the side are considered to be part of the principal building and must accordingly meet the applicable yard requirements.

- ii. Encouragement should be given to basing the design of new garages on the existing original ones (both free-standing and attached), incorporating typical features and detailing and employing traditional building materials, such as brick or wood. (see examples illustrated in figs. 3.22, 5.12, 5.17 and 7.3).

7.3 Planning Issues [sec. 4]

7.3.1 Introduction

The existing planning policies and regulations for the City of Hamilton generally support the goal and objectives of the St. Clair Boulevard HCD. The Official Plan and St. Clair Neighbourhood Plan policies support the maintenance of established residential areas. The Zoning By-law protects the residential character of St. Clair Boulevard and the surrounding area through the "C" District zoning. Residents of the proposed District have expressed only one major concern with respect to the current zoning: that duplexes (subject to certain conditions) are permitted within a "C" District. Finally, some measure of protection for existing housing stock is provided by the Demolition Control By-law and provisions to secure the care and maintenance of private property are included in the Property Standards By-law.

Heritage conservation districts constitute special policy areas, which should be clearly identified in planning documents. While the Official Plan contains provisions for the designation of heritage conservation districts, it is not currently a requirement that the Official Plan be amended to designate a particular district; hence, designated districts are not specifically identified in any schedule.

7.3.2 Land Use Policies

1. The continued use of the existing houses within the St. Clair Boulevard HCD for residential purposes (where possible as single-family dwellings) should be encouraged.
2. Any land use, which might adversely affect the appearance of the District's urban streetscape or landscaped open space, should be discouraged.

NOTE: The houses within the District were originally all single-family dwellings. From a heritage conservation standpoint, the original use of a building represents the best use in that it is the one most compatible with its heritage character and hence, the least likely to result in unsympathetic alterations.

7.3.3 "C" District Zoning [sec. 4.5]

When this study was first undertaken, property owners within the proposed District indicated that they would support more restrictive zoning, which would better protect the single-family residential character of the street. The St. Clair (Avenue) Heritage District Plan addressed this same issue by recommending that the Zoning By-law be amended to allow single family and ancillary uses only for the residential area (implemented through By-law No. 76-299). Since this time, however, a proposal has been made in the Council-approved **Housing Intensification Strategy** to amend the Zoning By-law to permit conversions as-of-right in all Residential Districts. The need for more restrictive zoning should therefore be re-examined in the light of this proposal. More specifically, the implications of the Housing Intensification Strategy, and its effect (if implemented) on duplexing and triplexing in the

City's older residential neighbourhoods, needs to be examined closely before it can be determined whether the residents' original desire for more restrictive zoning should be pursued. No action to request a modification to the "C" District zoning to prohibit the conversion of single-family dwellings to duplexes in the St. Clair Boulevard HCD is therefore recommended at the present time.

7.3.4 Additional Planning Measures

It is unlikely that the provisions of either the **Property Standards By-law** [sec. 4.6.1] or the **Demolition Control By-law** [sec. 4.6.2] would need to be applied to any property within the St. Clair Boulevard HCD as it is anticipated that the existing houses will be preserved and that private property (buildings and landscaped open space) will continue to be well maintained.

GUIDELINES

Nevertheless, in the event that:

1. a property (building and/or front yard) is allowed to seriously deteriorate, an appropriate procedure would be to first discuss the situation with the owner and if no satisfactory agreement could be reached, the Building Department should be requested to enforce the Property Standards By-law, where applicable; or
2. an application is made to demolish any of the existing houses, Council should be requested to consider applying the provisions of the Demolition Control By-law, in addition to the provisions of the Ontario Heritage Act.

7.3.5 Proposed New Official Plan Schedule [sec. 4.2]

Consideration should be given to introducing a new Official Plan Schedule for **heritage conservation districts**, which would not only identify and delineate the boundaries of each district but also make reference to the **district plans**.

RECOMMENDED ACTION (Planning and Development Department)

1. That a new Official Plan Schedule to designate **heritage conservation districts** be introduced at the time of the next Official Plan update.

7.3.6 Proposed Neighbourhood Plan Amendment [sec. 4.3]

The St. Clair Neighbourhood Plan was amended to identify the St. Clair (Avenue) Heritage District as a **special policy area**. The same procedure should be followed with respect to the St. Clair Boulevard Heritage Conservation District and, when this is undertaken, both districts should be clearly identified by name, with specific references made to the district plans.

RECOMMENDED ACTIONS (Planning and Development Department)

1. That the **St. Clair Neighbourhood Plan** be amended to identify the **St. Clair Boulevard Heritage Conservation District** (by name) as a special policy area and that reference be made on the Approved Plan to the **District Plan**.
2. That, as a housekeeping measure, the **St. Clair (Avenue) Heritage District** be identified by name on the Approved Neighbourhood Plan and that reference be made to the **District Plan**.

7.4 Landscaped Open Space [sec. 5]

7.4.1 Introduction

The following set of objectives, guidelines and recommended actions are intended to provide clear direction for the preservation and enhancement of the District's landscaped open space, that is, the space between the two rows of houses, which encompasses both public and private property and includes the roadways, park reserves, public sidewalks, private driveways and sidewalks, and front-yard gardens. The organization of this part of the Plan is based on the Landscaped Open Space Analysis, and corresponds accordingly to the following subsections of the Background Study. For quick reference, see the conclusions to each of these subsections.

Sec. 5.2: Entrance and Terminal Points/ Views and Vistas

Sec. 5.3: The Treescape

Sec. 5.4: The Floorscape

Sec. 5.5: Man-Made Streetscape Elements

Sec. 5.6: Vehicular Traffic and Parking



Fig. 7.5

Landscaped open space: general view looking south along western roadway of St. Clair Boulevard by middle park reserve.

