

Technical Memorandum

Date 14 August 2023 **Project No.** 21497597-2000-TM01

To Margaret Fazio, Senior Project Manager – City Project Lead
City of Hamilton
71 Main Street West
Hamilton, ON

Cc Joel Konrad, PhD, CAHP, Cultural Heritage Lead / Senior Cultural Heritage Specialist

From Lindsay Benjamin, MAES, RPP, MCIP, CAHP **Email** Lindsay.Benjamin@wsp.com
Senior Cultural Heritage Specialist

Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment Addendum, Airport Employment Growth Transportation Master Plan Update, City of Hamilton, Ontario (Final)

1.0 Background

In November 2021, the City of Hamilton retained Golder Associates Ltd., a member of WSP (Golder) to conduct a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (Cultural Heritage Report) for the Airport Employment Growth District (AEGD) Transportation Master Plan (TMP) Update, fulfilling Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process for collector and arterial roads (the 'Project').

The Urban Hamilton Official Plan (UHOP) identifies the AEGD as an important employment area. The AEGD is a planned development area of 551 net developable hectares of employment land per the Secondary Plan. The entirety of this area has been designed to provide for a major business park development that effectively integrates with and complements the existing John C. Munro Hamilton International Airport. The Secondary Plan area is bounded by Garner Road East and Twenty Road West to the north; Upper James Street to the east; White Church Road West to the south; and Fiddler's Green Road to the west (the 'Project study area'). For the purposes of this report, the Project study area includes a 50 m buffer, capturing adjacent properties in accordance with the definition of 'adjacent' in the UHOP.

The AEGD TMP (2011) has been previously completed as an element of the AEGD Secondary Plan and incorporated into the UHOP, with policies and mapping. The Appeal to the Secondary Plan resulted in removal of "white belt" areas from the urban boundary and AEGD TMP Implementation Update (2016).

The development pattern within the AEGD lands has been changing from the time of Secondary Plan completion, and a review of road classifications and road right-of-way resulted in the City of Hamilton's review of the AEGD TMP. The approximately 20 proposed changes to the collector and arterial road network, including removals and realignments of roadways, have triggered a requirement under the EA process for a TMP amendment and public engagement to fulfill Phases 1 and 2 for Schedule B and C EA project requirements within the TMP. The AEGD Secondary Plan was completed without detailed input related to the presence of Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL). Due to comments received from the Ministry of Citizenship and Multiculturalism (MCM, former Ministry of Tourism, Culture and Sport), the City was notified that BHRs and CHLs require better representation in the AEGD TMP to inform proposed roadway link changes and to fulfill the EA process requirements.

As such, Golder submitted a Final Cultural Heritage Report to the City of Hamilton in August 2022 that identified existing and potential BHRs and CHLs within and adjacent to the Project study area. Further, the report included a review of the background history of the study area, the results of a property visit undertaken to confirm existing conditions, a preliminary impact assessment to identify negative impacts to BHRs and CHLs resulting from the alternative roadway changes in the network, preliminary mitigation recommendations, and recommendations as to whether Cultural Heritage Evaluation Reports (CHER) or Cultural Heritage Impact Assessments (CHIA) may be required for all or parts of the study area to be impacted.

2.0 Addendum Overview

Following the finalization and submission of the Cultural Heritage Report in August 2022, the City initiated a feasibility study for Collector 6N (a link in the Project study area) to identify the most likely alignment of the corridor where it meets Upper James Street. Additional completed, ongoing and anticipated EAs were also identified in the Project location. As such, this Addendum has been prepared to:

- Capture the revised alignment of Collector 6N to assess any additional impacts to BHRs and CHLs in the Project study area; and
- Reflect the cultural heritage findings and recommendations of the additional EA reports reviewed (where available), which has resulted in the identification of additional BHRs.

This addendum should be read in concert with the 2022 Cultural Heritage Report as that report provides reference to the project methodology, study area context and mapping, existing conditions and photographs, and a summary of community engagement.

The cultural heritage identification and evaluation documented in this Cultural Heritage Report Addendum follows the process set out in the Draft Existing Conditions and Preliminary Impact Assessment Report Guidelines provided by the MCM (2019). In addition, best practice in heritage identification and assessment has been used, as outlined in the Standards and Guidelines for the Conservation of Provincial Heritage Properties (MCM, 2010), Identification and Evaluation Process (2014), and the Ontario Heritage Toolkit (2006a). This Addendum was

prepared by Joel Konrad, PhD, CAHP, Cultural Heritage Lead, Ontario, and Lindsay Benjamin, MAES, RPP, MCIP, CAHP, Senior Cultural Heritage Specialist.

3.0 Summary of New Information

3.1 Collector 6N

The revised alignment of Collector 6N, inclusive of four alternatives (Collector 6N Alternative 1, Alternative 1A, Alternative 2 and Alternative 3), all travel roughly east-west between Twenty Road West and Dickenson Road West before veering slightly north (Alternative 1 and Alternative 1A) or south (Alternative 2 and Alternative 3) and terminating at Upper James Street. These four alternative alignments are illustrated on Figures 1G, 1H and 1L in Appendix C.

3.2 Study Area Environmental Assessments

The City of Hamilton indicated the following EAs are completed, ongoing or anticipated within the AEGD study area:

City as proponent:

- Dickenson Road Phases 3 & 4 EA (Upper James Street to Garner Road) (ongoing);
- Glancaster Road Phases 3 & 4 EA (Dickenson Road to Garner Road) (ongoing);
- Garner Road / Rymal Road and Garth Street Class EA (completed; in the process of being amended); and
- Book Road Corridor EA (not yet begun).

Developer as proponent:

- Upper West Side Integrated Municipal Class EA (Twenty Road West to Dickenson Road) (ongoing); and
- Dickenson Limited Partnership Development (Dickenson Road and Glancaster Road, south of/connecting to the Garth Street Extension).

In addition, various cultural heritage reports associated with development applications in the Project study area were also circulated by the City for review.

As part of the 2022 Cultural Heritage Report, cultural heritage reporting associated with the Phase 3 & 4 EAs for Dickenson Road and Glancaster Road and the Upper West Side Integrated Municipal Class EA were reviewed and any identified BHRs and CHLs were recorded.

The Garner Road / Rymal Road and Garth Street Class EA was reviewed to complete this Addendum and resulted in the identification of four new BHRs that were not identified in the 2022 Cultural Heritage Report.

As the Book Road Corridor EA has not yet begun, it could not be assessed in the compilation of this Addendum. Lastly, a CHIA prepared for the Dickenson Limited Partnership development was reviewed and its findings are reflected in this Addendum.

4.0 Summary of Impacts

Consistent with the 2022 Cultural Heritage Report, impacts of Alternative 1 (Do nothing) and Alternative 2 (Amended road network) were assessed for potential impacts to the identified BHRs and CHLs (Table 2: Impact Assessment, Appendix B). Alternative 1 (Do nothing) will have the least impact on the identified cultural heritage resources. If Alternative 2 (Amended road network) is selected, it is recommended that the alignment of the new roads and expansion of existing roads seek to avoid direct and indirect impacts to BHRs and CHLs where feasible. The preferred alignments should require as little property acquisition as possible. In addition to this review of alternatives, a more specific evaluation of alternatives was completed for Collector 6N, as detailed in the section below.

4.1 Collector 6N

An assessment of the four proposed Collector 6N alignment alternatives (shown on Figures 1G, 1H and 1L) has revealed the potential for additional impacts to BHRs and CHLs:

- Alternative 1 and 1A will not result in any additional impacts to BHRs or CHLs in the Project study area;
- Alignment Alternative 2 will have similar impacts to those anticipated for the alignment reviewed in the 2022 Cultural Heritage Report with impacts to CHL 52 and CHL 65; and
- Alignment Alternative 3 is anticipated to result in direct impacts to two CHLs and five BHRs, including: CHL 65, CHL 66, BHR 60, BHR 61, BHR 62, BHR 63, and BHR 65; and potential indirect impacts to two BHRs: BHR 58 and BHR 66.

As such, Collector 6N Alternative 1 and 1A are preferred from a cultural heritage perspective as they will result in the fewest impacts to BHRs and CHLs, followed by Alternative 2, with Alternative 3 representing the least preferred alignment. Updated impact and mitigation recommendations are detailed in Table 2, Appendix B following the same methodology as that outlined in the 2022 Cultural Heritage Study.

4.2 Study Area Environmental Assessments

Following a review of the Garner Road / Rymal Road and Garth Street Class EA, four new BHRs not previously documented in the 2022 Cultural Heritage Report were identified:

- 443 Garner Road East (reclassified as BHR 21);
- 453 Garner Road East (reclassified as BHR 22);
- 459 Garner Road East (reclassified as BHR 23); and
- 681 Garner Road East (reclassified as BHR 25).

As such, Table 1: Identified Built Heritage Resources and Cultural Heritage Landscapes in Appendix A, and Table 2: Impact Assessment in Appendix B have been revised to reflect these additional resources (including a renumbering of BHR numbers) and record any recommendations made in previous cultural heritage reporting prepared for properties in the study area, either as a result of the EA process or development applications. Figures 1 and 2

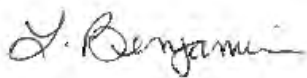
in Appendix C have been updated accordingly. For ease of review, any additions or revisions made to Table 1 or Table 2 have been **bolded** to flag their inclusion.

5.0 Recommendations

Recommendations to avoid or reduce adverse impacts to the BHRs and CHLs identified in the Project study area are summarized in the Cultural Heritage Report and additional recommendations resulting from this Addendum are detailed below. Note that these recommendations are based on Golder's current understanding of the Project and may need to be revisited if there are any changes to the Project.

1. The alignment of Collector 6N Alternative 1 and 1A are preferred from a cultural heritage perspective as they will result in the fewest impacts to BHRs and CHLs, followed by Alternative 2, with Alternative 3 representing the least preferred alignment due to the high number of cultural heritage resources with the potential to be directly and indirectly impacted.
2. This Cultural Heritage Report Addendum and associated figures were prepared prior to the Provincial Government's decision to expand the urban boundary and approval of Official Plan Amendment 167. As such, further cultural heritage reporting will be required in the future, as part of area specific secondary plans.
3. That prior to undertaking reporting for the cultural heritage resources identified in the Project study area, the City's Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of recommendations from the EAs and development applications noted in this Addendum.

Golder Associates Ltd.



Lindsay Benjamin, MAES, RPP, MCIP, CAHP
Senior Cultural Heritage Specialist



Joel Konrad, PhD, CAHP
Cultural Heritage Lead / Senior Cultural
Heritage Specialist

LB/JAK/

Distribution: City of Hamilton
Golder Associates Ltd.

Personnel

| | |
|----------------------------------|---|
| Project Director | Michael Teal, Director, Archaeology and Heritage |
| Project Manager | Joel Konrad, PhD, CAHP, Cultural Heritage Lead, Ontario |
| Discipline Lead | Lindsay Benjamin, MAES, CAHP, RPP, MCIP, Cultural Heritage Specialist |
| Field Investigations | Lindsay Benjamin, MAES, CAHP, RPP, MCIP, Cultural Heritage Specialist |
| Report Production | Lindsay Benjamin, MAES, CAHP, RPP, MCIP, Cultural Heritage Specialist Alisha Mohamed, MA, Cultural Heritage Specialist Stephen Jarrett, MA, Cultural Heritage Specialist Chelsey Tyers, BES, MCIP, RPP, Cultural Heritage Specialist |
| Senior Review | Joel Konrad, PhD, CAHP, Cultural Heritage Lead, Ontario |
| Administrative Assistance | Courtney Adey |
| Mapping and GIS | Bojan Radojevic, Geomatics Technician |

Attachments: Appendix A – Identified Built Heritage Resources and Cultural Heritage
Landscapes




Appendix B – Impact Assessment




Appendix C – Cultural Heritage Resources Mapping




Appendix A




Identified Built Heritage Resources and Cultural Heritage Landscapes




Table 1: Updated Identified Built Heritage Resources and Cultural Heritage Landscapes with Known or Potential Cultural Heritage Value or Interest within the Study Area




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|--|---|---|---|
| BHR 1 | Residence | 558 Fiddlers Green Road, Ancaster; Smith / Rowley House | Inventoried; Ancaster Elevated Water Reservoir Class EA CHRA (ASI, 2018); LACAC Heritage Research Report (Carolyn Hawley, 1980) | Constructed in 1840, the original owner was Stephen Smith. The residence is a one-and-a-half storey frame Ontario Gothic Revival house with brick exterior and a gable roof. The front facade features a three-bay arrangement with central projecting frontispiece with a gable roof and decorative bargeboard, a central door with sidelights and transom, and decorative buff brick quoining and window surrounds. It includes a rear extension. The house is surrounded by grassy open areas, mature vegetation, gardens, circulation routes and a split rail fence. |  |
| BHR 2 | Residence | 588 Fiddlers Green Road, Ancaster | Inventoried; Ancaster Elevated Water Reservoir Class EA CHRA (ASI, 2018); LACAC Report (n.d.) | Constructed in 1850, the residence is historically associated with Albert Smith. The one-and-a-half storey frame house has a cross-gable roof, gable dormer, vinyl siding and stone foundations. The projecting bay features a bay window on the first storey. The house has been altered through the addition of an external brick chimney, replacement of windows with modern glass and fake muntin, and replacement of the original porch. The property retains a concrete block garage or outbuilding with a shed roof, grassy open spaces with a variety of vegetation, circulation routes, and cultivated fields. |  |
| BHR 3 | Residence | 1032 Fiddlers Green Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1920, the vernacular one-storey residence is wood frame with a front gable roof clad in board and batten. The structure has been heavily modified. Located on a corner lot, the façade is oriented toward Book Road West. |  |



| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|------------------------------------|---|---|---|
| BHR 4 | Residence | 1039 Fiddlers Green Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1895, the residence is historically associated with the Carpenter family. The two-storey vernacular orange brick residence features a wrap-around covered porch with decorative posts and spindles (possibly modern additions), a tall brick chimney, and a hip roof with projecting eaves. The residence is surrounded by mature trees. A series of significant additions project from the south elevation. |  |
| BHR 5 | Residence | 1297 Fiddlers Green Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1870, the property is historically associated with Gunningham (1875 Illustrated Historical Atlas of the County of Wentworth). The modified vernacular Ontario Cottage is one-and-a-half storeys with a side gable roof and projecting centre gable on the façade. The property contains a number of mature trees. |  |
| BHR 6 | Residence | 1694 Fiddlers Green Road, Ancaster | Inventoried, LACAC Heritage Report (1983) | Constructed in 1869, the vernacular Gothic Revival Cottage displays a high degree of craftsmanship. The one-and-a-half storey cut-stone structure has a stone foundation, side gable roof clad in metal with a projecting front centre gable, a symmetrical front facade with a central entrance below the gable with a transom and sidelights and flanking windows. The residence contains a one-and-a-half storey rear wing with decorative bargeboard. The residence is set among a stand of mature trees. |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---|---|--|---|
| BHR 7 | Commercial | 1770 Fiddlers Green Road, Ancaster; Oakrun Farm Bakery | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p>Constructed in 1869, the property is associated with W. Ranton (1875 Illustrated Historical Atlas of the County of Wentworth).</p> <p>The vernacular Ontario Cottage is a one-and-a-half storey wood frame residence with a side gable roof clad in metal with a projecting centre gable peak.</p> <p>A large industrial bakery complex is located on the property, however the original Ontario Cottage remains to the northwest and is visible from Carluke Road. The remainder of the property is composed of agricultural fields.</p> |  |
| BHR 8 | Residence | 166 Book Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p>Constructed in 1875, the residence on the property is a vernacular expression of the Edwardian architectural style. The two-and-a-half storey structure features a bell-cast hip roof, front dormer, red brick cladding, and a covered front porch with a pedimented gable supported by Ionic columns. It is possible that an early-twentieth century substantial addition has been made to an existing late-nineteenth century residence. The residence is set on elevation higher than the road and is surrounded by mature vegetation.</p> <p>It's reported that the Fiddlers Green Blacksmith shop, constructed in the 1880s, was moved from the hotel site at the southeast corner of Garner Road and Fiddlers Green Road to this property. It is now a large board and batten storage shed at the rear of the property (not visible from the road) (Green, 2004).</p> |  |
| BHR 9 | Residence | 343 Book Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p>The construction date of this vernacular residence is reported to be 1870. The structure appears to have been heavily modified. Built to a rectangular plan, the residence is one-storey and features a gable roof as well as a small, gable roofed addition projecting from the east elevation. Original wood windows appear to remain, however the exterior and roof cladding does not appear original. The residence is set on a forested lot with a narrow setback from Book Road East.</p> |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|----------------------------------|---|---|--|---|
| BHR 10 | Institutional / Place of Worship | 522 Book Road East, Ancaster; Christadelphian Heritage College | Inventoried (Places of Education) | This property has been the site of an elementary school since 1843. The original brick S.S. No. 6 Southcote Public School was located on donated land at the corner of Book Road East and Southcote Road. With the original school house removed, another S.S. No. 6 Southcote Public School was constructed in 1960, this time a one-storey Brutalist style structure. The school was designed by architect Charles Moeller (McIntosh and Moeller) and built by Fleetwood Construction. The current school, Christadelphian Heritage College, was established on the property in 2002 and is located in a one-storey contemporary brick building with a hip roof and gable peaks. |  |
| BHR 11 | Residence | 558 Book Road East, Ancaster | Inventoried | Constructed in 1867, the early vernacular residence resembles a post-war cottage revival style and appears to have been modified from the original historic construction (noted by the stone foundation on the west side of the building). The residence is located in the Southcote settlement area. The one-and-a-half storey wood frame residence features a side gable roof with shallow verges, a broken-course stone foundation, flat-headed window openings (modern replacements), horizontal vinyl siding, and a raised open porch stoop. |  |
| BHR 12 | Residence | 1071 Southcote Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1875, the one-storey, wood frame vernacular residence on the property is built to a rectangular plan and features a symmetrical façade, side gable roof, and horizontal siding. A one-storey addition projects from the rear elevation. The residence is located in the Southcote settlement area. |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---|--|---|---|
| BHR 13 | Residence | 1085 Southcote Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1900, the modified Ontario Cottage on the property is one-and-a-half storeys. It is of wood frame construction with a side gable roof with a steeply-pitched central gable over the entrance. A one-storey addition has been added to the south elevation. The property contains two detached accessory structures, a garage and a shed. The residence is located in the Southcote settlement area. |  |
| BHR 14 | Residence | 911 Smith Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1850 in the Georgian style, the property is an early and rare example of the architectural style in Ancaster. The two-and-a-half storey red brick residence features a side gable roof and a symmetrical three-bay facade with a central entrance and covered porch. A number of matures are located on the property. |  |
| BHR 15 | Residence | 4 Garner Road East, Ancaster; Clink House | Inventoried; Ancaster Elevated Water Reservoir Class EA CHRA (ASI, 2018); LACAC Report Volume 2 (Carolyn Hawley, 1980); City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1850 for the original owner George Clink and his family, the property is located on the prominent corner of Garner Road East and Fiddlers Green Road with a narrow setback, most notably from Garner Road East. The style of the residence on the property is representative of a Gothic Revival Ontario Cottage. The one-and-a-half storey red brick residence displays a high degree of craftsmanship through its bargeboard detailing, projecting front gable, and three-bay facade with a central entrance, transom and sidelights. |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---|--|--|---|
| BHR 16 | Residence | 45 Garner Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1880, the residence on the property is representative of the Gothic Revival Ontario Cottage style of architecture. The one-and-a-half storey brick structure features a side gable roof, central front entrance with a projecting gable above, a covered front porch, and decorative bargeboard. The residence has a deep setback from Garner Road East, accessed by a dirt drive, and is buffered by a 1950s subdivision on both sides. |  |
| BHR 17 | Place of Worship | 70 Garner Road East, Ancaster; Ancaster Christian Reformed Church | Inventoried, Volume 7A; Ancaster Elevated Water Reservoir Class EA CHRA (ASI, 2018) | Constructed in 1976, the property has historical associations with the Christian Reformed Church. The one-storey red brick structure has been built to a hexagonal plan, reflective of the Modern architectural style. A decorative limestone wall is centred on the façade and beneath the extended roofline. An addition projects from the south elevation. The church is setback from Garner Road East on a grass lot with a large parking lot to the rear. |  |
| BHR 18 | Residence | 114 Garner Road East, Ancaster; Book House | Inventoried; Ancaster Elevated Water Reservoir Class EA CHRA (ASI, 2018); LACAC Report Volume 6 (1985); City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1850, the property is associated with the Book family. The vernacular residence is an early structure in Ancaster. MPAC data identifies a c.1850 construction date, but previous research suggests c.1805-1810. The one-and-a-half storey wood frame residence is clad in siding and features a side gable roof with a rear sloped roof addition and a symmetrical façade. The property contains a tree-lined drive and the house is setback from Garner Road East on a large, grassed lot. |  |



| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|--|---|---|---|
| BHR 19 | Residence | 243 Garner Road East, Ancaster (former address 243 Highway 53); Richardson-Hyslop-Frebold House; Old Kendrick House | Designated under Part IV of the OHA (By-Law No. 85-90); 140 Garner Road East, Hamilton HIA (MHBC, 2018); LACAC Report Volume 5 (1983) | <p>Reasons for Designation (1985): This building known as 243 Highway 53 East in the Town of Ancaster has historical and architectural value and interest. This home is one of the best remaining Gothic-Revival style houses in Ancaster and a monument to the early Scottish masons, with the pointed arch windows and front bay extended slightly forward and the picturesque façade completed with the recessed front door, side lights, transom and flanking 6/6 windows. The date of construction is between 1858-1867, erected by John Richardson who lived here until 1883 and then his daughter Jennet and husband David A. Hyslop until 1925 who operated a canning factory, in this area.</p> <p>Heritage Attributes: - all exposed stone and stone facades of walls and foundations; - cornices, soffits, fascia; - all exterior windows including sash, frames, sills; - all exterior wooden architectural fenestrations such as the side porch, roof structure and the side doors with jambs and sills; - the front door and back door including side lights and fanlight and all the related woodwork and sill both of inner and outer doors; - the finial above central gable; and - the exterior chimneys.</p> |  |
| BHR 20 | Residence | 378 Garner Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p>Constructed in 1920, the residence on the property is representative of a vernacular Farm House. The red brick two-and-a-half storey structure features a stone foundation, side gable roof with a projecting front dormer, a tall side brick chimney, decorative brickwork, segmental and round-headed window openings with brick voussoirs and stone lug sills, and a pedimented covered front porch supported by columns.</p> |  |



| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|--------------------------------|---|--|---|
| BHR 21 | Residence | 443 Garner Road East, Ancaster | Garner Road / Rymal Road and Garth Street Improvements Municipal Class EA (ASI, 2013) | The residence on the property is a modest, single-storey house dating to the early twentieth-century. It is built to a rectangular plan with a side gable roof and an asymmetrical façade with a front gable offset to the east. The structure is clad in white vinyl siding. It is set back from the road on a grassed lot with mature trees. |  |
| BHR 22 | Residence | 453 Garner Road East, Ancaster | Garner Road / Rymal Road and Garth Street Improvements Municipal Class EA (ASI, 2013) | The residence on the property is a modest, single-storey house dating to the early twentieth-century. It is built to a rectangular plan with a side gable roof and a symmetrical façade with a central entrance. The structure is clad in white vinyl siding and includes a single-storey addition to the west. It is set back from the road on a grassed lot with mature trees. |  |
| BHR 23 | Residence | 459 Garner Road East, Ancaster | Garner Road / Rymal Road and Garth Street Improvements Municipal Class EA (ASI, 2013) | The residence on the property is a modest, single-storey house dating to the early twentieth-century. It is built to a rectangular plan with a front gable roof and an asymmetrical façade with a central entrance. The structure is clad in white vinyl siding and is set back from the road on a grassed lot with mature trees. |  |



| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|------------------------------------|---|--|---|
| BHR 24 | Residence | 581 Garner Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p>Constructed in 1900, the property may be associated with the Garner family as indicated on the 1875 Wentworth County Atlas, Ancaster Township.</p> <p>The property's style is representative of the vernacular Ontario Cottage architectural style. The one-and-a-half storey wood frame structure features a side gable roof, central front entrance with a projecting gable above and flanking windows. The façade has been modified with the introduction of bay windows. The residence has a narrow setback from Garner Road East.</p> |  |
| BHR 25 | Residence | 681-683 Garner Road East, Ancaster | Garner Road / Rymal Road and Garth Street Improvements Municipal Class EA (ASI, 2013) | <p>The residence on the property is an early twentieth century one-and-a-half storey structure with a two-car detached garage on the west side of the lot. The residence was built to a rectangular plan with a side gable roof and an asymmetrical façade with a front gable peak. The entrance is centrally positioned in a gabled, enclosed front entrance that projects from the façade. The structure is clad in cream vinyl siding and includes a red brick chimney on the façade. It is set back from the road on a grassed lot with mature trees.</p> |  |
| BHR 26 | Residence | 701 Garner Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p>Constructed in 1900, the property may be historically associated with the Filman family as the 1875 Wentworth County Atlas, Ancaster Township illustrates the J. Filman farm house in the approximate location of this building.</p> <p>The residence on the property is representative of a vernacular Farm House. The one-and-a-half storey wood frame structure is clad in aluminum siding and features a gable roof, a projecting side gable peak, and a brick chimney. The residence has a narrow setback from Garner Road East.</p> |  |



| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---|---|---|---|
| BHR 27 | Residence | 716 Garner Road East, Ancaster; Rymal House | Inventoried; LACAC Report Volume 5 (n.d.); City of Hamilton AEGD Windshield Survey (2021) | <p>Constructed in 1879, the property is believed to be associated with the Rymal family. A Rymal farm house is shown in this location in the 1875 Wentworth County Atlas for Ancaster Township.</p> <p>The property's expression is rare and representative of the Italianate architectural style. The property displays a high degree of craftsmanship and artistic merit, displayed through the two-storey massing, truncated hip roof, flanking three-sided projecting bays with hip roofs, ornate bracketed cornice with decorative fascia, segmentally-arched window openings, and the central covered front entrance with decorative wooden posts and bargeboard.</p> |  |
| BHR 28 | Residence | 792 Garner Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p>MPAC data suggests that the residence on the property was constructed in 1945, however the design of the home suggests it dates to the turn of the twentieth century. The one-and-a-half storey residence features a tall hip roof with a projecting front gable window, a tall brick side chimney, and a central entrance with flanking windows. The property contains a number of mature trees.</p> |  |
| BHR 29 | Residence | 819 Garner Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p>Constructed in 1900, the residence on the property is a unique vernacular structure. The two-storey house features red brick cladding on the first storey, a gambrel roof, covered front porch, and a window in the façade of the gambrel roof. It appears that a rear addition has been added to the north elevation. The property contains a number of mature trees.</p> |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---|---|---|---|
| BHR 30 | Residence | 910 Garner Road East, Ancaster | Inventoried; LACAC Report Volume 5 (n.d.) | <p>The property contains a two-storey vernacular Georgian style residence constructed in 1823, and represents an early structure in Ancaster. The residence is clad in vinyl siding and the side gable roof is clad in steel. The asymmetrical façade includes an evenly spaced fenestration and an entrance with a pedimented covered porch. The residence is setback from Garner Road East on a heavily treed lot.</p> |  |
| BHR 31 | Commercial | 944 Garner Road East, Ancaster; Bennett's Apple & Cider | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p>Constructed in 1927, the property, an early twentieth century farmstead, is associated with Bennett's Apple and Cider, established c.1911.</p> <p>The residence on the property is a two-and-a-half storey vernacular Georgian structure. The building is of red brick construction and features a bell-cast hip roof with flanking chimneys, a covered front porch, and segmentally-arched window openings with brick voussoirs.</p> <p>The rear of the property contains various detached agricultural outbuildings as well as orchards.</p> |  |
| BHR 32 | Residential | 992 Garner Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p>Constructed in 1953, the residence on the property is representative of a vernacular Period Revival cottage. The one-and-a-half storey wood frame structure features a symmetrical façade with a centrally placed entrance with a gable roof, two flanking window bays, flanking gabled dormers, a central chimney, and a side wing.</p> |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|--|--|---|---|
| BHR 33 | Residence | 1021 Garner Road East, Ancaster; The Lampman Stone House | Designated under Part IV of the OHA (By-Law No. 20-244); Site Specific Policy Area A in UHOP, Vol 2, Map B.2.6-1; Ancaster Elevated Water Reservoir Class EA CHRA (ASI, 2018); CHIA (Detritus Consulting Ltd., 2014); LACAC Report Volume 3 (n.d.) | <p>Statement of Cultural Heritage Value or Interest (2020):</p> <p>The property at 1021 Garner Road East, Ancaster has cultural heritage value as a stone dwelling built between 1854-1858 by John Lampman and as a representative example of Neo-Classical architecture with Georgian and Classical Revival elements. The Lampman House includes decorative quoins, voussoirs, sidelights, and a transom window. The modest, symmetrical plan was typical of Loyalist architecture in Ontario at the time. The Lampman family were German-American immigrants who settled in British Canada following the American Revolutionary War. John Lampman and his family were formational members of the establishment of the New Connection Methodist sect in Canada, a Protestant denomination which seceded from the Wesleyan Methodist Church. Some sources indicate that the sect's first meeting in Canada was held in the Lampman House. The property is significant in its historical associations with the Lampman Family, one of the region's earliest settler families and United Empire Loyalists. Contextually, the property was once part of a much larger parcel of land granted to Matthias Lampman in 1792-93. The Lampman House was also once located adjacent to a frame house built by Peter Lampman in 1896 (since demolished) at 1061 Garner Road East. The property is located along Garner Road East, formerly known as "Methodist Row" and is nearby a number of historic churches forming part of this unique cultural landscape of religious settlement.</p> |  |
| BHR 34 | Residence | 1157 Garner Road East, Ancaster | Inventoried; Glancaster Road EA CHR (AECOM, 2021); Previously Identified by the Ancaster Village Heritage Committee | <p>Constructed in 1863, the property is associated with a potentially significant theme (pre-Confederation development) and may be associated with a significant family, the Olmsteads.</p> <p>As a vernacular Farm House, the residence's style, type or expression is early. The one-and-a-half storey wood frame structure is clad in pebble dash and features a side gable roof and covered full-length front porch, and modified window openings. The residence is built on slightly raised topography, flanked by mature trees.</p> <p>The property supports the former historic character of the area and is visually and historically linked to its surroundings. Further research has the potential to yield information that contributes to an understanding of the community of Ancaster.</p> |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---|--|--|--|
| BHR 35 | Institutional | 92 Glancaster Road, Ancaster; Hamilton District Christian High School | Inventoried (Places of Education) | The Hamilton District Christian High School is a private secondary school located on a large, landscaped lot that includes a soccer field, baseball diamond, volleyball courts, and parking lots. The school building appears to be a contemporary structure that dates to the early twenty-first century. It is two-storeys and built to an L-shaped plan. The structure is clad in red brick with yellow brick bands and features a flat roof. |  |
| BHR 36 | Residence | 549 Glancaster Road, Glanbrook | Previously Identified; Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019) | The property contains a one-and-a-half storey brick residence built c.1950. Determination of an estimated construction date was aided by aerial imagery from 1959 that indicates the presence of the structure. The residence is screened by mature vegetation but it appears to be built to a rectangular plan and features a side gable roof with a centre gable peak. |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|--|--|--|---|
| BHR 37 | Farmscape | 1640 Glancaster Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p>Constructed in 1900, the residence on the property is representative of a vernacular Gothic Revival Farm House. The one-and-a-half storey red brick residence displays a high degree of craftsmanship exhibited through its cross-gable roof, projecting front gable with ground-floor bay window, covered porch and steeply-pitched projecting gabled dormer with decorative bargeboard.</p> <p>A large barn and concrete silo are located to the south of the residence. The structures on the property are located on raised topography.</p> |  |
| BHR 38 | Residence | 9630 White Church Road West, Glanbrook | Inventoried; LACAC Report (1985); City of Hamilton AEGD Windshield Survey (2021) | <p>The residence on the property is believed to have been constructed between 1820 and 1840 by builder Gideon Smith.</p> <p>The residence is an early and rare example of Loyalist architecture in Glanbrook. The one-and-a-half storey red brick structure features a stone and concrete foundation, a side gable roof with matching brick chimneys, and a three-bay façade with a central entrance with a transom and sidelights beneath a covered wraparound porch with a pedimented gable peak. A two-bay garage is located to the rear of the residence and both structures are located on raised topography. A wood fence has recently been constructed in front of the residence.</p> |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|-----------------------------------|---|--|--|
| BHR 39 | Residence | 9890 Airport Road West, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p>The residence on the property was constructed in 1919 for original owner Cornelius Smith by a builder named Rispin. The two-storey red brick residence is a vernacular Edwardian structure that features a stone foundation, hip roof with overhanging eaves, and a projecting bay on the façade with a gable roof. The original covered wraparound porch has been enclosed with red brick. The residence is built on a rise in topography and a low dry stone wall is located in front of the house along Airport Road. A number of mature trees line the south property boundary.</p> |  |
| BHR 40 | Residence | 9174 Airport Road, Glanbrook | Inventoried; LACAC Report (1984) | <p>The residence on the former nineteenth farmscape property was constructed in 1872 while under the ownership of William Sanders Sr. The residence was demolished in 2000, however a barn appears to remain at the rear of the lot among dense tree cover. The presence of the barn could not be confirmed when viewed from Airport Road. The property appears to have been subdivided from a large agricultural lot.</p> |  |


| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|------------------------------|---------------------------|--|---|
| BHR 41 | Residence | 9142 Airport Road, Glanbrook | Inventoried; LACAC (1985) | The City's inventory notes that the residence was constructed in 1878, however the structure appears to be a post-war bungalow, likely constructed in the 1950s. The property contributes to evolved-dynamic streetscape of post-war bungalows along Airport Road West (CHL 50). |  |
| BHR 42 | Residence | 9132 Airport Road, Glanbrook | Inventoried | The residence on the property appears to be a late twentieth century vernacular structure built to a roughly rectangular plan with a varied roof line. The structure is clad in red brick and vinyl siding and features a covered porch. A number of additions have been constructed at the rear of the residence and a large workshop, built to a rectangular plan with a side gable roof, is located at the rear of the property, accessed by a concrete driveway. The property appears to have been subdivided from a large agricultural lot. |  |
| BHR 43 | Residence | 9046 Airport Road, Glanbrook | Identified in the field | The vernacular residence on the property reflects elements of the Ontario Cottage style and likely dates to the turn of the twentieth century. A review of topographic mapping from 1907 illustrates a frame residence in approximately the location of this property. The one-and-a-half storey building features a side gable roof with a symmetrical façade and a centre gable peak above the entrance. The building is clad in vinyl siding. A two-car garage with a gable roof is located at the rear of the residence. |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|-------------------------------------|--|--|---|
| BHR 44 | Residence | 9032 Airport Road, Glanbrook | Identified in the field | The property contains a vernacular residence that likely dates to the turn of the twentieth century. A review of topographic mapping from 1907 illustrates a frame residence in approximately the location of this property. The one-and-a-half storey building features a rusticated concrete block foundation, a side gable roof, a red brick chimney, a symmetrical façade and upper storey gable windows that cut through the roofline. The building is clad in vinyl siding and appears to be modified. |  |
| BHR 45 | Residence | 9188 Dickenson Road West, Glanbrook | Inventoried; Dickenson Road EA, Upper James Street to Glancaster Road CHR (ASI, 2019); Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019) | The property contains a vernacular house built in 1871. A review of topographic mapping from 1907 illustrates a frame residence in approximately the location of this property. The structure is two-storeys with a gable roof and covered porch. The façade of the house appears to be an addition. Located on the north side of Dickenson Road West, an early transportation route, the residence is set close to the road and reflects the early twentieth-century settlement along Dickenson Road. |  |
| BHR 46 | Residence | 9070 Dickenson Road West, Glanbrook | Inventoried; Dickenson Road EA, Upper James Street to Glancaster Road CHR (ASI, 2019); Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019); City of Hamilton AEGD Windshield Survey (2021) | MPAC data suggests that the residence on the property was constructed in 1873, however LACAC research dates the structure to 1850. It was built by the Dickenson Brothers and is believed to be associated with the Dickenson family, a prominent family in Glanford's history and namesake for the road. The residence is representative of the Gothic Revival Ontario Cottage style and features a projecting front gable with a lancet window, and a three-bay facade with a central covered entrance. The property helps define the historic character of the area as it was built with a narrow setback from Dickenson Road. |  |

