

# Appendix C

## Cultural Heritage & Archaeology

January 3, 2020

Prepared for



Prepared by



**Cultural Heritage Assessment Report:  
Built Heritage Resources and Cultural Heritage Landscapes**

**Existing Conditions – Assessment of Impacts**

**Hamilton RT- B-Line Maintenance and Storage Facility and Spur Line  
City of Hamilton, Ontario**

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**Cultural Heritage Assessment Report:  
Built Heritage Resources and Cultural Heritage Landscapes  
Existing Conditions – Assessment of Impacts**

**Hamilton RT- B-Line Maintenance and Storage Facility and Spur Line  
City of Hamilton,  
City of Hamilton, Ontario**

**EXECUTIVE SUMMARY**

Archaeological Services Inc. (ASI) was contracted by Hatch Mott MacDonald, Mississauga, on behalf of the City of Hamilton, to conduct a cultural heritage assessment for the proposed construction of a Maintenance and Service Facility (MSF) and Spur Lines for the Hamilton Rapid Transit (RT) B-Line in the City of Hamilton (Figure 1).

The proposed work, as currently outlined in preliminary plans available at the time of writing is not expected to impact identified cultural heritage resources. This was determined based on an evaluation of the proposed (preliminary) project routes and activities against the range of possible impacts as outlined by the Ministry of Culture.

Based on the results of the background data collection, a field review, and impact assessment the following recommendations are provided:

1. It is not anticipated that the proposed work to be undertaken towards the construction of spur lines along Barton, Birch, Cannon and Sanford streets or at the MSF at 330 Wentworth Street North, will impact any of the identified cultural heritage resources. However it is important to acknowledge that these are preliminary plans. Most of the cultural heritage resources along the spur lines are in some proximity to the right-of-way and, therefore, should the work plans be altered in any way, and when construction methods and staging areas are identified, it is critical to seek the advice of a qualified heritage consultant in order to develop appropriate mitigation strategies. One resource CHL 5, the old electric railway corridor, is in close proximity and, although any reuse of this as a new transportation corridor could be considered to be a sympathetic reuse; any changes to the plans which might impact this resource should be reviewed.
2. Two structures BHR 1 and BHR 21 sit outside the current limits of the MSF site. BHR 21, the Westinghouse Canadian Headquarters, is a designated structure under Part IV of the *Ontario Heritage Act*; furthermore, it sits within an industrial landscape which has evolved since the early twentieth century and which presents a number of heritage sensitivities. BHR 1 lies in close proximity to the MSF site and, as such, could be impacted should the planned work activities be altered.



**ARCHAEOLOGICAL SERVICES INC.  
BUILT HERITAGE AND CULTURAL HERITAGE LANDSCAPE PLANNING DIVISION**

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## TABLE OF CONTENTS

EXECUTIVE SUMMARY .....	ii
PROJECT PERSONNEL .....	iii
TABLE OF CONTENTS .....	4
1.0 INTRODUCTION .....	5
2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT.....	5
2.1 Approach and Methodology.....	5
2.2 Data Collection and Analysis .....	9
3.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT .....	12
3.1 Introduction .....	12
3.2 Township Survey and Settlement.....	12
3.3 Review of Historic Mapping .....	13
3.4 Existing Conditions.....	15
3.5 Impact Assessment .....	43
5.0 RECOMMENDATIONS .....	45
6.0 CULTURAL HERITAGE RESOURCE LOCATION MAPPING .....	46
7.0 REFERENCES .....	49
APPENDIX A: Preliminary Drawings for Maintenance and Storage Facility (MSF).....	51

## LIST OF FIGURES

Figure 1: Location of study area in the City of Hamilton, Ontario.....	5
Figure 2: The study area overlaid on the 1875 map of the Township of Barton.....	13
Figure 3: The study area overlaid on the 1922 map of the City of Hamilton .....	15
Figure 4: MSF Site and Spur Lines: Study Area Shown in Red .....	16
Figure 5: Identified Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR) within the Study Area (Sheet 1).....	46
Figure 6: Identified Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR) within the Study Area (Sheet 2) .....	47
Figure 7: Identified Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR) within the Study Area (MSF site).....	48

## LIST OF TABLES

Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area	21
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## LIST OF PLATES

Plate 1: View northeast across MSF site showing industry to north and east.....	18
Plate 2: View north from MSF showing mid twentieth-century factories on Hillyard Street.....	18
Plate 3: View south from MSF site to study area showing factories.....	18
Plate 4: Looking west from MSF site to Wentworth Street North showing early twentieth-century factory .....	18
Plate 5: View of Barton Street looking east from Sanford Street. ....	19
Plate 6: Sanford St looking south from Barton Street. ....	19
Plate 7: Sanford Street looking north from King St .....	19
Plate 8: Cannon Street looking west from Birch Street .....	19
Plate 9 Birch Street north of Barton showing Hydro Corridor along former (HRER) corridor .....	20
Plate 10: View north along Birch Street from Cannon Street.. ....	20



## 1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by Hatch Mott MacDonald, Mississauga, on behalf of the City of Hamilton, to conduct a cultural heritage assessment for the proposed construction of a Maintenance and Service Facility (MSF) and Spur Lines for the Hamilton Rapid Transit (RT) B-Line in the City of Hamilton (Figure 1).

The purpose of this report is to present a built heritage and cultural landscape inventory of cultural heritage resources in the study area, identify general impacts to identified cultural heritage resources, and propose appropriate mitigation measures. This research was conducted under the project direction of Rebecca A. Sciarra, Manager of the Built Heritage and Cultural Heritage Landscape Division.

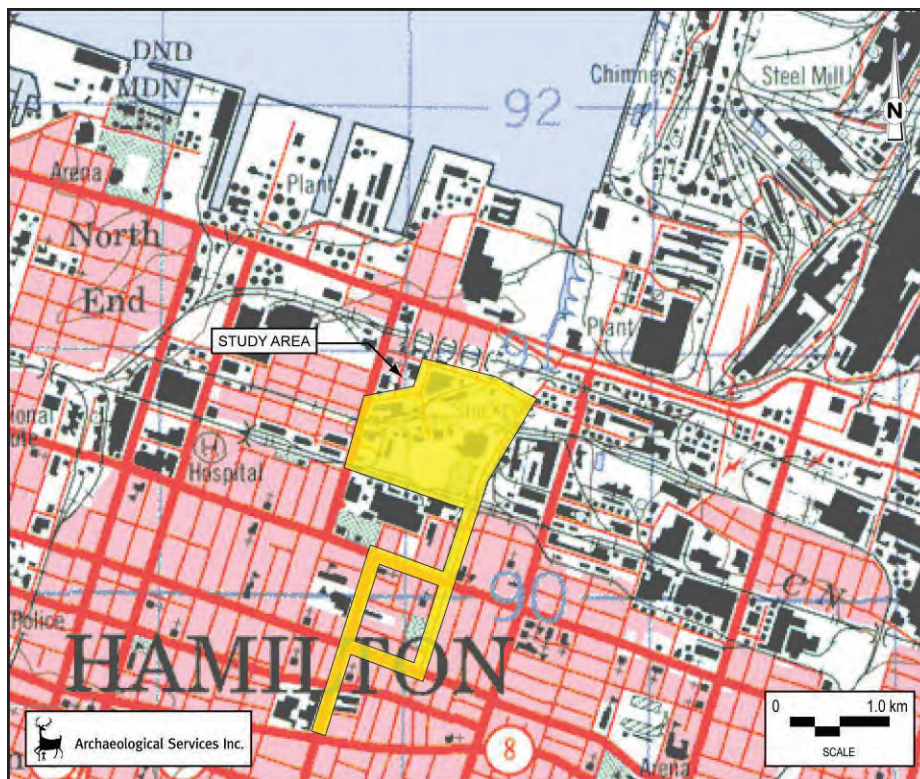


Figure 1: Location of study area in the City of Hamilton, Ontario  
NTS Map Hamilton-Burlington 30-M-05

## 2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT

### 2.1 Approach and Methodology

This cultural heritage assessment considers cultural heritage resources in the context of improvements to specified areas, pursuant to the *Environmental Assessment Act*. This assessment addresses above ground cultural heritage resources over 40 years old. Use of a 40 year old threshold is a guiding principle when conducting a preliminary identification of cultural heritage resources (Ministry of Transportation 2006;

Ministry of Transportation 2007; Ontario Realty Corporation 2007). While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.

For the purposes of this assessment, the term cultural heritage resources was used to describe both cultural landscapes and built heritage features. A cultural landscape is perceived as a collection of individual built heritage features and other related features that together form farm complexes, roadscape and nucleated settlements. Built heritage features are typically individual buildings or structures that may be associated with a variety of human activities, such as historical settlement and patterns of architectural development.

The analysis throughout the study process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines. Under the *Environmental Assessment Act* (1990) environment is defined in Subsection 1(c) to include:

- cultural conditions that influence the life of man or a community, and;
- any building, structure, machine, or other device or thing made by man.

The Ministry of Culture is charged under Section 2 of the *Ontario Heritage Act* with the responsibility to determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario and has published two guidelines to assist in assessing cultural heritage resources as part of an environmental assessment: *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992), and *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1981). Accordingly, both guidelines have been utilized in this assessment process.

The Guidelines on the Man-Made Heritage Component of Environmental Assessments (Section 1.0) states the following:

When speaking of man-made heritage we are concerned with the works of man and the effects of his activities in the environment rather than with movable human artifacts or those environments that are natural and completely undisturbed by man.

In addition, environment may be interpreted to include the combination and interrelationships of human artifacts with all other aspects of the physical environment, as well as with the social, economic and cultural conditions that influence the life of the people and communities in Ontario. The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* distinguish between two basic ways of visually experiencing this heritage in the environment, namely as cultural landscapes and as cultural features.