The specific **objectives** relating to each of the above components of the Landscaped Open Space Analysis are as follows:

1. To improve the entrance and terminal points at each end of the Boulevard and preserve the escarpment vistas at the south end.
2. To preserve and enhance the treescape comprising the trees on the centre strip and road allowances; and to minimize any adverse effects on these trees of work undertaken by (or for) utility companies or by the City.
3. To preserve and enhance the floorscape comprising both soft- and hard-surfaced landscaping, in particular, the original street layout with its three park reserves.
4. To enhance the appearance of the man-made streetscape elements and to minimize any adverse effects created by these elements, where feasible.
5. To discourage increased traffic and parking on the Boulevard and the expansion of car-oriented facilities, thereby minimizing the visual impact of cars on and off the street.

NOTE: All recommended actions would be initiated by the **District Advisory Committee** but the implementation of the proposed improvements would, in most cases, involve the approval of and collaboration with various **City Departments** and possibly also the approval of **City Council**.

7.4.2 Entrance and Terminal Points, Views and Vistas [sec. 5.2]

GUIDELINES

Enhance the two entrance and terminal points at each end of the Boulevard by:

- preserving and enhancing the tree canopies, which serve to frame these points and lessen the visual impact of the modern lighting standards and utility poles;
- relocating or replacing visually obtrusive signage;
- introducing heritage lighting; and
- erecting an historical plaque at one or both ends of the centre strip.

Preserve the escarpment vistas at the southern terminal points through judicious tree trimming.

NOTE: Specific actions relating to the above guidelines are included in the subsections of the Plan dealing with the treescape (sec. 7.4.3) and signage (sec. 7.4.5).

7.4.3 The Treescape [sec. 5.3]

GUIDELINES

Preserve and enhance the treescape by:

- filling in noticeable gaps to create a more continuous canopy effect with good definition at the entrance and terminal points;
- ensuring the ongoing replenishment of the tree stock;
- improving the health or appearance of certain trees by judicious trimming;
- ensuring that all trimming (especially for utility line clearance) will have a minimal impact on tree shape and appearance; and
- ensuring that any new construction or repair work relating to public roads, sidewalks and sewers or private driveways and sidewalks will not damage tree roots.

These general guidelines could take the form of a comprehensive tree management program for the St. Clair Boulevard HCD, the framework for which would be provided by the City's Horticultural Policies (APPENDIX B), the new Tree By-law, when passed [sec. 5.3.4], and the Street Tree Planting Program [sec. 5.3.5]. Such a program might entail the following steps:

1. Establishing a **list of compatible species** (based on the species recommended for City parks and the current list available to homeowners for planting on the road allowance). Such a list might include the same or similar species as those now found on the

Boulevard and different but complementary species. It should include trees which will form good canopies, such as the Norway Maple, and would exclude any species on the City's **prohibited species** list (see APPENDIX B).

2. Establishing a policy that any tree planted on public property within the District be selected from this list and encouraging individual homeowners to consult with the District Advisory Committee before making a selection.
3. Identifying suitable and desirable locations for the planting of new trees, as well as suitable species for each location (based on this list). Once an agreement between the District Advisory Committee and City Horticulturist (for trees on the centre strip) or individual property owner has been reached, request the planting of a particular species at the selected location.
4. Monitoring closely the condition of existing trees and identifying locations where trees are unhealthy or dying. Requesting the Public Works Department to determine the feasibility of planting a new tree in advance of the removal of the existing tree; and where feasible, requesting (as above in 3.) the advance planting of a tree selected from the list of compatible species.
5. Requesting the Public Works Department to inspect and prune trees on a more frequent basis than once every four or five years, as provided for under the present grid system (in order to eliminate the need for drastic trimming of limbs for the purpose of providing the necessary clearance for utility lines and also to enhance the appearance of certain trees by removing dead limbs and pruning to improve their shape).

6. Discouraging homeowners from undertaking any driveway construction or hard-surfaced landscaping which could damage the roots of a City tree or deprive the tree root system of an adequate water supply.

RECOMMENDED ACTIONS

1. Advise the appropriate City Departments of the designation of the St. Clair Boulevard HCD and the importance of preserving the treescape. (Planning Department)
2. Work with the Public Works Department to develop and implement a tree management program for the District, to include trees on the centre strip and within the road allowances.
3. Advise Hamilton Hydro, Bell Canada and the appropriate cable company of the designation of the St. Clair Boulevard HCD and the importance of preserving the treescape within the District; request that all trimming have minimal impact on tree shape and appearance. (Planning Department)

7.4.4 The Floorscape [sec. 5.4]

GUIDELINES

Maintain and enhance the floorscape and preserve its openness by:

- retaining the existing original layout of St. Clair Boulevard, as shown on the original Plan of St. Clair Park Survey: two narrow roadways separated by three park reserves (cover illustration);
- maintaining existing roadways, sidewalks and curbs in good condition;
- maintaining private driveways and sidewalks in good condition; and if existing surfaces are to be replaced encouraging the use of sympathetic materials;
- discouraging the erection of fences or planting of hedges (parallel to the two sidewalks), which will have or gain sufficient height to break up the continuity of the landscaped open space;
NOTE: This would not apply to the front or side yards adjacent to Delaware and Cumberland.
- maintaining in good condition the ground cover of the three park reserves and enhancing their landscape treatment by means of additional or different beds and plantings; and
- maintaining the neat, orderly appearance of front-yard gardens.

If changes are made to the landscaping of the centre strip, the original landscaping plan and list of plant species for Gage Park and/or other documentation on landscaping features and plant material typical of parks created in Hamilton and other Canadian cities during the early twentieth century could be consulted, for authenticity. The introduction of design features and plantings appropriate to this period could also be considered for front-yard landscaping.