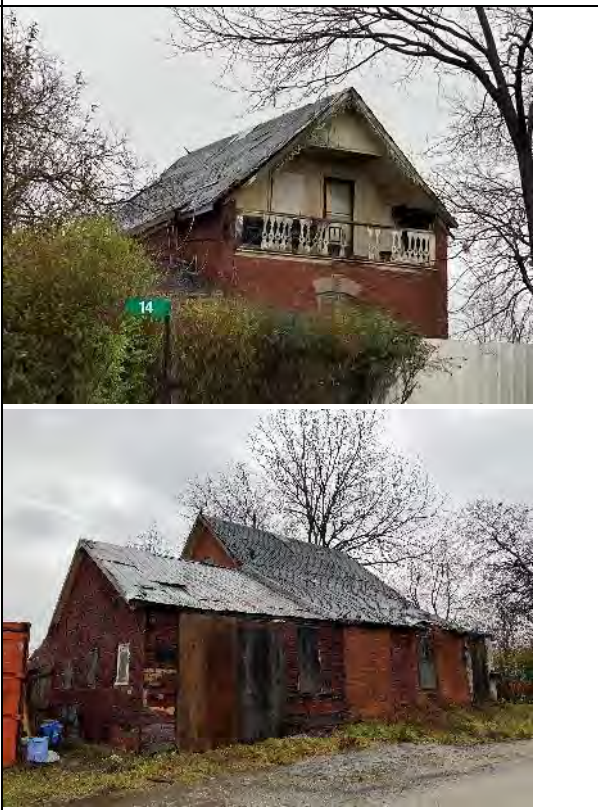

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|-------------------------------------|--|--|---|
| BHR 47 | Residence | 9036 Dickenson Road West, Glanbrook | Previously Identified; Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019) | The residence on the property is a one-storey, wood frame, vernacular structure constructed between 1929 and 1938. It features a side gable roof, a cut stone foundation, a stone chimney, and an entrance offset from centre flanked by contemporary windows with false shutters. The residence has a narrow setback from Dickenson Road West. |  |
| BHR 48 | Residence | 2098 Upper James Street, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1959, the one-storey wood frame bungalow is part of a streetscape of small-to-medium-scale residences from the mid-twentieth century all built on similar sized lots with uniform setbacks from Upper James Street. In this case, the residence was constructed in the post-war boom. It is a remnant of the development of the area as it transitioned from rural properties and farm complexes to a peri-urban landscape with commercial enterprises. |  |
| BHR 49 | Residence | 2104 Upper James Street, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1956, the one-storey wood frame bungalow is part of a streetscape of small-to-medium-scale residences from the mid-twentieth century all built on similar sized lots with uniform setbacks from Upper James Street. In this case, the residence was constructed in the post-war boom. It is a remnant of the development of the area as it transitioned from rural properties and farm complexes to a peri-urban landscape with commercial enterprises. |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|------------------------------------|---|---|---|
| BHR 50 | Residence | 2112 Upper James Street, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1956, the one-storey wood frame split-level residence is part of a streetscape of small-to-medium-scale residences from the mid-twentieth century all built on similar sized lots with uniform setbacks from Upper James Street. In this case, the residence was constructed in the post-war boom. It is a remnant of the development of the area as it transitioned from rural properties and farm complexes to a peri-urban landscape with commercial enterprises. |  |
| BHR 51 | Residence | 2118 Upper James Street, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1956, the one-storey wood frame bungalow is part of a streetscape of small-to-medium-scale residences from the mid-twentieth century all built on similar sized lots with uniform setbacks from Upper James Street. In this case, the residence was constructed in the post-war boom. It is a remnant of the development of the area as it transitioned from rural properties and farm complexes to a peri-urban landscape with commercial enterprises. |  |
| BHR 52 | Residence | 2129 Upper James Street, Glanbrook | Identified in the field | Constructed c.1950, the one-storey wood frame ranch style residence contributes to the streetscape of small-to-medium-scale residences from the mid-twentieth century along this section of Upper James Street. In this case, the residence was likely constructed in the post-war boom. It is a remnant of the development of the area as it transitioned from rural properties and farm complexes to a peri-urban landscape with commercial enterprises. |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---|--|--|---|
| BHR 53 | Place of Worship | 2149 Upper James Street, Glanbrook; Church on the Rock | Inventoried | <p>Constructed in 1959, the Church on the Rock is a one-storey contemporary vernacular brick structure clad in stucco with a concrete foundation and a flat and gable roof.</p> <p>The property defines, maintains and supports the City of Hamilton's views of protecting and recognizing the important role that places of worship play in community life.</p> <p>The subject property is the location of the former Pioneer Memorial public school, which has been demolished.</p> |  |
| BHR 54 | Residence | 2235 Upper James Street, Glanbrook | Registered Non-Designated; Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | <p>Although the residence on the property is recorded in the City's Inventory to have been constructed in 1842, MPAC data lists the date as 1873. Glanbrook Historical Society research indicates that Asa Choate purchased the property in the 1860s and thereafter built the residence (2007b).</p> <p>The one-storey brick Regency style building features a hipped roof and belvedere with a single storey summer kitchen addition at the rear with a gable roof. An external brick chimney is located on the north elevation and the main entrance on the façade includes sidelights, a transom, the original door and porch pediment. A line of new brick at the top of the wall plates suggests that the roof of the summer kitchen has been raised, however the original structure appears little altered. The house sits on fieldstone footings on a slight rise of land amid cultivated fields. The property retains some mature deciduous trees to the north, south and east of the building.</p> |  |
| BHR 55 | Residence | 2254 Upper James Street, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019); City of Hamilton AEGD Windshield Survey (2021) | <p>Constructed in 1955, the one-storey wood frame bungalow is part of a streetscape of small-to-medium-scale residences from the mid-twentieth century all built on similar sized lots with uniform setbacks from Upper James Street. In this case, the residence was constructed in the post-war boom. It is a remnant of the development of the area as it transitioned from rural properties and farm complexes to a peri-urban landscape with commercial enterprises.</p> <p>The residence is boarded and vacant.</p> |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|------------------------------------|---|--|---|
| BHR 56 | Residence | 2264 Upper James Street, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1953, the one-storey wood frame bungalow is part of a streetscape of small-to-medium-scale residences from the mid-twentieth century all built on similar sized lots with uniform setbacks from Upper James Street. In this case, the residence was constructed in the post-war boom. It is a remnant of the development of the area as it transitioned from rural properties and farm complexes to a peri-urban landscape with commercial enterprises. |  |
| BHR 57 | Residence | 2270 Upper James Street, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1956, the one-storey wood frame bungalow is part of a streetscape of small-to-medium-scale residences from the mid-twentieth century all built on similar sized lots with uniform setbacks from Upper James Street. In this case, the residence was constructed in the post-war boom. It is a remnant of the development of the area as it transitioned from rural properties and farm complexes to a peri-urban landscape with commercial enterprises. |  |
| BHR 58 | Residence | 2272 Upper James Street, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1951, the one-storey wood frame bungalow is part of a streetscape of small-to-medium-scale residences from the mid-twentieth century all built on similar sized lots with uniform setbacks from Upper James Street. In this case, the residence was constructed in the post-war boom. It is a remnant of the development of the area as it transitioned from rural properties and farm complexes to a peri-urban landscape with commercial enterprises. |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|------------------------------------|---|--|---|
| BHR 59 | Commercial | 2273 Upper James Street, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p>Constructed in 1953, the one-storey wood frame bungalow is part of a streetscape of small-to-medium-scale residences from the mid-twentieth century all built on similar sized lots with uniform setbacks from Upper James Street. In this case, the residence was constructed in the post-war boom. It is a remnant of the development of the area as it transitioned from rural properties and farm complexes to a peri-urban landscape with commercial enterprises.</p> <p>The building on the property now serves a commercial land use and is surrounded by a paved parking lot.</p> |  |
| BHR 60 | Residence | 2274 Upper James Street, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p>Constructed in 1958, the one-storey wood frame bungalow is part of a streetscape of small-to-medium-scale residences from the mid-twentieth century all built on similar sized lots with uniform setbacks from Upper James Street. In this case, the residence was constructed in the post-war boom. It is a remnant of the development of the area as it transitioned from rural properties and farm complexes to a peri-urban landscape with commercial enterprises.</p> |  |
| BHR 61 | Residence | 19 Talbot Lane, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p>Constructed in 1954 in the North Glanford Historic Settlement Area, the small one-storey wood frame vernacular cottage features a concrete block foundation, a low hip roof, a tripartite window with three-over-one hung wood windows, and a red brick chimney. Its construction date is consistent with the other post-war residences built in the surrounding area in the mid-twentieth century.</p> |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---------------------------|--|--|---|
| BHR 62 | Residence | 24 Talbot Lane, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019); City of Hamilton AEGD Windshield Survey (2021) | <p>Constructed in 1896 in the North Glanford Historic Settlement Area, the one-and-a-half storey red brick and wood frame vernacular residence features a stone foundation and a gable roof with bargeboard in the gable peak. The upper storey features a recessed covered porch accessed from a door in the gable peak. The decorative balusters of the porch railing appear to be of thin cut wood pieces. The lower storey window features an arched stone lintel with a keystone. A significant one-storey addition (woodshed) with a gable roof clad in insulbrick has been constructed on the south side of the building, obscuring much of the structure. Both the original structure and the addition appear to be in a state of disrepair.</p> <p>The Lowden family are noted to have been early occupants of the house.</p> |  |
| BHR 63 | Residence | 38 Talbot Lane, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019); City of Hamilton AEGD Windshield Survey (2021) | <p>The residence on the property is noted in the City's Inventory to have been constructed in 1871, however it is unclear if the extant residence is the original structure, heavily modified, or a new building. The gable peak of the façade could be evidence of an older one-and-a-half storey structure beneath the slope roofed projecting addition and recladding of the façade in a stone veneer. Two stone or brick buildings in this approximate location are illustrated on the 1907 topographic map of the area, however they are not illustrated on the 1875 Illustrated Historical Atlas of the County of Wentworth.</p> |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|------------------------------------|--|--|---|
| BHR 64 | Residence | 2277 Upper James Street, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1954, the one-storey wood frame bungalow is part of a streetscape of small-to-medium-scale residences from the mid-twentieth century all built on similar sized lots with uniform setbacks from Upper James Street. In this case, the residence was constructed in the post-war boom. It is a remnant of the development of the area as it transitioned from rural properties and farm complexes to a peri-urban landscape with commercial enterprises. |  |
| BHR 65 | Residence | 2280 Upper James Street, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1931, the one-and-a-half storey wood frame vernacular residence is part of an early-to-mid-twentieth century streetscape along Upper James Street, south of Talbot Road, characterized by modest residential structures set on narrow lots with similar setbacks. It is a remnant of the development of the area as it transitioned from rural properties and farm complexes to a peri-urban landscape with commercial enterprises. |  |
| BHR 66 | Residence | 2284 Upper James Street, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019); City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1954, the one-storey wood frame vernacular cottage is part of an early-to-mid-twentieth century streetscape along Upper James Street, south of Talbot Road, characterized by modest residential structures set on narrow lots with similar setbacks. It is a remnant of the development of the area as it transitioned from rural properties and farm complexes to a peri-urban landscape with commercial enterprises. |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---|--|---|---|
| BHR 67 | Residence | 2285 Upper James Street, Glanbrook | Inventoried; Hamilton Rapid Transit A-Line CHAR (ASI, 2012); City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1965, the one-storey wood frame ranch style residence is part of a streetscape of small-to-medium-scale residences from the mid-twentieth century all built on similar sized lots with uniform setbacks from Upper James Street. It is a remnant of the development of the area as it transitioned from rural properties and farm complexes to a peri-urban landscape with commercial enterprises. |  |
| BHR 68 | Residence | 2288 Upper James Street, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019); City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1926, the one-and-a-half storey wood frame vernacular residence is part of an early-to-mid-twentieth century streetscape along Upper James Street, south of Talbot Road, characterized by modest residential structures set on narrow lots with similar setbacks. It is a remnant of the development of the area as it transitioned from rural properties and farm complexes to a peri-urban landscape with commercial enterprises. |  |
| BHR 69 | Residence | 2292 Upper James Street, Glanbrook; Former North Glanford Post Office | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019) | <p>The City's Inventory records the construction date of the building on the property as 1862, and LACAC lists a construction date of 1850. It is unclear if the one-storey extant brick residence is the original structure, heavily modified, or a new building. The elongated ends of the side gable roof do indicate the possible expansion of an existing structure. The foundation is currently concrete, however that may be a later modification.</p> <p>The City's Inventory and the Glanbrook Heritage Society's history of North Glanford (2007b) record that the property is the former location of the North Glanford Post Office, which was located in the small grocery shop owned by John Dickenson at 2292 Highway 6 (present day Upper James Street) from roughly the mid-1860s to 1915.</p> <p>The residence is part of an early-to-mid-twentieth century streetscape along Upper James Street, south of Talbot Road, characterized by modest residential structures set on narrow lots with similar setbacks.</p> |  |



| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|------------------------------------|---|---|---|
| BHR 70 | Residence | 2294 Upper James Street, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019) | <p>The one-storey wood frame vernacular residence on the property was constructed in 1907 and features a symmetrical façade and a notable top-storey addition that has enlarged the structure from one to two-storeys. The side gable roof of both the addition and original portion of the building remain.</p> <p>The residence is part of an early-to-mid-twentieth century streetscape along Upper James Street, south of Talbot Road, characterized by modest residential structures set on narrow lots with similar setbacks.</p> |  |
| BHR 71 | Residence | 2300 Upper James Street, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019); LACAC Report (1984); City of Hamilton AEGD Windshield Survey (2021) | <p>The City's Inventory indicates the construction date of the single storey residence on the property as 1860. A review of the 1984 LACAC report indicates a different residence on the property, which is assumed to have been demolished. The extant bungalow was likely constructed in the 1950s, consistent with the other similar residences that comprise the streetscape, characterized by mid-nineteenth century modest residential structures set on narrow lots with similar setbacks.</p> <p>The property now serves a commercial land use.</p> |  |
| BHR 72 | Residence | 2310 Upper James Street, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019); City of Hamilton AEGD Windshield Survey (2021) | <p>Constructed in 1940, the one-and-a-half storey wood frame vernacular cottage is part of an early-to-mid-twentieth century streetscape along Upper James Street, south of Talbot Road, characterized by modest residential structures set on narrow lots with similar setbacks. It is a remnant of the development of the area as it transitioned from rural properties and farm complexes to a peri-urban landscape with commercial enterprises.</p> |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|------------------------------------|--|--|---|
| BHR 73 | Residence | 2332 Upper James Street, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019); Hamilton Rapid Transit A-Line CHAR (ASI, 2012); City of Hamilton AEGD Windshield Survey (2021) | <p>The City's Inventory notes the residence on the property was constructed in 1860, however MPAC data lists it as 1871. The property was owned by John Dickenson, a local member of parliament.</p> <p>The one-and-a-half storey double brick Ontario Cottage was built in three stages and all of the bricks came from the local Dickenson brick yard, located at the southeast corner of Highway 6 (present day Upper James Street) and Twenty Road. The residence features a three-bay symmetrical façade with a side gable roof and a central gable peak above the entrance with sidelights and a transom.</p> <p>The property helps define the mid-nineteenth century rural / village streetscape character of the North Glanford Historic Settlement Area. The property is built close to Upper James Street and is visually and historically linked to its surroundings.</p> |  |
| BHR 74 | Residence | 2340 Upper James Street, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019); Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | <p>The City's Inventory notes the residence on the property was constructed in 1950, however MPAC data lists it as 1871. Research indicates that the house was originally constructed as a barn to keep John Dickenson's horses. Dickenson was the owner of the neighbouring property at 2332 Upper James Street (BHR 69). In 1950, the barn was converted to a house by the first occupants, the Logan family. This likely explains the recorded construction date of 1950.</p> <p>The one-and-a-half storey brick vernacular structure features a stone foundation, side gable roof, and symmetrical three-bay façade with two gable windows.</p> <p>The property helps define the mid-nineteenth century rural / village streetscape character of the North Glanford Historic Settlement Area.</p> |  |
| BHR 75 | Residence | 2492 Upper James Street, Glanbrook | Identified in the field | <p>Constructed c.1960, the one-storey wood frame ranch style residence is part of a streetscape of small-to-medium-scale residences from the mid-twentieth century all built on similar sized lots with uniform setbacks from Upper James Street. It is a remnant of the development of the area as it transitioned from rural properties and farm complexes to a peri-urban landscape with commercial enterprises.</p> |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|------------------------------------|-------------------------|---|---|
| BHR 76 | Residence | 2502 Upper James Street, Glanbrook | Identified in the field | Constructed c.1960, the one-storey wood frame ranch style residence is part of a streetscape of small-to-medium-scale residences from the mid-twentieth century all built on similar sized lots with uniform setbacks from Upper James Street. It is a remnant of the development of the area as it transitioned from rural properties and farm complexes to a peri-urban landscape with commercial enterprises. |  |
| BHR 77 | Residence | 2624 Upper James Street, Glanbrook | Identified in the field | <p>The property contains a one-and-a-half storey red brick mid-nineteenth century vernacular residence. It features a unique façade with an eyebrow window in the centre of the hip roof, large bay windows flanking both sides of the façade, stone quoins, and rusticated stone window sills.</p> <p>The residence is set upon a large, heavily treed lot lined with mature vegetation to the north, east and south. The residence maintains a setback similar to other twentieth century residences lining Upper James Street.</p> |  |
| BHR 78 | Residential | 2724 Upper James Street, Glanbrook | Identified in the field | The property contains a twentieth century, two-storey, wood frame, multi-residential building with a concrete foundation, side gable roof and a gable peak offset from centre on the façade above the entrance. The structure is clad in vinyl siding and includes a recessed entrance covered with a pedimented gable. A one-storey addition projects from the south elevation and a large parking lot is located in front of the building. |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|------------------------------------|----------------------------------|---|---|
| BHR 79 | Residence | 2910 Upper James Street, Glanbrook | Identified in the field | The property contains a one-and-a-half storey early twentieth century vernacular cottage clad in vinyl siding. It features a side gable roof with a red brick chimney and a symmetrical façade with two gabled dormer windows and a central entrance flanked by square window openings. The residence is set on a rise in topography with a significant setback from Upper James Street. The lot is heavily treed. |  |
| BHR 80 | Residence | 2958 Homestead Drive, Glanbrook | Identified in the field | The property contains a one-and-a-half and two-storey vernacular residence that appears to be a recreation of an Ontario Cottage, however the construction date and method of construction could not be confirmed. It features a centre gable peak above a covered porch. A two-storey portion of the building built to a rectangular plan is located to the rear. The residence is set on a treed lot setback from Homestead Drive. |  |
| BHR 81 | Residence | 2990 Homestead Drive, Glanbrook | Inventoried; LACAC Report (1984) | Constructed in 1877, the property was originally owned by P. Richards. The one-and-a-half storey Ontario Cottage is clad in vinyl siding and features a side gable roof and a centre gable peak with a lancet window placed above the entrance. The front porch is covered and supported by columns with red brick bases. An addition is located at the rear of building. The residence is set on a heavily treed lot, obscuring the view to the property from Homestead Drive. |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---------------------------------|----------------------------------|---|---|
| BHR 82 | Residence | 3000 Homestead Drive, Glanbrook | Inventoried | <p>The residence on the property was constructed in 1867 and is an early example of an Ontario Cottage. The modest one-storey structure features a side gable roof, and a symmetrical three-bay facade with a centre gable peak above the entrance. The residence is clad in vinyl siding and has been enlarged through a rear, one-storey addition. The residence is located on a small, grassed lot with a narrow setback from Homestead Drive.</p> |  |
| BHR 83 | Residence | 3002 Homestead Drive, Glanbrook | Inventoried; LACAC Report (1984) | <p>The property contains a wood frame two-and-a-half storey vernacular residence that reflects elements of the Queen Anne Revival style. It is recorded in the City's Inventory as being constructed in either the 1850s or 1920. The residence is constructed to an L-shaped plan with a cross gable roof and two projecting bays featuring pedimented gable peaks each with a rectangular window opening. The building is clad in vinyl siding and includes a varied fenestration. A covered front porch addition has been added, as has a rear addition. The residence extends almost the full width of the lot and has a narrow setback from Homestead Drive.</p> |  |
| BHR 84 | Residence | 3034 Homestead Drive, Glanbrook | Inventoried; LACAC Report (1984) | <p>The property contains one-and-a-half storey brick Gothic Revival-inspired Ontario Farm House constructed in 1867. The residence features a stone foundation and a gable roof with projecting bays with decorative bargeboard in the peaks. The upper storey windows include decorative arched brick lintels and a bay window is located on the main floor. A covered porch has been added and features decorative cresting along the cornice line. The residence is set on one of the larger lots on Homestead Drive.</p> |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---|--|---|---|
| BHR 85 | Place of Worship | 3076 Homestead Drive, Glanbrook; Mount Hope United Church | Inventoried, Volume 7A; Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | <p>Mount Hope United Church was built in 1876. The congregation, at that time Methodist Episcopal, had been meeting in a wooden building in Mount Hope. When the congregation built their own church, the contractors were Edward Dickenson and Sons, John and Edward Jr., and the total cost was \$3,035. The bricks were made in the local Dickenson brickyard on the southeast corner of Highway 6 (present day Upper James Street) and Twenty Road. This church is the only one in the surrounding district without an attached cemetery.</p> <p>Gradually, the church became too small to accommodate those attending the Sunday evening services. In 1895, a Sunday School building was erected, also built by Dickenson and Sons.</p> <p>In June, 1959, construction started on the Christian Education Building. During construction, some 250 children were meeting each Sunday morning in the church sanctuary and the Mount Hope Lions Youth Centre. The official opening of the new Christian Education building took place on Sunday, June 5, 1960 and the dedication ceremony was performed by the late Reverend Aubrey Jones, chairman of the Hamilton Presbytery.</p> |  |
| BHR 86 | Commercial | 3114 Homestead Drive, Glanbrook | Inventoried | <p>The property appears to contain a two-bay workshop with a gambrel roof and a one-storey workshop with a gable roof, both of utilitarian construction potentially dating to the mid-twentieth century. There is no residence on this property, however the circulation route visible in aerial photography indicates that it may be associated with the neighbouring property at 3116 Homestead Drive (BHR 83). A U-shaped driveway spans both properties.</p> <p>Both structures are set back significantly from the road on a lot with a tree-lined gravel driveway.</p> |  |



| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---------------------------------|----------------------------------|--|---|
| BHR 87 | Residence | 3116 Homestead Drive, Glanbrook | Inventoried | <p>This property contains a one-storey wood frame vernacular cottage that likely dates to the mid-twentieth century. It features a hip roof and a concrete foundation and the façade is symmetrical and composed of a central entrance flanked by rows of two-over-one windows. The dense tree cover and significant setback screens the residence when viewed from Homestead Drive.</p> <p>The circulation route visible in aerial photography indicates that this property may be associated with the neighbouring property at 3114 Homestead Drive (BHR 82). A U-shaped gravel driveway spans both properties.</p> |  |
| BHR 88 | Residence | 3136 Homestead Drive, Glanbrook | Inventoried; LACAC Report (1984) | <p>The two-storey frame vernacular residence on the property was constructed in 1899 and is reflective of the Georgian architectural style. It is clad in vinyl siding and features a stone foundation, a side gable roof and varied fenestration on the façade, which appears to be modified. Two red brick corbelled chimneys project from both ends of the gable roof, as well as the gable roof of the one-storey addition on the north elevation. The property is set on a treed lot with a narrow setback from Homestead Drive.</p> |  |
| BHR 89 | Commercial | 3154 Homestead Drive, Glanbrook | Identified in the field | <p>The property contains a one-and-a-half storey vernacular commercial building located one lot north of the crossroads of Mount Hope. The structure likely dates to the turn of the twentieth century as a frame building is illustrated at this location on the 1907 topographic map of the area. The structure appears to have evolved over time with the façade composed of a round topped boomtown front clad in pebble dash on the upper portion and stucco on the lower portion. Behind the façade, the structure features a cross gable roof and the building extends through various additions to the rear of the lot. Most of the building is clad in sheet metal and the rear is clad in wood board and batten. Commercial store fronts are located at both the front and back of the building.</p> |  |



| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---------------------------------|--|---|---|
| BHR 90 | Commercial | 3156 Homestead Drive, Glanbrook | Identified in the field | The property, located at the northwest corner of the crossroads of the settlement of Mount Hope, contains a one-and-a-half storey frame Ontario Cottage. The structure likely dates to the turn of the twentieth century as a frame building is illustrated at this location on the 1907 topographic map of the area. The residence features a concrete (or concrete clad) foundation, side gable roof and a roughly symmetrical façade with a central gable peak and an entrance flanked by two window openings. The residence is built to the lot line fronting Homestead Drive and with a narrow setback from Airport Road. |  |
| BHR 91 | Residence | 2983 Homestead Drive | Inventoried | The property contains a one-and-a-half storey brick Ontario Cottage style residence built in 1867. The residence features a side gable roof and a symmetrical façade with a central gable peak and an entrance flanked by two window openings. Two vinyl clad extensions have been added to the rear of the structure, the first one-and-a-half storey and the second a single storey. The residence is built close to the lot line fronting Homestead Drive with four spaced out mature trees along Homestead Drive. |  |
| BHR 92 | Institutional | 3027 Homestead Drive | Designated under Part IV of the OHA (By-Law No. 15-169); | Glanford Hall, located at 3027 Homestead Drive in Hamilton, Ontario, is a representative example of the Edwardian Classicism style of building design that was commonly used in early-20th century Ontario. The Hall was constructed in 1904 as the first permanent home for the Glanford Township Council and served that function into the 1990s following the amalgamation of the Glanford and Binbrook Townships. The building has also been home to Mount Hope's library on several occasions since 1966. The library outgrew its small facilities by the 1970s, but has since returned to Glanford Hall in the 1990s, where it currently resides. Glanford Hall is a physical remnant of the early development of the community of Mount Hope and the early township structure of Wentworth County. Since 1904, the property has served the community in a public manner. |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---------------------------|----------------------|--|---|
| BHR 93 | Residence | 3102/3110 Homestead Drive | Inventoried | The extant structure at 3102 Homestead Drive is a large single storey commercial building operated by Mount Hope Machine Ltd. Aerial imagery of the property from 1995 shows a ghost print of a foundation at the southeast corner of the property. It is likely that this structure was an inventoried residence and was removed prior to 1995 but after being inventoried. |  |
| BHR 94 | Institutional | 3091 Homestead Drive | Inventoried | The structure at 3091 Homestead Drive is a three-sheet curling facility constructed of a long Quonset hut steel structure with a two-storey concrete addition to the rear. The Glanford Curling Club constructed the building in 1959. |  |
| BHR 95 | Residence | 3117 Homestead Drive | Inventoried | The property contains a two-storey vernacular Georgian style residence built in 1851. The residence is clad in vinyl siding with a hop roof, stone foundation and central pedimented porch. A one-storey addition is visible to the rear of the structure. A line of mature trees is present bisecting the property immediately north of the residence. |  |



| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|----------------------|----------------------|--|---|
| BHR 96 | Residence | 3127 Homestead Drive | Inventoried | <p>The two-storey vinyl clad residence at 3127 Homestead Drive is a vernacular Edwardian structure built in 1879. The residence features a hip roof with overhanging eaves, and a projecting bay on the façade with a gable roof. A one-storey addition has been added to the north side of the structure as a store front. The residence is built up against the lot line along Homestead Drive. The building is connected to 3129 Homestead drive via an addition between the two original structures.</p> |  |
| BHR 97 | Residence | 3129 Homestead Drive | Inventoried | <p>The two-storey stucco clad residence at 3129 Homestead Drive is a vernacular structure built in 1872. The façade features a bay window and diamond port hole window. The residence features a gable roof and single storey addition to the southside of the building. The residence is built up against the lot line along Homestead Drive. The building is connected to 3127 Homestead drive via an addition between the two original structures.</p> |  |
| BHR 98 | Residence | 3141 Homestead Drive | Inventoried | <p>The property contains a one-and-a-half storey brick Ontario Cottage style residence. The structure pre-dates 1907 as building is illustrated at this location on the 1907 topographic map of the area. The residence features a side gable roof, front porch, central gable peak, stone foundation and an entrance offset with symmetrical portions to the opposite window. Two vinyl clad extensions have been added; one to the rear of the structure, and the second on the north side.</p> |  |



| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|----------------------|-----------------------------------|---|--|---|
| BHR 99 | Residence | 3145 Homestead Drive | Inventoried | The property contains a one-and-a-half storey brick Ontario Cottage style residence, smaller in mass than many others in the area. The structure pre-dates 1907 as building is illustrated at this location on the 1907 topographic map of the area. The residence features a side gable roof and a symmetrical façade with an enclosed porch and an entrance flanked by two window openings. A single one-storey vinyl clad extension has been added to the rear of the structure |  |
| BHR 100 | Residence/Commercial | 3155 Homestead Drive | Inventoried | This two-storey vernacular brick structure has a gambrel roof and one-storey additions on all sides. Most notably, an automotive service garage is located along the north façade of the building with its entrance facing Homestead Drive. The additions along the east, west and south facades are considerable smaller but hide the original features of the residence. |  |
| CHL 1 | Farmscape | 919 Fiddlers Green Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1875, the one-and-a-half storey wood frame residence is representative of the Ontario Cottage style. Clad in wood siding with a side gable roof, the three-bay front facade with central entrance features a steeply pitched gable above with flanking windows, transom, and a round-headed window. A barn is located at the rear of the lot and a split rail fence and mature trees line the front of the property. |  |



| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|------------------------------------|---|--|--|
| CHL 2 | Farmscape | 956 Fiddlers Green Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1870, the one-and-a-half storey wood frame residence is representative of a vernacular Farm House. It is built to a T-shaped plan, with a cross gable roof and enclosed covered porch. The residence is set on topography raised above Fiddlers Green Road. |  |
| CHL 3 | Farmstead | 1394 Fiddlers Green Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1904, the farm house is a representative vernacular Ontario Cottage. The one-and-a-half storey building is clad in red brick, features a side gable roof, three-bay front facade with a central entrance and projecting centre gable above and flanking windows, as well as a covered front porch. The property contains outbuildings to the rear and a number of mature trees. |  |


| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---|--|---|---|
| CHL 4 | Farmscape | 1541 Fiddlers Green Road, Ancaster; Forest Lane Farms House; Russel Christie House | Designated under Part IV of the OHA (By-Law No. 84-55); LACAC Report Volume 3 (n.d.) | <p>Reasons for Designation (1984):</p> <ul style="list-style-type: none"> - This building is one of the best remaining examples of a house [Neo-Classical and Georgian inspired] in the Scotch Block of Ancaster. It was built by John Squire Russel, one of the original Scottish Families to settle in the Scotch Block. The house was built in 1860 and only the Russel family and Mr. Christie, today's owner, have lived in this house and generally it is as originally built; - All exposed brick and stone facades of the walls and foundations, including the garage area; - The cornices, soffits, fascia, brackets, built in eaves troughs, and rain water leaders; - All exterior windows including sash, frames, sills, and shutters; - All exterior wooden architectural fenestrations such as the side porch roof structure and the side doors with jambs and sills; - The front door including the side lights and fan light and all the related woodwork and sill; - The three exterior chimneys; - Interior attributes. <p>The residence, along with the barn, appear to have recently burned quite severely, as noted in the photograph.</p> |  |
| CHL 5 | Farmscape | 137 Carluke Road West, Ancaster | Registered Non-Designated | <p>Constructed in 1865, this is a pre-Confederation era structure. The property's style, type or expression is early and representative of the Gothic Revival Cottage style of architecture.</p> <p>The wood frame residence is one-and-a-half storeys with a side gable roof with a projecting front gable, and a three-bay façade with a central entrance and flanking windows.</p> <p>A long driveway leads to the house, setback deep in the lot. The property contains detached outbuildings, mature trees, and water courses running through the lot.</p> <p>The property is associated with a potentially significant theme (pre-Confederation development). Further research has the potential to yield information that contributes to an understanding of the community of Ancaster.</p> |  |



| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---|---|---|---|
| CHL 6 | Farmscape | 37 Carluke Road East, Ancaster; Cranston Farms | Inventoried; LACAC Report Volume 6 (n.d.); City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1850, the one-and-a-half storey vernacular farm house features a side gable roof and a symmetrical façade with two gable peaks. Windows are located beneath both gable peaks. A covered porch spans the façade and wraps around to the side elevations. The property is an active farmstead with a barn, concrete silo, outbuildings and agricultural fields. Mature trees surround the farm house. |  |
| CHL 7 | Farmscape | 54 Carluke Road East, Ancaster; Hays House | Inventoried; LACAC Report Volume 6 (1985); City of Hamilton AEGD Windshield Survey (2021) | Constructed between 1842 and 1870, the original owner of the property was James Forsythe. The vernacular Neo-Classical and Gothic Revival inspired-residence displays a high degree of craftsmanship. The one-and-a-half storey brick structure features a stone foundation, dichromatic brickwork including quoins, a side gable roof with return eaves, flat-headed windows with brick voussoirs and stone lug sills, a projecting central frontispiece with a gable roof and ground-floor entrance with a transom and sidelights. The residence, barn and outbuildings are setback from the road in a stand of mature trees. |  |
| CHL 8 | Farmscape | 153 Carluke Road East, Ancaster; Cranston Farms | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1880, the property contains a two-storey vernacular farm house influenced by the Italianate architectural style. The brick structure was built to an L-shaped plan and features a cross gable roof clad in steel, dichromatic brickwork, and projecting brick chimneys. The property is an active farmstead and includes a barn and outbuildings. |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---------------------------------|---|--|--|
| CHL 9 | Farmscape | 189 Carluke Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1865, the farm house on the property is representative of the Ontario Cottage architecture style. The one-and-a-half storey brick structure features a side gable roof with a projecting front gable, and a covered front porch. The property contains detached historic outbuildings, including a Central Ontario barn, as well as a wood split rail fence. The collection of buildings are setback from the road. |  |
| CHL 10 | Farmscape | 67 Butter Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1870, the property is historically associated with the Fahey family (1875 Illustrated Historical Atlas of the County of Wentworth). The vernacular residence is reflective of the Loyalist Cottage architectural style. The wood frame structure is a single storey with a low side gable roof clad in cedar shingles with flanking brick chimneys, and a covered front porch. The structure is clad in wood siding. A decorative metal fence is located in front of the residence. The property is characterized by mature trees and detached agricultural accessory structures. |  |



| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|--------------------------------|---|--|---|
| CHL 11 | Farmscape | 157 Butter Road East, Ancaster | Inventoried | <p>Constructed in 1850, the property's style, type or expression is early and representative of the Ontario Farm House style of architecture. The one-and-a-half storey wood frame residence features a cross-gable roof, red brick exterior, and an enclosed front porch. The property includes two detached accessory structures, an orchard, and a water course running through the northern end of the lot.</p> <p>The property is associated with a potentially significant theme (pre-Confederation development). Further research has the potential to yield information that contributes to an understanding of the community of Ancaster.</p> |  |
| CHL 12 | Farmscape | 363 Butter Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p>Constructed in 1908, the one-and-a-half storey red brick residence is reflective of the Ontario Cottage architecture style. It features a side gable roof with a central front gable, and a covered porch. The property contains an active farmstead composed of a barn and detached accessory structures, as well as a pond, metal perimeter fence, and mature trees lining Butter Road East and surrounding the collection of buildings on the property. The residence has a narrow setback.</p> |  |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|--|--|--|---|
| CHL 13 | Streetscape | Butter Road East between Highway 6 and Glancaster Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | This portion of Butter Road East is characterized as an evolved-dynamic streetscape CHL. It is a scenic rural transportation corridor with a narrow right-of-way framed by dense vegetation and varying topography. |  |
| CHL 14 | Streetscape | Southcote Road from Butter Road East to Airport Lands, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | This portion of Southcote Road is characterized as an evolved-dynamic streetscape CHL. It is a rural scenic streetscape composed of a gravel road with a narrow right-of-way lined with vegetation, and varying topography. |  |
| CHL 15 | Farmscape | 167 Book Road East, Ancaster; Book House | Inventoried; Documentation & Salvage Report (Megan Hobson, 2018) | The former Book House, a two-storey Georgian style residence on the property constructed in 1831, was removed in 2018. Ruins of the structure, reported to have once been the oldest two-storey house between Niagara and Windsor, appear to remain on the property (Green, 2004). |  |



| | | | | | |
|--------|----------|---|---|---|--|
| CHL 16 | Cemetery | 281 Book Road East, Ancaster; Book Cemetery | Designated under Part IV of the OHA (By-Law No. 18-079) | <p>Statement of Cultural Heritage Value (2018): The Book Cemetery possesses cultural heritage value because of its association with and use by members of the Book family as a private cemetery over an extended period of time (1815-1912), its continued location within a rural landscape, and its large number of burials. The cemetery was established by John and Charity Book for the burial of their son, Henry Book, in 1815, and remained in use by the Book family for the next 97 years, with descendants of the family continuing to live in and around the Ancaster community. Out of 88 burials recorded in the cemetery, 85 monuments remain; high numbers for an early Euro-Canadian family cemetery. The cemetery is an excellent example of the burial practices of early Euro-Canadian pioneers in southwestern Ontario, and provides insight into the Book family genealogy, one of the first Euro-Canadian families to settle in the Head-of-the-Lake area. Its demarcated location within a remnant of the original Book farm and the broader rural landscape, relative proximity to existing and former historical family farmsteads, and the value that the community and descendants have imparted to the site, has allowed it to maintain a high level of integrity and cultural heritage value.</p> <p>Description of Heritage Attributes: The Book Cemetery’s heritage attributes derive from its archaeological, built heritage and cultural heritage landscape values associated with a nineteenth-century Euro-Canadian pioneer cemetery, as detailed in the following:</p> <p>Archaeological Resources and Areas of High Archaeological Potential:</p> <ul style="list-style-type: none"> - Archaeological value of features and artifacts related to the original definition and organization of the 19th century Euro-Canadian cemetery; - Archaeological value of human remains contained within the cemetery; - Archaeological value in remaining sub-surface funerary artifacts; and, - Archaeological value of potential for Native archaeological sites. <p>Built Heritage Features:</p> <ul style="list-style-type: none"> - All existing 19th and 20th century stone markers and monuments, and their surviving icons and inscriptions; and, - The variety of styles and materials represented in the markers and monuments, together with their individual material composition. <p>Cultural Heritage Landscape Features</p> <ul style="list-style-type: none"> - The grid design layout and placement of all graves, markers, and monuments; - The well-defined boundary markers delineating the cemetery; and, |  |
|--------|----------|---|---|---|--|




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|--|---|---|--|
| | | | | - The grassed areas, ground vegetation, and trees located within the cemetery, exclusive of the graves, markers, and monuments. | |
| CHL 17 | Cemetery | 330 Book Road East; Ancaster Pet Cemetery | Identified in the field | The Ancaster Pet Cemetery, founded c.2000 and run by Gateway, is a rural, approximately 3.5 acre, pet cemetery located on a narrow rectangular lot that is landscaped and heavily treed. The cemetery is somewhat setback from the road, with a parking lot located on the north side of the lot, adjacent to Book Road East. |  |
| CHL 18 | Farmscape | 394 Book Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1882, the residence on the property is representative of the Italianate architectural style. The two-storey red brick building features a stone foundation, a low hipped roof, projecting front bay, and dichromatic brickwork with quoining and brick voussoirs. The residence is set on the top of a rise in elevation on a large, open, grassed lot with a significant setback from Book Road East, providing picturesque views to the residence. Mature trees are growing beside and behind the residence and a pond is located adjacent to the north property boundary. |  |


| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|--|---|--|---|
| CHL 19 | Farmscape | 451 Book Road East, Ancaster | Registered Non-Designated | <p>Constructed in 1840, the property's style, type or expression is early and representative of the Gothic Revival Cottage style of architecture. The property is important in supporting the character of the area and is functionally, visually and historically linked to its surroundings.</p> <p>The wood frame farm house is one-and-a-half storeys with a three-bay façade, a side gable roof with a projecting centre front gable and window below, a central entrance and flanking windows, a covered front porch, and two side additions. The residence is part of an agricultural complex on the property composed of multiple detached accessory buildings, mature trees, and a water body and stream running east of the house and outbuildings.</p> <p>The property is associated with a potentially significant theme (pre-Confederation development) and activity (produce farming). Further research has the potential to yield, information that contributes to an understanding of the community of Ancaster.</p> |  |
| CHL 20 | Settlement | Southcote, Ancaster (approximate boundaries based on City of Hamilton Windshield Survey of concentration of pre-1950 heritage buildings) | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p>The historic settlement area of Southcote is an evolved-dynamic settlement CHL. The early development of the settlement at the southeast and southwest corners of the intersection of Book Road East and Southcote Road are recorded on the 1875 Illustrated Historical Atlas of the County of Wentworth, although the area was not named. Notably, a school house was located at the intersection at this time. By 1907, the settlement was named Southcote on topographic mapping of the area, with development extending down Southcote Road, south of Book Road East. Today, the landscape is characterized by pre-1950 residential structures that date to the original late nineteenth century establishment of the settlement.</p> |  |
| CHL 21 | Streetscape | Southcote Road from Book Road East to Airport Lands, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p>This portion of Southcote Road is characterized as an evolved-dynamic streetscape CHL. It is a rural scenic streetscape composed of a gravel road with a narrow right-of-way, flat topography and mature trees lining the side of the road. The north portion of the CHL is lined with residences, many of which date to the late nineteenth century establishment of the settlement of Southcote.</p> |  |



| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---|--|--|--|
| CHL 22 | Farmscape | 1224 Smith Road, Ancaster; Garfield Smith House | Inventoried; LACAC Report (1981); City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1867, the property is believed to be associated with the Smith family. Reflective of the Ontario Cottage and Italianate architectural styles, the property displays a high degree of craftsmanship through its decorative brickwork. The one-and-a-half storey brick residence features a stone foundation, dichromatic brickwork including quoins and window detail, a three-bay facade with a central frontispiece with a gable roof and a ground-floor entrance. The last formal addition was made to the structure in 1874. The Farmscape includes a Central Ontario barn, as well as other detached accessory structures, a water body and mature trees. |  |
| CHL 23 | Farmscape | 931 Southcote Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1875, the residence on the property is setback significantly from Southcote Road, making it challenging to see. One detached outbuilding is located north of the residence, and a tree-lined driveway leads to the residence, accessed from Southcote Road. |  |



| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|--|--|--|---|
| CHL 24 | Place of Worship | 572 & 582 Southcote Road, Ancaster; Netherland Reformed Church; Providence Canadian Reformed Church | Inventoried, Volume 7A (only 572 Southcote Road) | <p>Constructed in 1975, the property has historical associations with the Christian Reformed Church. The Providence congregation held their first worship on the property in 2007. The two-storey red brick church building at 582 Southcote Road is believed to have been constructed c.2007 in a contemporary style with Modern influences. The façade features a bell tower and covered porte-cochère.</p> <p>The adjacent vernacular two-storey residence at 572 Southcote Road may be the manse for the Reverenced of the Providence Canadian Reformed Church. Both structures are significantly setback from Southcote Road on grassed lawns with mature trees.</p> |  |
| CHL 25 | Cemetery | 520 Southcote Road, Ancaster; Garner's Corners Cemetery | Inventoried | <p>Garner's Corners Cemetery is a small Methodist/United cemetery with 130 monuments that was opened in 1842.</p> <p>In 1831, a deed written on sheepskin parchment was drawn up between Israel Dawdy and the Canadian Wesleyan Methodists, also known as the Ryanites, for a plot of land at the northwest corner of the intersection of present day Southcote and Garner Roads. By the 1840s, the Church was owned and operated by a group of New Connexion Methodists, who renamed it Zion Methodist. The first burial took place in 1842 for Christeen Jarvis. By 1889, the church had closed, and the building was sold to Leonard Back who used the lumber in the construction of his barn. The cemetery has remained in use, and is owned and maintained by the City of Hamilton.</p> |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|-----------------------------|--|--|--|--|
| CHL 26 | Farmscape | 14-44 Garner Road East, Ancaster | Inventoried; Ancaster Elevated Water Reservoir Class EA CHRA (ASI, 2018); City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1850, the residence on the property is representative of a Gothic Revival Ontario Cottage style of architecture. The one-and-a-half storey wood frame structure is clad in stucco and features a central gable peak on the façade and flanking chimneys. Overgrown cedar hedges are growing in front of the façade, making it challenging to view the residence. The property includes a collection of detached agricultural structures and mature trees. |  |
| CHL 27 | Place of Worship / Cemetery | 99 Garner Road East, Ancaster; White Brick United Church and Cemetery; Fiddler's Green Road Cemetery | Inventoried, Volume 7A; Ancaster Elevated Water Reservoir Class EA CHRA (ASI, 2018); LACAC Report Volume 5 (Janet Wetmore, 1984) | <p>The Gothic Revival White Brick Church was built by members of the Methodist Episcopal faith, the majority of whom were United Empire Loyalists and early settlers of Ancaster Township. They worshiped first at the Ebenezer Chapel built c.1830 at a now unknown location on Garner Road East.</p> <p>Elder Emerson Bristol (1813-1895) was the catalyst behind the White Brick Church. He had arrived in Ancaster Township with his parents from Palmyra Township in New York State in 1829. He went on to become an influential circuit rider with the Methodist Episcopal Church, planning the new little brick church and giving \$100 of his own money toward its construction. The White Brick Church was built on land donated by John Rymal (1819-1859) and dedicated on October 11, 1857. A Sabbath School was formed in 1861, and, as in Sunday services, males sat on one side of the church and females on the other.</p> <p>With the union of Methodist churches in 1884, the church was closed except for Sunday School and quarterly meetings held until 1920. Since then an anniversary service has been held each year on the first Sunday in June.</p> <p>The church still contains the original, enormous wood-burning stove made by McQueston & Co., Hamilton, C.W. and is lit by coal-oil lamps. Many of the early congregation, including Emerson Bristol and his family, are buried in the adjacent White Brick Cemetery. The cemetery is classified as medium size, was opened in 1845 and contains 420 monuments.</p> |  |


| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---|--|--|---|
| CHL 28 | Farmscape | 254 Garner Road East, Ancaster; Kendrick House | Inventoried; 140 Garner Road East, Hamilton HIA (MHBC, 2018); LACAC Report Volume 4 (Wanda Zsiros, 1983); City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1895, the property is associated with the Kendrick and Book families. The residence on the property is a wood frame one-and-a-half storey vernacular farm house with a side gable roof. The Heritage Impact Assessment completed for the property in 2018 indicates that it has been significantly altered and is no longer representative of a particular style. A detached barn on the property was demolished pre-2018. Another barn is still present on the property along with a tree-lined drive that leads to the residence, which has a deep setback from Garner Road East. |  |
| CHL 29 | Farmscape | 474 Garner Road East, Ancaster | Identified in the field | The property appears to contain a remnant early twentieth century farmstead. The presence of mature vegetation makes it challenging to view the property from Garner Road East, however the residence appears to be a one-and-a-half storey red brick structure with a cross gable roof, a front gable peak, a concrete foundation, and square window openings with brick lintels and rusticated stone sills. A barn clad in sheet metal and built to a rectangular plan with a side gable roof is located to the rear of the residence. The property is densely covered with mature trees. |  |
| CHL 30 | Farmscape | 832 Garner Road East, Ancaster | Inventoried; LACAC Report Volume 3 (n.d.) | Constructed in 1880, the farm house on the property appears to be a vernacular expression of the Neoclassical style. The severed lots fronting onto Garner Road East make it challenging to view the property, however it is a nineteenth century farmstead. The one-and-a-half storey red brick farm house features a side gable roof and a four-bay façade. It appears that a rear addition has been constructed on the south elevation. A barn and other outbuildings are located to the rear of the farm house. All structures on the property are significantly setback from Garner Road East. |  |



| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|-----------------------------|---|---|---|--|
| CHL 31 | Place of Worship / Cemetery | 876 & 880 Garner Road East, Ancaster; Bowman United Church and Cemetery; Bowman Chapel; The Old Slide; The Sliding Church | Inventoried, Volume 7A; LACAC Report (n.d.) | <p>The first group of Methodists in Ancaster Township met in 1796. Their log chapel was erected in 1808 near the site of the present church. The chapel was the first meeting house of any denomination in the Township and became the base for the Ancaster Circuit.</p> <p>On August 28, 1829, the Bowman Chapel was the site of the first Canadian Conference of the Methodist Episcopal Church. From this meeting of 30 church leaders, including Egerton Ryerson, who was ordained at the conference, came such significant developments as the creation of a Book Room (later Ryerson Press), the establishment of an Upper Canada Academy (later Victoria College), and the publishing of the Christian Guardian (later the United Church Observer). The conference also resulted in the founding of Canada’s first Total Abstinence or Temperance Society.</p> <p>The Bowman Chapel had been built on the lot line between land owned by Peter Bowman, a Methodist Episcopal, and Squire Henry Hagel, a local Justice of the Peace with leanings toward the Canadian Wesleyans or Ryanites. In 1830, disturbances caused by the Ryanites during services became so severe that a group led by Peter Bowman surreptitiously moved the chapel to Bowman’s land. This prompted a lawsuit by Henry Hagel and another early morning move of the building onto Hagel’s property. Hence the little log chapel became known as “The Sliding Church” or “The Old Slide”.</p> <p>A new brick chapel was built squarely on the lot line in 1845. This church succumbed to fire in April 1881, but Church stewards collected enough subscriptions that same day to build the present Bowman Church in the Gothic Revival style, featuring Gothic stained glass windows. The present church was dedicated in March 1882, with the cornerstone of the 1845 church encased in a wall. A chair built in 1809 for the Rev. Andrew Prindel still remains in the church.</p> <p>Bowman Cemetery is considered a medium sized cemetery with 250 monuments. The earliest known burial was in 1803 for Susannah Smith. The cemetery includes iron railings and a hedgerow and marble and granite monuments laid flat and upright, as well as cairns and columns. At the rear corner of the cemetery is a collection of 38 stones now laid flat, contained within a ground level stone wall. The site holds many of the oldest stones within the cemetery, including that of Susannah Smith.</p> |  |



| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---------------------------------|---|--|---|
| CHL 32 | Farmscape | 927 Garner Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p>Constructed in 1896, the vernacular farm house is reflective of the Queen Anne Revival architectural style. The two-and-a-half storey brown brick residence features a hip roof and dormer windows and a projecting front gable bay. A one-storey addition has been constructed on the west elevation, as well as a larger rear addition. The farm house is located on a nineteenth century farmstead, with a collection of barns and outbuildings located to its east, with a narrow setback from Garner Road East. The property is heavily treed.</p> |  |
| CHL 33 | Park | 3027 Homestead Drive, Glanbrook | Registered Non-Designated | <p>Mount Hope Park is a recreational area behind the designated Glanford Hall (BHR 88). The park contains a play structure, baseball diamond, tennis court and other amenities. The park also houses a Youth Centre and the 779 Black Knight Squadron of the Air Cadets.</p> |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---------------------------------|---|--|---|
| CHL 34 | Farmscape | 204 Glancaster Road, Ancaster | Inventoried; Glancaster Road EA CHR (AECOM, 2021); City of Hamilton AEGD Windshield Survey (2021) | <p>Constructed in 1888, the property, a nineteenth century farmstead, may be associated with Robert Lovell. The 1875 Illustrated Historical Atlas of the County of Wentworth illustrates a farm house on the property in the general vicinity of the present structure.</p> <p>The farm house, set on raised topography, is a two-storey, red brick, Italianate structure with a frontispiece and a fieldstone foundation. Two brick chimneys flank the frontispiece and the windows appear to be paired and segmentally arched. The farmhouse displays a high degree of craftsmanship through its intricately designed wood verandah that spans half the length of the façade. The verandah includes wood fretwork and wood support posts. There is also bargeboard in the front gable.</p> <p>The property includes barns clad in vertical wood siding and metal gable roofs, as well as a long driveway and agriculture fields, consistent with early twentieth century agricultural patterns. The property defines, maintains and supports the agricultural character of the area, and illustrates the evolution of farming on the property.</p> |  |
| CHL 35 | Farmscape | 1205 Glancaster Road, Glanbrook | Inventoried; CHIA 9517, 9541, 9569, 9579, 9593 and 9867 Dickenson Road West, Glanbrook, City of Hamilton (WSP, 2021) | <p>The collection of buildings on the property are setback a significant distance from Glancaster Road and are further screened by mature vegetation, making it challenging to view. A review of aerial imagery has indicated that the property is composed of an agricultural landscape with a residence built to a square plan with a gable roof. A long tree-lined driveway leads to the residence and a collection of outbuildings are located to the east of the house. A wind break of trees shields the residence from the east. The remainder of the property is composed of agricultural fields.</p> |  |