Within this document, cultural landscapes are defined as the following (Section 1.0):

The use and physical appearance of the land as we see it now is a result of man's activities over time in modifying pristine landscapes for his own purposes. A cultural landscape is perceived as a collection of individual man-made features into a whole. Urban cultural landscapes are sometimes given special names such as townscapes or streetscapes that describe various scales of perception from the general scene to the



particular view. Cultural landscapes in the countryside are viewed in or adjacent to natural undisturbed landscapes, or waterscapes, and include such landuses as agriculture, mining, forestry, recreation, and transportation. Like urban cultural landscapes, they too may be perceived at various scales: as a large area of homogeneous character; or as an intermediate sized area of homogeneous character or a collection of settings such as a group of farms; or as a discrete example of specific landscape character such as a single farm, or an individual village or hamlet.

A cultural feature is defined as the following (Section 1.0):

...an individual part of a cultural landscape that may be focused upon as part of a broader scene, or viewed independently. The term refers to any man-made or modified object in or on the land or underwater, such as buildings of various types, street furniture, engineering works, plantings and landscaping, archaeological sites, or a collection of such objects seen as a group because of close physical or social relationships.

The Minister of Tourism and Culture has also published *Standards and Guidelines for Conservation of Provincial Heritage Properties* (April 2010; Standards and Guidelines hereafter). These Standards and Guidelines apply to properties the Government of Ontario owns or controls that have cultural heritage value or interest. They are mandatory for ministries and prescribed public bodies and have the authority of a Management Board or Cabinet directive. Prescribed public bodies include:

- Agricultural Research Institute of Ontario
- Hydro One Inc.
- Liquor Control Board of Ontario
- McMichael Canadian Art Collection
- Metrolinx
- The Niagara Parks Commission.
- Ontario Heritage Trust
- Ontario Infrastructure Projects Corporation
- Ontario Lottery and Gaming Corporation
- Ontario Power Generation Inc.
- Ontario Realty Corporation
- Royal Botanical Gardens
- Toronto Area Transit Operating Authority
- St. Lawrence Parks Commission

The Standards and Guidelines provide a series of definition considered during the course of the assessment:

A provincial heritage property is defined as the following (14):

Provincial heritage property means real property, including buildings and structures on the property, that has cultural heritage value or interest and that is owned by the Crown in right of Ontario or by a prescribed public body; or that is occupied by a ministry or a prescribed public body if the terms of the occupancy agreement are such that the ministry or public body is entitled





to make the alterations to the property that may be required under these heritage standards and guidelines.

A provincial heritage property of provincial significance is defined as the following (14):

Provincial heritage property that has been evaluated using the criteria found in Ontario Heritage Act O.Reg. 10/06 and has been found to have cultural heritage value or interest of provincial significance.

A built heritage resource is defined as the following (13):

...one or more significant buildings (including fixtures or equipment located in or forming part of a building), structures, earthworks, monuments, installations, or remains associated with architectural, cultural, social, political, economic, or military history and identified as being important to a community. For the purposes of these Standards and Guidelines, “structures” does not include roadways in the provincial highway network and in-use electrical or telecommunications transmission towers.

A cultural heritage landscape is defined as the following (13):

... a defined geographical area that human activity has modified and that has cultural heritage value. Such an area involves one or more groupings of individual heritage features, such as structures, spaces, archaeological sites, and natural elements, which together form a significant type of heritage form distinct from that of its constituent elements or parts. Heritage conservation districts designated under the Ontario Heritage Act, villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trails, and industrial complexes of cultural heritage value are some examples.

Additionally, the *Planning Act* (1990) and related *Provincial Policy Statement (PPS)* make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

2.0 ...protecting cultural heritage and archaeological resources for their economic, environmental, and social benefits.

Part 4.5 of the *PPS* states that:

Comprehensive, integrated and long-term planning is best achieved through municipal official plans. Municipal official plans shall identify provincial interests and set out appropriate land use designations and policies. Municipal official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions.



Municipal official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of a municipal official plan.

Those policies of particular relevance for the conservation of heritage features are contained in Section 2- Wise Use and Management of Resources, wherein Subsection 2.6 - Cultural Heritage and Archaeological Resources, makes the following provisions:

2.6.1 Significant built heritage resources and cultural heritage landscapes shall be conserved.

A number of definitions that have specific meanings for use in a policy context accompany the policy statement. These definitions include built heritage resources and cultural heritage landscapes.

*Built heritage resources* mean one or more buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic, or military history, and identified as being important to a community.

*Cultural heritage landscapes* mean a defined geographical area of heritage significance that has been modified by human activities. Such an area is valued by a community, and is of significance to the understanding of the history of a people or place. Examples include farmscapes, historic settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value (*PPS 2005*).

In addition, significance is also more generally defined. It is assigned a specific meaning according to the subject matter or policy context, such as wetlands or ecologically important areas. With regard to cultural heritage and archaeology resources, resources of significance are those that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people (*PPS 2005*).

Criteria for determining significance for the resources are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation (*PPS 2005*).

Accordingly, the foregoing guidelines and relevant policy statement were used to guide the scope and methodology of the cultural heritage assessment.

## **2.2 Data Collection and Analysis**

In the course of the cultural heritage assessment, all potentially affected cultural heritage resources are subject to inventory. Short form names are usually applied to each resource type, (e.g. barn, residence). Generally, when conducting a preliminary identification of cultural heritage resources, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of cultural heritage resources in a particular geographic area.



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

A field review is then undertaken to confirm the location and condition of previously identified cultural heritage resources. The field review is also utilized to identify cultural heritage resources that have not been previously identified on federal, provincial, or municipal databases.

Several investigative criteria are utilized during the field review to appropriately identify new cultural heritage resources. These investigative criteria are derived from provincial guidelines, definitions, and past experience. During the course of the environmental assessment, a built structure or landscape is identified as a cultural heritage resource if it is considered to be 40 years or older<sup>1</sup>, and if the resource satisfies at least one of the following criteria:

**Design/Physical Value:**

- It is a rare, unique, representative or early example of a style, type, expression, material or construction method.
- It displays a high degree of craftsmanship or artistic merit.
- It demonstrates a high degree of technical or scientific achievement.
- The site and/or structure retains original stylistic features and has not been irreversibly altered so as to destroy its integrity.
- It demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period.

**Historical/Associative Value:**

- It has a direct association with a theme, event, belief, person, activity, organization, or institution that is significant to: the City of Hamilton, the Province of Ontario; or Canada.
- It yields, or has the potential to yield, information that contributes to an understanding of the history of the: City of Hamilton the Province of Ontario, or Canada.
- It demonstrates or reflects the work or ideas of an architect, artist builder, designer, or theorist who is significant to: the City of Hamilton; the Province of Ontario; or Canada.
- It represents or demonstrates a theme or pattern in Ontario's history.
- It demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage.

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<sup>1</sup> Use of a 40 year old threshold is a guiding principle when conducting a preliminary identification of cultural heritage resources (Ministry of Transportation 2006; Ministry of Transportation 2007; Ontario Realty Corporation 2007). While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.



- It has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use.
- It has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.

**Contextual Value:**

- It is important in defining, maintaining, or supporting the character of an area.
- It is physically, functionally, visually, or historically linked to its surroundings.
- It is a landmark.
- It illustrates a significant phase in the development of the community or a major change or turning point in the community's history.
- The landscape contains a structure other than a building (fencing, culvert, public art, statue, etc.) that is associated with the history or daily life of that area or region.
- There is evidence of previous historic and/or existing agricultural practices (e.g. terracing, deforestation, complex water canalization, apple orchards, vineyards, etc.)
- It is of aesthetic, visual or contextual important to the province.

If a resource meets one of these criteria it will be identified as a cultural heritage resource and is subject to further research where appropriate and when feasible. Typically, detailed archival research, permission to enter lands containing heritage resources, and consultation is required to determine the specific heritage significance of the identified cultural heritage resource.

When identifying cultural heritage landscapes, the following categories are typically utilized for the purposes of the classification during the field review:

Farm complexes:	comprise two or more buildings, one of which must be a farmhouse or barn, and may include a tree-lined drive, tree windbreaks, fences, domestic gardens and small orchards.
Roadscapes:	generally two-lanes in width with absence of shoulders or narrow shoulders only, ditches, tree lines, bridges, culverts and other associated features.
Waterscapes:	waterway features that contribute to the overall character of the cultural heritage landscape, usually in relation to their influence on historic development and settlement patterns.
Railscapes:	active or inactive railway lines or railway rights of way and associated features.
Historical settlements:	groupings of two or more structures with a commonly applied name.
Streetscapes:	generally consists of a paved road found in a more urban setting, and may include a series of houses that would have been built in the same time period.



Historical agricultural  
Landscapes:

generally comprises a historically rooted settlement and farming pattern that reflects a recognizable arrangement of fields within a lot and may have associated agricultural outbuildings, structures, and vegetative elements such as tree rows;

Cemeteries:

land used for the burial of human remains.

Results of data collection, field review, and impact assessment are contained in Section 3.0; while Sections 4.0 and 5.0 contain conclusions and recommendations with respect to potential impacts of the undertaking on identified cultural heritage resources.