RECOMMENDED ACTIONS

1. Advise the appropriate City Departments of the designation of the St. Clair Boulevard HCD and the importance of preserving the street layout and park reserves in their existing original form. (Planning Department)
2. When necessary, contact the appropriate City Department about maintenance/ repair issues involving public lands: e.g. the Engineering Department re: the maintenance and condition of streets and sidewalks and the Public Works Department re: the maintenance of the centre strip--grass cutting, shrub pruning, leaf collection, litter removal, etc.
3. Investigate the possibility of upgrading the level of maintenance for the three park reserves, given their special status as part of the St. Clair Boulevard HCD.
4. Investigate improvements to the landscape treatment of the centre strip: e.g. low-maintenance shrub beds providing more visual interest and/or historically authentic beds and plantings.

7.4.5 Man-made Streetscape Elements [sec. 5.5]

GUIDELINES

Enhance the District by improving, replacing or adding certain streetscape elements and/or minimizing the impact of visually intrusive elements: e.g. replacing the existing utility poles/ lighting standards and street signs with ones appropriate to the heritage character of the District; removing or relocating certain signs, where feasible; and erecting an historical plaque.

RECOMMENDED ACTIONS

Lighting Standards (subject to available funding and the approval of Hamilton Hydro):

1. Investigate the possibility of reconstructing one or more replicas of the original cast-iron poles with five-globe lights at an appropriate location: e.g. one at each end of the Boulevard, where they would also serve to mark the entrances.
2. Investigate the possibility of replacing the existing standards (concrete poles with elliptical arms and tungsten lamps) with historically appropriate lighting: e.g. the "Hamilton Pole": an ornamental cast-iron pole with an acorn globe (fig. 7.6).

Signage (subject to available funding and/or the approval of the Traffic Department or Public Works Department):

3. Investigate the possibility of reducing and/or improving the signage now located on St. Clair Boulevard.

Some suggestions include:

- relocating the school crossing sign further east on Delaware, preferably outside the boundaries of the District;
- removing or relocating from the centre strip the street sign at Cumberland Avenue or replacing it with an appropriate heritage sign;
- re-orienting the "Poop and Scoop" sign on the southern reserve to face Cumberland Avenue, where it would be visible to dog walkers approaching the Boulevard from its southern entrance; discussing with the Parks Division ways of making the signs less conspicuous while still clearly communicating their message.

4. Investigate the possibility of replacing the existing street signs with ones designed to complement the District; such signs might also serve to identify the St. Clair Boulevard Heritage Conservation District.

Plaque:

5. Investigate the possibility of erecting a descriptive plaque at a suitable location: e.g. the entrance from Delaware Avenue and St. Clair Avenue.

7.4.6 Vehicular Traffic and Parking [sec. 5.6]

GUIDELINES

Discourage increased traffic and parking on the Boulevard, and the further expansion of car-oriented facilities by:



Fig. 7.6

Computer-enhanced image based on current photograph (fig. 7.1) showing appearance of west side of St. Clair Boulevard with the existing concrete utility poles/ lighting standards replaced by acorn-style globe lights (identical to those erected on the High Level Bridge - fig. 5.14).

- continuing to allow on-street parking on the two one-way roadways, which serves to reduce traffic volume and speed and acts as a disincentive to front-yard parking.
- ensuring that existing parking restrictions are enforced;
- encouraging the retention and continued use of the original rear yard garages (see also guidelines for New Construction - Garages, sec. 7.2.3);
- discouraging the shortening of driveways, such that cars must be parked forward of the main facade of house, and the creation of front-yard parking; and
- encouraging homeowners planning any changes related to off-street parking, such as the building of new garages or the creation of front-yard parking, to first consult with the District Advisory Committee.

RECOMMENDED ACTION

1. Monitor the traffic and parking situation; if warranted, request the City to enforce existing parking regulations and investigate special parking restrictions.

NOTE: Front-yard parking can only be discouraged as it is currently permitted under the Zoning By-law. The construction of new garages and the demolition of existing ones are both regulated under Part V of the Ontario Heritage Act and would be subject to review and approval under the heritage permit application process [sec. 6.5.3].

7.5 Implementation of the St. Clair Boulevard HCD [sec. 6]

7.5.1 Designation Procedure [sec. 6.1]

In accordance with the procedure outlined in section 6.1 of the Background Study, the following mandatory actions have been or will be taken in order to designate the St. Clair Boulevard Heritage Conservation District.

MANDATORY ACTIONS (Council)

1. Council approved a recommendation to prepare a **background study and plan** for the proposed St. Clair Boulevard HCD (February 9, 1988), the area delineated in figure 1.4.
2. The following recommendations are to be forwarded from the District Advisory Committee to LACAC, the Planning and Development Committee, and City Council:
 - a) That City Council give approval to the designation by-law for the **St. Clair Boulevard Heritage Conservation District** (as delineated in figure 1.4), pursuant to the provisions of Part V of the Ontario Heritage Act (1983).
 - b) That the City Solicitor be authorized and directed to take the appropriate actions to have this District designated, pursuant to the provisions of Part V of the Ontario Heritage Act (1983).
 - c) That City Council formally adopt the **St. Clair Boulevard HCD Plan**, to be used as a guide for assessing proposed changes and implementing improvements.

7.5.2 The District Advisory Committee [sec. 6.2]

Although it is not a requirement under the Ontario Heritage Act that a District Advisory Committee be appointed, it is advisable because this sub-committee of LACAC can play an important role in the implementation of the **district plan** and the processing of **heritage permit** applications (as explained in section 6.2 of the Background Study).

RECOMMENDED ACTION (Council)

1. That an advisory committee for the St. Clair Boulevard Heritage Conservation District be appointed (to be composed of approximately six property owners and one LACAC representative).

7.5.3 Heritage Permit Applications [sec. 6.3]

In accordance with the provisions of the Ontario Heritage Act, Council must give approval for proposed alterations, demolitions or new construction within a designated heritage conservation district. The property owner applies for a **heritage permit**, obtained through the procedure outlined in section 6.3 of the Background Study.

GUIDELINES

1. In reviewing proposals for the erection, demolition or alteration of buildings and structures within the St. Clair Boulevard Heritage Conservation District, Council and its advisory committees should seek guidance from the District Plan, in particular, the subsection providing the policies and guidelines for preservation, conservation/ restoration, alterations and new construction (sec. 7.2.3).