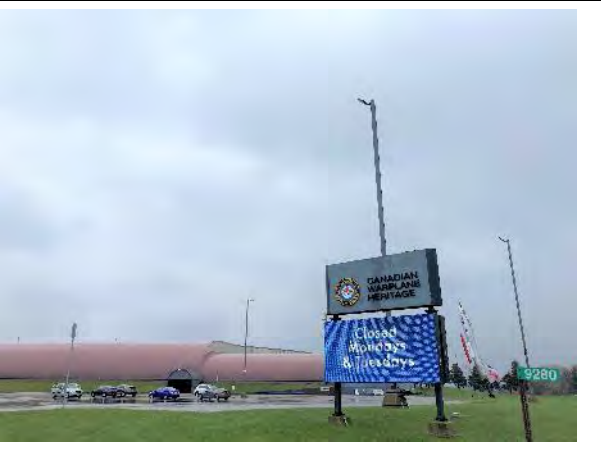

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|--|---|--|---|
| CHL 36 | Farmscape | 1292 Glancaster Road, Ancaster; Smith House | Inventoried; LACAC Report Volume 4 (Tina Agnello, 1983); City of Hamilton AEGD Windshield Survey (2021) | <p>Constructed in 1850, the farmstead is associated with the Smith and Dehaan families.</p> <p>The vernacular Italianate red brick farm house on the property displays a high degree of craftsmanship, notably demonstrated in its brickwork. The one-and-a-half storey structure features a cross-gable roof, dichromatic decorative brickwork, and a covered porch. A workshop is located south of the residence and a split rail fence lines the landscaped lawn in front of the residence.</p> <p>The property is located on raised topography at the prominent intersection of Glancaster Road and Butter Road East and helps define the historic character of the intersection and streetscape.</p> |  |
| CHL 37 | Farmscape | 1731 Glancaster Road, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p>Constructed in 1918, the residence on the property is a vernacular Edwardian style structure. The two-and-a-half storey residence is built to an L-shaped plan and features a hip roof. The façade includes a projecting bay with a pedimented gable with a window. A covered porch wraps around the southwest corner of the residence.</p> <p>A garage is located south of the residence, and the buildings on the property are surrounded by mature trees. The topography of the property is raised.</p> |  |
| CHL 38 | Farmscape | 2004 Glancaster Road, Ancaster; Braun Nursery Ltd. | Inventoried; LACAC Report Volume 4 (n.d.); City of Hamilton AEGD Windshield Survey (2021) | <p>MPAC data indicates that the residence on the property was constructed in 1930, however previous LACAC research suggests it was built c.1854-58. The property is associated with the original owner, John Mitchell, as well as the Braun family, who continue to operate Braun's Nursery on the property.</p> <p>The residence on the property is a vernacular farm house influenced by the Gothic Revival and Italianate styles. The one-and-a-half storey red brick residence features a side gable roof, projecting front gable with a lancet window below and dichromatic brickwork, including quoining. The property displays a high degree of craftsmanship for its decorative brickwork.</p> <p>The property contains a number of outbuildings and is largely dedicated to the operation of the nursery. The property is located close to the road at the prominent intersection of Carluke Road East, Glancaster Road and White Church Road West.</p> |  |



| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---|---|--|---|
| CHL 39 | Farmscape | 3071 Glancaster Road, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | Constructed in 1870, the farm house on the property is reflective of the Queen Anne Revival architectural style. The red brick two-and-a-half storey structure features a cross gable roof with a central projecting bay on the facade. The entrance on the façade features decorative casing. A covered porch is located at the rear of the residence. Given the presence of mature vegetation and the setback of the buildings, no further details could be confirmed. The farmscape also contains a Central Ontario barn, two concrete silos, grain bins, other outbuildings, and a tree-lined driveway. |  |
| CHL 40 | Streetscape | White Church Road West (Glancaster Road to Highway 6) | Identified in the field | This portion of White Church Road West is characterized as an evolved-dynamic streetscape CHL. It is a rural scenic streetscape composed of a two-lane asphalt road with rolling topography, lined with mature trees, vegetation, a collection of nineteenth century farmscapes, and fencerows. |  |
| CHL 41 | Farmscape | 9779 White Church Road West, Glanbrook; Carpenter House | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p>The farm house on the property was constructed in 1860 by the original owner, Brian Carpenter.</p> <p>The style of the residence is representative of a vernacular Gothic Revival Farm House. The wood frame one-and-a-half storey structure is clad in vinyl siding and features a stone foundation, cross-gable roof, covered (now enclosed) porch, and a projecting gable peak.</p> <p>It is recorded that there may be multiple houses on the property, although this could not be confirmed in the field due to dense tree cover screening the property. Agricultural outbuildings are located to the south of the farm house and the property contains many mature trees and raised topography.</p> |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---|----------------------------------|---|--|
| CHL 42 | Farmscape | 9490 White Church Road West, Glanbrook | Identified in the field | <p>The property contains a nineteenth century farmstead set on raised topography. The buildings are clustered with a minimal setback from White Church Road West. The farm house is a one-and-a-half storey wood frame vernacular structure with Gothic Revival influences that likely dates to the turn of the twentieth century. It features a cross gable roof with projecting bays with gable peaks, a bay window, and is clad in vinyl siding. The barn on the property appears to be a Central Ontario barn with a gambrel roof. An additional outbuilding and remnant silo are located to the west of the barn. A livestock yard is located east of the collection of buildings on lower topography adjacent to White Church Road West.</p> <p>On mapping (see Figure 8 and 9, Appendix D), the portion of the property that contains the residence and barns appears to be classified as 9370 White Church Road West (CHL 44), despite the placement of fire numbers in front of the property that read 9490.</p> |  |
| CHL 43 | Farmscape | 9485 White Church Road West, Glanbrook; Smith-Pearce Farm | Inventoried; LACAC Report (1984) | <p>The property is believed to have been constructed between 1842 and 1870 for the original owner, Cylus Smith.</p> <p>The farm house, barns and outbuildings on the farmscape are setback a significant distance from the road, making them challenging to assess. The residence appears to be a wood frame one-and-a-half storey vernacular structure reflective of the Neo-Classical style. It features a side gable roof with a chimney and a symmetrical three-bay façade clad in aluminum siding.</p> |  |



| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|--|---|--|---|
| CHL 44 | Farmscape | 9370 White Church Road West, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p>The property consists of a nineteenth century agricultural farmscape with a farm house constructed in 1868 by the Dickenson Brothers for the original owner, Ferguson Smith. The farm house is a vernacular one-and-a-half storey red and yellow brick Ontario Cottage. The residence displays a high degree of craftsmanship for its dichromatic brickwork including quoins and drip moulds. It also features a side gable roof, a brick chimney, a centre gable peak and a wraparound porch supported on columns.</p> <p>The farm house and barns are clustered with a narrow setback from White Church Road West. The barns feature wood barn board cladding and stone foundations.</p> <p>A water course traverses the property.</p> <p>On mapping (see Figure 8 and 9, Appendix D), the address of 9370 White Church Road West also appears to include the residence and barns on the property at 9490 White Church Road West (CHL 42), despite the placement of fire numbers.</p> |  |
| CHL 45 | Farmscape | 9349 White Church Road West, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p>The property consists of an early twentieth century agricultural farmscape owned by Ernest Whaley with a farm house constructed in 1911. The farm house is a representative example of Edwardian Classicism. The two-and-a-half storey red brick structure features a stone foundation, a hip roof, a projecting bay with a pedimented gable, and a wraparound covered porch supported by columns. A large Central Ontario barn with a gambrel roof and an outbuilding are located south of the residence. The area surrounding the farm house contains a number of mature trees and a wood fence painted white.</p> |  |


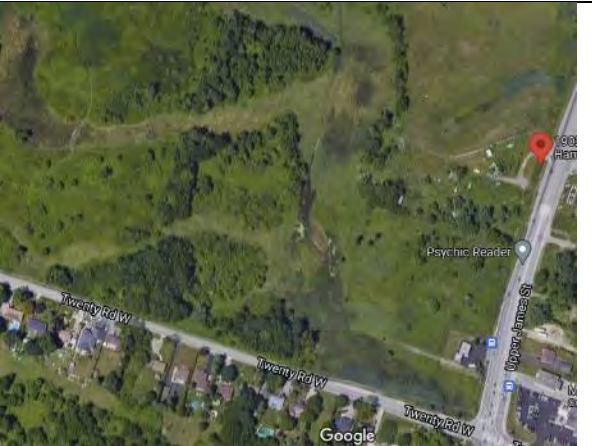
| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|--|---|--|---|
| CHL 46 | Streetscape | Airport Road West, south of airport lands, Glanbrook | Inventoried; Hamilton's Heritage Vol. 3; Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | This portion of Airport Road West is characterized as an evolved-dynamic streetscape CHL. It is a two-lane paved arterial / collector road streetscape that travels south of the John C. Munro Hamilton International Airport landscape, and is characterized by contemporary institutional, commercial and public transportation complexes, including all airport-related lands and structures. |  |
| CHL 47 | Transportation | 9300 Airport Road, Glanbrook; John C. Munro Hamilton International Airport | Inventoried; Dickenson Road EA, Upper James Street to Glanaster Road CHR (ASI, 2019); Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019); CHIA 9517, 9541, 9569, 9579, 9593 and 9867 Dickenson Road West, Glanbrook, City of Hamilton (WSP, 2021) | <p>The John C. Munro Hamilton International Airport landscape, as a commercial and public transportation complex, includes all airport-related lands and structures. Today, the airport consists of two runways, a single terminal, various outbuildings, and encompasses 484 hectares.</p> <p>An airport was first built on this site in 1940 to meet military needs during World War II, only becoming a civilian airport after 1963. Much of the landscape has since been altered as a result of facility expansion but the property does retain a number of older hangar buildings. The Canadian War Plane Heritage Museum was originally housed in one of these older structures but is now located at 9280 Airport Road (CHL 49), adjacent to the Airport.</p> <p>More information on the history of the Airport is included in Section 4.3.6.</p> |  |
| CHL 48 | Cemetery | Salem Cemetery (Salem Road within the boundaries of The John C. Munro Hamilton International Airport, Glanbrook) | Inventoried | In 1811, Jacob Smoak registered the Crown Patent for Lot 1 in the 4th Concession of Glanford Township. Part of this property was used as a family cemetery as early as 1834. By the 1870s, the land also hosted a Methodist Episcopal Church. Known as the Salem Church, it was part of the Ancaster Episcopal Circuit until 1884, when it became part of the Glanford Methodist Circuit. The church was closed between 1903 and 1905. The small cemetery with 37 monuments was restored in 1940. With the expansion of the John C. Munro International Airport, the cemetery was thought to be threatened, but it has survived relatively untouched, and is now under the care of the City of Hamilton. |  |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---|---|---|--|
| CHL 49 | Institutional | 9280 Airport Road, Glanbrook; Canadian War Plane Heritage Museum | Identified in the field | <p>In 1972, the Canadian Warplane Heritage Museum was founded on the east side of the present John C. Munro Hamilton International Airport lands as a non-profit organization whose mandate included preserving a complete collection of aircraft flown by Canadians and the Canadian military from the beginning of World War II to present. On February 15, 1993, a fire destroyed Hangar 3 and one of the Museum hangars. As a result of the fire and significance of the site, Regional Council earmarked \$12 million to develop a new museum. The new Museum opened to the public on March 2, 1996. The Museum is located directly adjacent to the Airport (CHL 47).</p> <p>More information on the history of the museum is included in Section 4.3.6.</p> |  |
| CHL 50 | Streetscape | Airport Road between East Cargo Road and Homestead Drive, Glanbrook | Inventoried; Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | <p>This portion of Airport Road West is characterized as an evolved-dynamic streetscape CHL. It is a two-lane paved arterial / collector road streetscape of small post-war bungalows representative of a mid-twentieth century neighbourhood. This streetscape is typical of a neighbourhood of workers' houses and may be associated with the Airport (CHL 47). The houses all sit on large lots setback from the road, suggesting the extant structures may have been constructed on earlier lots and evidences an early-twentieth century land use. The streetscape retains much of its original character.</p> |  |




| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|-------------------------------------|---|--|---|
| CHL 51 | Farmscape | 9867 Dickenson Road West, Glanbrook | Inventoried; Dickenson Road EA, Upper James Street to Glancaster Road CHR (ASI, 2019); City of Hamilton AEGD Windshield Survey (2021); CHIA 9517, 9541, 9569, 9579, 9593 and 9867 Dickenson Road West, Glanbrook, City of Hamilton (WSP, 2021) | <p>The property consists of a nineteenth century agricultural farmscape that was originally owned by Silas Smith. MPAC information notes the farm house on the property was constructed in 1871, however LACAC research indicates it was built in 1848. The residence is a two-storey wood frame vernacular structure clad in red brick and vinyl siding. It features a side gable roof and centrally placed entrance covered with a pedimented roof. The structure appears to have been modified, and potentially altered through the addition of a second storey. A rear addition projects from the south elevation. A Central Ontario barn with a gambrel roof is located south of the farm house. The remainder of the property is composed of agricultural fields. The long driveway, circulation route, and agricultural fields are consistent with nineteenth-century agricultural patterns.</p> <p>The property is proposed for redevelopment by Broccolini. The results of a CHIA did not find the property to possess CHVI (WSP, 2021).</p> |  |
| CHL 52 | Farmscape | 9236 Dickenson Road West, Glanbrook | Inventoried; Dickenson Road EA, Upper James Street to Glancaster Road CHR (ASI, 2019); Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019); Documentation & Salvage Report (Megan Hobson, 2020); City of Hamilton AEGD Windshield Survey (2021) | <p>The vernacular Farm House on the property was owned and constructed in 1892 (date identified by LACAC) by Amos French.</p> <p>The one-and-a-half storey, wood frame, L-shaped residence features a stone foundation, a cross gable roof clad in steel, a corbelled chimney, and a single-storey addition on the west elevation. A long driveway leads from Dickenson Road to the residence. The driveway and tree-lined property are consistent with nineteenth-century settlement patterns.</p> <p>Demolition is pending for this property.</p> |  |



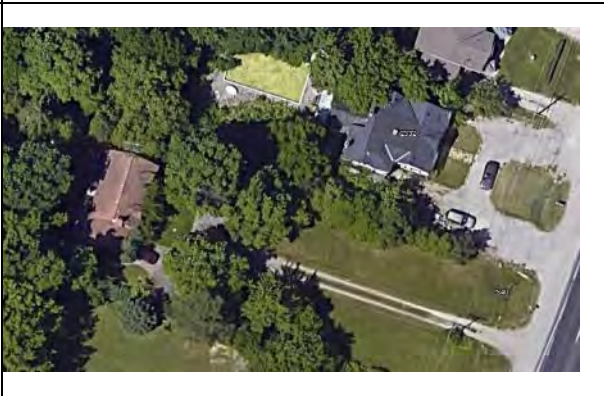
| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---|---|--|---|
| CHL 53 | Cemetery | 9050 Dickenson Road West, Glanbrook; North Glanford Cemetery; "Mud" Church Cemetery; Dickenson Cemetery | Inventoried; Dickenson Road EA, Upper James Street to Glanaster Road CHR (ASI, 2019); Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019) | The Glanford Congregational Church was established in 1843, and in the following year it purchased half an acre of property from Samuel Hess to establish a cemetery. The earliest known burial at the North Glanford Cemetery occurred in 1845 for Mary Ann Terryberry. A mud building was erected on the property, which gave the church its common name, "Mud Church". This building served the congregation for 20 years, until 1865, when it was closed. In 1873, the land was sold to Edward Dickenson for \$57. The Dickenson family maintained the cemetery from their date of purchase to 1953, when the responsibility was transferred to the Glanford Cemetery Board. Today, the medium size cemetery contains 300 monuments. |  |
| CHL 54 | Farmscape | 9751 Twenty Road West, Glanbrook | Registered Non-Designated; Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019); Twenty Road West Plan of Subdivision in Glanbrook CHIA (Golder, 2020); City of Hamilton AEGD Windshield Survey (2021) | <p>The one-and-a-half storey red brick farm house on the nineteenth century farmscape was constructed c.1850 for Obedia Smith. The Smith family were some of the first settlers in Glanford Township.</p> <p>The Twenty Road West Plan of Subdivision in Glanbrook CHIA (Golder, 2020) confirmed the property to have CHVI for its mid-nineteenth century brick farm house built to a high degree of craftsmanship in the Gothic Revival style, for its association with the pioneering and locally prominent Smith family, the potential it has to yield information that contributes to an understanding of the early agricultural development of Glanford Township and the affluence of farmers in the community during the mid-nineteenth century, and its contextual value as the property is important in maintaining and supporting the rural character of the Twenty Road West block through its open fields, relict orchards, and dispersed farmsteads set back a distance from the road.</p> <p>The farm house on the property is proposed for demolition.</p> |  |
| CHL 55 | Farmscape | 9575 Twenty Road West, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019); City of Hamilton AEGD Windshield Survey (2021) | The vernacular Farm House on the property was constructed in 1871 and exhibits influences representative of the Gothic Revival and Italianate architectural styles. The property displays a high degree of craftsmanship most notably through the decorative brickwork. The one-and-a-half storey brick farm house features a cross-gable roof, covered porch, and red and yellow dichromatic brickwork including quoining. The residence is set back a significant distance from Twenty Road West and the property is flanked by rows of mature trees. |  |



| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|---|---|--|---|
| CHL 56 | Farmscape | 9511 Twenty Road West, Glanbrook | Inventoried; Dickenson Road EA, Upper James Street to Glancaster Road CHR (ASI, 2019); Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019); Upper West Side Draft Plan of Industrial Subdivision in Glanbrook CHIA (Golder, 2018); City of Hamilton AEGD Windshield Survey (2021); CHIA 9517, 9541, 9569, 9579, 9593 and 9867 Dickenson Road West, Glanbrook, City of Hamilton (WSP, 2021) | <p>The two-storey red brick farm house on the nineteenth century farmscape was constructed in 1900 for William Marshall.</p> <p>The Upper West Side Draft Plan of Industrial Subdivision in Glanbrook CHIA (Golder, 2018) confirmed the property to possess CHVI as a rare or unusual example of a late-nineteenth century brick farmhouse built in the Italianate-style, for its high degree of craftsmanship in its masonry construction, for its association with the Marshall family who played a significant role in the overall development of Glanford Township, for the potential it has to yield information that contributes to an understanding of the early agricultural development of Glanbrook and the affluence of farmers in the community during the mid-nineteenth century, and its contextual value as the property is important in maintaining and supporting the rural character of the Twenty Road West block through its open fields, relict orchards, and dispersed farmsteads set back a distance from the road.</p> <p>The property is vacant and proposed for demolition.</p> |  |
| CHL 57 | Farmscape | 9445 Twenty Road West, Glanbrook; Marshall House; Rose Farm | Registered Non-Designated; Dickenson Road EA, Upper James Street to Glancaster Road CHR (ASI, 2019); Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019); Upper West Side Draft Plan of Industrial Subdivision in Glanbrook CHIA (Golder, 2018); City of Hamilton AEGD Windshield Survey (2021); CHIA 9517, 9541, 9569, 9579, 9593 and 9867 Dickenson Road West, Glanbrook, City of Hamilton (WSP, 2021) | <p>The one-and-a-half storey red and yellow brick farm house on the nineteenth century farmscape was constructed in 1874 for Alexander Marshall Jr., which is identified by a date stone on the house that reads “Alex. Marshall A.D. 1874”. Alex Marshall Jr. lived on the property with his wife Marcia and children and named the house ‘Rose Farm’. The Marshall family played a significant role in the development of Glanford Township.</p> <p>The Upper West Side Draft Plan of Industrial Subdivision in Glanbrook CHIA (Golder, 2018) confirmed the property to possess CHVI as a representative example of a side-hall or gabled ell Gothic Revival farmhouse, for its high degree of craftsmanship in its masonry detailing, for its association with the Marshall family who played a significant role in the overall development of Glanford Township, for the potential it has to yield information that contributes to an understanding of the early agricultural development of Glanbrook and the affluence of farmers in the community during the mid-nineteenth century, and its contextual value as the property is important in maintaining and supporting the rural character of the Twenty Road West block through its open fields, relict orchards, and dispersed farmsteads set back a distance from the road.</p> <p>The property is vacant and proposed for demolition.</p> |  |



| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|------------------------------------|---|---|---|
| CHL 58 | Farmscape | 9285 Twenty Road West, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019); Twenty Road West Plan of Subdivision in Glanbrook CHIA (Golder, 2020); City of Hamilton AEGD Windshield Survey (2021) | <p>The two-and-a-half storey red and yellow brick farm house on the nineteenth century farmscape was constructed c.1860 for George Marshall. The Marshall family played a significant role in the development of Glanford Township.</p> <p>The Twenty Road West Plan of Subdivision in Glanbrook CHIA (Golder, 2020) confirmed the property to have CHVI for its mid-nineteenth century brick farm house built to a high degree of craftsmanship (decorative dichromatic brickwork) in the Gothic Revival style, for its association with pioneering and locally prominent Marshall family, for the potential it has to yield information that contributes to an understanding of the early agricultural development of Glanbrook and the affluence of farmers in the community during the mid-nineteenth century, and its contextual value as the property is important in maintaining and supporting the rural character of the Twenty Road West block through its open fields, relict orchards, and dispersed farmsteads set back a distance from the road.</p> <p>The property is vacant and proposed for demolition.</p> |  |
| CHL 59 | Farmscape | 1902 Upper James Street, Glanbrook | Inventoried; Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | <p>This property represents a former nineteenth century farmscape, however all buildings have been removed, including the remnant stone fence and posts. Only agricultural fields remain. Clusters of mature vegetation were observed indicating the rough location of the former structures on the property. A small watercourse runs through the lot and under Twenty Road West.</p> |  |


| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|--|--|---|---|
| CHL 60 | Farmscape | 2028 Upper James Street, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019); Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | The vernacular one-storey twentieth century wood frame residence sits on a small rise of land south of a stream that runs roughly east-west. Mature plantings border the stream with large willow trees located on the south side. The portion of the property in front of the house retains its natural topography and early character. The land to the south has been severed and altered by the placement of a hydro line corridor. |  |
| CHL 61 | Streetscape | 2072-2084 Upper James Street, Glanbrook | Inventoried; Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | This landscape is characterized by a small cluster of post-war residences typical of the land use that occurred during and after the initial post-war construction boom. These houses are likely remnants of the development of the area as it transitioned from rural properties and farm complexes to a peri-urban landscape with commercial enterprises. These residences would have been typical of the area before that transition. |  |
| CHL 62 | Farmscape | 2081 Upper James Street, Glanbrook; Stoneholm Farm | Registered Non-Designated; LACAC Report (1984); Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | The property is a nineteenth century farmscape. The Ontario Cottage was constructed in 1853 by George Coon for the Fletcher family. The residence is a one-and-a-half storey stone block structure with a symmetrical three-bay façade, side gable roof, centrally placed window in the gable peak above the door with bargeboard and chimneys on each gable end. The centrally placed door, sidelights, transom and pediment over the entrance remain. The farm complex, which is representative of early farming practices, consists of two large barns with gable roofs, a smaller barn/driveshed, mature conifers and deciduous trees along the frontage, and a decorative wrought iron fence and gate at Upper James Street. The landscape of the farm appears to have retained its original / early features and topography. |  |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|------------------------------------|--|---|---|
| CHL 63 | Estate | 2173 Upper James Street, Glanbrook | Inventoried; Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | The small stone house, constructed in 1850, sits in an area of low topography on the heavily wooded estate property, and is almost completely obscured when viewed from the road. It appears to have a hip roof with two dormer windows on the facade. The property is accessed via a long dirt driveway that includes decorative gates at the entrance with a sign that reads, in part, 'Insane Asylum'. These gates may have been moved here from another location. A review of aerial imagery indicates that there is at least one other structure on the property at the rear of the house. The lot is heavily wooded and includes a small watercourse at the northwest corner. |  |
| CHL 64 | Farmscape | 2219 Upper James Street, Glanbrook | Inventoried | Constructed c.1940, the one-storey wood frame bungalow contributes to the streetscape of small-to-medium-scale residences from the mid-twentieth century along this section of Upper James Street. In this case, the residence was likely constructed early in the post-war boom. It is a remnant of the development of the area as it transitioned from rural properties and farm complexes to a peri-urban landscape with commercial enterprises. The residence is boarded and vacant. |  |
| CHL 65 | Farmscape | 2240 Upper James Street, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019); Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | The former nineteenth century farmscape that occupied the property (large barn with a gambrel roof and silo, large shed with double doors and a gambrel roof, modern frame garage) was largely demolished in 2021 with only the one-storey residential bungalow, constructed in 1940 (MPAC data), remaining. Previous heritage reporting for the Hamilton Rapid Transit A-Line CHAR completed by ASI in 2012 (SgD28) indicated that the extant residence may be the farmscape's original 1820s farm house, however heavily altered. The residence is boarded and vacant and redevelopment of the property appears to have begun. |  |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|--|---|---|---|
| CHL 66 | Streetscape | Talbot Lane west of Upper James Street, Glanbrook | Inventoried | Talbot Lane is an evolved-dynamic late-nineteenth and early-twentieth century residential streetscape included in the North Glanford Historic Settlement Area. It is a narrow, single lane, tar and chip local road constructed to a rural cross-section that extends approximately 200 m west from Upper James Street before terminating. The streetscape is lined with a small number of large and small lot residences dating to the nineteenth and twentieth century. |  |
| CHL 67 | Streetscape | 2273-2285 Upper James Street, Glanbrook | Inventoried; Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | This landscape is characterized by a cluster of small to medium scale residences that date between 1953 and 1965, and are typical of the land use that occurred during and after the initial post-war construction boom. The structures are built on similar sized lots with uniform setbacks from Upper James Street. These houses are likely remnants of the development of the area as it transitioned from rural properties and farm complexes to a peri-urban landscape with commercial enterprises. These residences would have been typical of the area before that transition. |  |
| CHL 68 | Streetscape | 2332 and 2340 Upper James Street between Talbot Lane and Dickenson Road, Glanbrook | Inventoried | The landscape is composed of two houses built between the 1860s and 1870s in the settlement of North Glanford. These structures, together with four former frame structures, once formed a streetscape between Talbot Lane and Dickenson Road in North Glanford. Both of these properties are long, narrow parcels, typical of the original eighteenth and nineteenth century lots. The one-and-a-half storey brick residence at 2332 Upper James Street is located in close proximity to the road, and its counterpart at 2340 Upper James Street is also brick with a projecting bay and gable. These houses are typical of a mid-nineteenth century rural / village streetscape. |  |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|--|---|---|--|
| CHL 69 | Settlement | North Glanford (1875 Illustrated Historical Atlas of the County of Wentworth boundaries) | Inventoried | <p>The settlement of North Glanford is an evolved-dynamic landscape focused around the intersection of present day Upper James Street and Dickenson Road. Historically, the settlement had no clearly defined boundaries, but extended along both sides of Upper James Street from Twenty Road to one mile south of Dickenson Road. It was a small community with little business activity and was likely shown on early county maps as the North Glanford post office was located here. Settlement began in the 1860s, and included a number of residences, a small hotel, an inn/tavern, blacksmith shop, school house, church and cemetery (CHL 53).</p> |  |
| CHL 70 | Farmscape | 2543 Upper James Street, Glanbrook | Inventoried; Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | <p>The property represents a remnant farm complex. It appears that the farm house and barns have been moved and the ruins of a silo and small contemporary utilitarian structures are all that is left on the property. Mature deciduous trees remain that appear to have demarcated the line between farm yard and field.</p> <p>Redevelopment of the property appears to have begun.</p> |  |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|-----------------------------|--|--|--|---|
| CHL 71 | Place of Worship / Cemetery | 2865 & 2869 Upper James Street, Glanbrook; St. Paul's Anglican Church & Cemetery | Inventoried, Volume 7A; Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | <p>In 1850, the Rev. Robert Merritt, a travelling missionary of the Church of England, invited a small group of Glanford Township churchgoers to a meeting in Jacob Terryberry's Hotel on the Hamilton-Caledonia plank road near Mount Hope. The objective was to build a church of the Anglican faith. Joseph Choate offered an acre of land on the east side of the Plank Road. On January 28, 1851, a building committee was formed; Jacob Terryberry, Jacob Kern, Joseph B. Choate, Joseph Bates, David Choate, Samuel McKee, members.</p> <p>On September 30, 1851, an agreement was drawn up between the building committee and Robert Blair and John Simple for the construction of the Gothic Revival church. The building committee supplied the materials.</p> <p>New oak seats were installed in the church in 1910 and are still in use. The bell tower and new entrance were built in 1926 to commemorate the 75th anniversary of the church. Electric lights, a gift of the A.S. Turner family, were installed in 1932, replacing the seven coal oil lamps that had been in use since 1861.</p> <p>In 1943, a quarter-acre of additional land for the cemetery was purchased. Space was given for the burial of the 14 Royal Air Force servicemen who lost their lives while training at Mount Hope Navigational School. Services of remembrance have been held yearly since then. The cemetery is medium sized and contains 300 monuments.</p> <p>A parish hall was added in 1951, with a further extension completed in the late 1990s.</p> |  |
| CHL 72 | Agricultural | 2907 Upper James Street, Glanbrook | Inventoried; LACAC 1984 | <p>This property once comprised a nineteenth century agricultural farm complex, however it appears that the original structures have been removed to accommodate the current commercial land use. From a review of aerial imagery, the property contains a number of outbuildings. It could not be confirmed if any are original to the former farmscape.</p> |  |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Description of Known or Potential Cultural Heritage Value or Interest (CHVI) | Photographs/Digital Image |
|--------------|------------------|------------------------------|---|---|---|
| CHL 73 | Settlement | Mount Hope (Homestead Drive) | Inventoried; Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | <p>The settlement of Mount Hope is an evolved-dynamic landscape focused on Homestead Drive. Settled in 1810, Mount Hope was originally known as Swazie’s Corners and then Hines Corners, after the individuals that ran the hotel at the southwest corner of Homestead Drive and Airport Road. This landscape derives its character from three main periods: (1) an intact rural nineteenth-century landscape containing farm houses and extant fields as well as village settlement along both sides of Homestead Drive; (2) strong evidence of structures and landscapes related to the Royal Air Force and Royal Canadian Air Force navigation school and associated activities and ancillary structures that led to the development of the John C. Munro Hamilton International Airport; and (3) the evolved early to mid-twentieth century landscape of a small village. Many of the properties on the west side of Homestead Drive retain their original house / field alignments. In some cases, historic barns are extant. The properties on the east side of the street back onto Upper James Street and most do not include fields, but do sit on large lots. Mature trees are found on both sides of the street.</p> |  |

Appendix B

Impact Assessment

Table 2: Revised Impacts and Preliminary Mitigation Strategies for Built Heritage Resources and Cultural Heritage Landscapes within the Study Area