### **3.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT**

#### **3.1 Introduction**

This section provides a brief summary of historic research and a description of previously identified above-ground cultural heritage resources that may be affected by the construction of the spur lines and the maintenance and service facility. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of Euro-Canadian settlement and land use. Historically, the study area is located in the former Township of Barton

#### **3.2 Township Survey and Settlement**

The land within Barton Township was acquired by the British from the Mississaugas in 1784. The first township survey was undertaken in 1791 by Augustus Jones and the first settlers occupied their land holdings the same year (Smith 1846:8; Burkholder 1956; Armstrong 1985:141; Rayburn 1997:24). Barton Township was bounded by Burlington Bay on the north, Saltfleet Township on the east, Ancaster on the west, and Glanford to the south. Part of the Niagara Escarpment passes through the township and has, since its early days, been known as the “Mountain” (Mika and Mika 1977). Barton Township was named after a town in Lincolnshire, England.

One of the first pioneers in Barton Township was Robert Land who emigrated from the United States in the 1770s and settled below the Niagara Escarpment. Early settlers who settled on the plain on top of the Mountain include Cornelius and Samuel Ryckman, Lewis and Peter Horningm William Terryberry, Jacob and William Ryman, Peter Horning, William Terryberry and the Markle family (Mika and Mika 1977). Barton was also initially settled by disbanded soldiers, mainly Butler’s Rangers, and other Loyalists following the end of the American Revolutionary War.

Settlement was slow during the first two decades of settlement and was mainly concentrated on the area below the Mountain. Land at the foot of the Mountain was not favourable for farming but the area prospered due to its proximity to Burlington Bay. Barton Township became a part of the City of Hamilton in 1960.



During the nineteenth century much of the north part of the study area was part of a large inlet known as Sherman's Inlet. The early shoreline of Hamilton was made up a series of inlets; the largest of these running from just east of Wentworth Street to east of Parkdale Avenue (near the Windermere Basin). Over the past century most of these have been filled into create wharfs and industrial sites for some of Hamilton's heavy industry.

### 3.3 Review of Historic Mapping

A review of the Illustrated Historical Atlas of the Township Barton (Page and Smith: 1875) and early twentieth-century maps were reviewed to determine the potential for the presence of cultural heritage resources within the study area during the nineteenth century (Figure 2). It should be noted, however, that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases

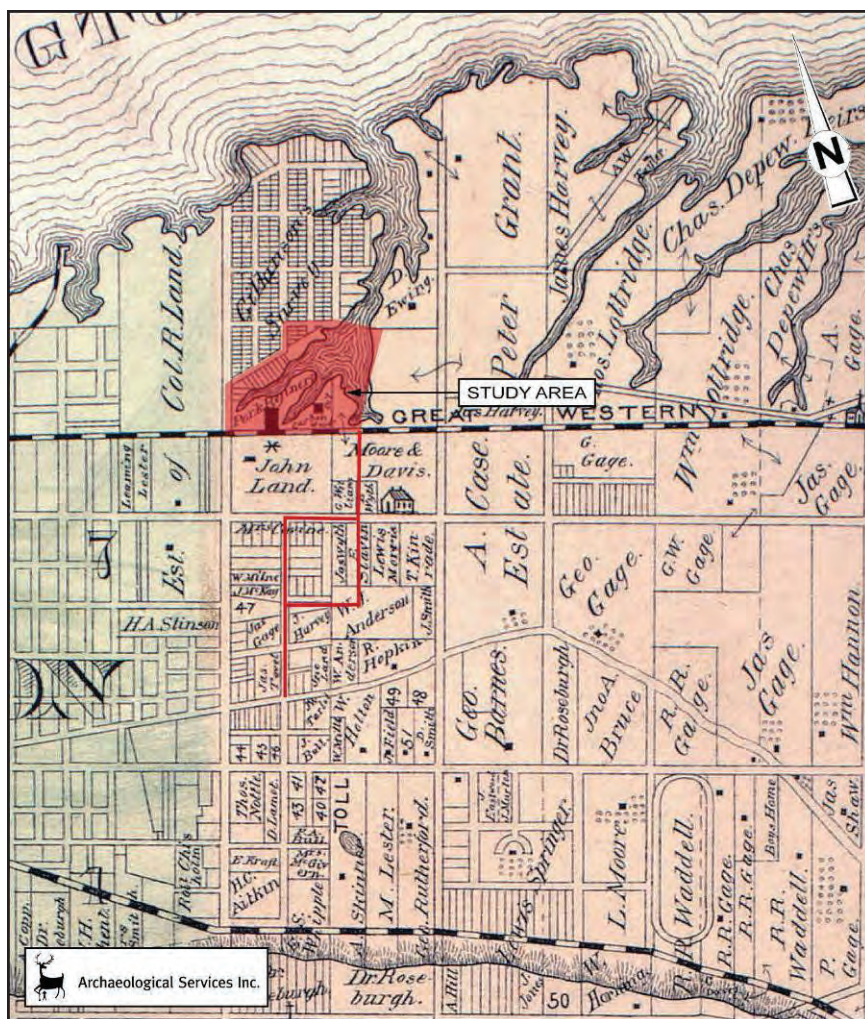


Figure 2: The study area overlaid on the 1875 map of the Township of Barton  
Base Map: Illustrated historical atlas of the County of Wentworth (1875)

Historically, the study area was located in the Township of Barton. Lying just outside the City of Hamilton the study area lies within Lots 9 and 10 on Concessions I and II in the former Township of Barton. The spur lines lie within the second concession, while the MSF site is located on Concession I, just north of the Concession line (Figure 2).

A review of the 1875 Historical Atlas map (Figure 2) shows that much of the north part of the study area was part of a large inlet known as Sherman's Inlet. The early shoreline of Hamilton was made up a series of inlets; the largest of these running from just east of Wentworth Street to east of Parkdale Avenue (near the Windermere Basin). Over the past century most of these have been filled into create wharfs and industrial sites for some of Hamilton's heavy industry (c.f. Figure 1). Nearly all of the land comprising the proposed site for the MSF was covered by the southern end of Sherman's Inlet. The map shows that there are two structures in this area: the first a large rectangular structure is labelled 'pork refinery' and a smaller structure named 'carbon works' and 'oil' is depicted on the opposite side of one of the fingers of the inlet. Running along the south side of the proposed MSF area are the Great Western Railway tracks.

The proposed route of the spur lines lies with Lots 9 and 10 in Concession II. At the time the Atlas Map was drawn, the southern area of Lot 10 appears to have been subdivided into individual house lots—as this area lies just outside the City limits; it is likely that these were precursors to a denser, urban land use pattern. Lot 9 is also divided up but, at this time, exists as larger properties (probably about one-eighth sized lots). Few, if any, structures are shown in this area. Just north of the concession line (now Barton Street) are two large properties—both appear to be half or quarter lots and run between the Concession line and Sherman's Inlet. The west property is owned by John Land, an early and important settler in the Hamilton area; this property is now Woodland Park and lies between the two parts of the overall study area. The easterly property is owned by "Moore and Davis" who also appear to own the land north of the railway tracks. A large residence is shown on the property the southwest corners appear to be divided into two very small lots. It appears that Moore and Davis may be an early real estate/ property management firm established in the 1860s.

By 1922 (Figure 3), the area has developed considerably and shows many of the characteristics of land use and property development still visible today (Figure 3). This maps shows that Sherman's Inlet has been altered but still retains much of its early shape. The 1922 maps shows that the proposed MSF site is now occupied by Oliver Plow [sic] Works Co. This American company set up its Canadian works in 1909 in Hamilton undertaking business in partnership with International Harvester (depicted on the neighbouring property(Figure 3)) before being sold to International Harvester in 1919. The rail line still exists across the southern boundary of the proposed MSF site; however, by the time the map was drawn a spur line of the Toronto Hamilton and Burlington Railway has been constructed through the (now) Hamilton works site. Also shown on this map is the route of the Hamilton Radial Electric Railway (HRER) running south along Birch Street. Further, a number of spur lines have been constructed through the present-day City of Hamilton works site which was then part of International Harvester.

The spur line area (south of Barton Street) has been developed to its current day arrangement; each of the four streets is in place and are named, as are all of the cross streets. This map does not depict individual properties so it is difficult to know fully the extent of settlement/development in this area. Woodlands Park (former home of the Land family) has been established by this time as has the Canadian Westinghouse complex (Figure 3).