2. Property owners seeking to make alterations or build additions, etc. should be encouraged to consult first with the St. Clair Boulevard HCD Advisory Committee before making a formal application for a heritage permit.

7.5.4 Heritage Funding [sec. 6.4]

Individual buildings within a heritage conservation district, which have been identified for their architectural/historical value, are eligible for heritage funding. While the architectural merit of the individual houses within the St. Clair Boulevard HCD does vary to some degree, all of the houses are original and all have streetscape value. No distinction has therefore been made for the purposes of heritage funding: all of the property owners would be eligible to apply for financial aid from the above programs to undertake exterior conservation or restoration work in accordance with MCC's Designated Property Grant Guidelines.

The funding programs available to property owners in the St. Clair Boulevard Heritage District once officially designated, as well as the types of eligible conservation/ restoration projects, are outlined in section 6.4 of the Background Study.

GUIDELINES

Property owners within the St. Clair Boulevard HCD should be encouraged to apply for heritage funding to undertake eligible exterior conservation or restoration projects, and to consult first with the District Advisory Committee before making a formal application for funding.

7.5.5 Recognition and Promotion of the St. Clair Boulevard HCD

Once a heritage conservation district has been designated, it is important that action be taken to raise public awareness of its special character and status. A simple but effective means of alerting pedestrians and drivers is the installation of street signage incorporating the name of the district. Additional information on the St. Clair Boulevard HCD could be provided by a plaque. Both of these initiatives were proposed in subsection 7.4.4 of the District Plan.

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Appendix A

List of Original Owners and Occupants

Address	Date of Construction	Original Owner/Occupant	Occupation
<u>East Side</u>			
190 Delaware Ave.	1925	Freeman Pollard Laura Pollard	manager
171 St. Clair Blvd	1924	Claude Morin Gladys Morin	manager
175 St. Clair Blvd	1924	George Beatty	baker
183 St. Clair Blvd	1929	George Wills Jessie Wills	manufacturer
187 St. Clair Blvd	1916	Lindsay McKindsay	traveller
189 St. Clair Blvd	1929	William Hughes Emma Hughes	baker
193 St. Clair Blvd	1920	William Lindsa (one year only) Saul Fauman	advertiser dentist
201 St. Clair Blvd	1942	Morley Goldblatt Rose Goldblatt	manager
207 St. Clair Blvd	1916	William Forbes	traveller
209 St. Clair Blvd	1932	George White	contractor
211 St. Clair Blvd	1914	George Jones Alice Jones (two years only) William Westaway	traveller manufacturer/ broker

215 St. Clair Blvd	1927	William Mayall Jessie Mayall	manager
219 St. Clair Blvd	1920	Gordon MacNaughton	clerk
223 St. Clair Blvd	1925	David White Ada White	merchant
227 St. Clair Blvd	1922	William Eley Marie Eley	manager
231 St. Clair Blvd	1919	William Tew Rebecca Tew (one year only) Basil Furry Minnie Furry	merchant druggist
233 St. Clair Blvd	1919	Edmund Palmer (one year only) Joseph Harrington	clerk superintendent
237 St. Clair Blvd	1919	William Macartney Catherine Macartney	insurance manager
<u>West Side</u>			
176 Delaware Ave.	1926	Roland Hill	T.H.&B. passenger agent
170 St. Clair Blvd	1923	Arthur Morris Orah Morris	principal
174 St. Clair Blvd	1916	David Parry Grace Parry	draftsman
178 St. Clair Blvd	1918	Kenneth Birney (two years only) Albert Lester Mary Lester	engineer dentist

182 St. Clair Blvd	1913	James Hooper (never occupied house) occupied initially by Oliver Burke	traveller manager
186 St. Clair Blvd	1924	Hart Smith Helena Smith	roller
190 St. Clair Blvd	1927	Alfred Wright	merchant
194 St. Clair Blvd	1923	Frederick Barnes	reporter
198 St. Clair Blvd	1932	Ralph Cooper	contractor
202 St. Clair Blvd	1914	Edwin Isard	manager
206 St. Clair Blvd	1918	Margaret Boggs also occupied by George Allan	widow jeweller
210 St. Clair Blvd	1920	George Allan	jeweller/ insurance agent
214 St. Clair Blvd	1927	Catherine Himmen (never occupied house) occupied initially by Samuel Foley	salesman
216 St. Clair Blvd	1920	James Darke	traveller
220 St. Clair Blvd	1916	George Depew (two years only) Victor Christilaw	gentleman druggist
224 St. Clair Blvd	1922	Herbert Cummer Janette Cummer	merchant
228 St. Clair Blvd	1922	Darwin Ostrosser	manager
230 St. Clair Blvd	1919	Walter Chadwick	manager
234 St. Clair Blvd	1926	James Thomson Teresa Thomson	druggist

Appendix B

The City of Hamilton's Horticultural Policies

The City of Hamilton's Horticultural Policies were adopted by Council in 1987. The following general policies selected from **Sections D and E**, dealing mainly with the planting, removal and trimming of trees on public property, provide a useful reference for the tree management component of the St. Clair Boulevard Heritage Conservation District Plan (sec. 7.4.3). Policies dealing with technical and procedural matters are omitted.

Parentheses [] indicate a modification of the exact wording of policy statement, the deletion of part of a statement, or additional commentary. Wherever possible, the policies have been grouped under general headings and are not necessarily listed in the same order as the official policy statements.

D. Planting and Plant Handling Policies

Utilities: Tree planting locations will be determined after locating underground and overhead utilities.

Prohibited Species: [Certain trees will not be planted on public property. The "Prohibited Species" list, to form Schedule "A" of the proposed **By-law respecting Trees**, is expected to include such trees as the Manitoba Maple, Silver Maple, Apple (fruiting varieties), Poplar species, Cherry (fruiting varieties), Willow species and Chinese Elm.]