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---|---|--|--|
| BHR 1 | Residence | 558 Fiddlers Green Road, Ancaster; Smith/Rowley House | Inventoried; Ancaster Elevated Water Reservoir Class EA CHRA (ASI, 2018); LACAC Heritage Research Report (Carolyn Hawley, 1980) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the east side of the lot (Fiddlers Green Road). Minor encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition and vibration impacts on the subject property should be avoided. If required, property acquisition is anticipated to be minimal. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions (i.e., the split rail fence), resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a Cultural Heritage Evaluation Report (CHER) is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a Cultural Heritage Impact Assessment (CHIA) is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Ancaster Elevated Water Reservoir Class EA.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|---|--|---|
| BHR 2 | Residence | 588 Fiddlers Green Road, Ancaster | Inventoried; Ancaster Elevated Water Reservoir Class EA CHRA (ASI, 2018); LACAC Report (n.d.) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the east side of the lot (Fiddlers Green Road). Minor encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition and vibration impacts on the subject property should be avoided. If required, property acquisition is anticipated to be minimal. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Ancaster Elevated Water Reservoir Class EA.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| BHR 3 | Residence | 1032 Fiddlers Green Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Indirect: The residence on the subject property is located within the 40m vibration buffer from the proposed widening of Fiddlers Green Road to a minor 4-lane arterial road. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Vibration impacts on to the subject property should be avoided.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure that there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|---|---|--|
| BHR 4 | Residence | 1039 Fiddlers Green Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: The residence on the subject property is located on a corner lot with minor 4-lane arterial roads proposed adjacent to the north (Book Road East) and west (Fiddlers Green Road) sides of the lot. Encroachment and property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition and vibration impacts on the subject property should be avoided. Given the residence's minimal setback, most notably from Book Road East (approximately 8 m), it is recommended that the proposed minor 4-lane arterial roads be accommodated within the existing right-of-way (ROW). If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures. The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| BHR 5 | Residence | 1297 Fiddlers Green Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the west side of the lot (Fiddlers Green Road), and new minor collector roads are proposed to be introduced adjacent to the north and east property boundaries. Minor encroachment and property acquisition is expected as a result of the road widening and new minor collector roads.</p> <p>Indirect: Measured from the Fiddlers Green Road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition and vibration impacts on the subject property should be avoided. If required, property acquisition is anticipated to be minimal. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property. If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures. The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---|---|--|--|
| BHR 6 | Residence | 1694 Fiddlers Green Road, Ancaster | Inventoried, LACAC Heritage Report (1983) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the east side of the lot (Fiddlers Green Road). Minor encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition and vibration impacts on the subject property should be avoided. If required, property acquisition is anticipated to be minimal. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| BHR 7 | Commercial | 1770 Fiddlers Green Road, Ancaster; Oakrun Farm Bakery | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u></p> <p>No impacts anticipated at this time: The residence on the subject property is located approximately 330 m from the minor 4-lane arterial roads proposed to meet at the intersection of Fiddlers Green Road and Carluke Road West. The subject property is composed of a large industrial bakery complex and the residence is situated on the west side of the lot.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------|---|--|--|
| BHR 8 | Residence | 166 Book Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the north side of the lot (Book Road East). Minor encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition and vibration impacts on the subject property should be avoided. If required, property acquisition is anticipated to be minimal. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| BHR 9 | Residence | 343 Book Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the south side of the lot (Book Road East). Minor encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition and vibration impacts on the subject property should be avoided. If required, property acquisition is anticipated to be minimal. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|----------------------------------|--|-----------------------------------|---|--|
| BHR 10 | Institutional / Place of Worship | 522 Book Road East, Ancaster; Christadelphian Heritage College | Inventoried (Places of Education) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the north side (Book Road East) and east side (Southcote Road) of the property, and a roundabout is proposed at the intersection of Book Road East and Southcote Road. Property acquisition and encroachment is expected.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the subject property should be avoided and the proposed roundabout on the subject property should be moved to a less sensitive property, potentially to the east, or removed from the AEGD TMP network. If property is acquired and the roundabout is introduced, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> |
| BHR 11 | Residence | 558 Book Road East, Ancaster | Inventoried | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: Minor 4-lane arterial roads are proposed at the intersection of Book Road East and Southcote Road, adjacent to the subject property, and a roundabout is proposed on the northwest corner of the property. Property acquisition and encroachment is proposed. Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Property acquisition, encroachment, and vibration impacts should be avoided and the proposed roundabout at the crossroads of the Southcote settlement should be moved to a less sensitive location, potentially to the east, or removed from the AEGD TMP network. If the minor 4-lane arterial roads and roundabout are introduced, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures. The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|-------------------------------|---|--|--|
| BHR 12 | Residence | 1071 Southcote Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the west side of the property (Southcote Road). Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|-------------------------------|---|--|--|
| BHR 13 | Residence | 1085 Southcote Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the west side of the property (Southcote Road). Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| BHR 14 | Residence | 911 Smith Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A 2-lane collector road is proposed adjacent to the west side of the property (Smith Road) and a new four-lane collector road is proposed adjacent to the east side of the property. Encroachment and property acquisition is expected as a result of the road widening and introduction of a new collector road.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---|--|---|---|
| BHR 15 | Residence | 4 Garner Road East, Ancaster; Clink House | Inventoried; Ancaster Elevated Water Reservoir Class EA CHRA (ASI, 2018); LACAC Report Volume 2 (Carolyn Hawley, 1980); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: As the residence is located on a corner lot, a major 4-lane arterial road is proposed adjacent to the north side of the lot (Garner Road East), and a minor 4-lane arterial road is proposed adjacent to the west side of the lot (Fiddlers Green Road). Encroachment and property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and vibration impacts on the subject property should be avoided. Given the residence’s minimal setback, most notably from Garner Road East (approximately 7 m), it is recommended that the proposed major and minor 4-lane arterial roads be accommodated within the existing right-of-way (ROW).</p> <p>Should it be determined that there is no other technically feasible solution for the road widening, encroachment should be minimized. A Cultural Heritage Evaluation Report (CHER) is recommended to evaluate the property’s CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a Cultural Heritage Impact Assessment (CHIA) is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Ancaster Elevated Water Reservoir Class EA.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---|---|--|--|
| BHR 16 | Residence | 45 Garner Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: The subject property is situated with a deep setback (65 m) from Garner Road East and is buffered by a 1950s subdivision on either side. Given this setback, no impacts are anticipated to result from the major 4-lane arterial road (Garner Road East) proposed to the south of the property.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |
| BHR 17 | Place of Worship | 70 Garner Road East, Ancaster; Ancaster Christian Reformed Church | Inventoried, Volume 7A; Ancaster Elevated Water Reservoir Class EA CHRA (ASI, 2018) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 4-lane arterial road is proposed adjacent to the north side of the lot (Garner Road East). Property acquisition is expected as a result of the road widening. Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Property acquisition and vibration impacts on the subject property should be avoided. If a portion of the property is acquired, a Cultural Heritage Evaluation Report (CHER) is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a Cultural Heritage Impact Assessment (CHIA) is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Ancaster Elevated Water Reservoir Class EA. The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|--|--|--|---|
| BHR 18 | Residence | 114 Garner Road East, Ancaster; Book House | Inventoried; Ancaster Elevated Water Reservoir Class EA CHRA (ASI, 2018); LACAC Report Volume 6 (1985); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 4-lane arterial road is proposed adjacent to the north side of the lot (Garner Road East), and a new 2-lane collector road is proposed adjacent to the west property boundary. Encroachment and property acquisition is expected as a result of the road widening.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Ancaster Elevated Water Reservoir Class EA.</p> |
| BHR 19 | Residence | 243 Garner Road East, Ancaster (former address 243 Highway 53); Richardson-Hyslop-Frebold House; Old Kendrick House | Designated under Part IV of the OHA (By-Law No. 85-90); 140 Garner Road East, Hamilton HIA (MHBC, 2018); LACAC Report Volume 5 (1983) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 4-lane arterial road is proposed adjacent to the south side of the lot (Garner Road East). Encroachment and property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>As the subject property is designated under Part IV of the OHA, if a portion of the lot is acquired, a CHIA is recommended to consider alternative options and assess property-specific mitigation measures in order to avoid or reduce any negative impacts to the property's CHVI.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resources. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|--------------------------------|---|---|---|
| BHR 20 | Residence | 378 Garner Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 4-lane arterial road is proposed adjacent to the north side of the lot (Garner Road East), and an Employment Supportive Centre is proposed for the southeast and southwest corners of Garner Road East and Highway 6. Encroachment and property acquisition is anticipated.</p> <p>Indirect: Measured from the road corridor, the structure on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property. Development of the Employment Supportive Centre should avoid the property.</p> <p>If property is acquired and impacted by the development of the Employment Supportive Centre, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| BHR 21 | Residence | 443 Garner Road East, Ancaster | Garner Road / Rymal Road and Garth Street Improvements Municipal Class EA (ASI, 2013) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 4-lane arterial road is proposed adjacent to the south side of the lot (Garner Road East). Encroachment, property acquisition and tree removal is anticipated.</p> <p>Indirect: Measured from the road corridor, the structure on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> The Garner Road / Rymal Road and Garth Street Improvements Municipal Class EA recommended the following for the property:</p> <ul style="list-style-type: none"> • For threats through encroachment, all work undertaken will be planned to avoid impacts through noise and/or vibrations, especially when in close proximity to the resource. • Where possible, mature trees and plantings (particularly those marking property lines or other boundary lines) should be avoided as much as possible. • In instances where the work is carried out in close proximity to a resource, implement appropriate mitigation strategies, including but not limited to protective measures, such as the use of temporary fencing. |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|--------------------------------|---|--|---|
| BHR 22 | Residence | 453 Garner Road East, Ancaster | Garner Road / Rymal Road and Garth Street Improvements Municipal Class EA (ASI, 2013) | <p>Alternative 1 (Do nothing) No impacts are anticipated.</p> <p>Alternative 2 (Amended network) Direct: A major 4-lane arterial road is proposed adjacent to the south side of the lot (Garner Road East). Encroachment, property acquisition and vegetation removal is anticipated.</p> <p>Indirect: Measured from the road corridor, the structure on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p>Alternative 1 (Do nothing) None required.</p> <p>Alternative 2 (Amended network) The Garner Road / Rymal Road and Garth Street Improvements Municipal Class EA recommended the following for the property:</p> <ul style="list-style-type: none"> For threats through encroachment, all work undertaken will be planned to avoid impacts through noise and/or vibrations, especially when in close proximity to the resource. Mature trees and plantings (particularly those marking property lines or other boundary lines) should be avoided as much as possible. In instances where the work is carried out in close proximity to a resource, implement appropriate mitigation strategies, including but not limited to protective measures, such as the use of temporary fencing. |
| BHR 23 | Residence | 459 Garner Road East, Ancaster | Garner Road / Rymal Road and Garth Street Improvements Municipal Class EA (ASI, 2013) | <p>Alternative 1 (Do nothing) No impacts are anticipated.</p> <p>Alternative 2 (Amended network) Direct: A major 4-lane arterial road is proposed adjacent to the south side of the lot (Garner Road East). Encroachment, property acquisition and tree removal is anticipated.</p> <p>Indirect: Measured from the road corridor, the structure on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p>Alternative 1 (Do nothing) None required.</p> <p>Alternative 2 (Amended network) The Garner Road / Rymal Road and Garth Street Improvements Municipal Class EA recommended the following for the property:</p> <ul style="list-style-type: none"> For threats through encroachment, all work undertaken will be planned to avoid impacts through noise and/or vibrations, especially when in close proximity to the resource. Mature trees (particularly those marking property lines or other boundary lines) should be avoided as much as possible. In instances where the work is carried out in close proximity to a resource, implement appropriate mitigation strategies, including but not limited to protective measures, such as the use of temporary fencing. |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|---|---|---|
| BHR 24 | Residence | 581 Garner Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 4-lane arterial road is proposed adjacent to the south side of the lot (Garner Road East), and an Employment Supportive Centre is proposed impacting the northeast corner of Garner Road East and Southcote Road. Encroachment and property acquisition is anticipated.</p> <p>Indirect: Measured from the road corridor, the structure on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property. Development of the Employment Supportive Centre should avoid the property.</p> <p>If property is acquired and impacted by the development of the Employment Supportive Centre, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| BHR 25 | Residence | 681-683 Garner Road East, Ancaster | Garner Road / Rymal Road and Garth Street Improvements Municipal Class EA (ASI, 2013) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 4-lane arterial road is proposed adjacent to the south side of the lot (Garner Road East). Encroachment, property acquisition and tree removal is anticipated.</p> <p>Indirect: Measured from the road corridor, the structure on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> The Garner Road / Rymal Road and Garth Street Improvements Municipal Class EA recommended the following for the property:</p> <ul style="list-style-type: none"> • For threats through encroachment, all work undertaken will be planned to avoid impacts through noise and/or vibrations, especially when in close proximity to the resource. • Mature trees (particularly those marking property lines or other boundary lines) should be avoided as much as possible. • In instances where the work is carried out in close proximity to a resource, implement appropriate mitigation strategies, including but not limited to protective measures, such as the use of temporary fencing. |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---|---|--|--|
| BHR 26 | Residence | 701 Garner Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 4-lane arterial road is proposed adjacent to the south side of the lot (Garner Road East). Encroachment and property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| BHR 27 | Residence | 716 Garner Road East, Ancaster; Rymal House | Inventoried; LACAC Report Volume 5 (n.d.); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 4-lane arterial road is proposed adjacent to the north side of the lot (Garner Road East). Encroachment and property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|--------------------------------|---|--|--|
| BHR 28 | Residence | 792 Garner Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 4-lane arterial road is proposed adjacent to the south side of the lot (Garner Road East) and a new four-lane collector road is proposed adjacent to the west side of the lot. Encroachment and property acquisition is expected as a result of the road widening and introduction of a new collector road.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| BHR 29 | Residence | 819 Garner Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 4-lane arterial road is proposed adjacent to the north side of the lot (Garner Road East). Encroachment and property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---|---|--|--|
| BHR 30 | Residence | 910 Garner Road East, Ancaster | Inventoried; LACAC Report Volume 5 (n.d.) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 4-lane arterial road is proposed adjacent to the north side of the lot (Garner Road East). Encroachment and property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| BHR 31 | Commercial | 944 Garner Road East, Ancaster; Bennett's Apple & Cider | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A new minor collector road is proposed crossing the subject property from east to west, through the orchards. Encroachment and property acquisition is expected as a result of the introduced road.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the property should be avoided and the proposed minor collector road traveling through the subject property should be moved to a less sensitive property, or removed from the AEGD TMP network.</p> <p>If property is acquired and the minor collector road is introduced, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|--------------------------------|---|--|--|
| BHR 32 | Residential | 992 Garner Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 4-lane arterial road is proposed adjacent to the north side of the lot (Garner Road East). Encroachment and property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|--|--|--|---|
| BHR 33 | Residence | 1021 Garner Road East, Ancaster; The Lampman Stone House | Designated under Part IV of the OHA (By-Law No. 20-244); Site Specific Policy Area A in UHOP, Vol 2, Map B.2.6-1; Ancaster Elevated Water Reservoir Class EA CHRA (ASI, 2018); CHIA (Detritus Consulting Ltd., 2014); LACAC Report Volume 3 (n.d.) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 4-lane arterial road is proposed adjacent to the south side of the lot (Garner Road East). Encroachment and property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>As the subject property is designated under Part IV of the OHA, if a portion of the lot is acquired, a CHIA is recommended to consider alternative options and assess property-specific mitigation measures to avoid or reduce any negative impacts to the property's CHVI.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| BHR 34 | Residence | 1157 Garner Road East, Ancaster | Inventoried; Glancaster Road EA CHR (AECOM, 2021); Previously Identified by the Ancaster Village Heritage Committee | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 4-lane arterial road is proposed adjacent to the south side of the lot (Garner Road East). Encroachment and property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Glancaster Road EA recommendations.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---|--|---|--|
| BHR 35 | Institutional | 92 Glancaster Road, Ancaster; Hamilton District Christian High School | Inventoried (Places of Education) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A 4-lane minor arterial road is proposed adjacent to the east side of the subject property (Glancaster Road). Minor property acquisition is expected as a result of the road widening.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Property acquisition impacts on the property should be avoided. The road work may cause a temporary impact to the grassed portion of the property parallel to the road ROW. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> |
| BHR 36 | Residence | 549 Glancaster Road, Glanbrook | Previously Identified; Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019) | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: The subject property is situated on a lot east of Glancaster Road, as such it is not anticipated to be impacted by the 4-lane minor arterial road proposed for Glancaster Road.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |
| BHR 37 | Farmscape | 1640 Glancaster Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: Glancaster Road is proposed to remain as a rural road. Property acquisition is not anticipated as road widening is not expected.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|--|--|---|--|
| BHR 38 | Residence | 9630 White Church Road West, Glanbrook | Inventoried; LACAC Report (1985); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the south (White Church Road West) side of the subject property, and a new minor collector road is proposed parallel to a portion of the east side of the property. Encroachment and property acquisition is expected due to the road widening and newly introduced road.</p> <p>Indirect: Measured from the road corridor, the building on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the property should be avoided and the proposed minor collector road traveling adjacent to the subject property should be moved to a less sensitive property, or removed from the AEGD TMP network.</p> <p>If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| BHR 39 | Residence | 9890 Airport Road West, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the south (Airport Road West) side of the subject property. Property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the building on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Property acquisition and vibration impacts on the property should be avoided. The road work may cause a temporary impact to the property (i.e., dry stone wall). The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------|----------------------------------|--|--|
| BHR 40 | Residence | 9174 Airport Road, Glanbrook | Inventoried; LACAC Report (1984) | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u></p> <p>No impacts anticipated at this time: The minor 4-lane arterial road proposed for Airport Road West is planned to end west of this property. As such, no impacts are anticipated.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u></p> <p>None required.</p> |
| BHR 41 | Residence | 9142 Airport Road, Glanbrook | Inventoried; LACAC (1985) | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u></p> <p>No impacts anticipated at this time: The minor 4-lane arterial road proposed for Airport Road West is planned to end west of this property. As such, no impacts are anticipated.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u></p> <p>None required.</p> |
| BHR 42 | Residence | 9132 Airport Road, Glanbrook | Inventoried | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u></p> <p>No impacts anticipated at this time: The minor 4-lane arterial road proposed for Airport Road West is planned to end west of this property. As such, no impacts are anticipated.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u></p> <p>None required.</p> |
| BHR 43 | Residence | 9046 Airport Road, Glanbrook | Identified in the field | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u></p> <p>No impacts anticipated at this time: The minor 4-lane arterial road proposed for Airport Road West is planned to end west of this property. As such, no impacts are anticipated.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u></p> <p>None required.</p> |
| BHR 44 | Residence | 9032 Airport Road, Glanbrook | Identified in the field | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u></p> <p>No impacts anticipated at this time: The minor 4-lane arterial road proposed for Airport Road West is planned to end west of this property. As such, no impacts are anticipated.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u></p> <p>None required.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|-------------------------------------|---|---|--|
| BHR 45 | Residence | 9188 Dickenson Road West, Glanbrook | Inventoried; Dickenson Road EA, Upper James Street to Glanaster Road CHR (ASI, 2019); Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the south (Dickenson Road West) side of the subject property. Encroachment and property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the building on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Dickenson Road EA or Twenty Road West Plan of Subdivision.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|-------------------------------------|--|---|---|
| BHR 46 | Residence | 9070 Dickenson Road West, Glanbrook | Inventoried; Dickenson Road EA, Upper James Street to Glancaster Road CHR (ASI, 2019); Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the south (Dickenson Road West) side of the subject property. Encroachment and property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the building on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the property should be avoided as the residence on the lot has a very minimal setback (5 m). The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Dickenson Road EA or Twenty Road West Plan of Subdivision.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|-------------------------------------|--|---|---|
| BHR 47 | Residence | 9036 Dickenson Road West, Glanbrook | Previously Identified; Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the south (Dickenson Road West) side of the subject property. Encroachment and property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the building on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Twenty Road West Plan of Subdivision.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| BHR 48 | Residence | 2098 Upper James Street, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|---|---|--|
| BHR 49 | Residence | 2104 Upper James Street, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|---|---|--|
| BHR 50 | Residence | 2112 Upper James Street, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street), and an Employment Supportive Centre is proposed to potentially impact the south side of the property. Encroachment and potential property acquisition is anticipated.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>Construction of the Employment Supportive Centre should avoid the property and be moved slightly further south on Upper James Street to avoid any impacts to the subject property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|---|---|--|
| BHR 51 | Residence | 2118 Upper James Street, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street), and an Employment Supportive Centre is proposed to potentially impact the property. Encroachment and potential property acquisition is anticipated.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>Construction of the Employment Supportive Centre should avoid the property and be moved slightly further south on Upper James Street to avoid any impacts to the subject property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|--|-------------------------|---|---|
| BHR 52 | Residence | 2129 Upper James Street, Glanbrook | Identified in the field | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the west side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property. If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> |
| BHR 53 | Place of Worship | 2149 Upper James Street, Glanbrook; Church on the Rock | Inventoried | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the west side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property. If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures. The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|---|---|--|
| BHR 54 | Residence | 2235 Upper James Street, Glanbrook | Registered Non-Designated; Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the west side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the subject property should be avoided as the residence on the lot has a very minimal setback (10 m). The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Hamilton Rapid Transit A-Line CHAR (ASI, 2012).</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|--|--|--|
| BHR 55 | Residence | 2254 Upper James Street, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street), and a new minor collector road is proposed parallel to the north property boundary, terminating at a T-intersection at Upper James Street. Encroachment and potential property acquisition is expected as a result of the road widening and newly introduced minor collector road.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Hamilton Rapid Transit A-Line CHAR (ASI, 2012).</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| BHR 56 | Residence | 2264 Upper James Street, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|---|--|---|
| BHR 57 | Residence | 2270 Upper James Street, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| BHR 58 | Residence | 2272 Upper James Street, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street) and the potential alignment of Collector 6N Alternative 3 is proposed adjacent to the south side of the property. Encroachment and potential property acquisition is expected as a result of the road designs.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|---|---|---|
| BHR 59 | Commercial | 2273 Upper James Street, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the west side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|---|---|---|
| BHR 60 | Residence | 2274 Upper James Street, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street) and the potential alignment of Collector 6N Alternative 3 is proposed on the property. Encroachment and property acquisition is expected as a result of the road designs.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer from Upper James Street. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the subject property should be avoided. The alignment of Collector 6N Alternative 3 proposed on the subject property should be moved to a less sensitive property, or removed from the AEGD TMP network. Notably, Collector 6N Alternative 1 then Alternative 1A are preferred from a cultural heritage perspective as they will result in the fewest impacts to BHRs and CHLs. The road design proposed for Upper James Street may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If the full property or a portion of it is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| BHR 61 | Residence | 19 Talbot Lane, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: The potential alignment of Collector 6N Alternative 3 is proposed on the property. Property acquisition is expected as a result of the road design.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Acquisition of the subject property should be avoided. The alignment of Collector 6N Alternative 3 proposed on the subject property should be moved to a less sensitive property, or removed from the AEGD TMP network. Notably, Collector 6N Alternative 1 then Alternative 1A are preferred from a cultural heritage perspective as they will result in the fewest impacts to BHRs and CHLs.</p> <p>If the property is acquired, a CHER is recommended to evaluate its CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---------------------------|--|---|--|
| BHR 62 | Residence | 24 Talbot Lane, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019); City of Hamilton AEGD Windshield Survey (2021) | <p>Alternative 1 (Do nothing) No impacts are anticipated.</p> <p>Alternative 2 (Amended network) Direct: The potential alignment of Collector 6N Alternative 3 is proposed on the property. Property acquisition is expected as a result of the road design.</p> | <p>Alternative 1 (Do nothing) None required.</p> <p>Alternative 2 (Amended network) Acquisition of the subject property should be avoided. The alignment of Collector 6N Alternative 3 proposed on the subject property should be moved to a less sensitive property, or removed from the AEGD TMP network. Notably, Collector 6N Alternative 1 then Alternative 1A are preferred from a cultural heritage perspective as they will result in the fewest impacts to BHRs and CHLs.</p> <p>If the property is acquired, a CHER is recommended to evaluate its CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Twenty Road West Plan of Subdivision.</p> |
| BHR 63 | Residence | 38 Talbot Lane, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019); City of Hamilton AEGD Windshield Survey (2021) | <p>Alternative 1 (Do nothing) No impacts are anticipated.</p> <p>Alternative 2 (Amended network) Direct: The potential alignment of Collector 6N Alternative 3 is proposed on the property. Property acquisition is expected as a result of the road design.</p> | <p>Alternative 1 (Do nothing) None required.</p> <p>Alternative 2 (Amended network) Acquisition of the subject property should be avoided. The alignment of Collector 6N Alternative 3 proposed on the subject property should be moved to a less sensitive property, or removed from the AEGD TMP network. Notably, Collector 6N Alternative 1 then Alternative 1A are preferred from a cultural heritage perspective as they will result in the fewest impacts to BHRs and CHLs.</p> <p>If the property is acquired, a CHER is recommended to evaluate its CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Twenty Road West Plan of Subdivision.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|---|---|---|
| BHR 64 | Residence | 2277 Upper James Street, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the west side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|---|--|--|
| BHR 65 | Residence | 2280 Upper James Street, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street) and the potential alignment of Collector 6N Alternative 3 is proposed on the property. Encroachment and property acquisition is expected as a result of the road designs.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer from Upper James Street. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the subject property should be avoided. The alignment of Collector 6N Alternative 3 proposed on the subject property should be moved to a less sensitive property, or removed from the AEGD TMP network. Notably, Collector 6N Alternative 1 then Alternative 1A are preferred from a cultural heritage perspective as they will result in the fewest impacts to BHRs and CHLs. The road design proposed for Upper James Street may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If the full property or a portion of it is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|--|--|---|
| BHR 66 | Residence | 2284 Upper James Street, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street) and the potential alignment of Collector 6N Alternative 3 is proposed adjacent to the north side of the property. Encroachment and potential property acquisition is expected as a result of the road designs.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|---|---|--|
| BHR 67 | Residence | 2285 Upper James Street, Glanbrook | Inventoried; Hamilton Rapid Transit A-Line CHAR (ASI, 2012); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the west side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Hamilton Rapid Transit A-Line CHAR (ASI, 2012).</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|--|---|--|
| BHR 68 | Residence | 2288 Upper James Street, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Twenty Road West Plan of Subdivision.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---|--|---|--|
| BHR 69 | Residence | 2292 Upper James Street, Glanbrook; Former North Glanford Post Office | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Twenty Road West Plan of Subdivision.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|--|---|--|
| BHR 70 | Residence | 2294 Upper James Street, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Twenty Road West Plan of Subdivision.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|---|---|--|
| BHR 71 | Residence | 2300 Upper James Street, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019); LACAC Report (1984); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Twenty Road West Plan of Subdivision.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|--|---|--|
| BHR 72 | Residence | 2310 Upper James Street, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Twenty Road West Plan of Subdivision.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|--|---|--|
| BHR 73 | Residence | 2332 Upper James Street, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019); Hamilton Rapid Transit A-Line CHAR (ASI, 2012); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Twenty Road West Plan of Subdivision or Hamilton Rapid Transit A-Line CHAR (ASI, 2012).</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| BHR 74 | Residence | 2340 Upper James Street, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019); Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Twenty Road West Plan of Subdivision or Hamilton Rapid Transit A-Line CHAR (ASI, 2012).</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|-------------------------|---|---|
| BHR 75 | Residence | 2492 Upper James Street, Glanbrook | Identified in the field | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property. If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> |
| BHR 76 | Residence | 2502 Upper James Street, Glanbrook | Identified in the field | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property. If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|-------------------------|---|---|
| BHR 77 | Residence | 2624 Upper James Street, Glanbrook | Identified in the field | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|-------------------------|---|---|
| BHR 78 | Residential | 2724 Upper James Street, Glanbrook | Identified in the field | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| BHR 79 | Residence | 2910 Upper James Street, Glanbrook | Identified in the field | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> |
| BHR 80 | Residence | 2958 Homestead Drive, Glanbrook | Identified in the field | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: Homestead Drive is proposed to remain as a 2-lane collector road within the AEGD TMP Update.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---|--|---|--|
| BHR 81 | Residence | 2990 Homestead Drive, Glanbrook | Inventoried; LACAC Report (1984) | Alternative 1 (Do nothing) & Alternative 2 (Amended network) No impacts anticipated at this time: Homestead Drive is proposed to remain as a 2-lane collector road within the AEGD TMP Update. | Alternative 1 (Do nothing) & Alternative 2 (Amended network) None required. |
| BHR 82 | Residence | 3000 Homestead Drive, Glanbrook | Inventoried | Alternative 1 (Do nothing) & Alternative 2 (Amended network) No impacts anticipated at this time: Homestead Drive is proposed to remain as a 2-lane collector road within the AEGD TMP Update. | Alternative 1 (Do nothing) & Alternative 2 (Amended network) None required. |
| BHR 83 | Residence | 3002 Homestead Drive, Glanbrook | Inventoried; LACAC Report (1984) | Alternative 1 (Do nothing) & Alternative 2 (Amended network) No impacts anticipated at this time: Homestead Drive is proposed to remain as a 2-lane collector road within the AEGD TMP Update. | Alternative 1 (Do nothing) & Alternative 2 (Amended network) None required. |
| BHR 84 | Residence | 3034 Homestead Drive, Glanbrook | Inventoried; LACAC Report (1984) | Alternative 1 (Do nothing) & Alternative 2 (Amended network) No impacts anticipated at this time: Homestead Drive is proposed to remain as a 2-lane collector road within the AEGD TMP Update. | Alternative 1 (Do nothing) & Alternative 2 (Amended network) None required. |
| BHR 85 | Place of Worship | 3076 Homestead Drive, Glanbrook; Mount Hope United Church | Inventoried, Volume 7A; Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | Alternative 1 (Do nothing) & Alternative 2 (Amended network) No impacts anticipated at this time: Homestead Drive is proposed to remain as a 2-lane collector road within the AEGD TMP Update. | Alternative 1 (Do nothing) & Alternative 2 (Amended network) None required. |
| BHR 86 | Commercial | 3114 Homestead Drive, Glanbrook | Inventoried | Alternative 1 (Do nothing) & Alternative 2 (Amended network) No impacts anticipated at this time: Homestead Drive is proposed to remain as a 2-lane collector road within the AEGD TMP Update. | Alternative 1 (Do nothing) & Alternative 2 (Amended network) None required. |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---------------------------------|--|--|---|
| BHR 87 | Residence | 3116 Homestead Drive, Glanbrook | Inventoried | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: Homestead Drive is proposed to remain as a 2-lane collector road within the AEGD TMP Update.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |
| BHR 88 | Residence | 3136 Homestead Drive, Glanbrook | Inventoried; LACAC Report (1984) | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: Homestead Drive is proposed to remain as a 2-lane collector road within the AEGD TMP Update.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |
| BHR 89 | Commercial | 3154 Homestead Drive, Glanbrook | Identified in the field | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: Homestead Drive is proposed to remain as a 2-lane collector road within the AEGD TMP Update.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |
| BHR 90 | Commercial | 3156 Homestead Drive, Glanbrook | Identified in the field | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: Homestead Drive is proposed to remain as a 2-lane collector road within the AEGD TMP Update.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |
| BHR 91 | Residence | 2983 Homestead Drive | Inventoried | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: Homestead Drive is proposed to remain as a 2-lane collector road within the AEGD TMP Update.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |
| BHR 92 | Institutional | 3027 Homestead Drive | Designated under Part IV of the OHA (By-Law No. 15-169); | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: Homestead Drive is proposed to remain as a 2-lane collector road within the AEGD TMP Update.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---------------------------|----------------------|--|---|
| BHR 93 | Residence | 3102/3110 Homestead Drive | Inventoried | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: Homestead Drive is proposed to remain as a 2-lane collector road within the AEGD TMP Update.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |
| BHR 94 | Institutional | 3091 Homestead Drive | Inventoried | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: Homestead Drive is proposed to remain as a 2-lane collector road within the AEGD TMP Update.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |
| BHR 95 | Residence | 3117 Homestead Drive | Inventoried | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: Homestead Drive is proposed to remain as a 2-lane collector road within the AEGD TMP Update.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |
| BHR 96 | Residence | 3127 Homestead Drive | Inventoried | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: Homestead Drive is proposed to remain as a 2-lane collector road within the AEGD TMP Update.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |
| BHR 97 | Residence | 3129 Homestead Drive | Inventoried | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: Homestead Drive is proposed to remain as a 2-lane collector road within the AEGD TMP Update.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |
| BHR 98 | Residence | 3141 Homestead Drive | Inventoried | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: Homestead Drive is proposed to remain as a 2-lane collector road within the AEGD TMP Update.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|----------------------|----------------------|----------------------|---|--|
| BHR 99 | Residence | 3145 Homestead Drive | Inventoried | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: Homestead Drive is proposed to remain as a 2-lane collector road within the AEGD TMP Update.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |
| BHR 100 | Residence/Commercial | 3155 Homestead Drive | Inventoried | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: Homestead Drive is proposed to remain as a 2-lane collector road within the AEGD TMP Update.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|-----------------------------------|---|--|--|
| CHL 1 | Farmscape | 919 Fiddlers Green Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the west side of the lot (Fiddlers Green Road). Minor encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence and barn on the subject property are located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition and vibration impacts on the subject property should be avoided. If required, property acquisition is anticipated to be minimal. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions (i.e., the split rail fence), resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resources. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| CHL 2 | Farmscape | 956 Fiddlers Green Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the east side of the lot (Fiddlers Green Road). Minor encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition and vibration impacts on the subject property should be avoided. If required, property acquisition is anticipated to be minimal. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|--|--|--|---|
| CHL 3 | Farmstead | 1394 Fiddlers Green Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the east side of the lot (Fiddlers Green Road). Minor encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition and vibration impacts on the subject property should be avoided. If required, property acquisition is anticipated to be minimal. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resources. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| CHL 4 | Farmscape | 1541 Fiddlers Green Road, Ancaster; Forest Lane Farms House; Russel Christie House | Designated under Part IV of the OHA (By-Law No. 84-55); LACAC Report Volume 3 (n.d.) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the west side of the lot (Fiddlers Green Road), and new minor collector roads are proposed to be introduced adjacent to the east and south property boundaries as well as cutting across the subject property from east to west. Encroachment and property acquisition is expected as a result of the introduction of new minor collector roads and the widening of Fiddlers Green Road.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the subject property should be avoided and the proposed minor collector road bisecting the subject property should be relocated to a less sensitive property or removed from the AEGD TMP network.</p> <p>As the subject property is designated under Part IV of the OHA, if a portion of the lot is acquired, a CHIA is recommended to consider alternative options and assess property-specific mitigation measures to avoid or reduce negative impacts to the property's CHVI.</p> <p>Note: The residence and barn on this property were severely damaged by fire in 2017, which has caused major deterioration of the site. This property will remain designated until a development application is submitted and/or the owner chooses to remove it.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|--|---|--|--|
| CHL 5 | Farmscape | 137 Carluke Road West, Ancaster | Registered Non-Designated | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the west side of the lot (Fiddlers Green Road). Minor property acquisition is expected as a result of the road widening resulting in impacts to only the west boundary of the fields on this large agricultural property. The built heritage resources that comprise the farmscape are located approximately 500 m from the Fiddlers Green Road ROW.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Property acquisition on the subject property should be avoided. If required, property acquisition is anticipated to be minimal with no impacts to the built heritage resources that comprise the farmscape. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> |
| CHL 6 | Farmscape | 37 Carluke Road East, Ancaster; Cranston Farms | Inventoried; LACAC Report Volume 6 (n.d.); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the west (Fiddlers Green Road) and south (Carluke Road East) sides of the property, and new minor collector roads are proposed to be introduced adjacent to the north and east property boundaries. Minor encroachment and property acquisition is expected as a result of the road widening and introduction of the minor collector roads.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the subject property should be avoided. If required, property acquisition is anticipated to be minimal. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property. If a portion of the property is acquired and the minor collector road is introduced, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---|---|---|--|
| CHL 7 | Farmscape | 54 Carluke Road East, Ancaster; Hays House | Inventoried; LACAC Report Volume 6 (1985); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the north side of the lot (Carluke Road East). Minor encroachment and potential property acquisition is expected as a result of the road widening.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the subject property should be avoided. If required, property acquisition is anticipated to be minimal. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> |
| CHL 8 | Farmscape | 153 Carluke Road East, Ancaster; Cranston Farms | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the south side of the property (Carluke Road East) and a new minor collector road is proposed to be introduced adjacent to the west property boundary. Minor encroachment and potential property acquisition is expected as a result of the road widening and introduction of the minor collector road.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the subject property should be avoided. If required, property acquisition is anticipated to be minimal. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired and the minor collector road is introduced, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---------------------------------|---|--|---|
| CHL 9 | Farmscape | 189 Carluke Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the south side of the lot (Carluke Road East). Minor encroachment and potential property acquisition is expected as a result of the road widening.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the subject property should be avoided. If required, property acquisition is anticipated to be minimal. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions (i.e. the split rail fence), resulting in minimal irreversible negative impacts to the property. If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> |
| CHL 10 | Farmscape | 67 Butter Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> A minor 4-lane arterial road is proposed adjacent to the south side of the lot (Butter Road East). Minor encroachment and potential property acquisition is expected as a result of the road widening.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the subject property should be avoided. If required, property acquisition is anticipated to be minimal. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property. If a portion of the property is acquired and the 4-lane arterial road is introduced, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|--------------------------------|---|---|--|
| CHL 11 | Farmscape | 157 Butter Road East, Ancaster | Inventoried | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A new minor collector road is proposed adjacent to the west boundary of the property and Butter Road East is proposed to become a 4-lane arterial road. Minor encroachment and potential property acquisition is expected as a result of the introduction of the minor collector road and widening of Butter Road East.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the subject property should be avoided. If required, property acquisition is anticipated to be minimal. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired and the minor collector road is introduced, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> |
| CHL 12 | Farmscape | 363 Butter Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A new minor collector road is proposed traveling through a portion of the south half of the east side of property. Encroachment and potential property acquisition is expected as a result of the introduction of the minor collector road.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the subject property should be avoided. If required, property acquisition is anticipated to be minimal. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired and the minor collector road is introduced, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|--|---|--|---|
| CHL 13 | Streetscape | Butter Road East between Highway 6 and Glancaster Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: One new minor collector road is proposed to intersect with this portion of the Butter Road East streetscape in a T-intersection approximately 250 m east of Airport Road, interrupting the existing configuration of the scenic rural corridor.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> The introduction of a new intersection to the Butter Road East streetscape should be avoided.</p> <p>If the introduction of the minor collector road cannot be avoided, it is recommended that the rural character of Butter Road East be maintained to a rural cross-section. Where construction is anticipated to result in grading impacts and tree removal along the sides of the road ROW, post-construction landscaping with native tree species should be employed to mitigate visual impacts and restore the streetscape as close as possible to an as-found condition.</p> |
| CHL 14 | Streetscape | Southcote Road from Butter Road East to Airport Lands, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: One new minor collector road is proposed to intersect with this portion of the Southcote Road streetscape in a T-intersection approximately 500 m north of Butter Road East, interrupting the existing configuration of the scenic rural corridor.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> The introduction of a new intersection to the Southcote Road streetscape should be avoided.</p> <p>If the introduction of the minor collector road cannot be avoided, it is recommended that the rural character of Southcote Road be maintained to a rural cross-section. Where construction is anticipated to result in grading impacts and tree removal along the sides of the road ROW, post-construction landscaping with native tree species should be employed to mitigate visual impacts and restore the streetscape as close as possible to an as-found condition.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---|--|--|---|
| CHL 15 | Farmscape | 167 Book Road East, Ancaster; Book House | Inventoried; Documentation & Salvage Report (Megan Hobson, 2018) | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: A new minor collector road is proposed to pass through the agricultural field at the southwest corner of the subject property, and a minor 4-lane arterial road is proposed adjacent to the south side of the lot (Book Road East). The built heritage resources once located on this property were located a significant distance to the northeast and have been demolished. As such, no impacts are anticipated.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |
| CHL 16 | Cemetery | 281 Book Road East, Ancaster; Book Cemetery | Designated under Part IV of the OHA (By-Law No. 18-079) | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: The Book Cemetery is situated setback approximately 70 m from Book Road East on a significant rise in topography. Given this setback and the natural topography of the area, no impacts are anticipated to result from the minor 4-lane arterial road (Book Road East) proposed to the south of the cemetery.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |
| CHL 17 | Cemetery | 330 Book Road East; Ancaster Pet Cemetery | Identified in the field | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: The Ancaster Pet Cemetery is situated setback slightly from Book Road East. Given this setback, no impacts are anticipated to result from the minor 4-lane arterial road (Book Road East) proposed to the north of the cemetery.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------|---|--|--|
| CHL 18 | Farmscape | 394 Book Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the north side of the lot (Book Road East) and a new 2-lane collector road is proposed through the north half of the property parallel to the east lot line. Property acquisition is expected as a result of the road widening and newly introduced road. A pond is located adjacent to the north property boundary and has the potential to be impacted by the Book Road East widening.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the subject property should be avoided and the proposed 2-lane collector road traveling through the subject property should be terminated before the property, moved to a less sensitive property, or removed from the AEGD TMP network. If property is acquired and the 2-lane collector road is introduced, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> |
| CHL 19 | Farmscape | 451 Book Road East, Ancaster | Registered Non-Designated | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the south side of the lot (Book Road East), and a new 2-lane collector road is proposed traveling adjacent to the west property boundary before curving through the lot to the east, half way up the property. Property acquisition is expected as a result of the road widening and newly introduced 2-lane collector road.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the subject property should be avoided and the proposed 2-lane collector road traveling through the subject property should be moved to a less sensitive property to the east, or removed from the AEGD TMP network. If property is acquired and the 2-lane collector road is introduced, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|--|---|---|--|
| CHL 20 | Settlement | Southcote, Ancaster (approximate boundaries based on City of Hamilton Windshield Survey of concentration of pre-1950 heritage buildings) | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: Minor 4-lane arterial roads and a roundabout are proposed at the intersection of Book Road East and Southcote Road. Property acquisition, including the potential removal of nineteenth century structures, encroachment, and an alteration of the streetscape and historic road alignment is proposed.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Property acquisition, encroachment, and alteration of the streetscape and historic road alignment should be avoided and the proposed roundabout at the crossroads of the Southcote settlement should be moved to a less sensitive location, potentially to the east, or removed from the AEGD TMP network. It is recommended that the rural cross section and existing road alignment of Book Road East and Southcote Road be maintained.</p> <p>If the minor 4-lane arterial roads and roundabout are introduced, a CHER is recommended to evaluate the landscape's CHVI using Ontario Regulation 9/06. If the landscape is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> |
| CHL 21 | Streetscape | Southcote Road from Book Road East to Airport Lands, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed for Southcote Road, south of Book Road East, a roundabout is proposed at the intersection of Book Road East and Southcote Road, and a new minor arterial road alignment is proposed at the southern end of the streetscape. Property acquisition, including the potential removal of nineteenth century structures, encroachment, and an alteration of the streetscape and historic road alignment is proposed.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Property acquisition, encroachment, and alteration of the streetscape and historic road alignment should be avoided. The proposed roundabout at the crossroads of the Southcote settlement should be moved to a less sensitive location, potentially to the east, or removed from the AEGD TMP network. It is recommended that the rural cross section and existing road alignment of Southcote Road be maintained.</p> <p>If the minor 4-lane arterial road, new minor arterial road alignment, and roundabout are introduced, a CHER is recommended to evaluate the landscape's CHVI using Ontario Regulation 9/06. If the landscape is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---|--|--|---|
| CHL 22 | Farmscape | 1224 Smith Road, Ancaster; Garfield Smith House | Inventoried; LACAC Report (1981); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Indirect: A 2-lane collector road is proposed adjacent to the east side of the property (Smith Road). Encroachment is not anticipated. Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Avoid any vibration impacts. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property. The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resources. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| CHL 23 | Farmscape | 931 Southcote Road, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road (Southcote Road) is proposed adjacent to the west property boundary, a 2-lane collector road is proposed adjacent to the west property boundary (Smith Road), and a new 2-lane collector road is proposed parallel to the north property boundary. Encroachment and property acquisition is expected as a result of the road widening.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property. If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---|--|---|---|
| CHL 24 | Place of Worship | 572 & 582 Southcote Road, Ancaster; Netherland Reformed Church; Providence Canadian Reformed Church | Inventoried, Volume 7A (only 572 Southcote Road) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the east side of the lot (Southcote Road), and an Employment Supportive Centre is proposed for the southeast and southwest corners of Garner Road East and Southcote Road. Encroachment and property acquisition is expected for 572 Southcote Road.</p> <p>Indirect: Measured from the road corridor, the structures on the subject properties are located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property. Development of the Employment Supportive Centre should avoid 572 Southcote Road.</p> <p>If property is acquired and impacted by the development of the Employment Supportive Centre, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| CHL 25 | Cemetery | 520 Southcote Road, Ancaster; Garner's Corners Cemetery | Inventoried | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 4-lane arterial road is proposed adjacent to the south side of the cemetery (Garner Road East), and an Employment Supportive Centre is proposed impacting the northwest corner of Garner Road East and Southcote Road. Encroachment and property acquisition is possible.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition on the cemetery should be avoided. An Employment Supportive Centre is not recommended on this property. An archaeological assessment will be required prior to commencing any ground disturbance in the vicinity of the cemetery. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If property is acquired and impacted by the development of the Employment Supportive Centre, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|----------------------------------|--|---|--|
| CHL 26 | Farmscape | 14-44 Garner Road East, Ancaster | Inventoried; Ancaster Elevated Water Reservoir Class EA CHRA (ASI, 2018); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 4-lane arterial road is proposed adjacent to the north side of the lot (Garner Road East), and a minor 4-lane arterial road is proposed adjacent to the west side of the lot (Fiddlers Green Road). Encroachment and property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and vibration impacts on the subject property should be avoided. Given the residence’s minimal setback, most notably from Garner Road East (approximately 10 m), it is recommended that the proposed major and minor 4-lane arterial roads be accommodated within the existing right-of-way (ROW).</p> <p>Should it be determined that there is no other technically feasible solution for the road widening, encroachment should be minimized. A Cultural Heritage Evaluation Report (CHER) is recommended to evaluate the property’s CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a Cultural Heritage Impact Assessment (CHIA) is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Ancaster Elevated Water Reservoir Class EA.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|-----------------------------|--|--|--|--|
| CHL 27 | Place of Worship / Cemetery | 99 Garner Road East, Ancaster; White Brick United Church and Cemetery; Fiddler's Green Road Cemetery | Inventoried, Volume 7A; Ancaster Elevated Water Reservoir Class EA CHRA (ASI, 2018); LACAC Report Volume 5 (Janet Wetmore, 1984) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 4-lane arterial road is proposed adjacent to the south side of the church and cemetery (Garner Road East). Encroachment and property acquisition is possible.</p> <p>Indirect: Measured from the road corridor, the church on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition on the property should be avoided and is not recommended given the presence of a cemetery and the very minimal setback of the church and cemetery from the road ROW (under 10 m). An archaeological assessment will be required prior to commencing any ground disturbance in the vicinity of the cemetery.</p> <p>If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Ancaster Elevated Water Reservoir Class EA.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resources. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| CHL 28 | Farmscape | 254 Garner Road East, Ancaster; Kendrick House | Inventoried; 140 Garner Road East, Hamilton HIA (MHBC, 2018); LACAC Report Volume 4 (Wanda Zsiros, 1983); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 4-lane arterial road is proposed adjacent to the north side of the lot (Garner Road East). Property acquisition is expected as a result of the road widening.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Property acquisition should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If property is acquired and directly impacted, a CHIA is recommended to provide property-specific mitigation measures.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|--------------------------------|-------------------------|--|---|
| CHL 29 | Farmscape | 474 Garner Road East, Ancaster | Identified in the field | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 4-lane arterial road is proposed adjacent to the north side of the lot (Garner Road East). Encroachment and property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence and barn on the subject property are located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resources. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|-----------------------------|---|---|---|---|
| CHL 30 | Farmscape | 832 Garner Road East, Ancaster | Inventoried; LACAC Report Volume 3 (n.d.) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A new minor collector road is proposed crossing the subject property from east to west, south of the collection of outbuildings. Encroachment and property acquisition is expected as a result of the introduced road.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the property should be avoided and the proposed minor collector road traveling through the subject property should be moved to a less sensitive property, or removed from the AEGD TMP network. If property is acquired and the minor collector road is introduced, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> |
| CHL 31 | Place of Worship / Cemetery | 876 & 880 Garner Road East, Ancaster; Bowman United Church and Cemetery; Bowman Chapel; The Old Slide; The Sliding Church | Inventoried, Volume 7A; LACAC Report (n.d.) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 4-lane arterial road is proposed adjacent to the north side of the church and cemetery (Garner Road East). Encroachment and property acquisition is possible. Indirect: Measured from the road corridor, the church on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition on the property should be avoided and is not recommended given the presence of a cemetery and the very minimal setback of the church and cemetery from the road ROW (under 10 m). An archaeological assessment will be required prior to commencing any ground disturbance in the vicinity of the cemetery. If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures. The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resources. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---------------------------------|---|---|---|
| CHL 32 | Farmscape | 927 Garner Road East, Ancaster | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 4-lane arterial road is proposed adjacent to the south side of the lot (Garner Road East). Encroachment and property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the barns on the subject property are located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resources. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| CHL 33 | Park | 3027 Homestead Drive, Glanbrook | Registered Non-Designated | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: Homestead Drive is proposed to remain as a 2-lane collector road and Upper James Street to the east is to remain a 4-lane arterial road within the AEGD TMP Update. No impacts are anticipated for this property.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |
| CHL 34 | Farmscape | 204 Glancaster Road, Ancaster | Inventoried; Glancaster Road EA CHR (AECOM, 2021); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: The subject property is buffered by a hydro easement from the 4-lane minor arterial road proposed for Glancaster Road. As such, no impacts are anticipated.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---|---|---|---|
| CHL 35 | Farmscape | 1205 Glancaster Road, Glanbrook | Inventoried; CHIA 9517, 9541, 9569, 9579, 9593 and 9867 Dickenson Road West, Glanbrook, City of Hamilton (WSP, 2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A new 4-lane minor arterial road is proposed parallel to the north boundary of the subject property. Encroachment and property acquisition is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the property should be avoided and the proposed 4-lane minor arterial road traveling adjacent to the subject property should be moved to a less sensitive property, or removed from the AEGD TMP network.</p> <p>If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures.</p> |
| CHL 36 | Farmscape | 1292 Glancaster Road, Ancaster; Smith House | Inventoried; LACAC Report Volume 4 (Tina Agnello, 1983); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: Butter Road East and Southcote Road are proposed to remain as minor collector roads. Property acquisition is not anticipated as road widening is not expected.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |
| CHL 37 | Farmscape | 1731 Glancaster Road, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: Glancaster Road is proposed to remain as a minor collector road. Property acquisition is not anticipated as road widening is not expected.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|--|---|---|--|
| CHL 38 | Farmscape | 2004 Glancaster Road, Ancaster; Braun Nursery Ltd. | Inventoried; LACAC Report Volume 4 (n.d.); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor collector road is proposed adjacent to the east (Glancaster Road) side of the subject property and a minor 4-lane arterial road is proposed adjacent to the south (Carluke Road East) side. Minor property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the building on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Property acquisition impacts on the property should be minor or avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---|---|---|---|
| CHL 39 | Farmscape | 3071 Glancaster Road, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the north (Carluke Road East) side of the subject property. Minor property acquisition is expected as a result of the road widening.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Property acquisition impacts on the property should be minor or avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property. If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures.</p> |
| CHL 40 | Streetscape | White Church Road West (Glancaster Road to Highway 6) | Identified in the field | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: White Church Road West is proposed to be widened to a minor 4-lane arterial road, impacting the existing 2-lane configuration of the scenic rural corridor.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> It is recommended that the rural cross section, topography, mature trees lining the ROW, and existing alignment of White Church Road West be maintained. If the minor 4-lane arterial road is introduced, a CHER is recommended to evaluate the landscape's CHVI using Ontario Regulation 9/06. If the landscape is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> |
| CHL 41 | Farmscape | 9779 White Church Road West, Glanbrook; Carpenter House | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the north (White Church Road West) side of the subject property. Minor property acquisition is expected as a result of the road widening.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Property acquisition impacts on the property should be minor or avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property. If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---|---|--|--|
| CHL 42 | Farmscape | 9490 White Church Road West, Glanbrook | Identified in the field | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the south (White Church Road West) side of the subject property, and new minor collector roads are proposed parallel to the east and west sides of the property as well as crossing it from east to west. Encroachment and property acquisition is expected as a result of the road widening and newly introduced minor collector roads.</p> <p>Indirect: Measured from the road corridor, the buildings on the subject property are located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the property should be avoided and the proposed minor collector road traveling adjacent to and across the subject lot should be moved to a less sensitive property, or removed from the AEGD TMP network. If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures. The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resources. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| CHL 43 | Farmscape | 9485 White Church Road West, Glanbrook; Smith-Pearce Farm | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the north (White Church Road West) side of the subject property. Minor property acquisition is expected as a result of the road widening.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Property acquisition impacts on the property should be minor or avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property. If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|--|---|--|--|
| CHL 44 | Farmscape | 9370 White Church Road West, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the south (White Church Road West) side of the subject property, and new minor collector roads are proposed parallel to the west side of the property, as well as crossing it from east to west before aligning south to terminate at White Church Road West. Encroachment and property acquisition is expected as a result of the road widening and newly introduced minor collector roads.</p> <p>Indirect: Measured from the road corridor, the buildings on the subject property are located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the property should be avoided and the proposed minor collector road traveling adjacent to and across the subject lot should be moved to a less sensitive property, or removed from the AEGD TMP network.</p> <p>If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resources. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---|--|--|---|
| CHL 45 | Farmscape | 9349 White Church Road West, Glanbrook | Inventoried; City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the north (White Church Road West) side of the subject property. Encroachment and property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the building on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the property should be avoided. The road work may cause a temporary impact to the property (i.e., wood fence). The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |
| CHL 46 | Streetscape | Airport Road West, south of airport lands, Glanbrook | Inventoried; Hamilton's Heritage Vol. 3; Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: Airport Road West, south of the airport lands, is proposed to be widened from a 2-lane arterial/collector road to a minor 4-lane arterial road, resulting in an alteration of the streetscape.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> This portion of Airport Road West is characterized as an evolved, dynamic streetscape CHL supporting contemporary institutional, commercial and public transportation complexes, including all airport-related lands and structures. The widening of Airport Road West is consistent with the evolved, dynamic nature of the streetscape and the growing capacity of the airport lands. As such, mitigation measures are not required.</p> |
| CHL 47 | Transportation | 9300 Airport Road, Glanbrook; John C. Munro International Airport | Inventoried; Dickenson Road EA, Upper James Street to Glancaster Road CHR (ASI, 2019); Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019); CHIA 9517, 9541, 9569, 9579, 9593 and 9867 Dickenson Road West, Glanbrook, City of Hamilton (WSP, 2021) | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> No impacts anticipated at this time: The property that comprises the John C. Munro International Airport is not anticipated to be impacted by any of the road network changes proposed through the AEGD TMP Update.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u> None required.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|--|---|---|--|
| CHL 48 | Cemetery | Salem Cemetery (Salem Road within the boundaries of The John C. Munro Hamilton International Airport, Glanbrook) | Inventoried | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u></p> <p>No impacts anticipated at this time: The Salem Cemetery is located entirely within the property that comprises the John C. Munro Hamilton International Airport. As such, it is not anticipated to be impacted by road network changes proposed through the AEGD TMP Update.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u></p> <p>None required.</p> |
| CHL 49 | Institutional | 9280 Airport Road, Glanbrook; Canadian War Plane Heritage Museum | Identified in the field | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u></p> <p>No impacts anticipated at this time: The Canadian War Plane Heritage Museum is located adjacent to the property that comprises the John C. Munro International Airport and is not anticipated to be impacted by any of the road network changes proposed through the AEGD TMP Update.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u></p> <p>None required.</p> |
| CHL 50 | Streetscape | Airport Road between East Cargo Road and Homestead Drive, Glanbrook | Inventoried; Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u></p> <p>No impacts anticipated at this time: The minor 4-lane arterial road proposed for Airport Road West is planned to end at the west side of this CHL. As such, no impacts are anticipated to the streetscape.</p> | <p><u>Alternative 1 (Do nothing) & Alternative 2 (Amended network)</u></p> <p>None required.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|-------------------------------------|---|---|---|
| CHL 51 | Farmscape | 9867 Dickenson Road West, Glanbrook | Inventoried; Dickenson Road EA, Upper James Street to Glancaster Road CHR (ASI, 2019); City of Hamilton AEGD Windshield Survey (2021); CHIA 9517, 9541, 9569, 9579, 9593 and 9867 Dickenson Road West, Glanbrook, City of Hamilton (WSP, 2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A new 4-lane minor arterial road is proposed parallel to the north boundary of the subject property, and a potential minor collector road is proposed to align traveling north-south through the property. Encroachment and property acquisition is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Although 9867 Dickenson Road West has been included on the City’s Inventory of Buildings of Architectural and/or Historical Interest , a CHIA competed in 2021 did not find the property to possess CHVI (WSP, 2021). Dickenson Limited Partnership has proposed an industrial development on the lot. The 2021 CHIA recommended that Dickenson Limited Partnership should salvage the original timbers in the barn including floorboards, beams, and posts, and original features in the farmhouse such as wood floors, wood baseboards and door surrounds, and chimney surrounds if they still exist. No further cultural heritage reporting is recommended for this property.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---|--|--|--|
| CHL 52 | Farmscape | 9236 Dickenson Road West, Glanbrook | Inventoried; Dickenson Road EA, Upper James Street to Glanaster Road CHR (ASI, 2019); Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019); Documentation & Salvage Report (Megan Hobson, 2020); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A new 4-lane collector and minor collector road is proposed passing through the northeast corner of the subject property (Collector 6N Alternative 1, Alternative 1A, Alternative 2 and Alternative 3), and a minor 4-lane arterial road is proposed adjacent to the south (Dickenson Road West) side of the subject property. Encroachment and property acquisition is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Although 9236 Dickenson Road West has been included on the City’s Inventory of Buildings of Architectural and/or Historical Interest, demolition is proposed for the structure and upon the request of the City, a Documentation and Salvage Report has been prepared (Megan Hobson, 2020). The Documentation and Salvage Report recommended the salvage of the: exterior wood cladding, wood flooring, wood window and door casings, wood trim and baseboards, wood paneled doors, wood plank doors, foundation stone, and framing timbers. No further cultural heritage reporting is recommended for this property.</p> |
| CHL 53 | Cemetery | 9050 Dickenson Road West, Glanbrook; North Glanford Cemetery; “Mud” Church Cemetery; Dickenson Cemetery | Inventoried; Dickenson Road EA, Upper James Street to Glanaster Road CHR (ASI, 2019); Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 4-lane arterial road is proposed adjacent to the south side of the cemetery (Dickenson Road West). Encroachment and property acquisition is possible.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition on the property should be avoided and is not recommended given the presence of a cemetery with a narrow setback from the ROW (5 m). If proposed works come within 10 m of the cemetery boundary, additional stages of archaeological assessment will be required prior to construction.</p> <p>If property is acquired and impacted, a CHER is recommended to evaluate the property’s CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Dickenson Road EA or Twenty Road West Plan of Subdivision.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|----------------------------------|---|--|---|
| CHL 54 | Farmscape | 9751 Twenty Road West, Glanbrook | Registered Non-Designated; Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019); Twenty Road West Plan of Subdivision in Glanbrook CHIA (Golder, 2020); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: The potential alignment of a 2-lane collector road is proposed parallel to the west property boundary, and a new 2-lane collector road is proposed parallel to the south property boundary. Encroachment and property acquisition is expected as a result of the introduction of new roads.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the property should be avoided and the roads proposed adjacent to the subject property should be moved to a less sensitive property or removed from the AEGD TMP network.</p> <p>The Twenty Road West Plan of Subdivision, Glanbrook CHIA (Golder, 2020) confirmed the property to have CHVI, and anticipated its demolition. If a portion of the subject property is acquired and impacted, discussions should be had with the City’s Heritage Planners to determine if a project-specific CHIA is required.</p> |
| CHL 55 | Farmscape | 9575 Twenty Road West, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: An Employment Supportive Centre is proposed on the property east of the subject property and has the potential to impact a small portion of the northeast corner of the subject property, resulting in potential encroachment and property acquisition.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the subject property as a result of the development of the Employment Supportive Centre should be avoided. The construction of the Employment Supportive Centre may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If plans for the Employment Supportive Centre should shift further onto the property, a CHER is recommended to evaluate the property’s CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Twenty Road West Plan of Subdivision.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---|---|---|--|
| CHL 56 | Farmscape | 9511 Twenty Road West, Glanbrook | Inventoried; Dickenson Road EA, Upper James Street to Glancaster Road CHR (ASI, 2019); Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019); Upper West Side Draft Plan of Industrial Subdivision in Glanbrook CHIA (Golder, 2018); City of Hamilton AEGD Windshield Survey (2021); CHIA 9517, 9541, 9569, 9579, 9593 and 9867 Dickenson Road West, Glanbrook, City of Hamilton (WSP, 2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: The alignment of a new 4-lane minor arterial road is proposed passing through the property from north to south, directly beside the farm house and barn. A 2-lane collector road is also proposed crossing the centre of the property from east to west. An Employment Supportive Centre is proposed on the north side of the lot, adjacent to Twenty Road West. Encroachment and property acquisition is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the property should be avoided. The Employment Supportive Centre and the roads proposed passing through the subject property should be moved to a less sensitive property or removed from the AEGD TMP network.</p> <p>The Upper West Side Draft Plan of Industrial Subdivision, Glanbrook CHIA (Golder, 2018) confirmed to property to have CHVI, and anticipated its demolition. If the subject property is acquired and impacted, discussions should be had with the City's Heritage Planners to determine if a project-specific CHIA is required.</p> |
| CHL 57 | Farmscape | 9445 Twenty Road West, Glanbrook; Marshall House; Rose Farm | Registered Non-Designated; Dickenson Road EA, Upper James Street to Glancaster Road CHR (ASI, 2019); Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019); Upper West Side Draft Plan of Industrial Subdivision in Glanbrook CHIA (Golder, 2018); City of Hamilton AEGD Windshield Survey (2021); CHIA 9517, 9541, 9569, 9579, 9593 and 9867 Dickenson Road West, Glanbrook, City of Hamilton (WSP, 2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: The alignment of a new 2-lane collector road is proposed crossing the centre of the property from east to west, and the alignment of a new 4-lane minor arterial road is proposed passing into and parallel to the west side of the property, terminating at a roundabout proposed on the south property boundary. Encroachment and property acquisition is expected as a result of the road introduction.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the property should be avoided. The Employment Supportive Centre, roundabout, and roads proposed passing through the subject property should be moved to a less sensitive property, or removed from the AEGD TMP network.</p> <p>The Upper West Side Draft Plan of Industrial Subdivision, Glanbrook CHIA (Golder, 2018) confirmed to property to have CHVI, and anticipated its demolition. If the subject property is acquired and impacted, discussions should be had with the City's Heritage Planners to determine if a project-specific CHIA is required.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|---|--|---|
| CHL 58 | Farmscape | 9285 Twenty Road West, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision, Glanbrook CHSR (Golder, 2019); Twenty Road West Plan of Subdivision in Glanbrook CHIA (Golder, 2020); City of Hamilton AEGD Windshield Survey (2021) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: The alignment of a new 2-lane collector road and potential alignment of a minor collector road are proposed passing through the property from north to south, and a new 4-lane collector road and minor collector road is proposed parallel to the south property boundary. Encroachment and property acquisition is expected as a result of the road introduction.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the property should be avoided. The new roads proposed passing through and adjacent to the subject property should be moved to a less sensitive property or removed from the AEGD TMP network.</p> <p>The Twenty Road West Plan of Subdivision, Glanbrook CHIA (Golder, 2020) confirmed to property to have CHVI, and anticipated its demolition. If the subject property is acquired and impacted, discussions should be had with the City's Heritage Planners to determine if a project-specific CHIA is required.</p> |
| CHL 59 | Farmscape | 1902 Upper James Street, Glanbrook | Inventoried; Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A minor 4-lane arterial road is proposed adjacent to the north (Twenty Road West) side of the subject property, and a 4-lane collector road is proposed adjacent to the east (Upper James Street) side of the property. Minor property acquisition is expected along the south side of the lot as a result of the Twenty Road West widening.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Property acquisition impacts should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>All of the built heritage resources and many of the landscape elements that comprised the nineteenth century subject farmscape have been demolished. If portions of the subject property are acquired and impacted, discussions should be had with the City's Heritage Planners to determine if: a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06; and if the property is determined to possess CHVI and is proposed to be directly adversely impacted, if a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Hamilton Rapid Transit A-Line CHAR (ASI, 2012).</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|--|---|---|
| CHL 60 | Farmscape | 2028 Upper James Street, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019); Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Twenty Road West Plan of Subdivision or Hamilton Rapid Transit A-Line CHAR (ASI, 2012).</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---|---|---|--|
| CHL 61 | Streetscape | 2072-2084 Upper James Street, Glanbrook | Inventoried; Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the streetscape (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residences that comprise the streetscape are located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition and vibration impacts on the subject streetscape should be avoided. The road work may cause temporary impacts to the properties. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the streetscape.</p> <p>If a portion of the properties are acquired, a CHER is recommended to evaluate the landscape's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Hamilton Rapid Transit A-Line CHAR (ASI, 2012).</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|--|--|---|--|
| CHL 62 | Farmscape | 2081 Upper James Street, Glanbrook; Stoneholm Farm | Registered Non-Designated; LACAC Report (1984); Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the west side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property (i.e., decorative wrought iron fence and gate). The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Hamilton Rapid Transit A-Line CHAR (ASI, 2012).</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|---|---|---|
| CHL 63 | Estate | 2173 Upper James Street, Glanbrook | Inventoried; Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the west side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the subject property should be avoided. The road work may cause a temporary impact to the property (i.e., decorative gates). The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Hamilton Rapid Transit A-Line CHAR (ASI, 2012).</p> |
| CHL 64 | Farmscape | 2219 Upper James Street, Glanbrook | Inventoried | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the west side of the lot (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the subject property should be avoided. The road work may cause a temporary impact to the property. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the property.</p> <p>If a portion of the property is acquired, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resource. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|--|--|---|
| CHL 65 | Farmscape | 2240 Upper James Street, Glanbrook | Inventoried; Twenty Road West Plan of Subdivision in Glanbrook CHSR (Golder, 2019); Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the lot (Upper James Street) and the potential alignment of Collector 6N Alternative 2 is proposed parallel to the north property boundary. In addition, Collector 6N Alternative 3 is proposed entering the northwest corner of the lot, traveling southeast before aligning with Talbot Lane and terminating at a T-intersection on the west side of the lot at Upper James Street. Encroachment and property acquisition is anticipated.</p> <p>Indirect: Measured from the road corridor, the residence on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment, property acquisition, and vibration impacts on the subject property should be avoided and the new roads proposed within and adjacent to the subject property should be moved to a less sensitive property, or removed from the AEGD TMP network. Notably, Collector 6N Alternative 1 then Alternative 1A are preferred from a cultural heritage perspective as they will result in the fewest impacts to BHRs and CHLs.</p> <p>All of the built heritage resources and many of the landscape elements that comprised the nineteenth century subject farmscape have been demolished. Only a vacant, post-war bungalow remains. If portions of the subject property are acquired and impacted, discussions should be had with the City's Heritage Planners to determine if: a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06; and if the property is determined to possess CHVI and is proposed to be directly adversely impacted, if a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Twenty Road West Plan of Subdivision or Hamilton Rapid Transit A-Line CHAR (ASI, 2012).</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|---|---|---|---|
| CHL 66 | Streetscape | Talbot Lane west of Upper James Street, Glanbrook | Inventoried | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: Collector 6N Alternative 3 is proposed on the present alignment of Talbot lane, terminating at a T-intersection to the west at Upper James Street. Property acquisition, including the potential removal of nineteenth and twentieth century structures, encroachment, and an alteration of the streetscape and historic road configuration is proposed.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Property acquisition, encroachment, and alteration of the streetscape and historic road configuration should be avoided. Construction of Collector 6N should be moved to a less sensitive location, such as Collector 6N Alternative 1 or Alternative 1A to the north. These options are preferred from a cultural heritage perspective as they will result in the fewest impacts to BHRs and CHLs.</p> <p>If Collector 6N Alternative 3 is selected as the preferred alternative, a CHER is recommended to evaluate the landscape's CHVI using Ontario Regulation 9/06. If the landscape is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, a CHIA is recommended to provide property-specific mitigation measures.</p> |
| CHL 67 | Streetscape | 2273-2285 Upper James Street, Glanbrook | Inventoried; Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the west side of the streetscape (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the subject streetscape should be avoided. The road work may cause a temporary impact to the properties. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the properties.</p> <p>If a portion of the properties that comprise the streetscape are acquired, a CHER is recommended to evaluate the streetscape's CHVI using Ontario Regulation 9/06. If the landscape is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Hamilton Rapid Transit A-Line CHAR (ASI, 2012).</p> |