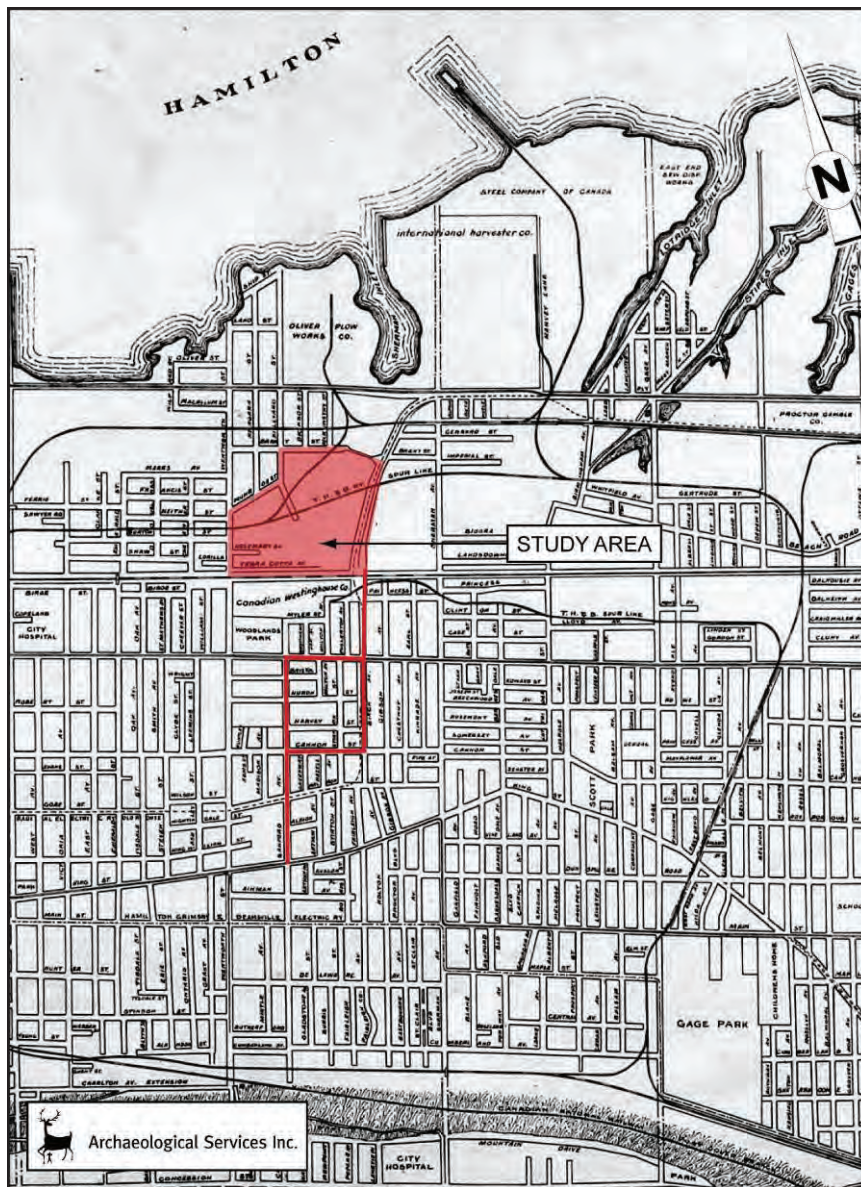


Figure 3: The study area overlaid on the 1922 map of the City of Hamilton  
*Base Map: Map of the City of Hamilton (n.a. 1922)*

### 3.4 Existing Conditions

In order to make a preliminary identification of existing cultural heritage resources within the study area, the City of Hamilton’s Heritage Inventories (Volumes 1-3, 5 and 7) were consulted. Based on the review of available data, there are five previously identified resources of cultural heritage interest within or adjacent to the study area: two schools, a church, a former bank building and the former Headquarters of Westinghouse. The last is adjacent to the study area and is designated under Part IV of the *Ontario Heritage Act*; three are of significance at the local level (Volume 2, *Hamilton’s Heritage Inventory*) and



one is listed in Volume 3 (*Hamilton's Heritage Inventory-- The Canadian Inventory of Heritage Buildings*).

A field review was undertaken by Mary-Cate Garden, Cultural Heritage Specialist, ASI in July 2012 in order to document the existing conditions of the study area. Table 1 below lists the cultural heritage resources identified within the study area while Section 6.0 provides feature mapping of these resources.

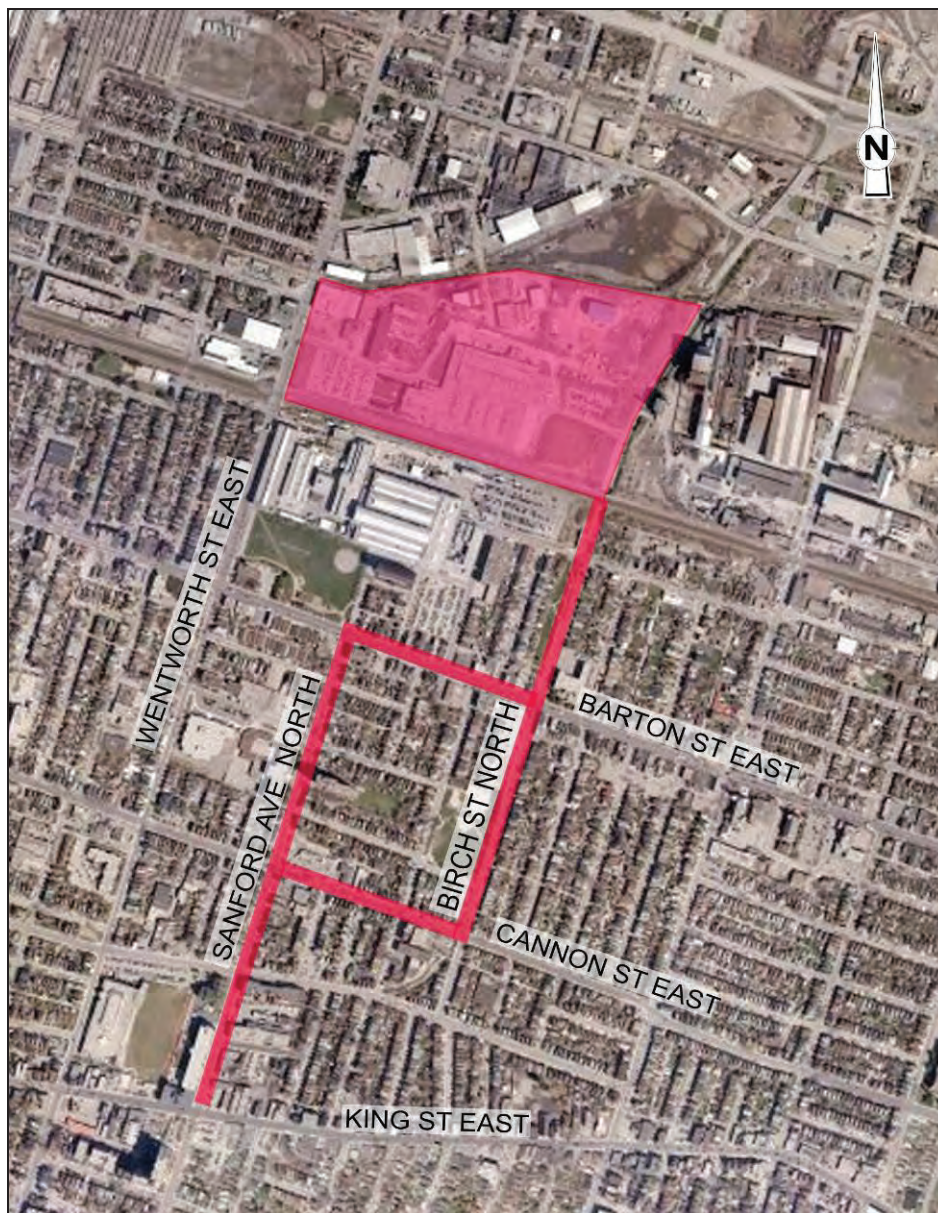


Figure 4: MSF Site and Spur Lines: Study Area Shown in Red

The study area sits within the Village of Barton, a neighbourhood within the northeast area of the City of Hamilton (Figure 4); previously part of the (former) Township of Barton, this area was annexed by the

City of Hamilton in the mid-twentieth century. The land use within the study area ranges from industrial to residential to small scale commercial enterprises. The MSF site located north of Barton Street East and between Wentworth Street and Birch Street is located in an area that has been an industrial area for more than a century (Plates 3 and 4). Originally located at the head of Sherman's Inlet the land was heavily used as early as the late nineteenth century and before the inlet was filled. Although little remains of these early industries, a small factory (BHR 1) located on the edge of the MSF site speaks to the early twentieth-century use of the MSF site. As well, some small workshops located off Hillyard Street (CHL 10) are evidence of the mid (twentieth)-century use of this area (Plate 2).

Barton Street runs through much of Hamilton and, over its full distance, its character changes. Within the study area this stretch of Barton Street East is made up of small-scale retail and commercial enterprises (Plate 5) interspersed with residences most of which have been converted for retail purposes. Most of the structures on Barton Street date to the first two decades of the twentieth century paralleling the rise of the industries located to the north of the study area. The four streets making up the study area: Barton, Birch, Cannon and Sanford lie to the south of Barton Street and are largely residential neighbourhoods (Figure 5). There are two exceptions to this: the block on Sanford Avenue between Wilson Street and King Street (Plate 7) and the block of Birch Street north of Barton Street (Plate 9). The location proposed for the MSF site is currently in use by the City of Hamilton as a garage and maintenance yard and lies to the north of Barton Street and north of the CN railway tracks (Figure 5). The study area borders on the heavily industrialised area of Hamilton which grew up in the early twentieth-century and which expanded with the filling of the inlets (including Sherman's Inlet). The Westinghouse Headquarters Building is one of the remnants of the early twentieth-century character of this part of Hamilton. Today, some of these industries remain north of Barton Street and north and east of the MSF site (Plate 3). The residential area south of Barton Street grew up as a 'working man's' neighbourhood which would have provided the workforce for the local industries.

Barton Street East is a heavily travelled route with two lanes in each direction (Plate 5). The three residential streets consist of wide, two-lane city streets bounded on both sides by sidewalks and each is well-travelled. All three of these streets are designated one-way routes. Birch Street, south of Barton Street (Plate 10), is particularly wide and, between c. 1898 to the 1940s, was home to one of the lines of the Hamilton Radial Electric Railway (HRER). In 1925 the assets of the HRER transferred to the Hamilton Street Railway and, over the next twenty years many of the tracks were removed. It is not known for certain when the tracks on Birch Street were lifted. Cannon Street, like the other streets, is also well-travelled and is largely a residential area (Plate 8). A large transformer station sits at one end of the study area—at the corner of Birch and Cannon—while the western end of the study area is marked by a small strip mall. Between these two points, Cannon Street does not appear to have changed significantly since the early twentieth century. Sanford Street which is industrial south of Wilson Street, is also primarily a residential street (Plate 6) which shows evidence of a landscape which has evolved over the first half of the twentieth century. Notable properties on Sanford Street include the c. 1932 school and a slightly earlier church. A late twentieth-century highrise has been built north of Huron Street but the streetscape as a whole dates to the first half of the twentieth century.