Trees per Lot: Trees may be planted on the basis of one per lot or three per corner lot.

Tree Scale: Trees will be of a scale relative to adjacent buildings [and] overhead utilities and will provide sufficient clearance for pedestrian or vehicular traffic.

Tree Location: Trees will be planted at a sufficient distance from any building so that the root system does not interfere with any building foundations. In a location where sufficient area is not available, the homeowner will be given an abridged list of tree species from which they may make a selection.

Mature Height: Trees will be selected and planted so that overhead utility lines will not be affected when the tree reaches its mature height and crown diameter.

E. Street and Park Tree Policies

Tree Removal and Pruning: No person other than a qualified employee shall prune or cut down any [City] tree.

Planting Requests : [At the request of a property owner, the City may plant a tree on the abutting road allowance and suggest several available suitable varieties.] Evergreen trees will **not** be planted along any road allowance except where authorized by the Director [of Public Works].

Circumstances under which a City tree will be removed:

Hazardous Tree: Any City tree deemed to be a hazard for any reason may be removed by the City at any time without notice.

Undesirable Trees: The City may remove, at the request of a homeowner, any ornamental variety of public tree which is causing a problem by dropping fruit on sidewalks or driveways: i.e. mulberry, apple, pear, crab apple, mountain ash.

Trees Infected by Disease or Insects: The removal of City trees infected by disease or insects will only occur if the tree has declined to a state where it will not recover. The horticulturist will make the final decision to remove any such tree.

Deadwood: [A tree will only be removed because of deadwood if it is in a severe state of decline.]

Visibility: City trees may be removed [...] in order to comply with Traffic By-laws.

[See also **Storm Damage, Sewers, and Front Yard Parking**].

Removal of Healthy Trees: No healthy, substantial City tree will be removed unless approved by the Parks and Recreation Committee and/or the Transport and Environment Committee and City Council.

When, at a property owner's request, City Council approves the removal of a healthy public tree which is not causing any damage to public or private property, all costs relating to the removal of this tree are charged to the property owner. [In addition, the property owner must pay the City the cost of a replacement tree for each tree removed.]

Screening and Climate Control: The removal of City trees which have been planted to act as a screen or sound barrier [...or] to moderate climate will be kept to a minimum.

Circumstances under which a City tree will NOT be removed:

Seeds, Nuts, Leaves: [...] because of its production of seeds, nuts or leaves.

Sap: [...] due to sap dripping from limbs or saw cuts.

Birds and Animals: [...] because of flocking birds eating fruit or squirrels gathering nuts.

Shade: [...] because of dense shade which may affect turf growth. The City may thin out the crown of a City tree in order to allow sunlight to penetrate to the turf area.

Erosion: [...] where a problem of erosion exists or may result.

Surface Roots: [...] because of surface roots.

When the City receives a complaint from a property owner regarding surface roots, the horticulturist will investigate the situation and suggest a solution [...]. The accepted solution will be cost shared equally between the City and the property owner.

Damage to Sidewalks, Driveways and Foundations: The City will not remove any City tree which has caused damage or cracking to a sidewalk, driveway or foundation. [Complaints will be dealt with in a manner similar to complaints about surface roots.]

[See also **Front Yard Parking** and **Sewers**].

Circumstances under which a City tree will or may be trimmed:

Utilities: Trimming of trees near overhead utilities will be done during the standard grid pruning program.

All limbs that come into contact with and will damage utility lines, structures, lighting posts, fences, etc, will be trimmed or removed, [as specified in the HORTICULTURAL POLICIES: Sec. F (Arborist Specifications: Utility Line Clearance)].

Deadwood: Deadwood will be removed on a regular basis during the grid pruning program.

Birds and Animals: The City may trim trees away from eaves and roof-tops, hydro poles and lines in order to eliminate access by animals from a City tree to these areas.

Trees may be trimmed to eliminate flocking birds but this practice is at the discretion of the horticulturist.

Visibility: City trees may be [...] pruned in order to comply with Traffic By-laws.

Surface Roots: No homeowner will cut or destroy any surface roots which are part of a City tree. [See also **Sidewalks, Driveways and Foundations, Front Yard Parking, and Sewers**].

Storm Damage: The City will make safe any storm damage as soon as possible after it has been reported [by removing fallen or hanging limbs, or the entire tree, if necessary]. This includes any private tree which has come down on City property.

Winter Damage: Winter damage will be inspected by the horticulturist in order to determine what remedial action should be taken.

Disease/ Insect Control: The City may spray City trees for insects and disease control when and where necessary. The decision to spray will be determined by the horticulturist, when and where such spraying will not create an environmental hazard to the surrounding area.

Traffic Accidents: When traffic accidents involve a City tree the first priority is to make the tree safe. [Cost of repairs or replacement are charged to the party responsible for the accident.]

Vandalism: The City will repair any damage to trees caused by vandalism, immediately or as soon as possible after it has been reported to the Department [of Public Works].

Lights: No person shall install any lights in any City tree [without] the approval of the horticulturist.

Signing: No person shall affix any signs, notices, bills, clothes lines, etc. to any City tree.

Sidewalks, Driveways and Foundations: When sidewalk reconstruction takes place, the City or contractor will replace concrete sidewalks in the vicinity of trees with an interlocking stone walkway where deemed necessary by the horticulturist [to ensure that the roots get adequate water].

When excavating sidewalks or driveways, the cutting of surface roots will be kept to a minimum with all roots being cut according to the arborist's specifications.

The City will repair any city sidewalk on the road allowance where tree roots have caused cracking or damage.

Front Yard Parking: Applications for front yard parking where there is a conflict with a tree on the road allowance will be reviewed by the horticulturist.

No healthy City tree will be removed in order to install an approach or allow space for front yard parking unless authorized by City Council.

No front yard parking will be allowed where soil compaction may cause damage to the roots of a City tree.

New driveways will not be constructed where soil compaction will affect the roots of a City tree.