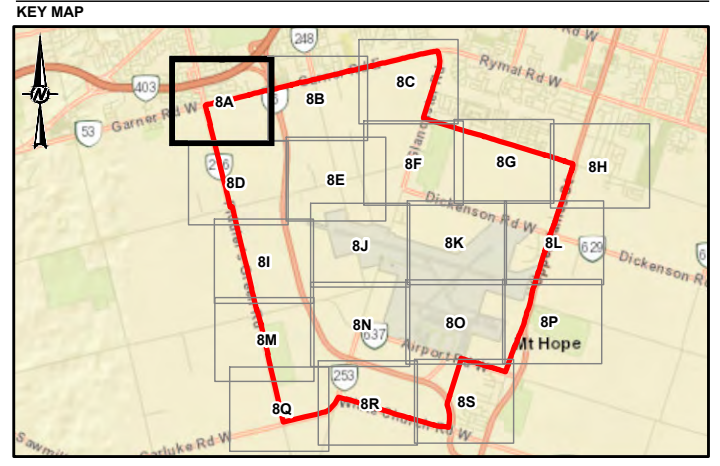
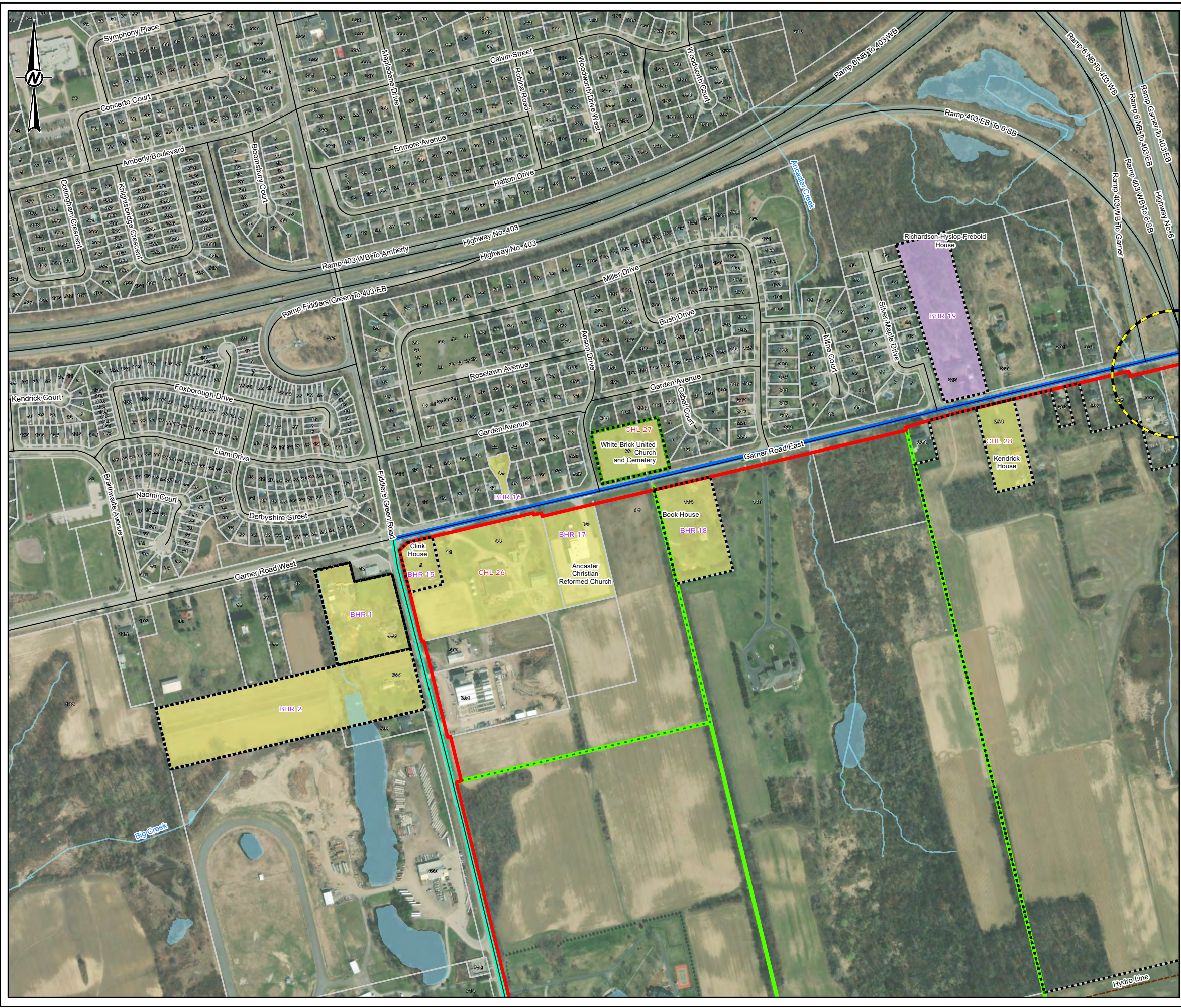
| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|--|----------------------|---|---|
| CHL 68 | Streetscape | 2332 and 2340 Upper James Street between Talbot Lane and Dickenson Road, Glanbrook | Inventoried | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the east side of the streetscape (Upper James Street). Encroachment and potential property acquisition is expected as a result of the road widening.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the subject streetscape should be avoided. The road work may cause a temporary impact to the properties. The landscape should be returned to pre-construction conditions, resulting in minimal irreversible negative impacts to the properties. If a portion of the properties that comprise the streetscape are acquired, a CHER is recommended to evaluate the streetscape's CHVI using Ontario Regulation 9/06. If the landscape is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures.</p> |
| CHL 69 | Settlement | North Glanford (1875 Illustrated Historical Atlas of the County of Wentworth boundaries) | Inventoried | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: At the crossroads of the nineteenth century settlement of North Glanford, a minor 4-lane arterial road is proposed for Dickenson Road West, intersecting with Upper James Street, a proposed major 6-lane arterial road. Property acquisition, including potential encroachment on a nineteenth century structure and cemetery, and an alteration of the streetscape is proposed primarily along Dickenson Road West.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Property acquisition, encroachment, and alteration of the streetscape should be avoided. It is recommended that the rural cross section of Dickenson Road West be maintained.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|-----------------------------|--|--|---|--|
| CHL 70 | Farmscape | 2543 Upper James Street, Glanbrook | Inventoried; Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the west side of the lot (Upper James Street). Encroachment and potential property acquisition is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the subject property should be avoided.</p> <p>All of the built heritage resources and many of the landscape elements that comprised the subject farmscape have been demolished aside from the ruins of a silo and small contemporary utilitarian structures. If portions of the subject property are acquired and impacted, discussions should be had with the City's Heritage Planners to determine if a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06; and if the property is determined to possess CHVI and is proposed to be directly adversely impacted, if a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Hamilton Rapid Transit A-Line CHAR (ASI, 2012).</p> |
| CHL 71 | Place of Worship / Cemetery | 2865 & 2869 Upper James Street, Glanbrook; St. Paul's Anglican Church & Cemetery | Inventoried, Volume 7A; Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the west side of the church and cemetery (Upper James Street). Encroachment and property acquisition is anticipated.</p> <p>Indirect: Measured from the road corridor, the church on the subject property is located within the 40m vibration buffer. Therefore, the potential for indirect impacts due to vibration is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition on the property should be avoided and is not recommended given the presence of a cemetery and its very minimal setback from the ROW (under 10 m). An archaeological assessment will be required prior to commencing any ground disturbance in the vicinity of the cemetery.</p> <p>If property is acquired and impacted, a CHER is recommended to evaluate the property's CHVI using Ontario Regulation 9/06. If the property is determined to possess CHVI and is proposed to be directly adversely impacted, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Hamilton Rapid Transit A-Line CHAR (ASI, 2012).</p> <p>The impacts of vibrations may need to be determined through an engineering assessment to ensure there are no negative impacts to the resources. Any resulting mitigation measures should be implemented prior to construction, as needed.</p> |

| BHR or CHL # | Type of Property | Location | Heritage Recognition | Type and Description of Potential / Anticipated Impact | Proposed Mitigation Measures |
|--------------|------------------|------------------------------------|---|--|--|
| CHL 72 | Agricultural | 2907 Upper James Street, Glanbrook | Inventoried; LACAC 1984 | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Direct: A major 6-lane arterial road is proposed adjacent to the west side of the lot (Upper James Street). Encroachment and potential property acquisition is anticipated.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> Encroachment and property acquisition impacts on the property should be avoided.</p> <p>All of the built heritage resources and many of the landscape elements that once comprised the nineteenth century farmscape have been demolished. If portions of the subject property are acquired and impacted, discussions should be had with the City’s Heritage Planners to determine if: a CHER is recommended to evaluate the property’s CHVI using Ontario Regulation 9/06; and if the property is determined to possess CHVI and is proposed to be directly adversely impacted, if a CHIA is recommended to provide property-specific mitigation measures.</p> |
| CHL 73 | Settlement | Mount Hope (Homestead Drive) | Inventoried; Hamilton Rapid Transit A-Line CHAR (ASI, 2012) | <p><u>Alternative 1 (Do nothing)</u> No impacts are anticipated.</p> <p><u>Alternative 2 (Amended network)</u> Indirect: The settlement of Mount Hope is focused on both sides of Homestead Drive, which is proposed within the AEGD TMP network as a 2-lane collector road. The existing road is currently configured as a 2-lane collector road constructed to a rural cross-section with narrow gravel shoulders, allowing little room for widening. The introduction of a rural cross-section would indirectly impact the evolved, rural, nineteenth-century landscape of the village.</p> | <p><u>Alternative 1 (Do nothing)</u> None required.</p> <p><u>Alternative 2 (Amended network)</u> It is recommended that the rural cross section and mature trees lining the Homestead Drive ROW be maintained.</p> <p>If the minor 2-lane collector road is to be widened or constructed to an urban cross section, a CHER is recommended to evaluate the landscape’s CHVI using Ontario Regulation 9/06. If the landscape is determined to possess CHVI and is proposed to be directly adversely impacted by the road design, then a CHIA is recommended to provide property-specific mitigation measures. Prior to undertaking any cultural heritage reporting for the property, City Heritage Planning staff should be consulted to ensure duplicative reporting is not prepared as a result of the Hamilton Rapid Transit A-Line CHAR (ASI, 2012).</p> |

Appendix C

Cultural Heritage Resources Mapping



SCALE 1:140,000

- LEGEND**
- | | |
|-------------------------------|-----------------------------|
| DESIGNATED (Part IV) | HAMILTON AIRPORT |
| REGISTERED NON-DESIGNATED | COLLECTOR ROAD 2 LANES |
| CITY OF HAMILTON INVENTORIED | MINOR COLLECTOR ROAD |
| PREVIOUSLY IDENTIFIED | MINOR ARTERIAL ROAD 4 LANES |
| IDENTIFIED IN THE FIELD | MAJOR ARTERIAL ROAD 4 LANES |
| PREVIOUS HERITAGE ASSESSMENT | |
| CEMETERY - CLOSED FOR BURIALS | |
| CEMETERY - OPEN FOR BURIALS | |
| HISTORIC SCHOOL | |
| EMPLOYMENT SUPPORTIVE CENTRE | |
| STUDY AREA | |
| ROADWAY | |
| HYDRO LINE | |
| WATERCOURSE | |
| WATERBODY | |

NOTE(S)
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)
1. CONTAINS PUBLIC SECTOR DATA MADE AVAILABLE UNDER THE CITY OF HAMILTON'S OPEN DATA LICENCE
2. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEEN'S PRINTER 2021
3. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
4. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 17, VERTICAL DATUM: CGVD28

0 50 100 200
1:6,000 METRES

DRAFT

CLIENT
CITY OF HAMILTON

PROJECT
ADDENDUM - CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, AIRPORT EMPLOYMENT GROWTH DISTRICT TRANSPORTATION MASTER PLAN UPDATE, CITY OF HAMILTON, ONTARIO

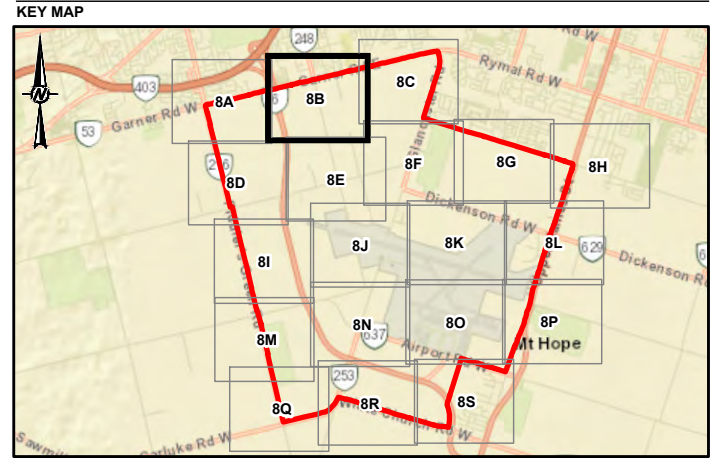
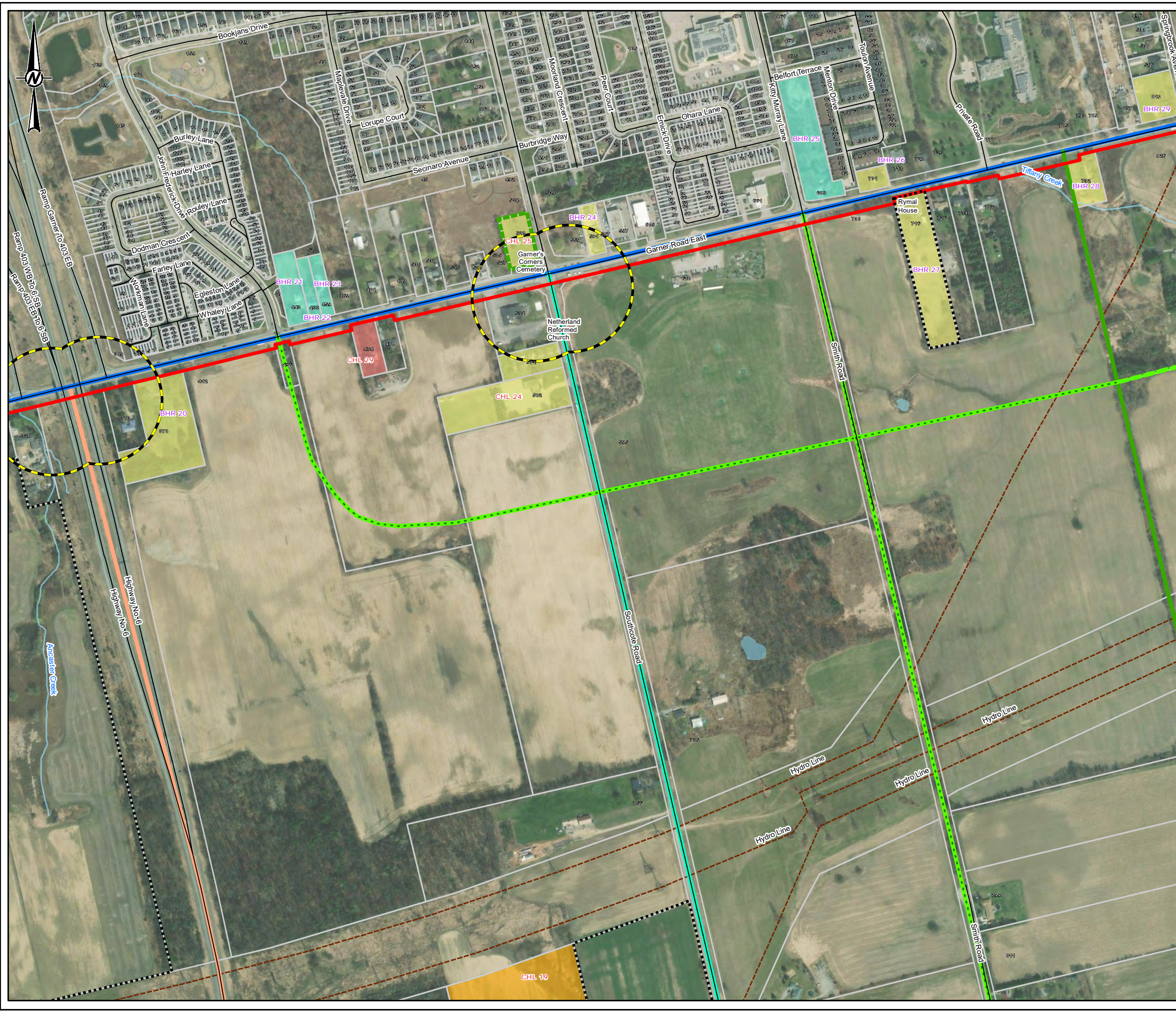
TITLE
MAP OF CULTURAL HERITAGE RESOURCES

| | | |
|------------|------------|------------|
| CONSULTANT | YYYY-MM-DD | 2023-01-31 |
| | DESIGNED | BL |
| | PREPARED | BR |
| | REVIEWED | --- |
| | APPROVED | --- |

| | | | |
|-------------------------|-----------------|-----------|--------------|
| PROJECT NO. 21497597 | CONTROL 0001 | REV. A | FIGURE 1A |
|-------------------------|-----------------|-----------|--------------|

Path: S:\Client\City_of_Hamilton\Airport_Employment_Growth_District_AEGD_T1MP40_PROD\0001_CHR_EdIt_Conditions_Prel_Impact_Assess\1497597_0001_HC-0008.mxd

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: 26mm



SCALE 1:140,000

- LEGEND**
- | | |
|-------------------------------|--|
| DESIGNATED (Part IV) | HAMILTON AIRPORT |
| REGISTERED NON-DESIGNATED | MINOR COLLECTOR ROAD POTENTIAL ALIGNMENT |
| CITY OF HAMILTON INVENTORIED | COLLECTOR ROAD 2 LANES |
| PREVIOUSLY IDENTIFIED | MINOR COLLECTOR ROAD |
| IDENTIFIED IN THE FIELD | COLLECTOR ROAD 4 LANES |
| PREVIOUS HERITAGE ASSESSMENT | MINOR ARTERIAL ROAD 4 LANES |
| CEMETERY - CLOSED FOR BURIALS | MAJOR ARTERIAL ROAD 4 LANES |
| CEMETERY - OPEN FOR BURIALS | PROVINCIAL HIGHWAY |
| HISTORIC SCHOOL | |
| EMPLOYMENT SUPPORTIVE CENTRE | |
| STUDY AREA | |
| ROADWAY | |
| HYDRO LINE | |
| WATERCOURSE | |
| WATERBODY | |