Barton Street and Sanford, although not named, are both depicted on the 1875 atlas map (Figure 2). Neither Birch or Cannon is depicted on this map—these streets speak to the early twentieth-century character of the area and the growth following the rise of industry in Hamilton's north end. Over the past century, the neighbourhood and the commercial stretch of Barton Road have remained largely unchanged and, today, remain as evolved landscapes which have undergone change but nonetheless retain much, if



not most, of their early character These landscapes contain several notable cultural heritage resources and intact streetscapes.

## Plates



Plate 1: View northeast across MSF site showing industry to north and east.



Plate 2: View north from MSF showing mid twentieth-century factories on Hillyard Street.



Plate 3: View south from MSF site to study area showing factories (Westinghouse Headquarter Building (BHR 21) at right of photo) and rail corridor.



Plate 4: Looking west from MSF site to Wentworth Street North showing early twentieth-century factory (BHR 1).





Plate 5: View of Barton Street looking east from Sanford Street.



Plate 6: Sanford St looking south from Barton Street.



Plate 7: Sanford Street looking north from King St.

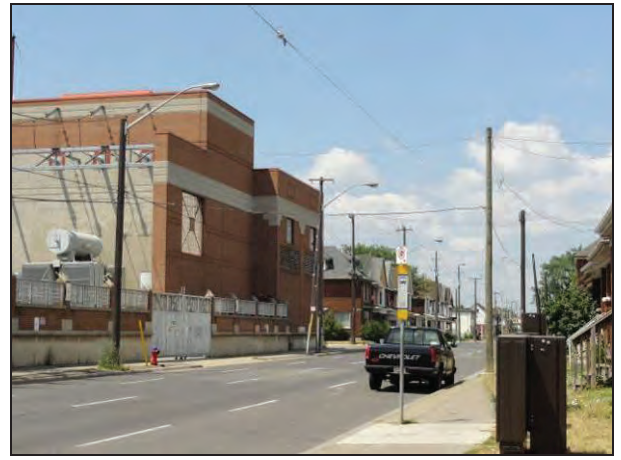


Plate 8: Cannon Street looking west from Birch Street.



Plate 9 Birch Street north of Barton showing Hydro Corridor along (former) Hamilton Radial Electric Railway (HRER) corridor.



Plate 10: View north along Birch Street from Cannon Street. Former HRER corridor to left of photo.



The table below (Table 1) lists all built heritage resources and cultural heritage landscapes identified during the field review.

**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area**

Feature	Inventory Description	Photograph(s)
CHL 1	<p>This resource is made up of a series of small-scale retail and commercial enterprises which lie, primarily, along the north side of Barton Street East between Sanford Street and Birch Street. Although the south side of Barton Street is also commercial, CHL 1 is distinguished by the purpose-built structures which CHL 2 (see below) consist of residential structures adapted to commercial purposes. Most of these buildings date to the period before 1920 and show a variety of architectural styles; most of these structures are highly individualised with particular design details or embellishments. These include entablature (e.g. 539 Barton Street) and the cornices and a variety of window opening styles. These structures all feature flat roofs and all are constructed of brick. Some of these structures have been adapted to residential purposes and, as such, feature siding or later door openings; however, most of the structures on the north side have continued to operate as commercial enterprises. A former bank building located at 541/543 Barton Street (BHR 3) was previously identified in Hamilton’s Heritage Inventory (volume 2). At the time of the field review, this structure was being used for residential purposes.</p> <p>Location: Barton Avenue (North side)                      Feature Type: Streetscape of early twentieth-century commercial structures.                      Recognition: Identified during the field review.</p>	 <p>North side of Barton Street, looking west from Minto Avenue.</p>  <p>Commercial structures along north side of Barton Street. Note infill building to centre left of photo.</p>

**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area**

Feature	Inventory Description	Photograph(s)
CHL 2	<p>In contrast to the north side of Barton Street (CHL 1) the south side of the street features residential structures which have been adapted to commercial purposes. Mostly confined to the south side, there are at least three residences on the north side (near Sanford Avenue) which have been converted to commercial purposes. This mirrors the larger landscape of the study area which exhibits a trend of commercial and industrial structures located to the north (of Barton Street) and residential structures and areas found to the south. While there is a range in styles of architecture, most of the houses appear to date to same period (e.g. 1900-1920) as the north side. There is some variation within the architectural styles including large two-storey structures with hipped roofs (e.g. 542 Barton Street) and gable roof residences with projecting bay such as those at 546-48 Barton Street. The streetscape of the south side of Barton street is completed by several built heritage resources including two churches: the Korean Presbyterian Church (BHR 2), Ridgecrest Baptist Church (BHR 6), a late twentieth century commercial structure (BHR 7) and a commercial structure at the corner of Barton Street and Birch Street (BHR 10). This evolved landscape features structures and businesses dating from the early twentieth-century through to the late twentieth/early twenty-first century.</p> <p>Location: Barton Street (primarily south side)</p> <p>Feature Type: Streetscape of early twentieth-century residences</p> <p>Recognition: Identified during the field review.</p>	 <p data-bbox="792 751 1365 814">South side of Barton Street looking east from Westinghouse Avenue.</p>  <p data-bbox="792 1276 1365 1339">South side of Barton Street between Minto and Stirton Streets.</p>

**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area**



Feature	Inventory Description	Photograph(s)
CHL 3	<p>This streetscape consists of two and two and a half storey gable roofed houses. Included in this streetscape are brick and frame houses which date to the first decades of the twentieth century. Other variations include the porches (both frame and brick) and additions to the upper floor. Most of these structures feature a small lawn running back from the sidewalk paralleling the right-of-way and some feature established trees. All of these houses are detached. The construction of these houses and the style is typical of the development of this area of Hamilton during the very early twentieth century. This style of vernacular architecture is found throughout the southern part of the study area and throughout the city of Hamilton. This streetscape is limited to the east half of the street; the west side of the street—now a park—was taken up by the rail corridor for the Hamilton Radial Electric Railway (HRER).</p> <p>Location: Birch Street East side (south of Barton)</p> <p>Feature Type: Early twentieth-century streetscape</p> <p>Recognition: Identified during the field review.</p>	 <p>Birch Street North of Harvey Street, frame houses near Cannon Street.</p>  <p>Birch Street looking towards Barton Street. Note mix of frame and brick houses.</p>




**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area**

Feature	Inventory Description	Photograph(s)
CHL 4	<p>This streetscape is located north of Barton and features the remnants of housing which would have run north from 'The Gibson School' (BHR 9). The majority of these consist of post-war bungalows constructed of red brick with gable roofs clad in asphalt shingles. Each of these properties includes a driveway and a small lawn. All of these houses include a small porch on the front elevation. These houses do not appear to have been altered significantly over their lifetime. The streetscape is completed by houses to the south and north of these houses which date to a similar time period but are two storey frame and brick structures. Like the houses located south of Barton Street (CHL 3) these residences are limited to the east side of the street. The west side consists of a wide grassy verge which currently serves as a hydro corridor and formerly was the HRER corridor.</p> <p>Location: Birch Street East side (north of Barton)</p> <p>Feature Type: early to mid twentieth-century streetscape</p> <p>Recognition: Identified during the field review.</p>	 <p>Birch Street north of Barton with view towards The Gibson School (BHR 9).</p>  <p>Birch Street north of Barton Street, with view north to railway bridge (BHR 11).</p>

**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area**

Feature	Inventory Description	Photograph(s)
CHL 5	<p>This landscape is readily identifiable both north and south of Barton Street, running almost the full extent of the study area. Currently occupied by a hydro corridor, this landscape consists of a wide grassy verge located to the west of the sidewalk (north of Barton Street) and adjacent to the right-of-way. North of Barton, the ground rises to the west of the verge to meet the lane and garages running behind the east side of Fullerton Ave. South of Barton, the upper end of Birch Street has been realigned so that the street ‘dog legs’ slightly to the west. A wide verge and boulevard is currently used for street parking. The area to the south of this has been adapted as a public park. Steel pylons run north-south along this corridor into the transformer station at the corner of Birch and Cannon Streets. Prior to the installation of these pylons, this area was the site of the HRER until the 1940s.</p>	 <p>Birch Street showing HRER and hydro corridor. View south to Barton Street</p>
	<p>Location: Birch Street West side                      Feature Type: Former transportation corridor                      Recognition: Identified during the field review.</p>	 <p>Birch Street at Harvey. View south to Cannon showing HRER/hydro corridor. Transformer station (BHR 23) at the corner of Cannon and Birch streets.</p>


**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area**

Feature	Inventory Description	Photograph(s)
CHL 6	<p>This streetscape is similar to CHL 3 on the east side of Birch Street and consists of two and a half storey brick residence with gable roofs. Like CHL 3 this streetscape dates to the first decades of the twentieth century but unlike CHL 3, this streetscape exhibits less variation in the style of houses. As with the other streetscapes there has been alteration to these structures; however, the original character of the streetscape has been retained. The streetscape is found on both the north and south side of the street and is almost wholly intact (with little or no infill between Birch Street ((Hazel Street on the south side) to the strip mall east of Sanford Avenue. This neighbourhood is typical of early twentieth-century settlement and development in northeast of the City of Hamilton.</p> <p>Location: Cannon Street (north and south sides)                      Feature Type: Streetscape of early twentieth-century residences                      Recognition: Identified in the field</p>	 <p>North side of Cannon Street looking west to Sanford Avenue</p>  <p>South side of Cannon Street looking east to Birch Street</p>