Sewers: [In a situation where the roots of a City tree are causing damage to a property owner's sewer, a decision will be made by the Director of Public Works to cost share either the removal of the tree or the replacement/relocation of the sewer. No tree identified as an endangered species or considered to be of historical value, will be removed due to sewer damage.]

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Appendix C



APPLICATION FOR TREE PLANTING

STREET TREE PLANTING PROGRAM

* Please retain this page for your records

The Forestry Section, Parks Division, Public Works Department plants bareroot trees on the City and Regional Road allowances in front of residential properties on request of the property owner. The planting of the tree is co-ordinated with the property owner and includes soil mixture, tree stake and tie, and replacement of the tree if it dies or is vandalized.

Tree planting takes place in early spring (March, April, May) weather permitting. The City plants 1,000 trees per year. When the yearly quota is filled, the incoming requests are placed on next season's planting list.

Tree planting may also take place in the fall for property owners living in new subdivisions. Note: some tree types are not available for fall tree planting; ie. sunburst locust, bradford pear, red oak, sugar maple, true red maple (Acer rubrum).

The City does not plant evergreens, birches, or fruit trees. The City only plants trees in boulevard areas 6 feet or wider.

Trees are planted on a basis of one per lot or alternatively on the average one per 36 feet. If the house is on a corner lot, additional trees may be planted on the side of the property.

All plantings are subject to utility locates, and are selected from species which are appropriate for the climate, soil, winter salt conditions and any site specific conditions which may impact on the longevity of the tree.

Prior to planting, you will be required to drive a wooden stake in the City portion of your lawn to designate where you would like the tree to be positioned. For a tree to be planted, your stake must be positioned at least 3 feet from any utility locates painted on your lawn. Your tree request may be denied due to underground utility locates. The painted lawn area may be mowed as maps for locates are provided to the City by the utility companies.

At the time of planting, the property owner receives a brochure with instructions for tree care. Maintenance will be performed by the Forestry Section during the Grid Trimming program. The stake will be removed when the tree no longer requires the support.

If the City tree does not survive, please do not remove the tree or the stake; call us and we will organize the replacement.

It is illegal for the property owner, or any member of the public, to trim, remove, or otherwise harm City trees.

For further information, please call the Forestry Division at 385-4822, Monday to Friday from 8:00 a.m. to 3:30 p.m.

A Reminder to Yourself

- The species of tree that I have chosen is
- I have been advised that planting will take place

Form Date: September 1991

Form with fields for: Today's Date, Name, Address, Home Ph.#, Business Ph.#, Ext, Is your home located on the North, East, South or West side of street?, What is the intersection nearest to your residence?, Do you live in a new subdivision?, How old is your home?, Have you had a city tree planted previously?, Is there a boulevard with trees in the front or at the side of your property?, Do you wish a tree for shade or ornamental planting?, Do you have a preference of tree?, If undecided, you are welcome to visit the Public Works Office at City Hall to view our tree planting album., If possible, please provide a sketch of the front of your property including any obstacles on road allowance: eg. fire hydrant, existing trees, poles, flower beds, overhead hydro wires, or a boulevard., Please complete and forward to: Department of Public Works - Parks Division, 71 Main Street West, Hamilton, Ontario, L8N 3T4 Telephone Number: 546-2785

Form Date: September 1991

Standards for building conservation projects grant-aided by the Ontario Heritage Foundation

Adopted as policy by the Ontario
Heritage Foundation, September
1985

1. Building conservation projects shall be undertaken only on the basis of a responsible and sufficient investigation of the historical and architectural aspects of the existing building and site.
2. The existing state of the building and site shall be recorded before a project is undertaken, and changes made in the course of a project shall be properly documented in relation to that record.
3. Repair and reconstruction activities shall be phased and managed to protect and respect the historic fabric of the building.
4. Every reasonable effort shall be made to provide a compatible use for a property which requires minimal alteration of the building or site in its environment, or to use a property for its originally intended purpose.
5. The distinguishing original qualities or character of a building or site in its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided whenever possible.
6. All buildings and sites shall be recognized as products of their own time. Alterations having no historical basis that seek to blur the distinction between the historic and new portions of the project shall be discouraged.
7. Changes that may have taken place in the course of time are evidence of the history and development of a building or site and its environment. Whenever these changes have acquired significance in their own right, they shall be recognized and respected.
8. Distinctive stylistic features or examples of skilled craftsmanship which characterize a building or site shall be retained and respected. Additional work shall complement and sympathetically enhance the distinctive historic features of the building.
9. Deteriorated architectural features shall be repaired rather than replaced wherever possible. In the event replacement is necessary, the selection of new materials should be treated with sensitivity.
10. The surface cleaning of buildings shall be undertaken only with the gentlest means possible. Sandblasting and other cleaning methods that needlessly erode or damage the historic fabric of the building shall not be undertaken.
11. Every reasonable effort shall be made to protect and preserve archaeological resources affected by or adjacent to the project.
12. Contemporary design for alterations or additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant historical, architectural, or cultural material, and when such design is compatible with the size, scale, colour, material, and character of the property, neighbourhood or environment.
13. Whenever possible, new additions or alterations to buildings shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the building would be unimpaired.

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Appendix E

Guidelines for Maintenance, Repair and Restoration

The following guidelines are based on those provided in **The Cross-Melville Heritage Conservation District Study: The District Plan**, prepared for the Town of Dundas by David Cuming and Associates (October 1988). They are divided into two categories: **repair/ maintenance and restoration**.

Property owners within the St. Clair Boulevard HCD are encouraged to contact Heritage Planning staff in the Local Planning Branch at City Hall to obtain technical advice and information.

NOTE: All work in the **restoration** category would be eligible for heritage funding. To determine the type of **repair/ maintenance** work eligible for heritage funding, property owners should consult the Ministry of Culture and Communications' **Designated Property Grant Guidelines** (available from Heritage Planning staff).