NOTE(S)
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)
1. CONTAINS PUBLIC SECTOR DATA MADE AVAILABLE UNDER THE CITY OF HAMILTON'S OPEN DATA LICENCE
2. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2021
3. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
SOURCE: ESRI, MAXAR, EARTHSTAR GEOGRAPHICS, AND THE GIS USER COMMUNITY
4. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 17, VERTICAL DATUM: CGVD28

0 50 100 200
1:6,000 METRES

DRAFT

CLIENT
CITY OF HAMILTON

PROJECT
ADDENDUM - CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, AIRPORT EMPLOYMENT GROWTH DISTRICT TRANSPORTATION MASTER PLAN UPDATE, CITY OF HAMILTON, ONTARIO

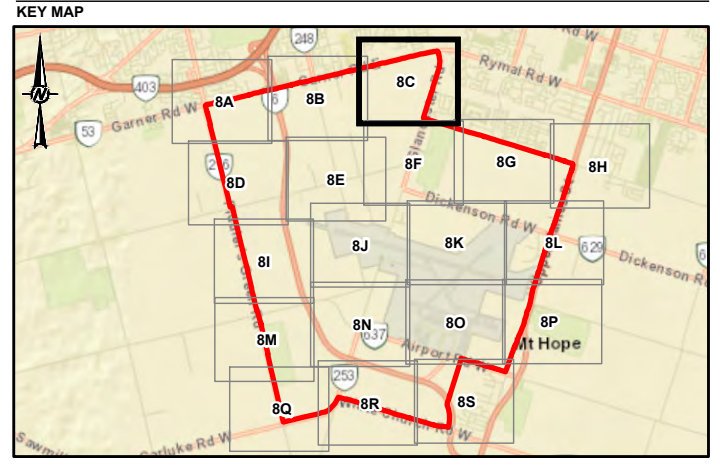
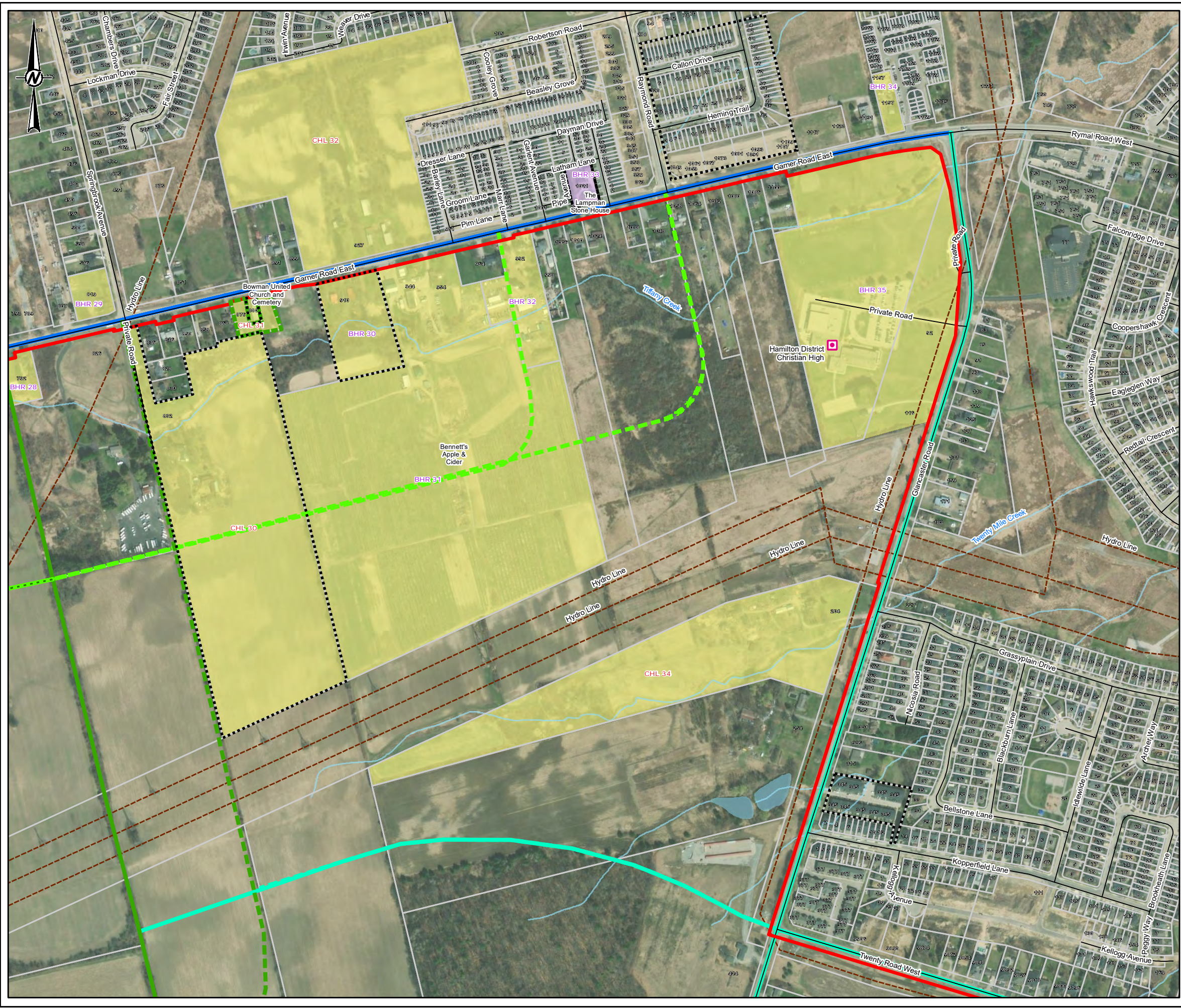
TITLE
MAP OF CULTURAL HERITAGE RESOURCES

| | | |
|------------|------------|------------|
| CONSULTANT | YYYY-MM-DD | 2023-01-31 |
| | DESIGNED | BL |
| | PREPARED | BR |
| | REVIEWED | --- |
| | APPROVED | --- |

| | | | |
|-------------------------|-----------------|-----------|---------------------|
| PROJECT NO. 21497597 | CONTROL 0001 | REV. A | FIGURE 1B |
|-------------------------|-----------------|-----------|---------------------|

Path: S:\Clients\City_of_Hamilton\Airport_Employment_Growth_District_AEGD\09_PRC\21497597_CityofHamilton_CHAR_AEGD_TMAP\04_PRC\000001_CHR_Edits_Conditions_Prel_Impact_Assess\21497597_0001_HC\0008.mxd

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: 26mm



SCALE 1:140,000

LEGEND

| | |
|-------------------------------|--|
| DESIGNATED (Part IV) | HAMILTON AIRPORT |
| REGISTERED NON-DESIGNATED | COLLECTOR ROAD POTENTIAL ALIGNMENT |
| CITY OF HAMILTON INVENTORIED | MINOR COLLECTOR ROAD POTENTIAL ALIGNMENT |
| PREVIOUSLY IDENTIFIED | MINOR ARTERIAL ROADS POTENTIAL ALIGNMENT |
| IDENTIFIED IN THE FIELD | COLLECTOR ROAD 2 LANES |
| PREVIOUS HERITAGE ASSESSMENT | MINOR COLLECTOR ROAD |
| CEMETERY - CLOSED FOR BURIALS | COLLECTOR ROAD 4 LANES |
| CEMETERY - OPEN FOR BURIALS | MINOR ARTERIAL ROAD 4 LANES |
| HISTORIC SCHOOL | MAJOR ARTERIAL ROAD 4 LANES |
| EMPLOYMENT SUPPORTIVE CENTRE | |
| STUDY AREA | |
| ROADWAY | |
| HYDRO LINE | |
| WATERCOURSE | |
| WATERBODY | |

NOTE(S)
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)
1. CONTAINS PUBLIC SECTOR DATA MADE AVAILABLE UNDER THE CITY OF HAMILTON'S OPEN DATA LICENCE
2. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2021
3. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
4. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 17, VERTICAL DATUM: CGVD28

0 50 100 200
1:6,000 METRES

DRAFT

CLIENT
CITY OF HAMILTON

PROJECT
ADDENDUM - CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, AIRPORT EMPLOYMENT GROWTH DISTRICT TRANSPORTATION MASTER PLAN UPDATE, CITY OF HAMILTON, ONTARIO

TITLE
MAP OF CULTURAL HERITAGE RESOURCES

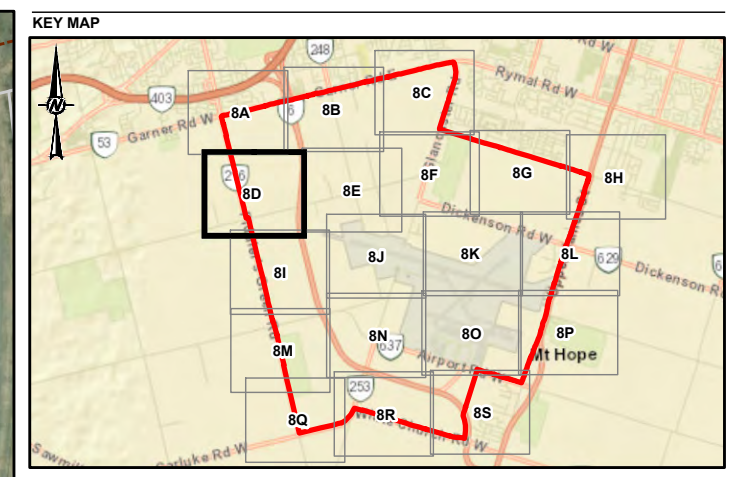
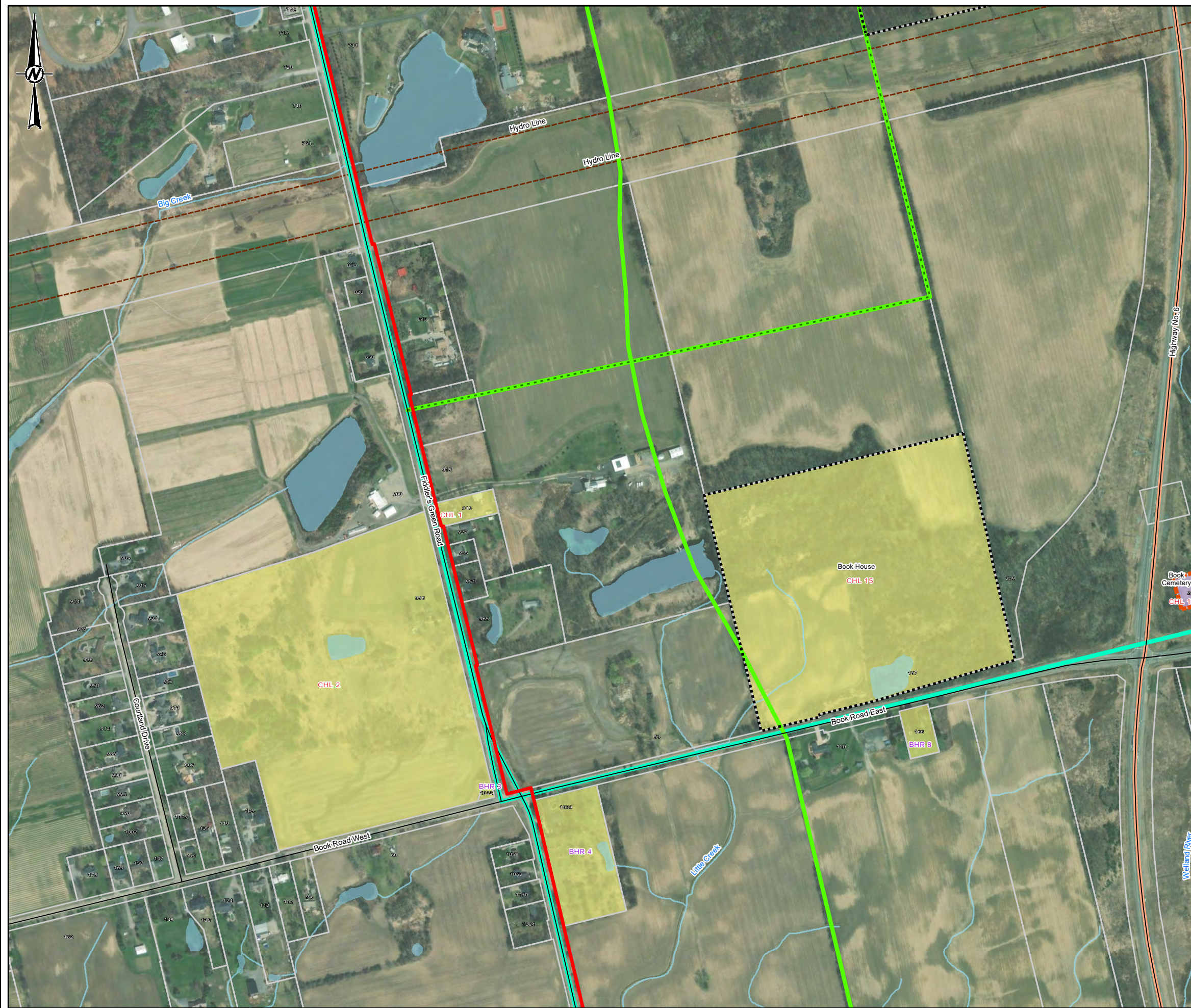
| | | |
|------------|------------|------------|
| CONSULTANT | YYYY-MM-DD | 2023-01-31 |
| | DESIGNED | BL |
| | PREPARED | BR |
| | REVIEWED | --- |
| | APPROVED | --- |

| | | | |
|-------------------------|-----------------|-----------|---------------------|
| PROJECT NO. 21497597 | CONTROL 0001 | REV. A | FIGURE 1C |
|-------------------------|-----------------|-----------|---------------------|

Path: S:\Clients\City_of_Hamilton\Airport_Employment_Growth_District_TRANSPORTATION_MASTER_PLAN_UPDATE\Cultural_Heritage_Assessment\Map_of_Cultural_Heritage_Resources\Map_of_Cultural_Heritage_Resources.mxd

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: 29mm

Path: S:\Clients\City_of_Hamilton\Airport_Employment_Growth_District_AEGD\09_PRC\021497597_CityofHamilton_CHAR_AEGD_TIP\40_PRC\030001_CHR_Edlt_Conditions_Prel_Impact_Assess\21497597_0001-HC-0008.mxd



SCALE 1:140,000

LEGEND

| | |
|-------------------------------|-----------------------------|
| DESIGNATED (Part IV) | HAMILTON AIRPORT |
| REGISTERED NON-DESIGNATED | COLLECTOR ROAD 2 LANES |
| CITY OF HAMILTON INVENTORIED | MINOR COLLECTOR ROAD |
| PREVIOUSLY IDENTIFIED | MINOR ARTERIAL ROAD 4 LANES |
| IDENTIFIED IN THE FIELD | PROVINCIAL HIGHWAY |
| PREVIOUS HERITAGE ASSESSMENT | |
| CEMETERY - CLOSED FOR BURIALS | |
| CEMETERY - OPEN FOR BURIALS | |
| HISTORIC SCHOOL | |
| EMPLOYMENT SUPPORTIVE CENTRE | |
| STUDY AREA | |
| ROADWAY | |
| HYDRO LINE | |
| WATERCOURSE | |
| WATERBODY | |

NOTE(S)
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)
1. CONTAINS PUBLIC SECTOR DATA MADE AVAILABLE UNDER THE CITY OF HAMILTON'S OPEN DATA LICENCE
2. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2021
3. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
SOURCE: ESRI, MAXAR, EARTHSTAR GEOGRAPHICS, AND THE GIS USER COMMUNITY
4. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 17, VERTICAL DATUM: CGVD28

0 50 100 200
1:6,000 METRES

DRAFT

CLIENT
CITY OF HAMILTON

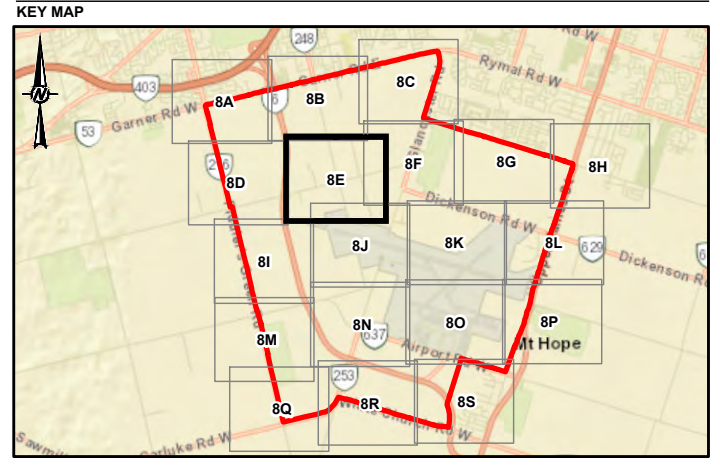
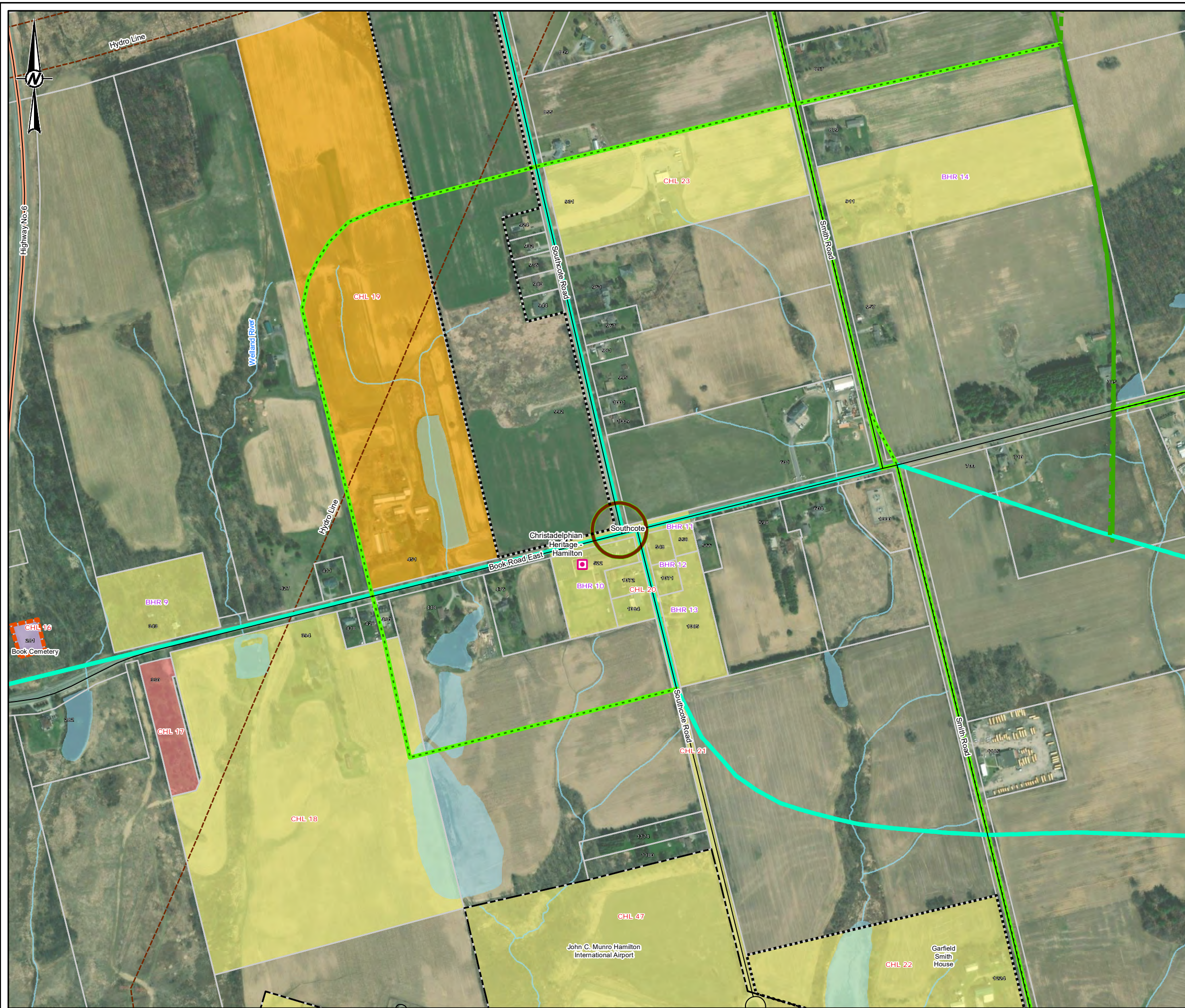
PROJECT
ADDENDUM - CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, AIRPORT EMPLOYMENT GROWTH DISTRICT TRANSPORTATION MASTER PLAN UPDATE, CITY OF HAMILTON, ONTARIO

TITLE
MAP OF CULTURAL HERITAGE RESOURCES

| | | |
|------------|------------|------------|
| CONSULTANT | YYYY-MM-DD | 2023-01-31 |
| | DESIGNED | BL |
| | PREPARED | BR |
| | REVIEWED | --- |
| | APPROVED | --- |

| | | | |
|-------------------------|-----------------|-----------|---------------------|
| PROJECT NO. 21497597 | CONTROL 0001 | REV. A | FIGURE 1D |
|-------------------------|-----------------|-----------|---------------------|

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: 28mm



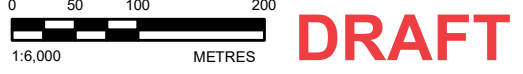
SCALE 1:140,000

LEGEND

| | |
|-------------------------------|--|
| DESIGNATED (Part IV) | HAMILTON AIRPORT |
| REGISTERED NON-DESIGNATED | ROUNDABOUT |
| CITY OF HAMILTON INVENTORIED | COLLECTOR ROAD POTENTIAL ALIGNMENT |
| PREVIOUSLY IDENTIFIED | MINOR COLLECTOR ROAD POTENTIAL ALIGNMENT |
| IDENTIFIED IN THE FIELD | MINOR ARTERIAL ROADS POTENTIAL ALIGNMENT |
| PREVIOUS HERITAGE ASSESSMENT | COLLECTOR ROAD 2 LANES |
| CEMETERY - CLOSED FOR BURIALS | MINOR COLLECTOR ROAD |
| CEMETERY - OPEN FOR BURIALS | COLLECTOR ROAD 4 LANES |
| HISTORIC SCHOOL | MINOR ARTERIAL ROAD 4 LANES |
| EMPLOYMENT SUPPORTIVE CENTRE | PROVINCIAL HIGHWAY |
| STUDY AREA | |
| ROADWAY | |
| HYDRO LINE | |
| WATERCOURSE | |
| WATERBODY | |

NOTE(S)
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)
1. CONTAINS PUBLIC SECTOR DATA MADE AVAILABLE UNDER THE CITY OF HAMILTON'S OPEN DATA LICENCE
2. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2021
3. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
SOURCE: ESRI, MAXAR, EARTHSTAR GEOGRAPHICS, AND THE GIS USER COMMUNITY
4. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 17, VERTICAL DATUM: CGVD28



CLIENT
CITY OF HAMILTON

PROJECT
ADDENDUM - CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, AIRPORT EMPLOYMENT GROWTH DISTRICT TRANSPORTATION MASTER PLAN UPDATE, CITY OF HAMILTON, ONTARIO

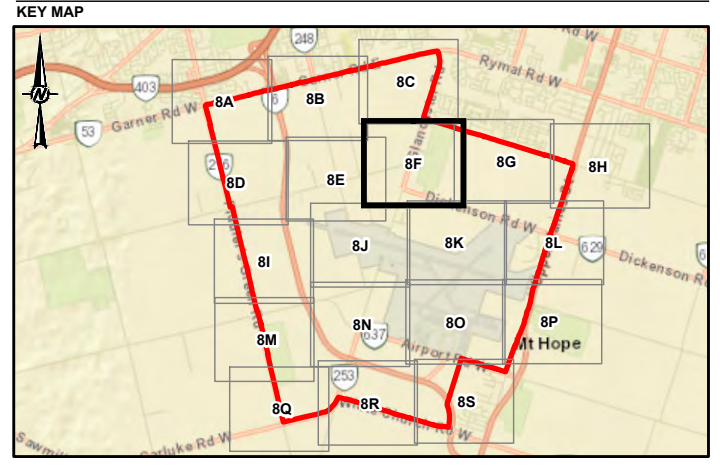
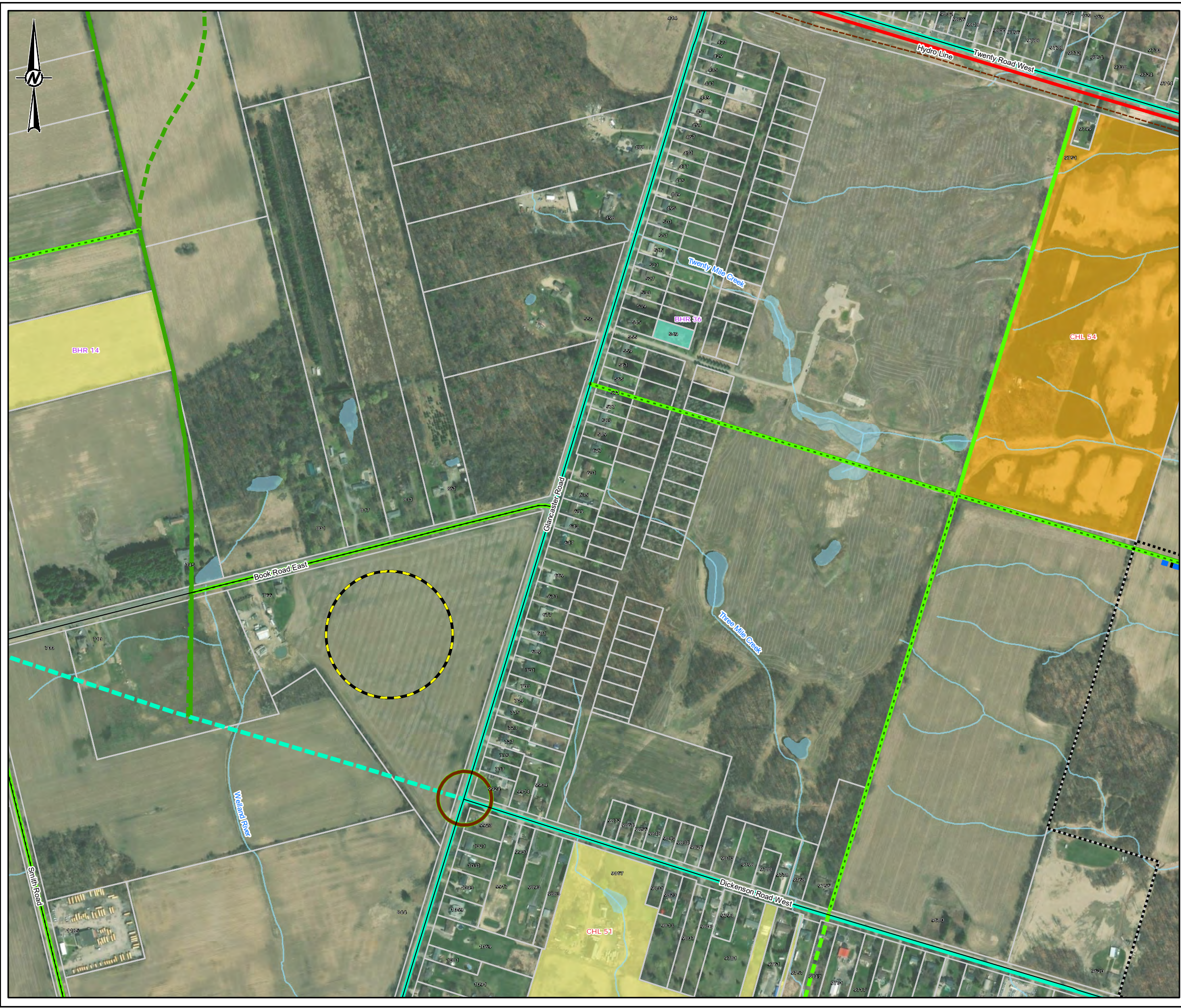
TITLE
MAP OF CULTURAL HERITAGE RESOURCES

| | | |
|------------|------------|------------|
| CONSULTANT | YYYY-MM-DD | 2023-01-31 |
| | DESIGNED | BL |
| | PREPARED | BR |
| | REVIEWED | --- |
| | APPROVED | --- |

PROJECT NO. 21497597 CONTROL 0001 REV. A FIGURE 1E

Path: S:\Clients\City_of_Hamilton\Airport_Employment_Growth_District_Transportation_Master_Plan_Update_City_of_Hamilton\CHRA_AEGD_TIP\40_PROD\0001_CHR_Edits_Conditions_Prel_Impact_Assess\21497597_0001_HC-0008.mxd

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: 28mm



LEGEND

| | |
|-------------------------------|--|
| DESIGNATED (Part IV) | HAMILTON AIRPORT |
| REGISTERED NON-DESIGNATED | ROUNDABOUT |
| CITY OF HAMILTON INVENTORIED | COLLECTOR ROAD POTENTIAL ALIGNMENT |
| PREVIOUSLY IDENTIFIED | MINOR COLLECTOR ROAD POTENTIAL ALIGNMENT |
| IDENTIFIED IN THE FIELD | MINOR ARTERIAL ROADS POTENTIAL ALIGNMENT |
| PREVIOUS HERITAGE ASSESSMENT | COLLECTOR ROAD 2 LANES |
| CEMETERY - CLOSED FOR BURIALS | MINOR COLLECTOR ROAD |
| CEMETERY - OPEN FOR BURIALS | COLLECTOR ROAD 4 LANES |
| HISTORIC SCHOOL | MINOR ARTERIAL ROAD 4 LANES |
| EMPLOYMENT SUPPORTIVE CENTRE | COLLECTOR 6N |
| STUDY AREA | ALTERNATIVE 1 |
| ROADWAY | ALTERNATIVE 1.A |
| HYDRO LINE | ALTERNATIVE 2 |
| WATERCOURSE | ALTERNATIVE 3 |
| WATERBODY | |

NOTE(S)
 1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)
 1. CONTAINS PUBLIC SECTOR DATA MADE AVAILABLE UNDER THE CITY OF HAMILTON'S OPEN DATA LICENCE
 2. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2021
 3. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
 SOURCE: ESRI, MAXAR, EARTHSTAR GEOGRAPHICS, AND THE GIS USER COMMUNITY
 4. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 17, VERTICAL DATUM: CGVD28

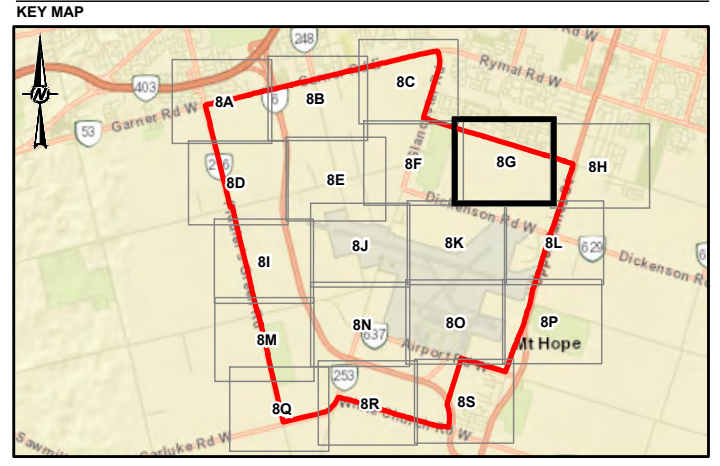
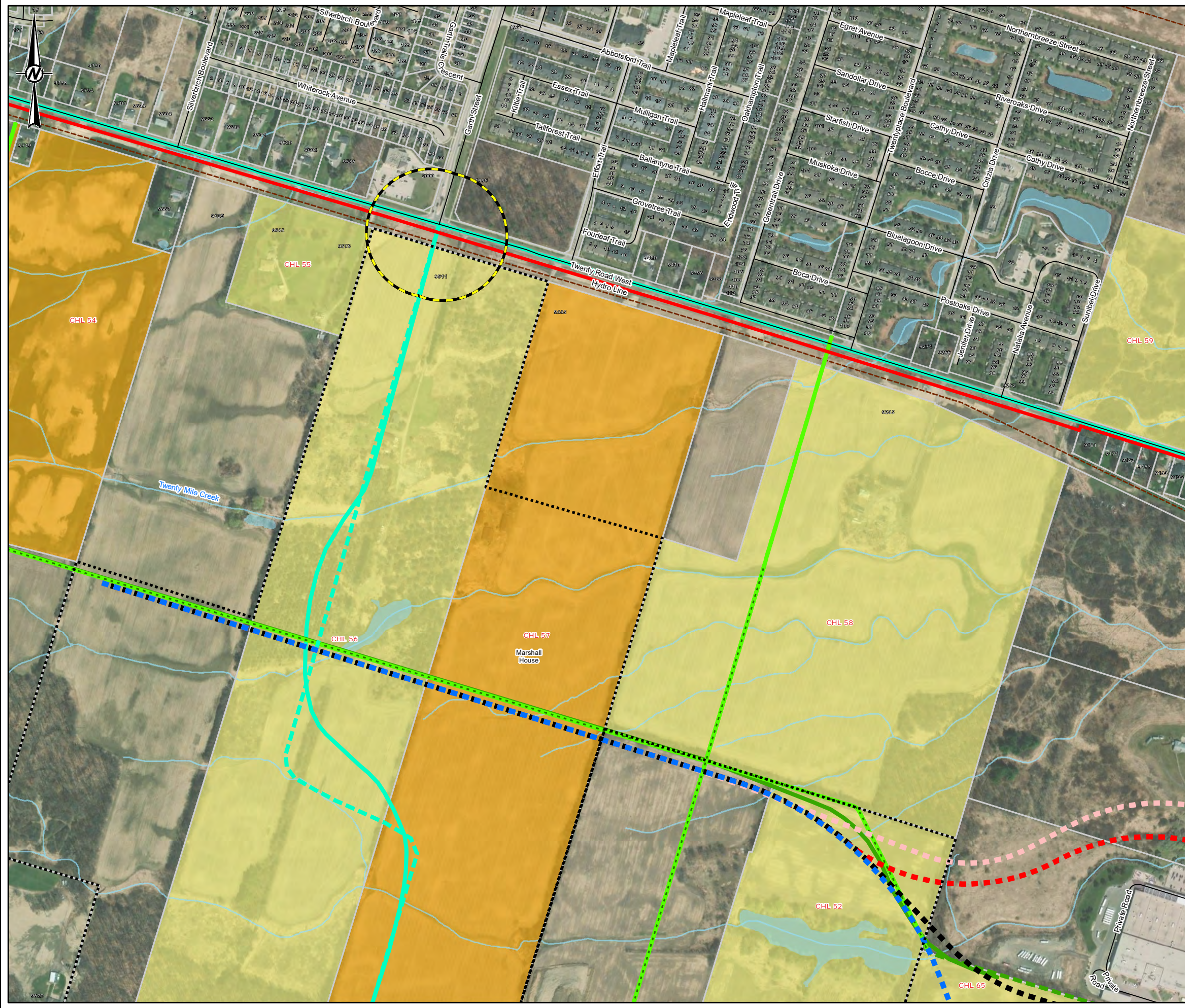
0 50 100 200
 1:6,000 METRES **DRAFT**

| | | |
|--|-----------------|---------------------|
| CLIENT CITY OF HAMILTON | | |
| PROJECT ADDENDUM - CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, AIRPORT EMPLOYMENT GROWTH DISTRICT TRANSPORTATION MASTER PLAN UPDATE, CITY OF HAMILTON, ONTARIO | | |
| TITLE MAP OF CULTURAL HERITAGE RESOURCES | | |
| CONSULTANT | YYYY-MM-DD | 2023-01-31 |
| | DESIGNED | BL |
| | PREPARED | BR |
| | REVIEWED | ---- |
| | APPROVED | ---- |
| PROJECT NO. 21497597 | CONTROL 0001 | REV. A |
| | | FIGURE 1F |

Path: S:\Client\City of Hamilton\Airport_Employment_Growth_District_AEGD\09_PRC\21497597_CityofHamilton_CHAR_AEGD_TMP\40_PRC\0001_CHR_Est_Conditions_Prel_Impact_Assess\21497597_0001-HC-0008.mxd

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: 28mm

Path: S:\Clients\City_of_Hamilton\Airport_Employment_Growth_District_Conditions_Report_Impact_Assessment\1497597-0001-HC-0008.mxd



SCALE 1:140,000

LEGEND

| | |
|-------------------------------|--|
| DESIGNATED (Part IV) | HAMILTON AIRPORT |
| REGISTERED NON-DESIGNATED | COLLECTOR ROAD POTENTIAL ALIGNMENT |
| CITY OF HAMILTON INVENTORIED | MINOR COLLECTOR ROAD POTENTIAL ALIGNMENT |
| PREVIOUSLY IDENTIFIED | MINOR ARTERIAL ROADS POTENTIAL ALIGNMENT |
| IDENTIFIED IN THE FIELD | COLLECTOR ROAD 2 LANES |
| PREVIOUS HERITAGE ASSESSMENT | MINOR COLLECTOR ROAD |
| CEMETERY - CLOSED FOR BURIALS | COLLECTOR ROAD 4 LANES |
| CEMETERY - OPEN FOR BURIALS | MINOR ARTERIAL ROAD 4 LANES |
| HISTORIC SCHOOL | COLLECTOR 6N |
| EMPLOYMENT SUPPORTIVE CENTRE | ALTERNATIVE 1.A |
| STUDY AREA | ALTERNATIVE 2 |
| ROADWAY | ALTERNATIVE 3 |
| HYDRO LINE | |
| WATERCOURSE | |
| WATERBODY | |

NOTE(S)
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)
1. CONTAINS PUBLIC SECTOR DATA MADE AVAILABLE UNDER THE CITY OF HAMILTON'S OPEN DATA LICENCE
2. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2021
3. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
SOURCE: ESRI, MAXAR, EARTHSTAR GEOGRAPHICS, AND THE GIS USER COMMUNITY
4. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 17, VERTICAL DATUM: CGVD28

0 50 100 200
1:6,000 METRES

DRAFT

CLIENT
CITY OF HAMILTON

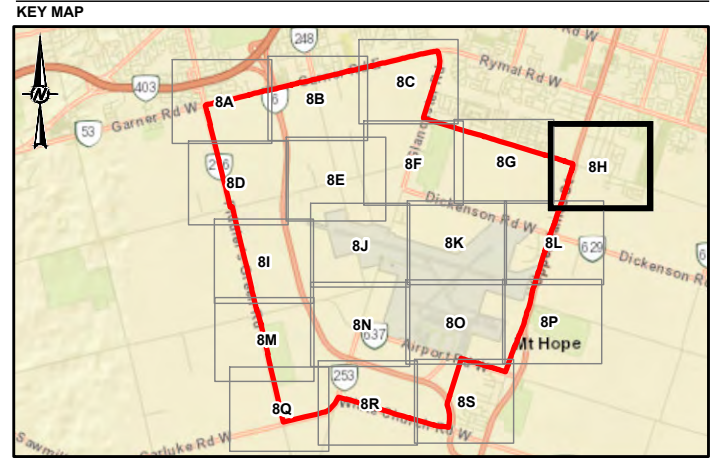
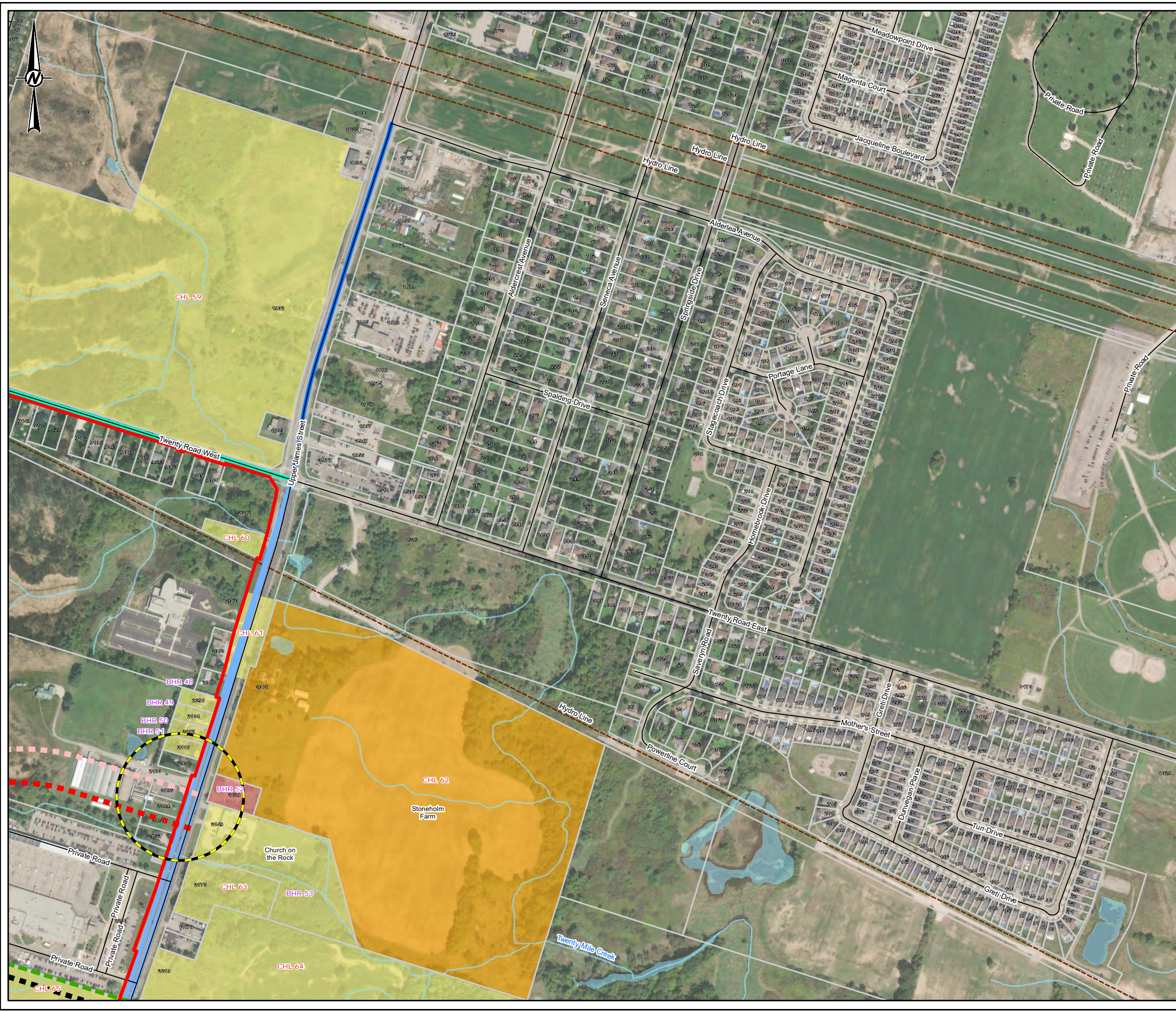
PROJECT
ADDENDUM - CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, AIRPORT EMPLOYMENT GROWTH DISTRICT TRANSPORTATION MASTER PLAN UPDATE, CITY OF HAMILTON, ONTARIO