**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area**

Feature	Inventory Description	Photograph(s)
CHL 7	<p>In contrast to the streets located on the southern and northern edges of the study area which are a mix of industry, transportation and residential, this streetscape located between Wilson Street and Barton Street is almost wholly residential. The streetscape of brick and frame houses is interspersed with a c. 1930s school (BHR 19), a park and later twentieth-century structures. This streetscape is similar to other within the study area consisting of two storey brick (in this instance) houses with gable roofs. In this instance variations include projecting bays, alterations to the upper floors and, in many cases, front porches. This streetscape is interspersed with later post-war house (CHL 8) and newer structures including a late twentieth-century tower blocks and individual infill residences. Like the other streetscapes, these residences are fronted by small lawns. Driveways, in general, are absent although a few exist throughout this streetscape.</p> <p>Location: Sanford Street</p> <p>Feature Type: Streetscape of early twentieth-century residences</p> <p>Recognition: Identified in the field.</p>	 <p>Looking south on Sanford Avenue from Barton St</p>  <p>Sanford Avenue, north from Cannon Street.</p>




**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area**

Feature	Inventory Description	Photograph(s)
CHL 8	<p>This set of three small-scale bungalows is located adjacent to an older, larger scale streetscape (CHL 8). These frame structures each present with a central gable and the two northern residences have had a small, central porch added to the front elevation. At least one of these structure (the most southerly) has a shed roof extension on the east elevation. All of these residences are fronted by ‘pocket’ lawns. One of these structures retains a small picket fence. These houses represent a later phase [than CHL 7] of middle to lower income housing in this established mixed industrial area. The retention of this cluster of houses is an important component of the evolved streetscapes within the study area.</p> <p>Location: Sanford Street</p> <p>Feature Type: Cluster of postwar bungalows</p> <p>Recognition: Identified in the field review.</p>	 <p>Post-war bungalows, Sanford Avenue north of Huron Street</p>

**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area**

Feature	Inventory Description	Photograph(s)
CHL 9	<p>This cluster typifies the small-scale industries and factories that appear to have dotted the south end of Sanford Street. Two of the resources within this cluster are large brick multi-storey structures; one of these has been adapted as a storage facility (BHR 14). This structure has a large addition on the rear and some windows have been blocked. A second large-scale factory (BHR 16) located on the corner of Sanford and Wilson Streets is made up of a complex of late nineteenth/early twentieth century buildings and a rear work yard. Other smaller, later (i.e., mid-twentieth century) structures are located to the south of these two buildings and represent a secondary phase of development.</p>	 <p>Industrial Cluster, Sanford Avenue, south of Wilson. View to south</p>  <p>Industrial cluster from King Street. View to northeast.</p>
	Location: Sanford Street	
	Feature Type: Small scale industry cluster	
	Recognition: Identified in the field review.	

**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area**

Feature	Inventory Description	Photograph(s)
CHL 10	<p>Located to the north of the 330 Wentworth Site this cluster of small (work)shops and industrial structures is representative of the small-scale industry that mixed with the larger factories was typical of the industrial land use in this area. Most of these structures are cinderblock construction and many present with flat roofs. These properties may include more than one structure and all include exterior work spaces and yards. Those along the street are fronted by a grass verge. This streetscape represents a semi-evolved landscape which has developed since circa at least the 1950s</p> <p>Location: Hillyard Street</p> <p>Feature Type: Small scale industry cluster</p> <p>Recognition: Identified in the field</p>	 <p>View north along Hillyard Street showing small workshops and factories</p>
CHL 11	<p>This active rail corridor runs along the south side of the MSF site, crossing Wentworth Street North as a level crossing and carried over Birch Street North by a two span girder bridge (BHR 8). Now owned by Canadian National Railways (CNR) this line appears to be an active and well-used freight line. Originally part of the Great Western Railway and latterly Grand Trunk Railway, there has been a railway line in this area since at least the late nineteenth century.</p> <p>Location: North of Princess Street</p> <p>Feature Type: Rail corridor</p> <p>Recognition: Identified in the field</p>	 <p>Railway crossing Birch Street North. View to south.</p>  <p>View of rail corridor (with train) looking northwest from MSF site at 330 Wentworth Street N.</p>

**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area**

Feature	Inventory Description	Photograph(s)
<p>BHR 1</p>	<p>This two-storey red brick structure consists of a long central portion two wings/projecting ends. The west elevation appears to have been faced with metal siding while the south and east elevations are brick. The GH logo on the siding dates to c. 1989 Lying on a slight angle and a considerable distance to Wentworth Street, this factory appears to have yards to the north and east. Constructed of red brick the structure has external cement framing which may cover metal beams. There is evidence along the west elevation of alterations suggesting that this structure has been expanded during its lifetime. Although it is not certain when this structure was constructed, it appears that it may have been in operation since the early decades of the twentieth century. This site has been identified as a toxic waste site by the Ministry of the Environment.</p> <p>Location: 350 Wentworth Street                      Feature Type: Industrial                      Recognition: Identified during field review</p>	 <p>View of factory from northwest. Note siding on north (front elevation).</p>
<p>BHR 2</p>	<p>This resource is now known as Hamilton Korean Presbyterian Church is located at the intersection of Sanford Avenue and Barton Street East. This structure appears to date to the early twentieth century and is constructed of redbrick with grey stone embellishments and foundations. Facing onto Sanford Avenue, the structure presents with a low square tower with crenulations. The windows appear to be original and take their influence from gothic architecture. The structure features buttress. The building appears to include a square hall structure with square towers at the corners. The main structure features a gable roof and raised first floor</p> <p>Location: 200 Sanford Avenue                      Feature Type: church                      Recognition: volume 2 Hamilton's <i>Heritage Inventory</i></p>	 <p>North elevation of Hamilton Korean Presbyterian Church showing addition with towers (at left of photo) View from north</p>





**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area**

Feature	Inventory Description	Photograph(s)
BHR 3	<p>This two-storey structure is constructed of dark red brick with stone window trim and window hoods with decorative keystones. . All visible windows appear to have been retained; however, the structure itself is currently being used for residential purposes. A single storey addition of similar materials and design has been added to the north elevation. The roof features elaborate entablature and decorative stone brackets on the east, west and south elevations. Windows and window openings on the south and west elevations are original with early/original glass retain in the window. The door openings also appear to be original; however, the west door has been replaced. This structure appears to have been a bank building and is typical of bank structures dating to the early twentieth century. The proximity of this structure to the Westinghouse Headquarter Building suggests that there may be a notable association between this bank and the Westinghouse head office.</p> <p>Location: 541 Barton Street East Feature Type: Public building Recognition: Identified in the field</p>	 <p>South elevation of bank building. Note original windows and early door to east (right of photo). Westinghouse Headquarters building in rear of photo.</p>
BHR 4	<p>Hamilton Public Library. This structure built in 1963 was the final, permanent home of the Barton branch of the Hamilton Public Library. This branch which was the first branch in the system opened in 1898 and operated out of a number of permanent and temporary locations before moving to the corner of Barton Street and Fullerton Avenue. This Modern-style building is constructed of dark red brick (similar to the historic brick in nearby structures) and features a slightly sloped main roof and a cantilevered porch roof. A concrete porch and support posts appear to be a more recent addition.</p> <p>Location: 571 Barton Street East Feature Type: Recognition: Identified in the field</p>	 <p>Front Entrance of Hamilton Public Library, Barton Branch. View from Milton Avenue.</p>

**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area**

Feature	Inventory Description	Photograph(s)
BHR 5	<p>This three storey structure features a modern white and buff-coloured façade with red brick walls and chimney. This building is currently operating as a mixed use structure with a restaurant/bar operating on the ground floor. This five bay building has a flat roof and at two brick chimneys on each of the east and west elevations. At ground level the building has been altered with new door openings and façade; the second floor has been similarly altered; however, the narrow window openings on two of the bays appear to be early/original. A name plate with 'COLONIAL' extends above the wall plate and appears to be made of terra cotta.</p> <p>Location: 571 Barton Street East                      Feature Type: Commercial building                      Recognition: Identified in the field</p>	 <p>Colonial Bar and Grill. Note front façade contrasting with side wall of red brick.</p>

**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area**

Feature	Inventory Description	Photograph(s)
BHR 6	<p>Ridgecrest Baptist Church. This two-storey brown brick structure occupies a position on the corner of Barton and Stirton Streets. The cornerstone dates this structure to 1919 meaning that this structure would have been constructed during the early twentieth-century settlement trend evidenced along Barton Street (e.g. CHL 1) The structure features a neo-classically-influenced entrance porch in brick capped by a pediment and columns in grey stone; these in turn are surmounted by grey stone entablature with dentils which is located near the top of the wall plate. The raised basement and foundations appear to be cut stone. The front elevation (north) features a false front with an angled top. This feature is highlighted by stone edging. The north and west elevations feature decorative monochromatic brick work including quoins, piers capped by a line of brick.</p> <p>Location: 582 Barton Street East Feature Type: Church Recognition: Identified in the field</p>	 <p>Ridgecrest Baptist Church showing pedimented entrance, false front and entablature.</p>
BHR 7	<p>This modern, flat roof structure is typical of mid to late twentieth commercial development in the City of Hamilton. Built of brick in a modernist style with a recessed front entrance and multiple windows running across the front façade. Constructed primarily of a brown brick with lighter colour panels above and below the windows, this structure is sympathetic to the older, early twentieth-century architecture and streetscapes along Barton Street. The structure abuts the sidewalk and sits in close proximity to the right-of-way. This structure is currently operating as a medical facility and pharmacy</p> <p>Location: 588 Barton Street East Type: Commercial Recognition: Identified in the field</p>	 <p>North façade. View from northwest.</p>