1.1 Structure: Repair and Maintenance

Structural systems used within the District include solid brick construction (roof and floor loadings are carried to the foundations by double brick masonry walls) and frame construction (which relies on the channelling of roof and floor loads through a jointed timber frame for redistribution at the foundation. Knowledge of building science principles is essential in the assessment of historical structural systems.

Inspect and record structural stability problems; note cracking, deflection, and fungal or insect attack; stabilize weakened structural members and systems with a method which can be reversed if necessary.

The effects of settlement, and problems with leakage or cracks should be monitored for activity before work is considered. Inactive cracks and/or leaning walls may be in a static state and no longer a cause for concern.

1.2 Structure: Restoration

Replace specialized joinery work and unusual or rare engineering or technical innovations only when absolutely necessary. Specialized work will require a skilled craftsperson or a professional engineer with heritage training or experience.

Consider supplementing the existing structural system when damaged or inadequate. This is a preferable solution.

2.1 Roof: Repair and Maintenance

Respect the original roof configuration and roofing materials and any architectural details such as dormers, cupolas, vents and cresting.

Assess the condition of the roof yearly. Look for or examine: broken, loose or missing shingles; corroded, broken or loose fasteners; the condition of the valleys, flashing and ridge; and level and plumb roof planes.

Repairs should be made before considering entire roof replacement. Even small patch repairs should be carried out in a conscientious manner and match the original material.

Make sure that rainwater gutters are regularly cleaned to prevent backup and ice dams; and that downspouts are in working order and direct water away from the walls.

The choice of replacement roofing material should be carried out after a proper cost analysis taking into account available heritage funding. The selection of a modern or alternative roofing material should respect the colour, dimensions and texture as well as the overall appearance of the original roof. The visual impact of the modern replacement roofing on the streetscape should also be considered.

2.2 Roof: Restoration

The vast majority of houses in the District most likely originally had wood-shingled roofs. Only one house, at 201 St. Clair Boulevard originally had or was intended to have a slate roof (shown on architect's drawings). All of the houses now have asphalt-shingled roofs.

Investigate the roof area and/or examine historic photographs and fire insurance maps* to identify original roofing.

Historic roofing materials used within the District include wood shingles and possibly also slate and an early form of asphalt shingle. Make sure colour, textures and dimensional qualities respect the original material. Hire an experienced contractor familiar with proper installation methods. Property owners can assist by directing the contractor to certain information sources if there are questions regarding details for flashing, ridges and junctions.

* NOTE: The only fire insurance plan available for St. Clair Boulevard is one published in 1916 (page of 1898 Fire Insurance Plan for the City of Hamilton, updated to 1916). The section showing St. Clair Boulevard, illustrated in figure 2.6, indicates that all seven of the houses completed by that time had wood-shingled roofs.

3.1 Walls: Repair and Maintenance

The vast majority of the houses in the District have exterior walls constructed of brick masonry, with stone and stucco being used to a much more limited extent. Half-timbering with stucco infill is employed on several Tudor style houses. Dormers are clad in wood siding or wood shingles (see 4.1 and 4.2 Exterior Woodwork and Decorative Trim).

Walls should be examined for cracks, spalling, stains, leaks, mortar erosion, local distress, leaning or bowing, efflorescence, blisters and loss or fall building fabric. Prioritize the work which must be considered for repair and future maintenance.

Repairs to localized areas should match the original as closely as possible in size, colour texture, surface treatment and strength for reasons of appearance and durability.

With brick and stone, it is critical that mortar which bonds the original masonry units is examined for texture, colour type of jointing and composition. A good match of the above noted qualities will contribute to a better completed job. The choice of replacement stone or brick should follow similar criteria in terms of type, size, colour, texture and composition.

Stucco and other parged materials require the same evaluation process as brick and stone. Repairs to these materials must match in colour, texture, composition and method of application. If possible, try to make repairs to entire wallplanes or to panels where decorative trim is utilized as a frame, otherwise repair sympathetically. Remember that with stucco, parging or rendering, moisture is often responsible for the fabric failure. Make sure this problem has been alleviated by ensuring that downspouts drain well away from the building, by removing ivy or shrubs from walls, and, if painted, by using only a compatible masonry paint.

3.2 Walls: Restoration

Maintenance of stone or brick masonry will help preserve the building fabric. Major restoration should follow guidelines developed in the Ministry of Culture and Communications' Annotated Master Specification for the Cleaning and Repair of Historic Masonry (copy available for consultation in Heritage Planning resource library, Local Planning Branch).

Replacement brick or stone should be chosen carefully. Salvage brick can be used in areas where exposure to excessive weathering is not likely to occur. Remember strength and durability are properties "old" bricks should be examined for when considering them for re-use.

The retention of original finishes or coatings on masonry including paint, whitewash and parging should be maintained when possible. The cleaning of masonry can be considered useful in the prevention of deterioration and the restoration of its original appearance. However, it is critical to the success of a cleaning operation that the "patina" be maintained. This will involve specialized care by a competent contractor. The "good as new" appearance usually means too aggressive an approach to cleaning is being recommended. Make sure that the work is being carried out during a frost-free period and that test patches in inconspicuous areas are completed before any work is undertaken. Be wary of sandblasting in any circumstance and remember caustic chemicals used improperly can be just as harmful.

Many historic masonry structures contain softer, more elastic mortars with a high lime and low cement content. Modern mortar is generally harder and its use can be harmful for older buildings when employed with soft or friable masonry materials. A general rule with masonry repointing is to make sure the mortar is weaker than the surrounding masonry. It is easier and cheaper to repoint masonry than to replace historic masonry units.

Repointing of mortar is only needed when it is badly deteriorated or when water penetration is a problem. Do not repoint old mortar in good condition. Clean out deteriorated mortar with a hand chisel rather than with power tools. The composition

of the new mortar should match the qualities of the old in strength, colour and texture.