TITLE
MAP OF CULTURAL HERITAGE RESOURCES

| | | |
|------------|------------|------------|
| CONSULTANT | YYYY-MM-DD | 2023-01-31 |
| | DESIGNED | BL |
| | PREPARED | BR |
| | REVIEWED | --- |
| | APPROVED | --- |

PROJECT NO. 21497597 CONTROL 0001 REV. A FIGURE 1G

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: 28mm



SCALE 1:140,000

LEGEND

| | |
|-------------------------------|------------------------------------|
| DESIGNATED (Part IV) | HAMILTON AIRPORT |
| REGISTERED NON-DESIGNATED | COLLECTOR ROAD POTENTIAL ALIGNMENT |
| CITY OF HAMILTON INVENTORIED | MINOR ARTERIAL ROAD 4 LANES |
| PREVIOUSLY IDENTIFIED | MAJOR ARTERIAL ROAD 4 LANES |
| IDENTIFIED IN THE FIELD | MAJOR ARTERIAL ROAD 6 LANES |
| PREVIOUS HERITAGE ASSESSMENT | COLLECTOR 6N |
| CEMETERY - CLOSED FOR BURIALS | ALTERNATIVE 1 |
| CEMETERY - OPEN FOR BURIALS | ALTERNATIVE 1.A |
| HISTORIC SCHOOL | ALTERNATIVE 2 |
| EMPLOYMENT SUPPORTIVE CENTRE | |
| STUDY AREA | |
| ROADWAY | |
| HYDRO LINE | |
| WATERCOURSE | |
| WATERBODY | |

NOTE(S)
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)
1. CONTAINS PUBLIC SECTOR DATA MADE AVAILABLE UNDER THE CITY OF HAMILTON'S OPEN DATA LICENCE
2. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2021
3. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
4. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 17, VERTICAL DATUM: CGVD28

1:6,000 METRES **DRAFT**

CLIENT
CITY OF HAMILTON

PROJECT
ADDENDUM - CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, AIRPORT EMPLOYMENT GROWTH DISTRICT TRANSPORTATION MASTER PLAN UPDATE, CITY OF HAMILTON, ONTARIO

TITLE
MAP OF CULTURAL HERITAGE RESOURCES

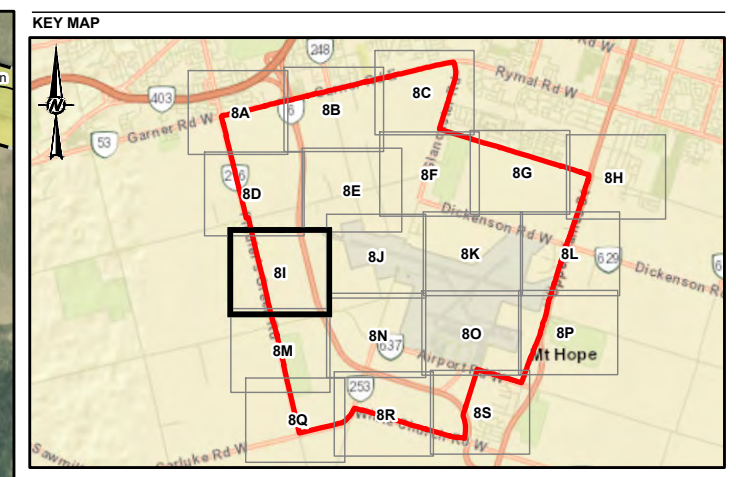
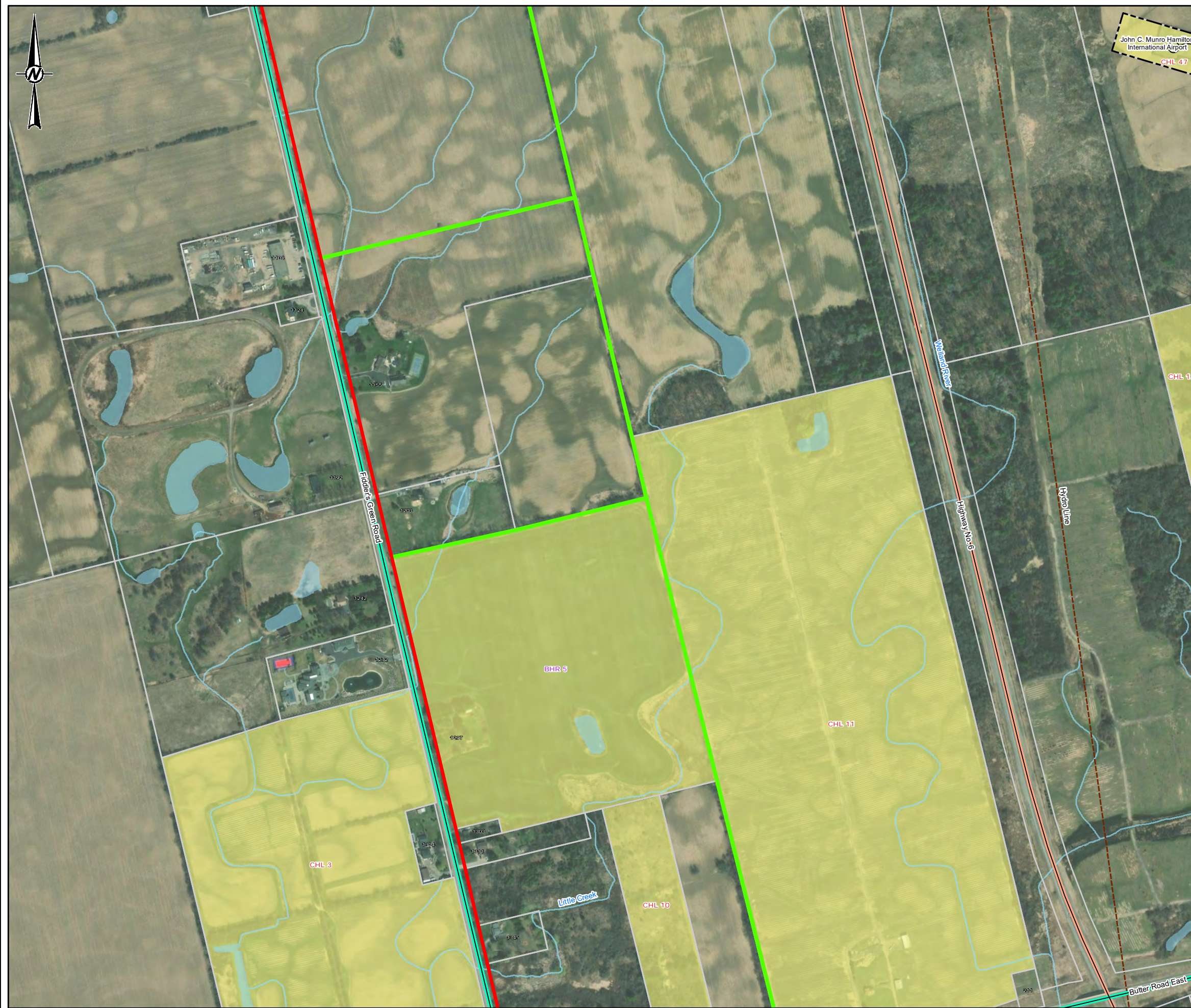
| | | |
|------------|------------|------------|
| CONSULTANT | YYYY-MM-DD | 2023-01-31 |
| | DESIGNED | BL |
| | PREPARED | BR |
| | REVIEWED | --- |
| | APPROVED | --- |

| | | | |
|-------------------------|-----------------|-----------|---------------------|
| PROJECT NO. 21497597 | CONTROL 0001 | REV. A | FIGURE 1H |
|-------------------------|-----------------|-----------|---------------------|

Path: S:\Clients\City of Hamilton\Airport_Employment_Growth_District_Transportation_Master_Plan_Update_City_of_Hamilton\CHRA_AEGD_TIP\40_PROD\0001_CHR_Edits_Conditions_Prel_Impact_Assess\1497597_0001-HC-0008.mxd

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: 28mm

Path: S:\Clients\City_of_Hamilton\Airport_Employment_Growth_District\AEGD\09_PRC\21497597_CityofHamilton_CHAR_AEGD_TIP\40_PRC\000001_CHR_Edlt_Conditions_Prel_Impact_Assess\21497597_0001-HC-0008.mxd



SCALE 1:140,000

- LEGEND**
- | | |
|--|---|
| DESIGNATED (Part IV) | HAMILTON AIRPORT |
| REGISTERED NON-DESIGNATED | MINOR COLLECTOR ROAD |
| CITY OF HAMILTON INVENTORIED | MINOR ARTERIAL ROAD 4 LANES |
| PREVIOUSLY IDENTIFIED | PROVINCIAL HIGHWAY |
| IDENTIFIED IN THE FIELD | |
| PREVIOUS HERITAGE ASSESSMENT | |
| CEMETERY - CLOSED FOR BURIALS | |
| CEMETERY - OPEN FOR BURIALS | |
| HISTORIC SCHOOL | |
| EMPLOYMENT SUPPORTIVE CENTRE | |
| STUDY AREA | |
| ROADWAY | |
| HYDRO LINE | |
| WATERCOURSE | |
| WATERBODY | |

NOTE(S)
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)
1. CONTAINS PUBLIC SECTOR DATA MADE AVAILABLE UNDER THE CITY OF HAMILTON'S OPEN DATA LICENCE
2. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2021
3. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
SOURCE: ESRI, MAXAR, EARTHSTAR GEOGRAPHICS, AND THE GIS USER COMMUNITY
4. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 17, VERTICAL DATUM: CGVD28

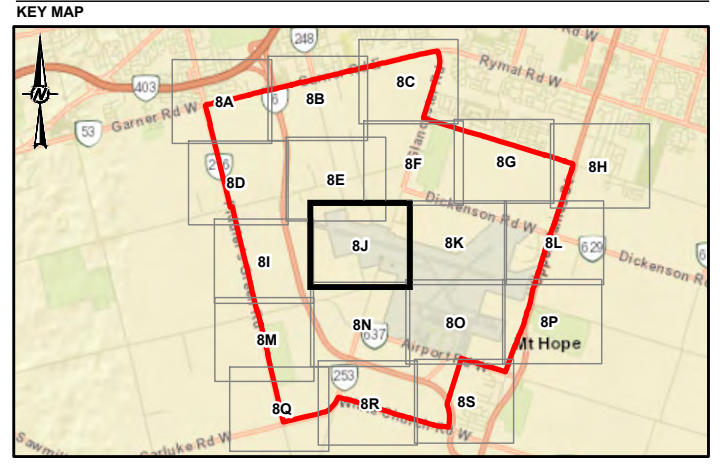
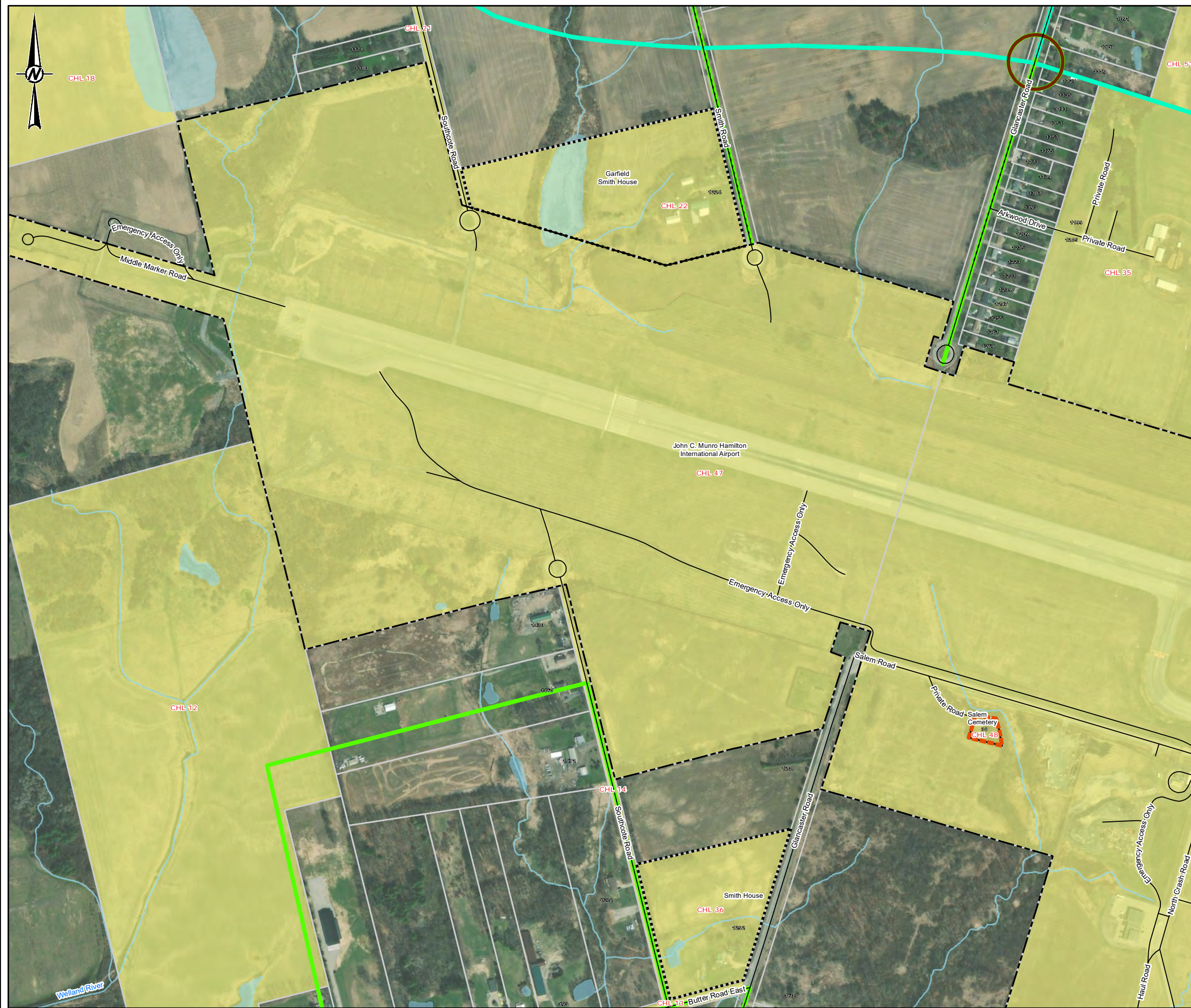
DRAFT



| | | |
|--|-----------------|---------------------|
| CLIENT CITY OF HAMILTON | | |
| PROJECT ADDENDUM - CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, AIRPORT EMPLOYMENT GROWTH DISTRICT TRANSPORTATION MASTER PLAN UPDATE, CITY OF HAMILTON, ONTARIO | | |
| TITLE MAP OF CULTURAL HERITAGE RESOURCES | | |
| CONSULTANT | YYYY-MM-DD | 2023-01-31 |
| | DESIGNED | BL |
| | PREPARED | BR |
| | REVIEWED | --- |
| | APPROVED | --- |
| PROJECT NO. 21497597 | CONTROL 0001 | REV. A |
| | | FIGURE 11 |

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: 28mm

Path: S:\Clients\City_of_Hamilton\Airport_Employment_Growth_District_Employment_Growth_District_Cultural_Heritage_Report_Impact_Assessment\1497597_0001-HC-0008.mxd



SCALE 1:140,000

LEGEND

| | |
|-------------------------------|--|
| DESIGNATED (Part IV) | HAMILTON AIRPORT |
| REGISTERED NON-DESIGNATED | ROUNDABOUT |
| CITY OF HAMILTON INVENTORIED | MINOR COLLECTOR ROAD POTENTIAL ALIGNMENT |
| PREVIOUSLY IDENTIFIED | MINOR ARTERIAL ROADS POTENTIAL ALIGNMENT |
| IDENTIFIED IN THE FIELD | COLLECTOR ROAD 2 LANES |
| PREVIOUS HERITAGE ASSESSMENT | MINOR COLLECTOR ROAD |
| CEMETERY - CLOSED FOR BURIALS | MINOR ARTERIAL ROAD 4 LANES |
| CEMETERY - OPEN FOR BURIALS | |
| HISTORIC SCHOOL | |
| EMPLOYMENT SUPPORTIVE CENTRE | |
| STUDY AREA | |
| ROADWAY | |
| HYDRO LINE | |
| WATERCOURSE | |
| WATERBODY | |

NOTE(S)
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)
1. CONTAINS PUBLIC SECTOR DATA MADE AVAILABLE UNDER THE CITY OF HAMILTON'S OPEN DATA LICENCE
2. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2021
3. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
SOURCE: ESRI, MAXAR, EARTHSTAR GEOGRAPHICS, AND THE GIS USER COMMUNITY
4. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 17, VERTICAL DATUM: CGVD28

0 50 100 200
1:6,000 METRES

DRAFT

CLIENT
CITY OF HAMILTON

PROJECT
ADDENDUM - CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, AIRPORT EMPLOYMENT GROWTH DISTRICT TRANSPORTATION MASTER PLAN UPDATE, CITY OF HAMILTON, ONTARIO

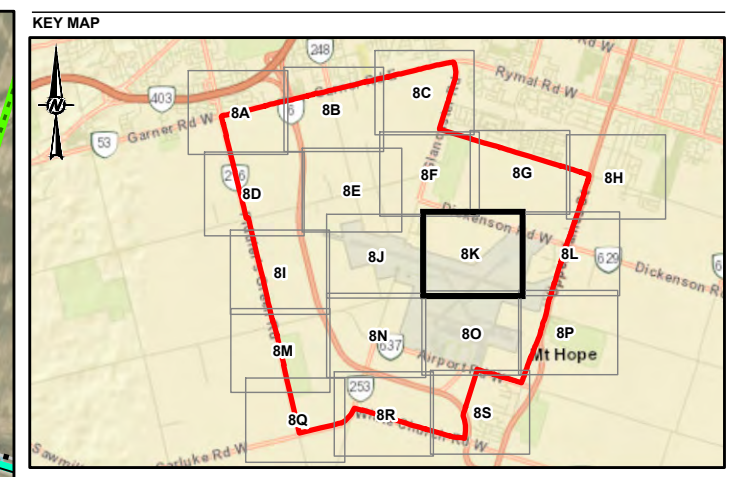
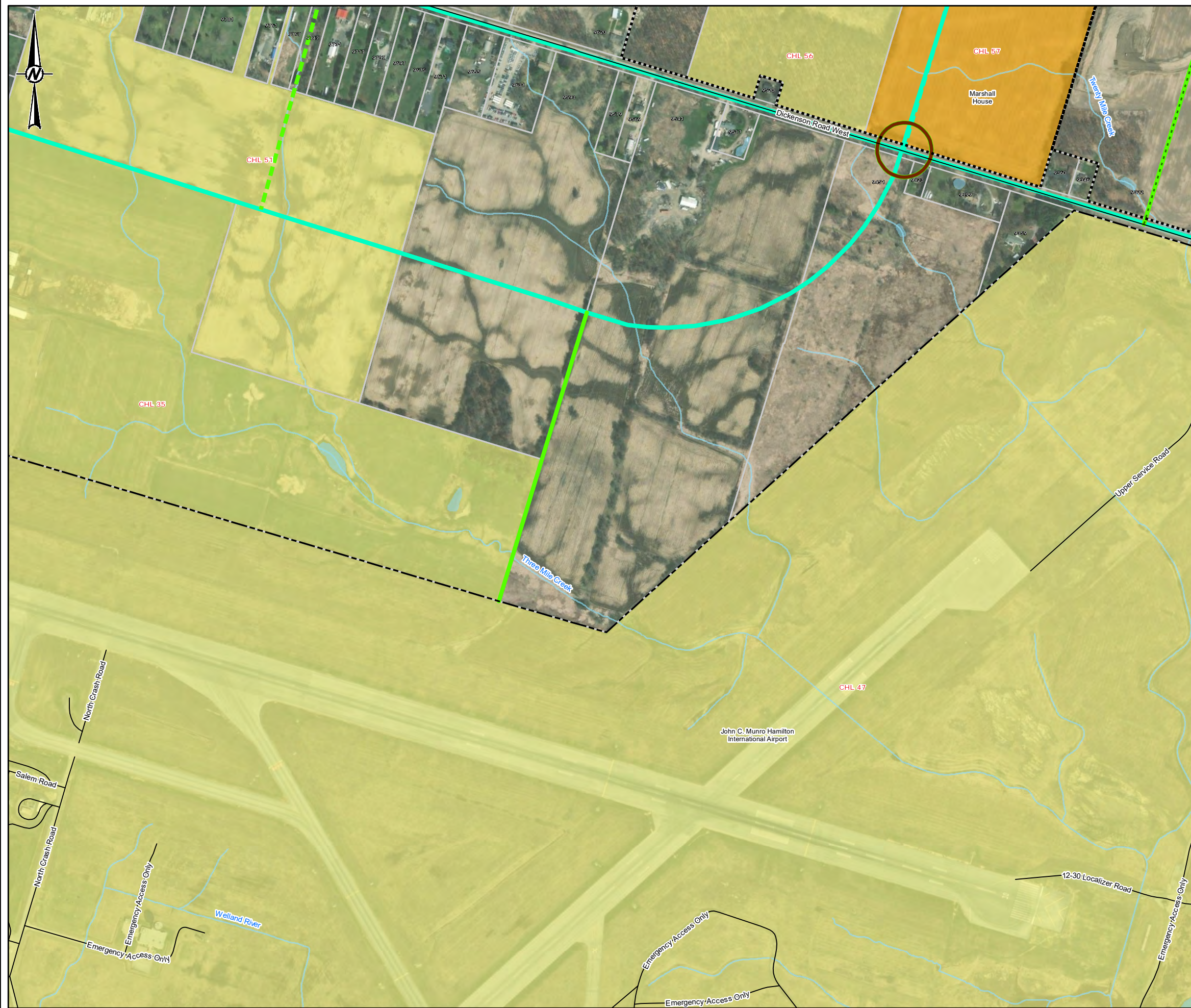
TITLE
MAP OF CULTURAL HERITAGE RESOURCES

| | | |
|------------|------------|------------|
| CONSULTANT | YYYY-MM-DD | 2023-01-31 |
| | DESIGNED | BL |
| | PREPARED | BR |
| | REVIEWED | --- |
| | APPROVED | --- |

| | | | |
|-------------------------|-----------------|-----------|---------------------|
| PROJECT NO. 21497597 | CONTROL 0001 | REV. A | FIGURE 1J |
|-------------------------|-----------------|-----------|---------------------|

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: 28mm

Path: S:\Clients\City of Hamilton\Airport_Employment_Growth_District_Chydehampton_CHAR_AEGD_TIP\40_PROD\0001_CHR_Edits_Conditions_Prel_Impact_Assess\21497597_0001-HC-0008.mxd



LEGEND

| | |
|-------------------------------|--|
| DESIGNATED (Part IV) | HAMILTON AIRPORT |
| REGISTERED NON-DESIGNATED | ROUNDABOUT |
| CITY OF HAMILTON INVENTORIED | MINOR COLLECTOR ROAD POTENTIAL ALIGNMENT |
| PREVIOUSLY IDENTIFIED | MINOR ARTERIAL ROADS POTENTIAL ALIGNMENT |
| IDENTIFIED IN THE FIELD | COLLECTOR ROAD 2 LANES |
| PREVIOUS HERITAGE ASSESSMENT | MINOR COLLECTOR ROAD |
| CEMETERY - CLOSED FOR BURIALS | MINOR ARTERIAL ROAD 4 LANES |
| CEMETERY - OPEN FOR BURIALS | |
| HISTORIC SCHOOL | |
| EMPLOYMENT SUPPORTIVE CENTRE | |
| STUDY AREA | |
| ROADWAY | |
| HYDRO LINE | |
| WATERCOURSE | |
| WATERBODY | |

NOTE(S)
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)
1. CONTAINS PUBLIC SECTOR DATA MADE AVAILABLE UNDER THE CITY OF HAMILTON'S OPEN DATA LICENCE
2. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2021
3. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
SOURCE: ESRI, MAXAR, EARTHSTAR GEOGRAPHICS, AND THE GIS USER COMMUNITY
4. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 17, VERTICAL DATUM: CGVD28

0 50 100 200
1:6,000 METRES

DRAFT

CLIENT
CITY OF HAMILTON

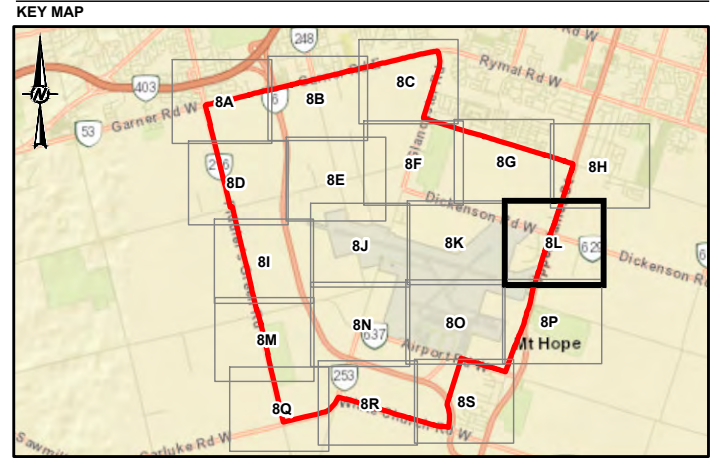
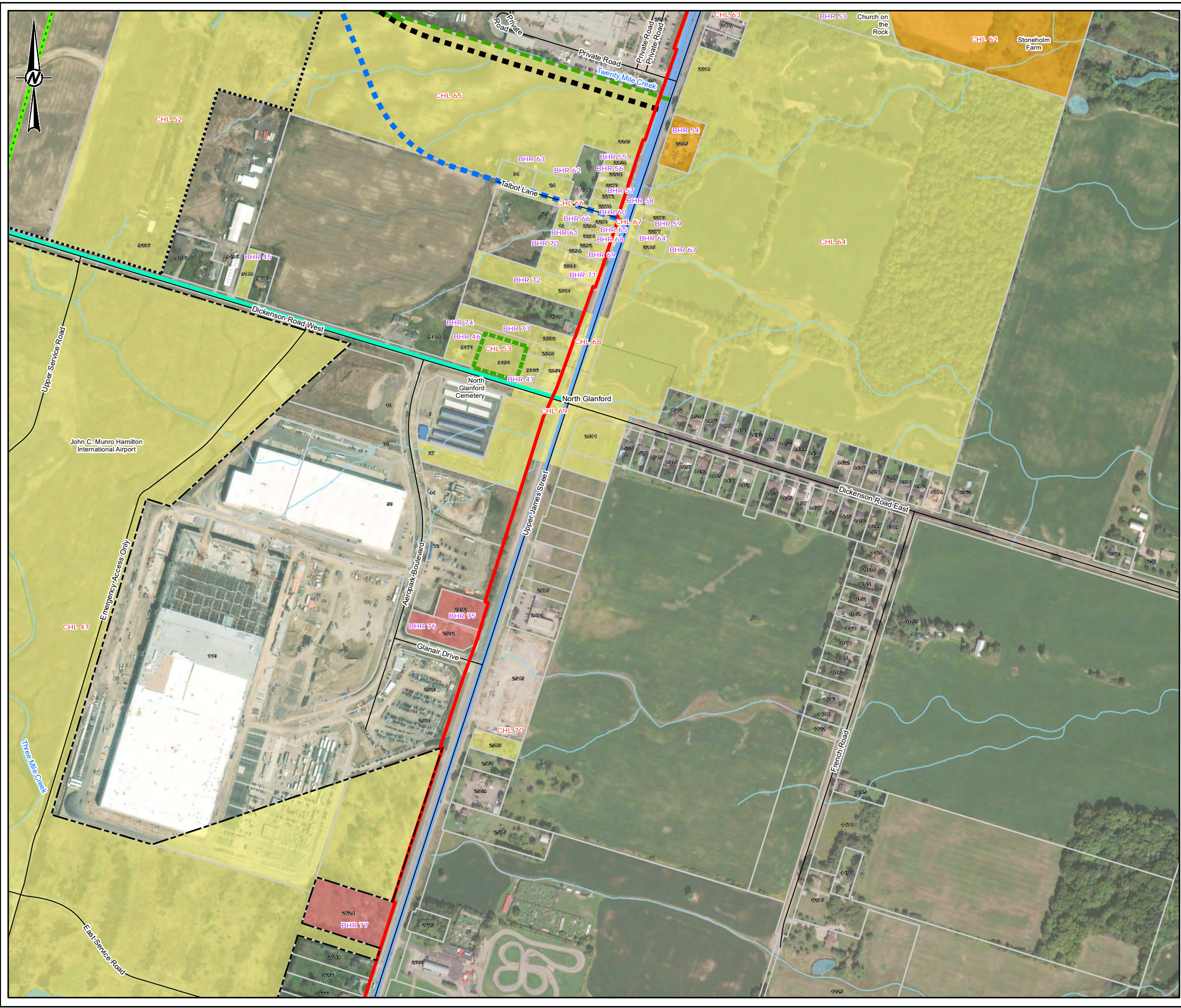
PROJECT
ADDENDUM - CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, AIRPORT EMPLOYMENT GROWTH DISTRICT TRANSPORTATION MASTER PLAN UPDATE, CITY OF HAMILTON, ONTARIO

TITLE
MAP OF CULTURAL HERITAGE RESOURCES

| | | |
|------------|------------|------------|
| CONSULTANT | YYYY-MM-DD | 2023-01-31 |
| | DESIGNED | BL |
| | PREPARED | BR |
| | REVIEWED | --- |
| | APPROVED | --- |

| | | | |
|-------------------------|-----------------|-----------|---------------------|
| PROJECT NO. 21497597 | CONTROL 0001 | REV. A | FIGURE 1K |
|-------------------------|-----------------|-----------|---------------------|

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: 28mm



SCALE 1:140,000

LEGEND

| | |
|-------------------------------|------------------------------------|
| DESIGNATED (Part IV) | HAMILTON AIRPORT |
| REGISTERED NON-DESIGNATED | COLLECTOR ROAD POTENTIAL ALIGNMENT |
| CITY OF HAMILTON INVENTORIED | COLLECTOR ROAD 2 LANES |
| PREVIOUSLY IDENTIFIED | MINOR COLLECTOR ROAD |
| IDENTIFIED IN THE FIELD | COLLECTOR ROAD 4 LANES |
| PREVIOUS HERITAGE ASSESSMENT | MINOR ARTERIAL ROAD 4 LANES |
| CEMETERY - CLOSED FOR BURIALS | MAJOR ARTERIAL ROAD 6 LANES |
| CEMETERY - OPEN FOR BURIALS | COLLECTOR 6N |
| HISTORIC SCHOOL | ALTERNATIVE 2 |
| EMPLOYMENT SUPPORTIVE CENTRE | ALTERNATIVE 3 |
| STUDY AREA | |
| ROADWAY | |
| HYDRO LINE | |
| WATERCOURSE | |
| WATERBODY | |

NOTE(S)
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)
1. CONTAINS PUBLIC SECTOR DATA MADE AVAILABLE UNDER THE CITY OF HAMILTON'S OPEN DATA LICENCE
2. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2021
3. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
4. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 17, VERTICAL DATUM: CGVD28

0 50 100 200
1:6,000 METRES

DRAFT

CLIENT
CITY OF HAMILTON

PROJECT
ADDENDUM - CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, AIRPORT EMPLOYMENT GROWTH DISTRICT TRANSPORTATION MASTER PLAN UPDATE, CITY OF HAMILTON, ONTARIO

TITLE
MAP OF CULTURAL HERITAGE RESOURCES

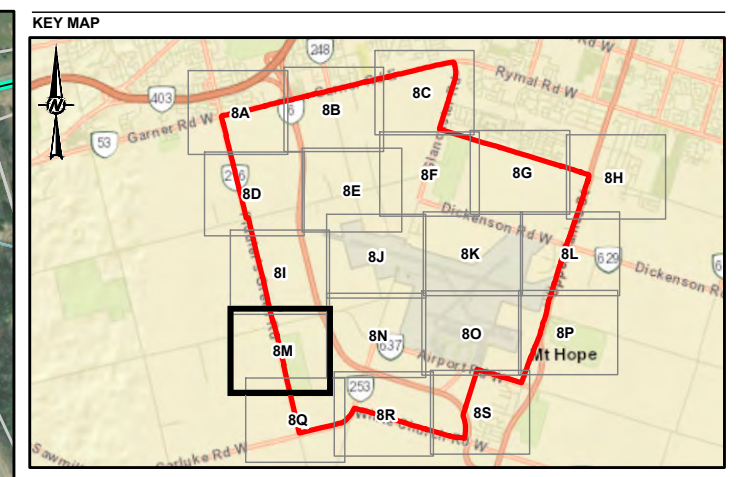
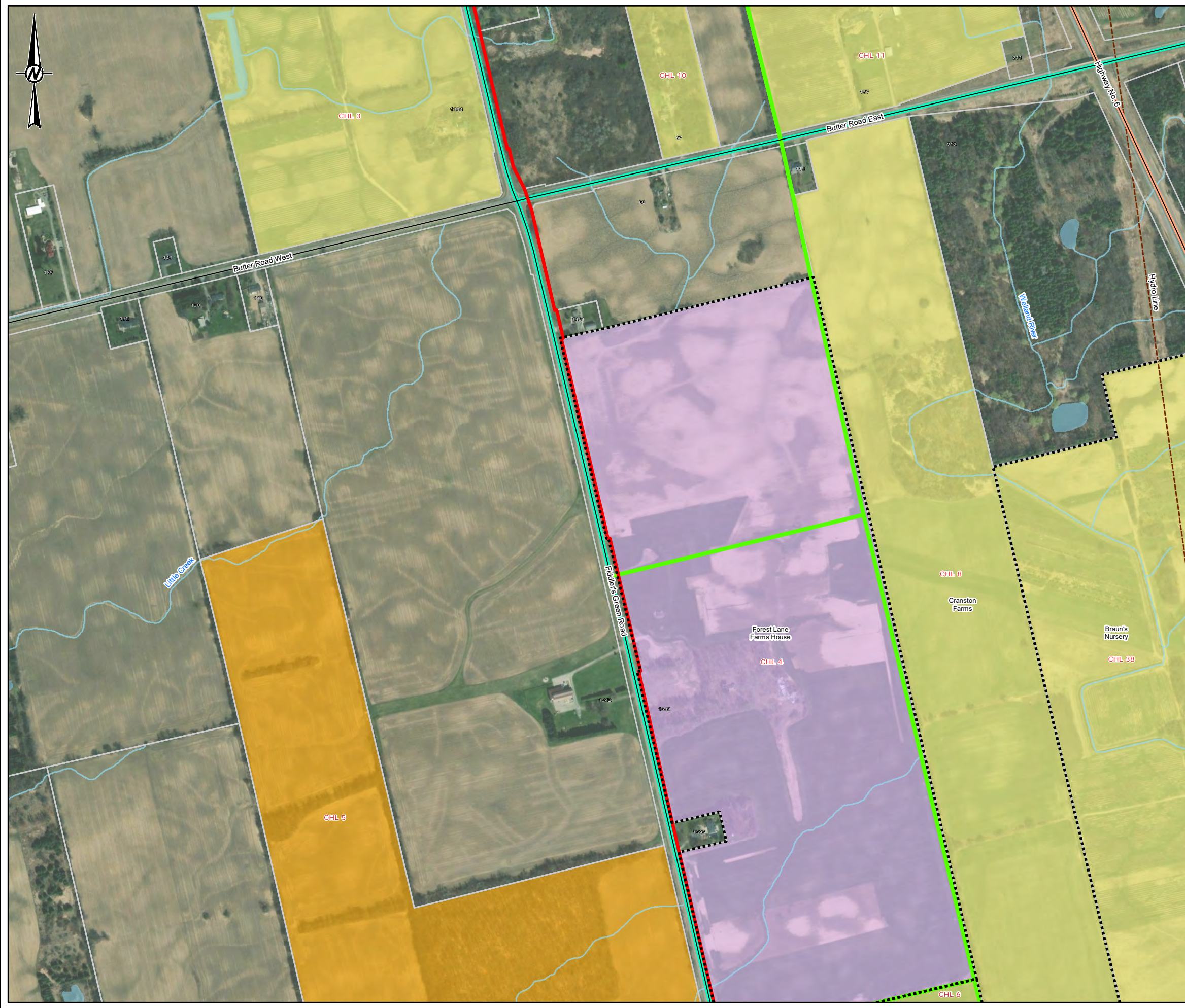
| | | |
|------------|------------|------------|
| CONSULTANT | YYYY-MM-DD | 2023-01-31 |
| | DESIGNED | BL |
| | PREPARED | BR |
| | REVIEWED | --- |
| | APPROVED | --- |

| | | | |
|-------------------------|-----------------|-----------|--------------|
| PROJECT NO. 21497597 | CONTROL 0001 | REV. A | FIGURE 1L |
|-------------------------|-----------------|-----------|--------------|

Path: S:\Client\City_of_Hamilton\Airport_Employment_Growth_District_Transportation_Master_Plan_Update\Cultural_Heritage_Report\Map_of_Cultural_Heritage_Resources\Map_of_Cultural_Heritage_Resources.mxd

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: 28mm

Path: S:\Client\City_of_Hamilton\Airport_Employment_Growth_District_Transportation_Master_Plan_Update\CHRA_AEGD_TIP\40_PROD\0001_CHR_Edits_Conditions_Prel_Impact_Assess\21497597_0001_HC-0008.mxd



SCALE 1:140,000

LEGEND

| | |
|-------------------------------|-----------------------------|
| DESIGNATED (Part IV) | HAMILTON AIRPORT |
| REGISTERED NON-DESIGNATED | MINOR COLLECTOR ROAD |
| CITY OF HAMILTON INVENTORIED | MINOR ARTERIAL ROAD 4 LANES |
| PREVIOUSLY IDENTIFIED | PROVINCIAL HIGHWAY |
| IDENTIFIED IN THE FIELD | |
| PREVIOUS HERITAGE ASSESSMENT | |
| CEMETERY - CLOSED FOR BURIALS | |
| CEMETERY - OPEN FOR BURIALS | |
| HISTORIC SCHOOL | |
| EMPLOYMENT SUPPORTIVE CENTRE | |
| STUDY AREA | |
| ROADWAY | |
| HYDRO LINE | |
| WATERCOURSE | |
| WATERBODY | |

NOTE(S)
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)
1. CONTAINS PUBLIC SECTOR DATA MADE AVAILABLE UNDER THE CITY OF HAMILTON'S OPEN DATA LICENCE
2. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2021
3. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
SOURCE: ESRI, MAXAR, EARTHSTAR GEOGRAPHICS, AND THE GIS USER COMMUNITY
4. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 17, VERTICAL DATUM: CGVD28

0 50 100 200
1:6,000 METRES

DRAFT

CLIENT
CITY OF HAMILTON

PROJECT
ADDENDUM - CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, AIRPORT EMPLOYMENT GROWTH DISTRICT TRANSPORTATION MASTER PLAN UPDATE, CITY OF HAMILTON, ONTARIO

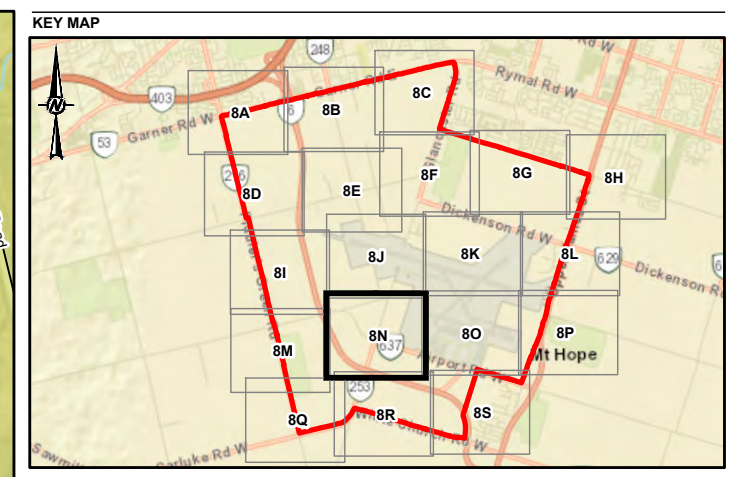
TITLE
MAP OF CULTURAL HERITAGE RESOURCES

| | | |
|------------|------------|------------|
| CONSULTANT | YYYY-MM-DD | 2023-01-31 |
| | DESIGNED | BL |
| | PREPARED | BR |
| | REVIEWED | --- |
| | APPROVED | --- |

| | | | |
|-------------------------|-----------------|-----------|---------------------|
| PROJECT NO. 21497597 | CONTROL 0001 | REV. A | FIGURE 1M |
|-------------------------|-----------------|-----------|---------------------|