**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area**

Feature	Inventory Description	Photograph(s)
BHR 8	<p>Consisting of a two span (steel) girder bridge with cement wing walls, this railway bridge carries the CNR line (CHL 11) over Birch Street North. The original cement walls appear to have been shored up with a slightly shorter set of interior walls; the inner walls are rounded on their upper edges but are otherwise undecorated. There is no date stone visible on this bridge; it is likely that this was covered when the new cement walls were constructed.</p> <p>Location: Birch Street North                      Feature Type: Bridge                      Recognition: Identified in the field</p>	 <p>Railway overpass at Birch. View to south. Note wing walls and modifications</p>
BHR 9	<p>Like many of the public/commercial buildings on Barton Street (e.g. BHR 3) the Gibson School is constructed of dark red/brown brick with grey stone decorative elements. This school is a large-scale, three storey structure with raised ground floor. The front entrance is surmounted by a raised name plate and date stone which reads “1914/ The Gibson School”. The red brick is relieved by trim and other embellishments in grey stone.”. The property sits on the corner of Barton Street East and Birch Street with the grounds extending along both streets. At the time of the field review the school was empty and, along with Sanford Public School was closed c. 2009.</p> <p>Location: 601 Barton Street East                      Feature Type: Institutional (school)                      Recognition: Volume 2 <i>Hamilton’s Heritage Inventory</i></p>	 <p>View from southwest corner of Barton and Birch Streets showing school and grounds.</p>

**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area**

Feature	Inventory Description	Photograph(s)
BHR 10	<p>This building built of dark brown brick with stone decorative elements wraps around the southeast corner of Barton and Birch Streets, extending south onto Birch Street where the major part of the building is situated. A major entrance is located on the curve of the building, facing onto the corner. This entrance is marked by stone trim, door surrounds and entablature. A second entrance, denoted by a stone arch, is located centrally on the Birch Street wing. This entrance is located on Birch Street and features a sunburst transom above double glass doors. A date stone above reads 1920. Embellishments including entablature that runs the extent of the building, ‘crown’ facades, finials and on both the principal façade and on the north and west elevations. A diamond design in contrasting white brick was observed on both main facades. The central door appears to have been sympathetically altered into a window; the other window openings appear to be little changed.</p> <p>Location: 138 Birch Street</p> <p>Feature Type: Commercial building</p> <p>Recognition: Identified during field review</p>	 <p>View of BHR 10 showing its situation on Barton and Birch Streets. Note hydro corridor to right of photo. Also visible is the ‘dog leg’ section of Birch Street and former location of HRER tracks</p>

**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area**

Feature	Inventory Description	Photograph(s)
BHR 11	<p>This resource consists of a one-and-a-half storey Ontario gothic-style house. Featuring a central entry with arched window this red brick house is typical of vernacular housing dating to the late nineteenth century. There is at least one brick, internal chimney visible from the right-of-way and the steeply-pitched roof is clad in asphalt. The front verandah (porch) features plain, squat wood support columns and a denticular design along the fascia boards and a shedroof clad in asphalt shingles nature of the brick suggests that this may be an early twentieth-century example of an earlier architectural style. The house and small porch sit in close proximity to the sidewalk and the right-of-way. The property also includes a large mature tree to the northeast and a driveway to the south</p> <p>Location: 118 Birch Street Feature Type: Residence Recognition: Identified during field review</p>	 <p>West elevation showing house with mature plantings and driveway (possible early lane). See frame structure below (BHR 12).</p>
BHR 12	<p>Somewhat similar to BHR 11, this built heritage resource is also an Ontario Gothic style of vernacular architecture. The footprint of this structure is smaller (than is common for this style) resulting in a taller, narrow house. Like BHR 11 this residence features a central gable and entrance below. The roof and gable are noticeably steeper. The house is clad with synthetic siding and all visible window and door openings have been updated to the late twentieth century. A cement porch sits on the front of the house obscuring the house foundations.</p> <p>Location: 94 Birch Street North Feature Type: Residence Recognition: Identified in the field</p>	 <p>Another example of Ontario Gothic style of house on Birch Street south of Barton. Compare with brick example above (BHR 11).</p>



**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area**

Feature	Inventory Description	Photograph(s)
BHR 13	<p>This built heritage resource is a two storey rectangular duplex with flat roof. There are no visible chimneys on this asphalt clad roof. The structures appear to sitting on poured cement foundations. Clad with synthetic siding these structures likely date to the third-quarter of the twentieth century. The western residence appears to have been subdivided and now features an additional door on the front elevation. These structures are built to sidewalk line and represent simple and/or lower income housing options for workers in a mixed industrial neighbourhood.</p> <p>Location: 514-516 Cannon Street East Type: Residence Recognition: Identified in the field</p>	 <p>North elevation(s) of residential structures.</p>
BHR 14	<p>This property located at the south end of the study area consists of a large brick structure which appears to date to the late nineteenth or early twentieth century. The upper portion of the front of this building is clad in corrugated metal siding. The exterior walls have been painted and some of the original windows have been bricked up (especially on the south elevation). A large extension has been added to the east elevation, extending the footprint along Acorn Street. The resource features slightly arched windows with brick arches on both the raised ground floor and on the basement windows. Apart from addition of the upper floor, the front elevation of this structure has been little-altered apart from the blocked windows along the front elevation. This property is part of CHL 9.</p> <p>Location: 24 Sanford Avenue Feature Type: Industrial Recognition: Identified in the field</p>	 <p>Front and side (south) elevations of factory. Note arched windows on south elevation. Windows along front have been blocked</p>

**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area**

Feature	Inventory Description	Photograph(s)
BHR 15	<p>This small-scale industrial structure is located at the corner of Acorn and Sanford Streets. The style and massing suggest that it is typical of small factories dating to the first half/middle of the twentieth century. Presenting with red brick walls and a flat roof, the exterior includes decorative trim above the door and windows. These feature have been painted grey—as have the windows sills—and features a design of alternating bricks. This property is part of CHL 9.</p> <p>Location: 10 Sanford Avenue Feature Type: Industrial Recognition: Identified in the field</p>	
BHR 16	<p>Located in the same block as BHR 14 and BHR 15 this large factory, known as ‘Park’s Furniture’ fronts onto Wilson Street. The factory consists of a series of integrated, brick structures and chimneys and a large yard which run east from Sanford Avenue North. This factor appears to date to the late nineteenth-century/ early twentieth century. Both the north and west elevations are in close proximity to the sidewalk. This property is part of CHL 9.</p> <p>Location: 70 Sanford Avenue North Feature Type: Industrial Recognition: Identified in the field</p>	 <p>View of Park’s Furniture from Sanford Avenue.</p>
BHR 17	<p>This small body shop represents small-scale industrial/ commercial properties which are dotted throughout the study area and which are typical of development which took place after the mid twentieth century. Located between two early twentieth-century residences, this structure represents evolving land use in this neighbourhood. Built of bricks (painted grey) with a flat roof, this structure has one visible window which appears to be fixed with twelve small panes. Two doors are also visible on the west elevation: one a wooden garage door, the other a ‘man door’. The structure is fronted with a small yard</p> <p>Location: 92 Sanford Avenue North Feature Type: Commercial Recognition: Identified in the field</p>	 <p>Front (vehicle) entrance to autobody shop with yard in front</p>





**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area**

Feature	Inventory Description	Photograph(s)
BHR 18	<p>This small ‘shot-gun’ style house sits amid a streetscape of largely brick, multi-storey properties along Sanford Avenue between Cannon and Harvey Streets. This single-storey frame structure presents with a low hipped roof clad in asphalt shingles. The entrance is centrally located and flanked two windows; it appears that all visible openings are original. The entrance is via a short set of stairs and a covered, cement stoop. A side door, partially visible from the right of way suggests that there may be an addition on the rear of this structure. This type of housing would be typical of the post-war period.</p> <p>Location: 137 Sanford Avenue North                      Feature Type: Residence                      Recognition: Identified in the field</p>	
BHR 19	<p>Sanford Avenue Public School is large scale public school built c. 1932. Similar to The Gibson School (BHR 9) it has been empty since c. 2009; however, this is a much grander building with influences of a ‘collegiate gothic’ style of architecture. The brick façade is interspersed with twelve pane sash windows and brick piers that are topped with decorative stone capitals. The central bay projects outward, creating a central entrance. Both the wooden doors and the windows above are highly decorative and both show Art Deco influence. This building is reputed to be the first steel structure in Canada built with materials fabricated in this country (and locally made in Hamilton). The elevated basement features a striped design in light and dark stone and brick. The ground-level windows have been boarded up.</p> <p>Location: 149 Sanford Avenue North                      Feature Type: Institutional (school)                      Recognition: Volume 3 <i>Hamilton’s Heritage Inventory</i></p>	 <p data-bbox="789 1409 1406 1465">View of front façade of Sandford Avenue Public School. Note elaborate entrance.</p>