Stucco finishes which are deteriorated can be restored by matching the original colour and texture. Surface treatments often vary because of aggregate type and method of application. Use proper tools and aggregates. Make repairs to an entire wall plane only after an inspection of the backing (lath, plank, brickwork) is completed to assess any deterioration.

4.1 Exterior Woodwork and Decorative Trim: Repair and Maintenance

Wood is used as a building material in the District for structural framing, wall dadding and decorative elements.

An assessment of the condition of wood elements must be completed prior to repair and maintenance. Signs of rot, insect infestation, fungi, mechanical damage and structural fatigue are common problems. Understanding the nature of decay will allow for a better choice of repair and maintenance options. Look for blistering paint or a total absence of a surface covering as a signal of a potential problem.

In undertaking repairs use the gentlest means to strip or clean wood or finishes, being mindful not to remove or harm sound wood.

Small cosmetic repairs can often be accomplished with compatible wood fillers which are then painted. More serious problems may require wood insertions or splices. When total decay has occurred, new wood should be used to duplicate the original structural or decorative element. Make sure a competent carpenter is hired to undertake the work.

Maintenance of wood elements will require regular inspections to ensure that there is no damage from excessive moisture - wood's number one enemy.

4.2 Exterior Woodwork and Decorative Trim: Restoration

It is important to employ a skilled craftsman who has a knowledge of practice, tools and wood.

All structural and decorative elements should be examined for failure. Assessment of the type of repair should be considered in conjunction with historical documentation. The reconstruction of elements based on historic photographs should be drawn first before the replication of the element is commissioned. Working or shop drawings must be prepared.

With repairs to smaller areas by patching, it is recommended that a filler which contains maximum strength and durability be selected. Any splicing should be completed in the same type of wood. Make sure the cut section is similar so that the graining matches.

All decorative work will require moulding profiles to be taken to ensure that elements such as cornices, gingerbread, balusters, brackets, finials, etc., are properly duplicated for restoration. The restored elements should be protected by a water repellent to prevent future decay.

5.1 Windows and Doors: Repair and Maintenance

The inspection and assessment of these features for structural soundness is of critical importance. Retention and repair of original window frames, sash, glass and door panelling is recommended. Badly decayed areas in an otherwise sound window or door should be repaired using compatible filler materials or appropriate joinery detailing. Retain existing glazing where possible and save door and window hardware during repairs.

Replacement wood windows or doors should be completed in kind. Aluminum, coated metal or vinyl units are not recommended. A replacement window or door must match the original in style, shape and placement. Replacement using historic photographs where available will be required to meet the above criteria.

5.2 Windows and Doors: Restoration

Always try to repair the existing original windows and doors if possible as they are important features of older buildings. When the replacement of a window is required try to use the existing frames.

New replacement sash should maintain the original muntin profile and dimensions. This may require new shaping blades to be cut to reproduce the moulding profile. Try to make double hung windows work properly. Don't forget that original storm windows and doors are also heritage features. Where new glazing is required, it should resemble some of the qualities of older, single pane glass where possible.

Entrances which include transoms and sidelights often exhibit a high degree of craftsmanship. The retention of this skilled work is desirable and worthy of restoration through proper conservation techniques. The employment of experienced master carpenters may be necessary to complete this level of workmanship. Preparation of drawings and photographs will assist in the development of shop drawings.

6.1 Foundations: Repair and Maintenance

Building foundations which are sound and watertight are essential to the good health of the District's structures. The early discovery of problems can normally be corrected inexpensively and efficiently. If problems are allowed to persist untreated, irreversible damage such as excessive settlement may occur.

The importance of the regular inspection of basement and foundation walls cannot be overstressed. Using a flashlight look for signs of moisture, cracks, deflection of structural members and settlement. Settlement can take years to occur and normally takes place during the first years of a structure's life. Often older buildings which have settled reach an equilibrium. However, changes in ground water levels, earth movements, new tree plantings too close to a structure and disconnected downspouts can result in further destabilization of the structure and foundation.

Another problem with basements and foundations is the lack of proper ventilation which can cause fungal growth. Undetected growth can also cause stress on sill plates which may affect the soundness of the basement foundation walls.

Repairs to foundation problems should be undertaken only after consultation with a professional engineer or architect who has a knowledge of heritage building systems. Make repairs where possible using traditional building practices.

6.2 Foundations: Restoration

Make sure proper exterior drainage is in place. Direct water away from the building and install drainage tile if necessary to control excessive moisture. When excavating, remember that archaeological concerns may arise.

Generally, the guidelines used for masonry restoration should be applied to any exposed external foundation walls whether they are brick, stone or concrete block. Areas exposed to extreme environmental conditions at the lower foundation wall may require a slightly stronger masonry mortar to prevent accelerated deterioration.

7.1 Paint: Repair and Maintenance

Painting is probably the most common maintenance work encountered by most property owners. The renewal of painted exterior surfaces on an 8 to 15 year cycle is generally accepted, depending on environmental conditions.

Paint removal should be considered only after a thorough inspection of all surfaces. Look for signs of mechanical wear, cracking, scaling, peeling, blistering, loss of gloss, soiling, chalking or mildew; and with these conditions in mind prepare the surfaces properly. Be aware that new paints can bond poorly to old paints if the surfaces are not prepared by sanding, scraping and the use of a good primer coat. The use of a blow torch is not recommended as paint adheres poorly to burnt wood. Always take precautions when removing lead-based paints as lead fumes are toxic.

Choose a colour scheme which is sympathetic to the structure and its design elements as well as the neighbourhood. There are many good sources of historic paint colour schemes for homes. When removing paint during the preparation of surfaces, it is likely the original colours may be exposed. Attempting to match these colours is the most accepted method for the repainting of historic buildings.

7.2 Paint: Restoration

Original paint colours can be determined by paint analysis when carried out by a professional. If no traces of the original paint exist, representative colours for the period can be determined from contemporary trade magazines and catalogues.

Make matches with dry samples. Remember not to confuse a prime coat with finish colours. Also, older paints have a tendency to yellow and may appear darker than they were originally.