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: 28mm

Path: S:\Clients\City_of_Hamilton\Airport_Employment_Growth_District\AEGD\09_PRCO\21497597_CityofHamilton_CHAR_AEGD_TMAP\04_PRCO\0001_CHR_Edlt_Conditions_Prel_Impact_Assess\21497597_0001-HC-0008.mxd



SCALE 1:140,000

LEGEND

| | |
|-------------------------------|--|
| DESIGNATED (Part IV) | HAMILTON AIRPORT |
| REGISTERED NON-DESIGNATED | MINOR ARTERIAL ROADS POTENTIAL ALIGNMENT |
| CITY OF HAMILTON INVENTORIED | MINOR COLLECTOR ROAD |
| PREVIOUSLY IDENTIFIED | MINOR ARTERIAL ROAD 4 LANES |
| IDENTIFIED IN THE FIELD | PROVINCIAL HIGHWAY |
| PREVIOUS HERITAGE ASSESSMENT | |
| CEMETERY - CLOSED FOR BURIALS | |
| CEMETERY - OPEN FOR BURIALS | |
| HISTORIC SCHOOL | |
| EMPLOYMENT SUPPORTIVE CENTRE | |
| STUDY AREA | |
| ROADWAY | |
| HYDRO LINE | |
| WATERCOURSE | |
| WATERBODY | |

NOTE(S)
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)
1. CONTAINS PUBLIC SECTOR DATA MADE AVAILABLE UNDER THE CITY OF HAMILTON'S OPEN DATA LICENCE
2. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2021
3. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
SOURCE: ESRI, MAXAR, EARTHSTAR GEOGRAPHICS, AND THE GIS USER COMMUNITY
4. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 17, VERTICAL DATUM: CGVD28

0 50 100 200
1:6,000 METRES

DRAFT

CLIENT
CITY OF HAMILTON

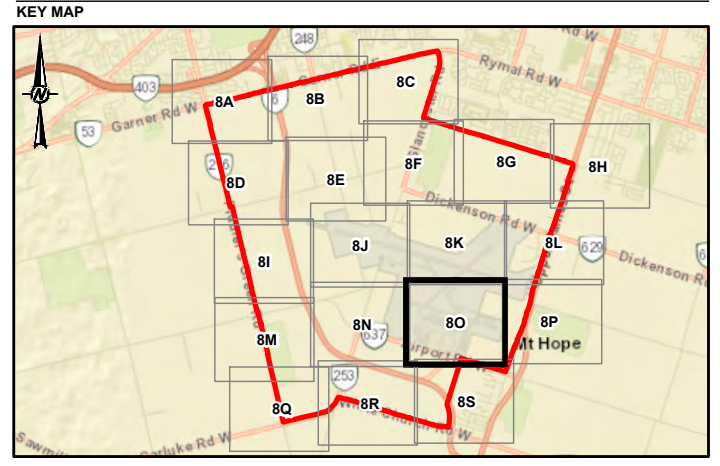
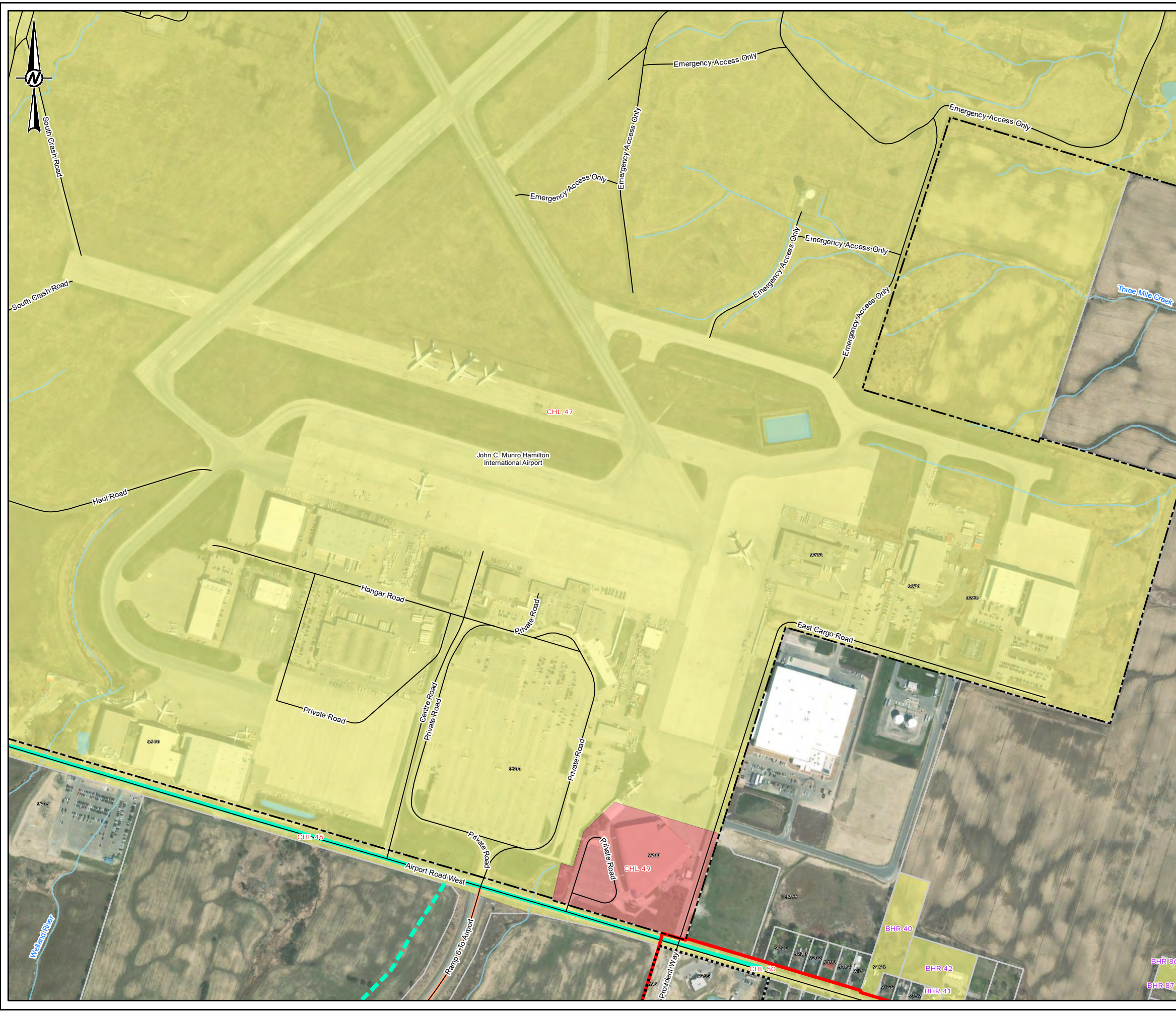
PROJECT
ADDENDUM - CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, AIRPORT EMPLOYMENT GROWTH DISTRICT TRANSPORTATION MASTER PLAN UPDATE, CITY OF HAMILTON, ONTARIO

TITLE
MAP OF CULTURAL HERITAGE RESOURCES

| | | |
|------------|------------|------------|
| CONSULTANT | YYYY-MM-DD | 2023-01-31 |
| | DESIGNED | BL |
| | PREPARED | BR |
| | REVIEWED | --- |
| | APPROVED | --- |

PROJECT NO. 21497597 CONTROL 0001 REV. A FIGURE 1N

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: 26mm



SCALE 1:140,000

LEGEND

| | |
|-------------------------------|--|
| DESIGNATED (Part IV) | HAMILTON AIRPORT |
| REGISTERED NON-DESIGNATED | MINOR ARTERIAL ROADS POTENTIAL ALIGNMENT |
| CITY OF HAMILTON INVENTORIED | MINOR ARTERIAL ROAD 4 LANES |
| PREVIOUSLY IDENTIFIED | PROVINCIAL HIGHWAY |
| IDENTIFIED IN THE FIELD | |
| PREVIOUS HERITAGE ASSESSMENT | |
| CEMETERY - CLOSED FOR BURIALS | |
| CEMETERY - OPEN FOR BURIALS | |
| HISTORIC SCHOOL | |
| EMPLOYMENT SUPPORTIVE CENTRE | |
| STUDY AREA | |
| ROADWAY | |
| HYDRO LINE | |
| WATERCOURSE | |
| WATERBODY | |

NOTE(S)
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)
1. CONTAINS PUBLIC SECTOR DATA MADE AVAILABLE UNDER THE CITY OF HAMILTON'S OPEN DATA LICENCE
2. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2021
3. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
4. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 17, VERTICAL DATUM: CGVD28

0 50 100 200
1:6,000 METRES

DRAFT

CLIENT
CITY OF HAMILTON

PROJECT
ADDENDUM - CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, AIRPORT EMPLOYMENT GROWTH DISTRICT TRANSPORTATION MASTER PLAN UPDATE, CITY OF HAMILTON, ONTARIO

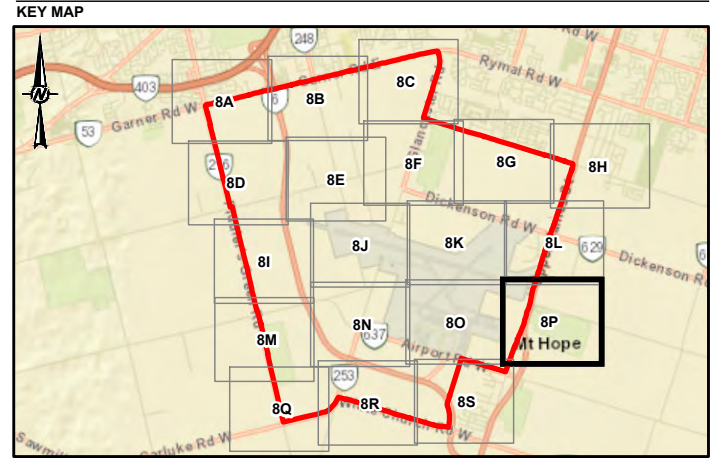
TITLE
MAP OF CULTURAL HERITAGE RESOURCES

| | | |
|------------|------------|------------|
| CONSULTANT | YYYY-MM-DD | 2023-01-31 |
| | DESIGNED | BL |
| | PREPARED | BR |
| | REVIEWED | --- |
| | APPROVED | --- |

| | | | |
|-------------------------|-----------------|-----------|---------------------|
| PROJECT NO. 21497597 | CONTROL 0001 | REV. A | FIGURE 10 |
|-------------------------|-----------------|-----------|---------------------|

Path: S:\Clients\City of Hamilton\Airport_Employment_Growth_District\Map\Map_AEGD_T1M140_PROD000001_CHR_Edits_Conditions_Prel_Impact_Assess\21497597_0001_HC-0008.mxd

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: 26mm



- LEGEND**
- DESIGNATED (Part IV)
 - REGISTERED NON-DESIGNATED
 - CITY OF HAMILTON INVENTORIED
 - PREVIOUSLY IDENTIFIED
 - IDENTIFIED IN THE FIELD
 - PREVIOUS HERITAGE ASSESSMENT
 - CEMETERY - CLOSED FOR BURIALS
 - CEMETERY - OPEN FOR BURIALS
 - HISTORIC SCHOOL
 - EMPLOYMENT SUPPORTIVE CENTRE
 - STUDY AREA
 - ROADWAY
 - HYDRO LINE
 - WATERCOURSE
 - WATERBODY
 - HAMILTON AIRPORT
 - COLLECTOR ROAD 2 LANES
 - MINOR COLLECTOR ROAD
 - MAJOR ARTERIAL ROAD 4 LANES
 - MAJOR ARTERIAL ROAD 6 LANES

NOTE(S)
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)
1. CONTAINS PUBLIC SECTOR DATA MADE AVAILABLE UNDER THE CITY OF HAMILTON'S OPEN DATA LICENCE
2. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2021
3. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
4. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 17, VERTICAL DATUM: CGVD28

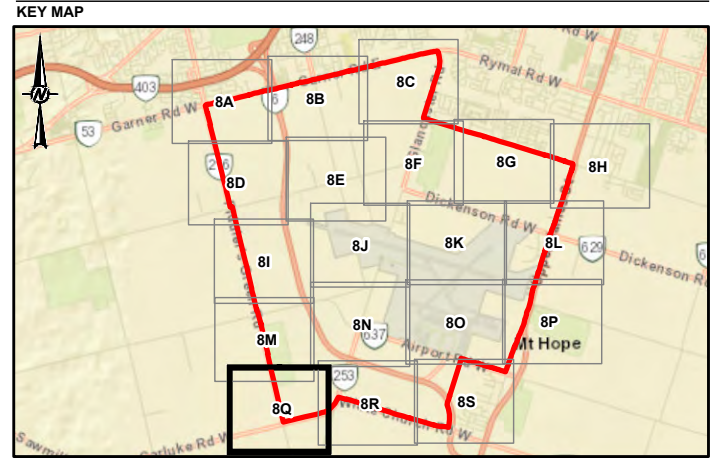
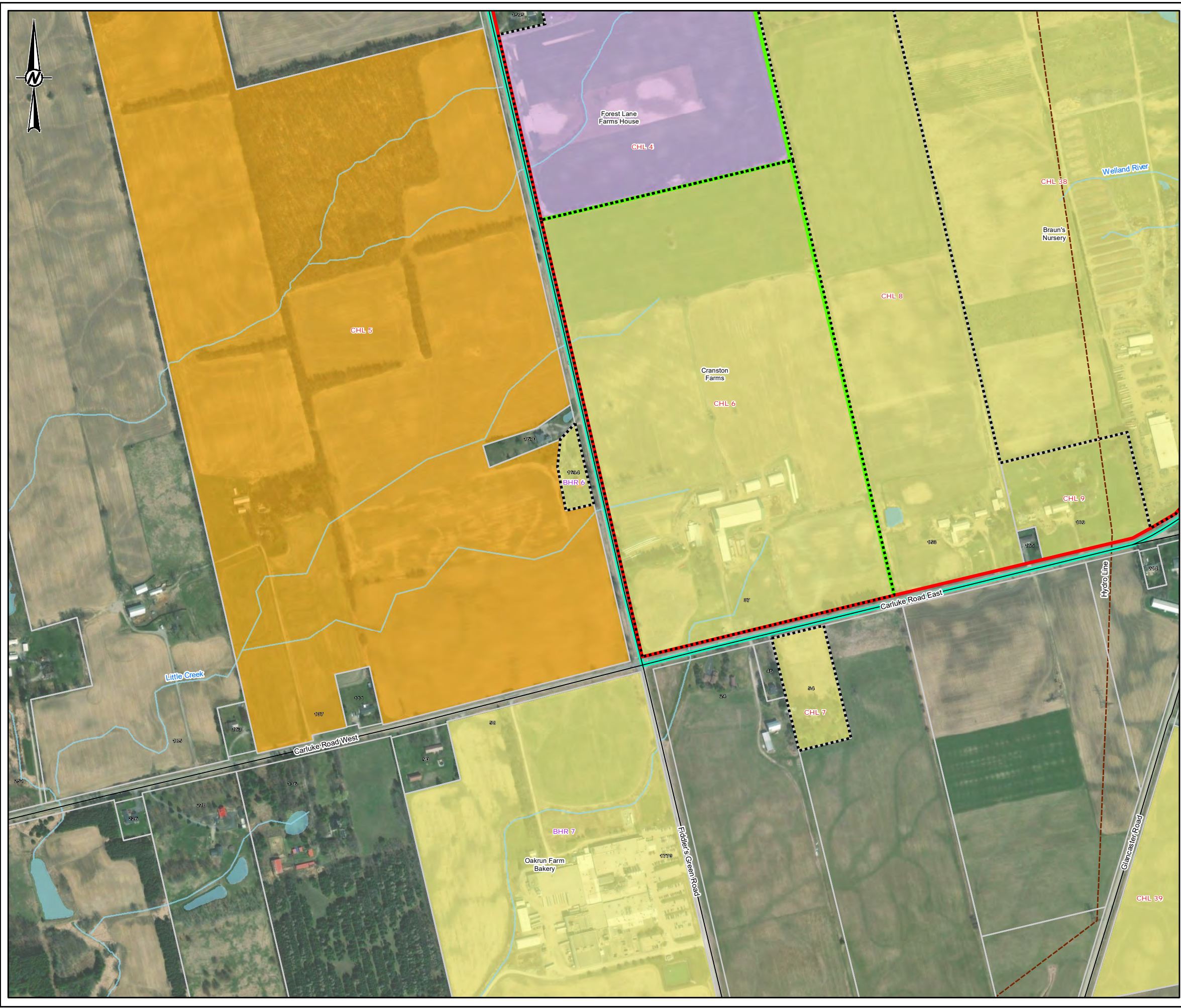
DRAFT

| | | |
|---|----------------|------------------|
| CLIENT | | |
| CITY OF HAMILTON | | |
| PROJECT | | |
| ADDENDUM - CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, AIRPORT EMPLOYMENT GROWTH DISTRICT TRANSPORTATION MASTER PLAN UPDATE, CITY OF HAMILTON, ONTARIO | | |
| TITLE | | |
| MAP OF CULTURAL HERITAGE RESOURCES | | |
| CONSULTANT | YYYY-MM-DD | 2023-01-31 |
| | DESIGNED | BL |
| | PREPARED | BR |
| | REVIEWED | --- |
| | APPROVED | --- |
| PROJECT NO. | CONTROL | REV. |
| 21497597 | 0001 | A |
| | | FIGURE 1P |

Path: S:\Clients\City_of_Hamilton\Airport_Employment_Growth_District_AEGD\09_PRC\21497597_CityofHamilton_CHAR_AEGD_TMP\40_PRC\000001_CHR_Edlt_Conditions_Prel_Impact_Assess\21497597-0001-HC-0008.mxd

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: 28mm

Path: S:\Client\City_of_Hamilton\Airport_Employment_Growth_District_Cultural_Heritage_Report\CHRA_AEGD_TIP40_PROD\0001_CHR_Edits_Conditions_Prel_Impact_Assess\21497597-0001-HC-0008.mxd



SCALE 1:140,000

LEGEND

| | |
|-------------------------------|-----------------------------|
| DESIGNATED (Part IV) | HAMILTON AIRPORT |
| REGISTERED NON-DESIGNATED | MINOR COLLECTOR ROAD |
| CITY OF HAMILTON INVENTORIED | MINOR ARTERIAL ROAD 4 LANES |
| PREVIOUSLY IDENTIFIED | |
| IDENTIFIED IN THE FIELD | |
| PREVIOUS HERITAGE ASSESSMENT | |
| CEMETERY - CLOSED FOR BURIALS | |
| CEMETERY - OPEN FOR BURIALS | |
| HISTORIC SCHOOL | |
| EMPLOYMENT SUPPORTIVE CENTRE | |
| STUDY AREA | |
| ROADWAY | |
| HYDRO LINE | |
| WATERCOURSE | |
| WATERBODY | |

NOTE(S)
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)
1. CONTAINS PUBLIC SECTOR DATA MADE AVAILABLE UNDER THE CITY OF HAMILTON'S OPEN DATA LICENCE
2. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2021
3. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
SOURCE: ESRI, MAXAR, EARTHSTAR GEOGRAPHICS, AND THE GIS USER COMMUNITY
4. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 17, VERTICAL DATUM: CGVD28

0 50 100 200
1:6,000 METRES

DRAFT

CLIENT
CITY OF HAMILTON

PROJECT
ADDENDUM - CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, AIRPORT EMPLOYMENT GROWTH DISTRICT TRANSPORTATION MASTER PLAN UPDATE, CITY OF HAMILTON, ONTARIO

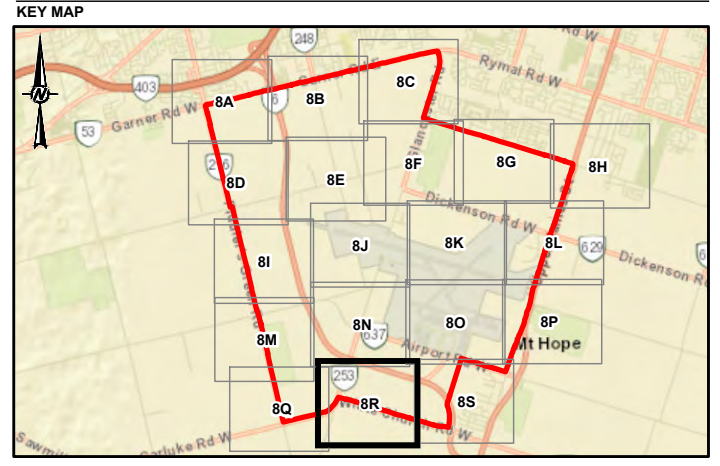
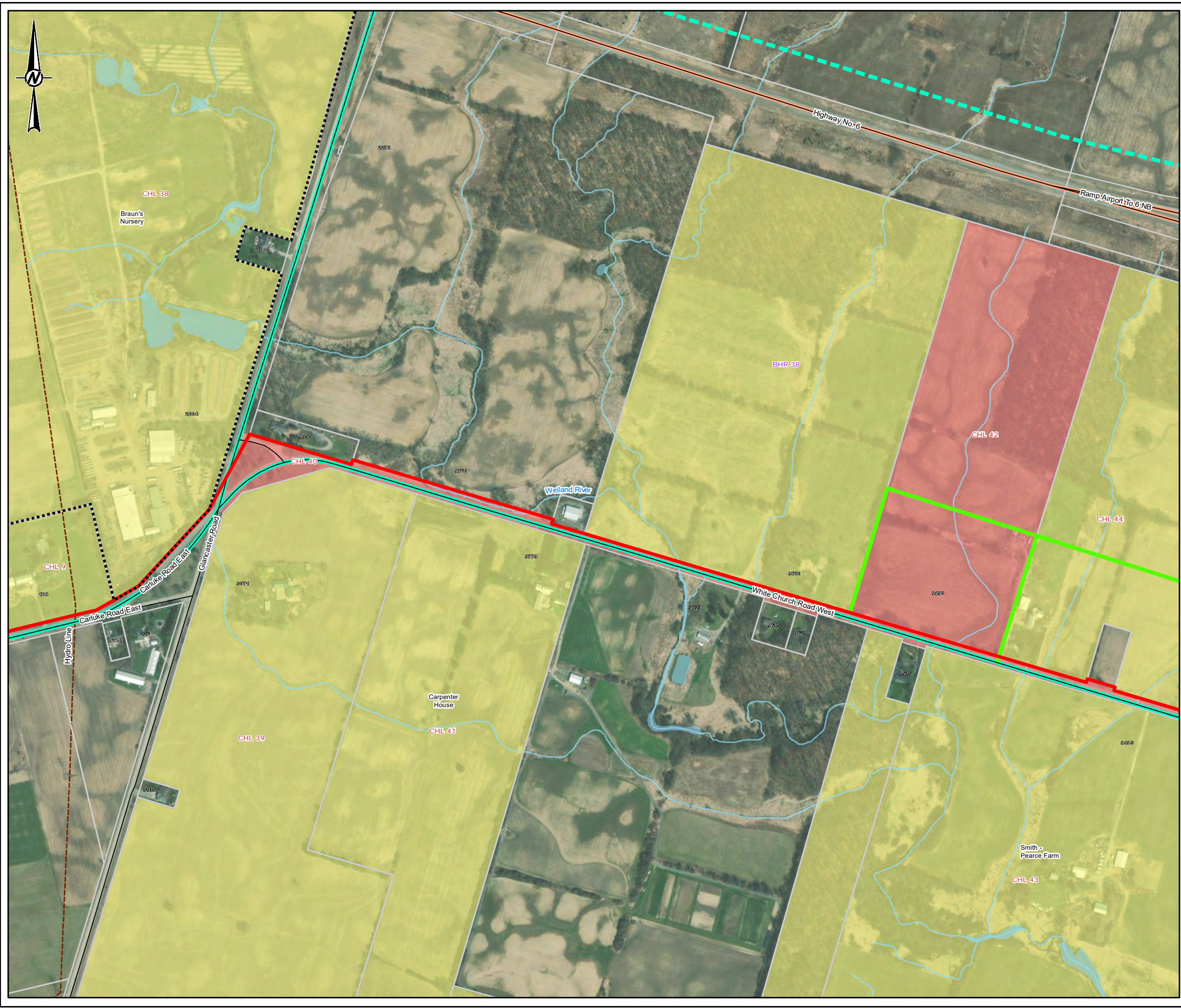
TITLE
MAP OF CULTURAL HERITAGE RESOURCES

| | | |
|------------|------------|------------|
| CONSULTANT | YYYY-MM-DD | 2023-01-31 |
| | DESIGNED | BL |
| | PREPARED | BR |
| | REVIEWED | --- |
| | APPROVED | --- |

| | | | |
|-------------------------|-----------------|-----------|---------------------|
| PROJECT NO. 21497597 | CONTROL 0001 | REV. A | FIGURE 1Q |
|-------------------------|-----------------|-----------|---------------------|

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: 26mm

Path: S:\Client\City_of_Hamilton\Airport_Employment_Growth_District\AEGD\09_PRC\21497597_CityofHamilton_CHAR_AEGD_TIP\40_PRC\0001_CHR_Est_Conditions_Prel_Impact_Assess\21497597_0001_HC\0008.mxd



SCALE 1:140,000

LEGEND

| | |
|-------------------------------|--|
| DESIGNATED (Part IV) | HAMILTON AIRPORT |
| REGISTERED NON-DESIGNATED | MINOR ARTERIAL ROADS POTENTIAL ALIGNMENT |
| CITY OF HAMILTON INVENTORIED | MINOR COLLECTOR ROAD |
| PREVIOUSLY IDENTIFIED | MINOR ARTERIAL ROAD 4 LANES |
| IDENTIFIED IN THE FIELD | PROVINCIAL HIGHWAY |
| PREVIOUS HERITAGE ASSESSMENT | |
| CEMETERY - CLOSED FOR BURIALS | |
| CEMETERY - OPEN FOR BURIALS | |
| HISTORIC SCHOOL | |
| EMPLOYMENT SUPPORTIVE CENTRE | |
| STUDY AREA | |
| ROADWAY | |
| HYDRO LINE | |
| WATERCOURSE | |
| WATERBODY | |

NOTE(S)
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)
1. CONTAINS PUBLIC SECTOR DATA MADE AVAILABLE UNDER THE CITY OF HAMILTON'S OPEN DATA LICENCE
2. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2021
3. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
SOURCE: ESRI, MAXAR, EARTHSTAR GEOGRAPHICS, AND THE GIS USER COMMUNITY
4. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 17, VERTICAL DATUM: CGVD28

0 50 100 200
1:6,000 METRES

DRAFT

CLIENT
CITY OF HAMILTON

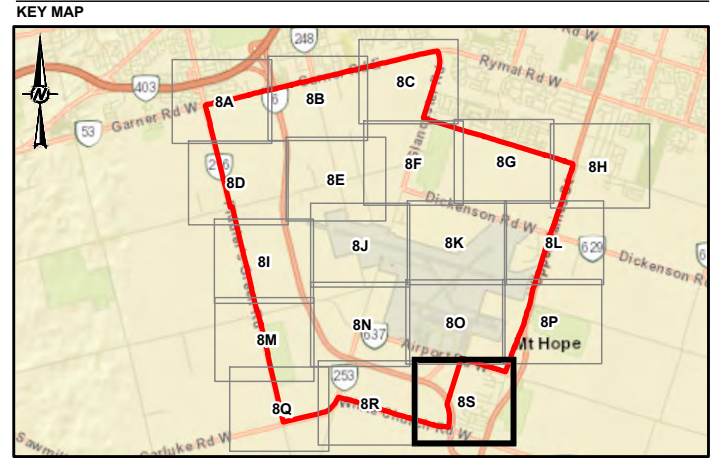
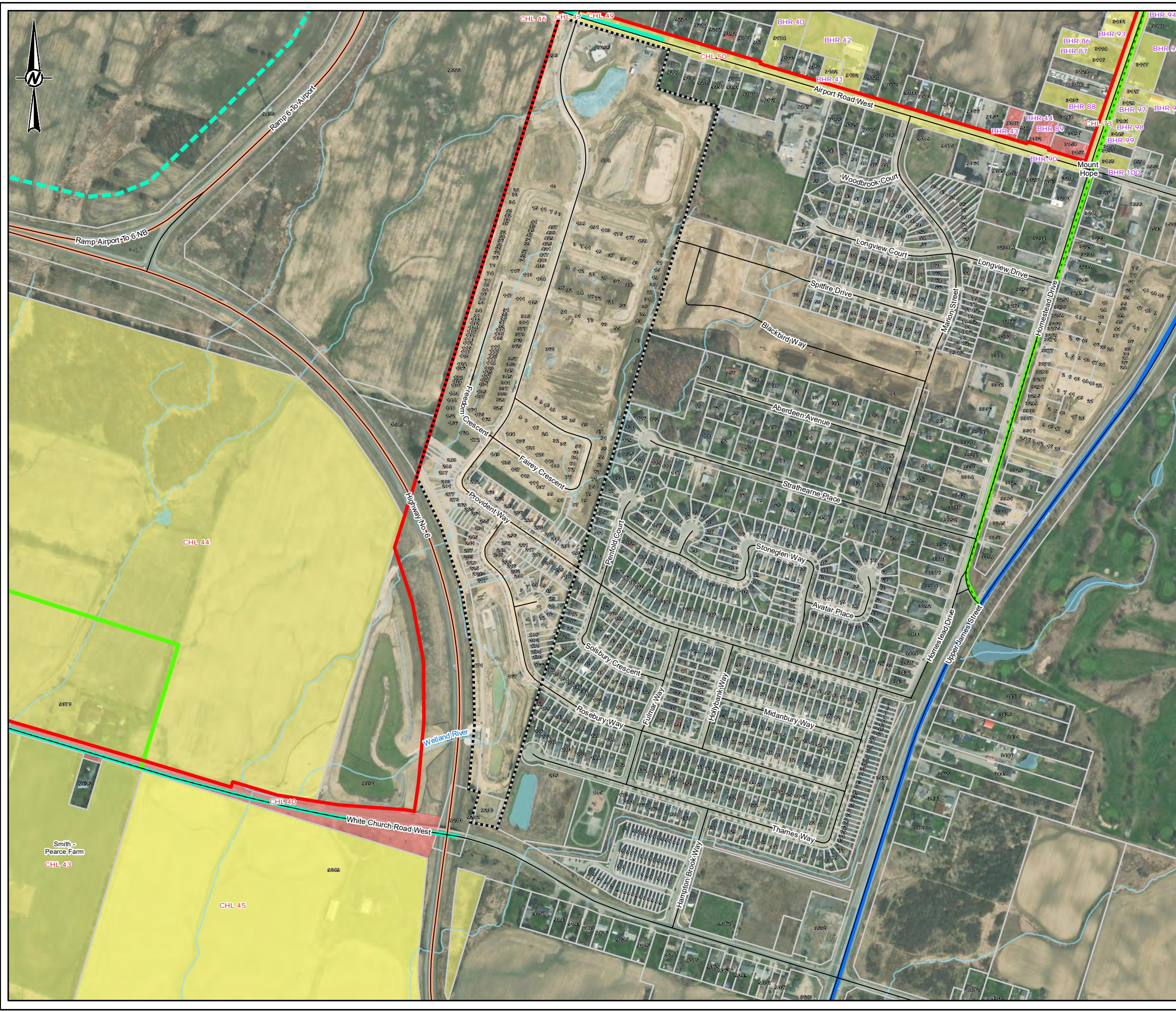
PROJECT
ADDENDUM - CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, AIRPORT EMPLOYMENT GROWTH DISTRICT TRANSPORTATION MASTER PLAN UPDATE, CITY OF HAMILTON, ONTARIO

TITLE
MAP OF CULTURAL HERITAGE RESOURCES

| | | |
|------------|------------|------------|
| CONSULTANT | YYYY-MM-DD | 2023-01-31 |
| | DESIGNED | BL |
| | PREPARED | BR |
| | REVIEWED | --- |
| | APPROVED | --- |

PROJECT NO. 21497597 CONTROL 0001 REV. A FIGURE 1R

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: 28mm



SCALE 1:140,000

LEGEND

| | |
|-------------------------------|--|
| DESIGNATED (Part IV) | HAMILTON AIRPORT |
| REGISTERED NON-DESIGNATED | MINOR ARTERIAL ROADS POTENTIAL ALIGNMENT |
| CITY OF HAMILTON INVENTORIED | COLLECTOR ROAD 2 LANES |
| PREVIOUSLY IDENTIFIED | MINOR COLLECTOR ROAD |
| IDENTIFIED IN THE FIELD | MINOR ARTERIAL ROAD 4 LANES |
| PREVIOUS HERITAGE ASSESSMENT | MAJOR ARTERIAL ROAD 4 LANES |
| CEMETERY - CLOSED FOR BURIALS | PROVINCIAL HIGHWAY |
| CEMETERY - OPEN FOR BURIALS | |
| HISTORIC SCHOOL | |
| EMPLOYMENT SUPPORTIVE CENTRE | |
| STUDY AREA | |
| ROADWAY | |
| HYDRO LINE | |
| WATERCOURSE | |
| WATERBODY | |

NOTE(S)
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)
1. CONTAINS PUBLIC SECTOR DATA MADE AVAILABLE UNDER THE CITY OF HAMILTON'S OPEN DATA LICENCE
2. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2021
3. SERVICE LAYER CREDITS: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
SOURCE: ESRI, MAXAR, EARTHSTAR GEOGRAPHICS, AND THE GIS USER COMMUNITY
4. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 17, VERTICAL DATUM: CGVD28

1:6,000 METRES **DRAFT**

CLIENT
CITY OF HAMILTON

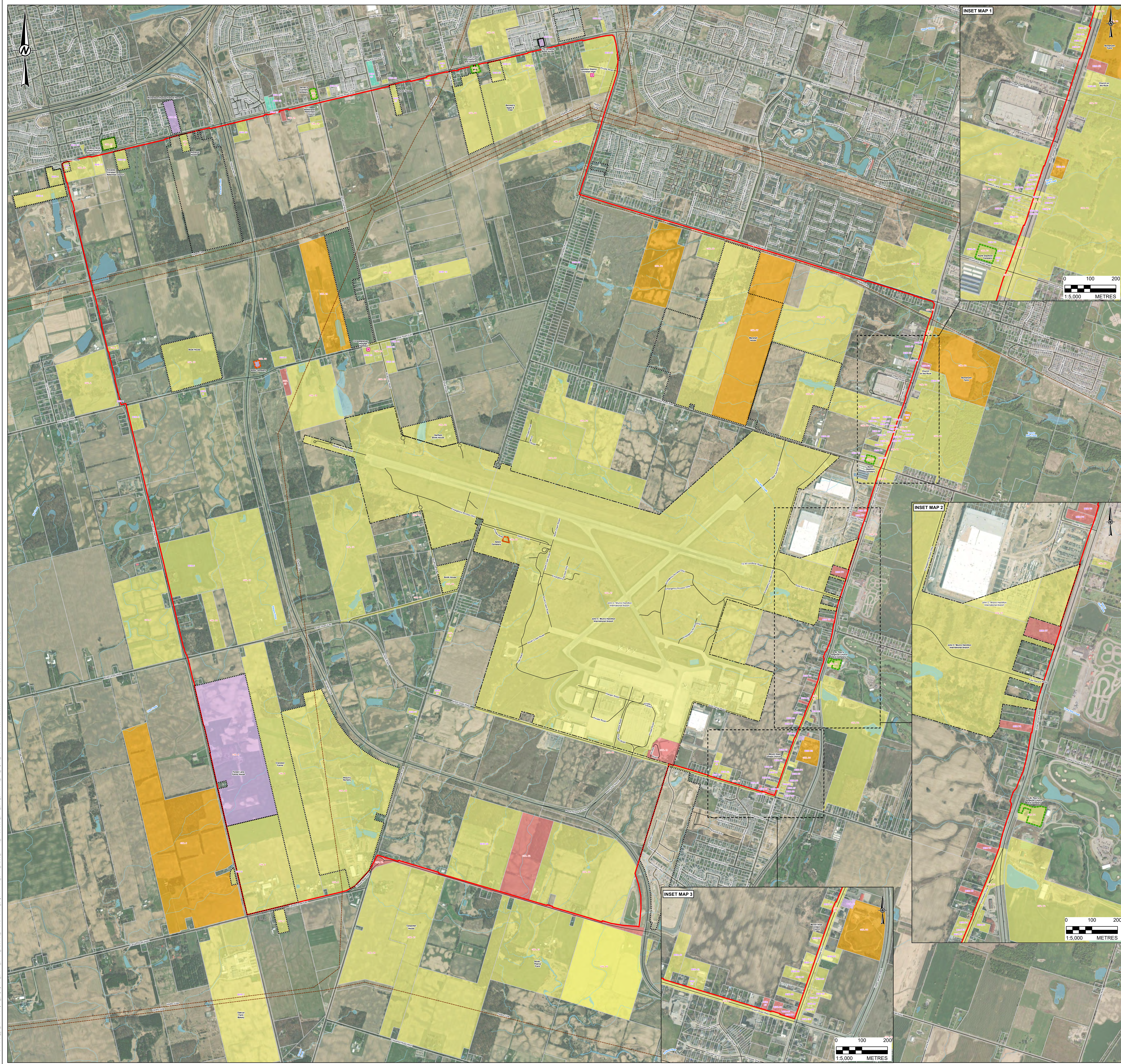
PROJECT
ADDENDUM - CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, AIRPORT EMPLOYMENT GROWTH DISTRICT TRANSPORTATION MASTER PLAN UPDATE, CITY OF HAMILTON, ONTARIO

TITLE
MAP OF CULTURAL HERITAGE RESOURCES

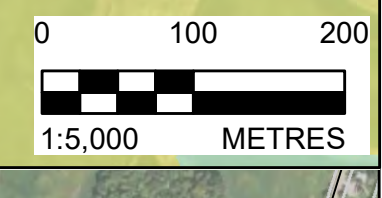
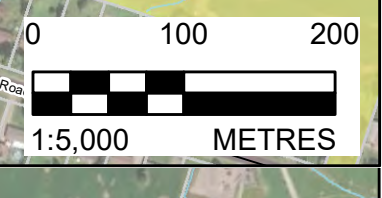
| | | |
|------------|------------|------------|
| CONSULTANT | YYYY-MM-DD | 2023-01-31 |
| | DESIGNED | BL |
| | PREPARED | BR |
| | REVIEWED | --- |
| | APPROVED | --- |

Path: S:\Client\City_of_Hamilton\Airport_Employment_Growth_District\Airport_Employment_Growth_District_Cultural_Heritage_Report\Map_of_Cultural_Heritage_Resources.mxd

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM 28mm



- LEGEND**
- HERITAGE STATUS:**
- DESIGNATED (PART IV)
 - REGISTERED NON-DESIGNATED
 - CITY OF HAMILTON INVENTORIED
 - PREVIOUSLY IDENTIFIED
 - IDENTIFIED IN THE FIELD
 - PREVIOUS HERITAGE ASSESSMENT
 - CEMETERY - CLOSED FOR BURIALS
 - CEMETERY - OPEN FOR BURIALS
 - HISTORIC SCHOOL
 - STUDY AREA
 - ROADWAY
 - HYDRO LINE
 - WATERCOURSE
 - WATERBODY
 - HAMILTON AIRPORT
 - PARCEL BOUNDARY



DRAFT

NOTE(S)
1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)
1. CONTAINS PUBLIC SECTOR DATA MADE AVAILABLE UNDER THE CITY OF HAMILTON'S OPEN DATA LICENCE
2. LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDR ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2021
3. SERVICE LAYER CREDITS: SOURCE: ESRI, MAXAR, EARTHSTAR GEOGRAPHICS, AND THE GIS USER COMMUNITY
4. PROJECTION: TRANSVERSE MERCATOR, DATUM: NAD 83, COORDINATE SYSTEM: UTM ZONE 17, VERTICAL DATUM: CGVD28

CLIENT
CITY OF HAMILTON

PROJECT
ADDENDUM - CULTURAL HERITAGE REPORT: EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT, AIRPORT EMPLOYMENT GROWTH DISTRICT TRANSPORTATION MASTER PLAN UPDATE, CITY OF HAMILTON, ONTARIO

TITLE
MAP OF CULTURAL HERITAGE RESOURCES

| CONSULTANT | DATE | REVISION |
|------------------|------------|------------|
| wsp GOLDR | YYYY-MM-DD | 2023-01-31 |
| | DESIGNED | BR |
| | PREPARED | BR |
| | REVIEWED | --- |
| | APPROVED | --- |

PROJECT NO: **21497597** CONTROL: **0001** REV: **A** FIGURE: **2**

FILE: S:\City of Hamilton\Airport Employment Growth District Transportation Master Plan Update\Map of Cultural Heritage Resources.mxd; Date: 2023-01-31 3:28:02 PM

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN ON THE SHEET, THE SHEET SIZE HAS BEEN ADJUSTED FROM THE ORIGINAL SIZE.