**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area**

Feature	Inventory Description	Photograph(s)
BHR 20	<p>This brick residence features a low-pitched gable roof and stone foundations. A projecting bay with a flat roof with decorative eaves. Windows feature brick arches and stone window sills. All visible window openings appear to be original. Similarly, the door opening which presents with a transom window is original although the door itself has been replaced. The house sits on rough-cut stone foundations which have been painted. A lane borders the property to the north and may be a remnant of an earlier circulation route. The style of the structure suggests that it may date to the latter half of the nineteenth century making it early than most of the early twentieth-century structures on Sanford Avenue</p> <p>Location: 109 Sanford Avenue</p> <p>Feature Type: Residence</p> <p>Recognition: Identified in the field</p>	 <p>View from east showing front elevation of residence. Note lane to north may be indicator of adapted land use patterns</p>
BHR 21	<p>This resource is located north of Barton Street south of the CNR tracks. This large multi-storey brick structure was constructed in 1917 as the Canadian headquarters of the Westinghouse Company. Originally constructed as a five-storey building, two more storeys were added in 1928. Designed by architects Prack and Perrine (predecessors to Prack and Prack which designed notable Hamilton structures including the Lister Block) the structure is notable for its brick and stone-clad construction. In particular, the door surroundings, string courses and window trim are considered significant. This structure is a landmark within the local area (including the study area) while the electrical appliances and components manufactured within this structure contributed to the development of Hamilton and beyond to the hydro electric stations and projects in the Niagara region</p> <p>Location: 286 Sanford Avenue North</p> <p>Feature Type: Commercial</p> <p>Recognition: Designated under Part IV, <i>Ontario Heritage Act</i></p>	 <p>View along Westinghouse Avenue to the Headquarters building.</p>

**Table 1: Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL) in the Study Area**

Feature	Inventory Description	Photograph(s)
BHR 22	<p>This small-scale commercial/factory structure is stucco clad and painted grey. A sign on the front identified it as 'DJ Die Cutting and Metal Stamping' Featuring a flat roof and overhang, creating a recessed entrance, this structure likely postdates the houses in CHL 6. The front elevation features two multi-paned windows and a central door. In addition there are small diamond-shaped embellishments on this elevation.</p> <p>Location: 513½ Cannon Street East</p> <p>Feature Type: Small scale factory/industry</p> <p>Recognition: Identified in the field</p>	 <p>Front elevation of factory building showing recessed entrance. Modern infill retail to left of photos.</p>
BHR 23	<p>This transformer station sits on the south side of Cannon Street between Birch and Stirton Streets. This appears to be representative of hydro station architecture of the mid-to-third-quarter [of the twentieth century] architecture. The structure itself is a large multi-storey building with a flat roof. A fence, surrounding the transformers, is also constructed of the same brown brick and grey stone with the stylistic elements carried around the property. The structure consists of light brown brick with raised foundations, entablature and other decorative elements. The exterior features decorative columns in brick surmounted by modified capitals and sit upon stone 'bases'. These features are raised slightly from the wall surface. The foundations appear to be faced with stone panels with a curved string course in stone. There do not appear to be window openings on the lower floors (apart from those on the stairwell)</p> <p>Location: Cannon Street between Birch Street and Stirton Street</p> <p>Feature Type: Power infrastructure</p> <p>Recognition: Identified in the field</p>	 <p>View of transformer station from northwest. Note decorative stone and brickwork</p>

### **3.5 Impact Assessment**

The field review confirmed that the study area runs through landscapes which should be viewed as sensitive heritage areas. A total of eleven cultural heritage landscapes (CHL) and twenty-three built heritage resources were identified during the field review. The installation of the LRT spur lines and the construction of the MSF both will take place within rights-of-way and/or within a previously developed landscape. Based on this information it is not anticipated that the identified cultural heritage resources will be directly impacted by the proposed work. However should plans change, and when information available regarding construction methods and use of staging areas, appropriate mitigation measures for the undertaking will need to be considered. These may included seeking advice from a heritage consultant

The proposed designs for the Wentworth Street MSF include tracks and stabling for up to forty to forty-five vehicles. This will require tracks to be built—likely within the area currently taken up by the City of Hamilton structure—new structures to be built and the possibility of the structure extant on site being extended to accommodate the trams. Plans available at the time of writing show these new installations to be limited to the area presently occupied by the City of Hamilton offices and workshops and within the work yards and parking area for the DART vehicles. Access to the facility would be to the north of the extant driveway/entrance off of Birch Street North. It appears that all work in this area will take place within the extant City of Hamilton works site. According to the preliminary plans available at the time of writing; work would be limited to the area north of the railway tracks.

The spur lines, which will provide access to the MSF site will operate between the main LRT routes and this facility. The spur lines will run along four streets: Barton, Birch, Cannon and Sanford. Inbound routes will run along Sanford, Barton and Birch whilst outbound traffic will be along Birch, Cannon and Sanford. This means that all routes—save for Birch north of Barton—will have one-way tram traffic. The northern section of Birch will serve for both inbound and outbound traffic. The tram lines and associated work are being planned to take place within the right of way.

To assess the potential impacts of the undertaking, identified cultural heritage resources were considered against a range of possible impacts as outlined in the Ministry of Tourism and Culture document entitled *Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* (September 2010), which include:

- Destruction of any, or part of any, significant heritage attribute or feature (III.1).
- Alteration which means a change in any manner and includes restoration, renovation, repair or disturbance (III.2).
- Shadows created that alter the appearance of a heritage attribute or change the visibility of a natural feature of plantings, such as a garden (III.3).
- Isolation of a heritage attribute from it surrounding environment, context, or a significant relationship (III.4).
- Direct or indirect obstruction of significant views or vistas from, within, or to a built and natural feature (III.5).
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces (III.6).
- Soil Disturbance such as a change in grade, or an alteration of the drainage pattern or excavation (III.7)



All cultural heritage resources identified within the study area were evaluated against the above criteria and the following provides a summary of impact screening results:

As all of the identified heritage resources are located outside of the right-of-way it is unlikely that, based upon the proposed work, that any resources will be directly impacted. One cultural heritage landscape, CHL 5—the Electrical Rail/ Hydro Corridor—lies in close proximity to the right-of-way. Should work plans change and/or work extend beyond the planned route this resource could be impacted through a change in use of site (III.6). However, historically this resource was a rail line and therefore, should the property be re-used as a transit spur line, it would be a sympathetic reuse of a cultural heritage landscape.

#### 4.0 CONCLUSIONS

The results of background historic research and a review of secondary source material, including historic mapping, revealed a study area that features mixed use landscapes and built heritage resources. Centred on the historic route that preceded Barton Street, this area continues to retain much of its late nineteenth and early twentieth-century character and appearance. The latter is particularly notable as the development of this area as an industrial area speaks not only to the evolution of the City of Hamilton but also to the wider landscape of industrialization and power which evolved throughout the Golden Horseshoe and throughout Southern Ontario. The landscapes within the study area are evolved rather than replaced landscapes; as such, these landscape show evidence of a century or more of ongoing land use and development. A review of Hamilton's Heritage Inventory (all volumes) revealed that there were five previously-identified resources: three recognized at the municipal level, one recognized by the Canadian Inventory of Heritage Buildings and one designated under Part IV of the *Ontario Heritage Act*. The following provides a summary of field review, impact assessment and data collection findings:

- A total of eleven cultural heritage landscapes were identified during the field review. Twenty-three built heritage features were identified;
- Five of the built heritage resources are listed in Hamilton's Heritage Inventory. Three of these (BHR 2, BHR 3 and BHR 9) are listed in Volume 2—building of architectural and/or historical interest. One resource (BHR 19) is listed on the Canadian Inventory of Historic Buildings for Hamilton (Volume 3). The final resource, BHR 21, is designated under Part IV of the *Ontario Heritage Act*;
- The twenty-three built heritage resources include five factories (BHR 1, BHR 14, BHR 15, BHR 16, BHR 21 and BHR 22); five residences (BHR 11, BHR 12, BHR 13, BHR 18 and BHR 20); four public buildings (BHR 3, BHR 4, BHR 9 and BHR 19); four commercial structures (BHR 5, BHR 7, BHR 10 and BHR 17); two churches (BHR 2 and BHR 6), a hydro transformer station (BHR 23) and a railway bridge (BHR 8); and
- The eleven cultural heritage landscapes include six residential streetscapes (CHL 2, CHL 3, CHL 4 and CHL 6-8); two industrial clusters (CHL 9 and CHL 10); two transportation corridors (CHL 5 and CHL 11) and one commercial streetscape (CHL 1).

Should the proposed work be undertaken as planned (at time of writing) few, if any, impacts are anticipated to these identified cultural heritage resources. CHL 5, a transportation corridor originally used for the Hamilton Radial Electric Railway (HRER) and now a hydro corridor, is in close



proximity to the right-of-way and could be impacted in the event that the proposed route/work plan is altered. In the event that the route moves off the right-of-way, and when construction methods and use of staging areas are identified, the new plans would need to be reviewed by a qualified heritage consultant in order to develop any mitigation strategies that might be appropriate.

## **5.0 RECOMMENDATIONS**

The proposed work, as currently outlined in preliminary plans available at the time of writing is not expected to impact identified cultural heritage resources. This was determined based on an evaluation of the proposed (preliminary) project routes and activities against the range of possible impacts as outlined by the Ministry of Culture.

Based on the results of the background data collection, a field review, and impact assessment the following recommendations are provided:

1. It is not anticipated that the proposed work to be undertaken towards the construction of spur lines along Barton, Birch, Cannon and Sanford streets or at the MSF at 330 Wentworth Street North, will impact any of the identified cultural heritage resources. However it is important to acknowledge that these are preliminary plans. Most of the cultural heritage resources along the spur lines are in some proximity to the right-of-way and, therefore, should the work plans be altered in any way, and when construction methods and staging areas are identified, it is critical to seek the advice of a qualified heritage consultant in order to develop appropriate mitigation strategies. One resource CHL 5, the old electric railway corridor, is in close proximity and, although any reuse of this as a new transportation corridor could be considered to be a sympathetic reuse; any changes to the plans which might impact this resource should be reviewed.
2. Two structures BHR 1 and BHR 21 sit outside the current limits of the MSF site. BHR 21, the Westinghouse Canadian Headquarters, is a designated structure under Part IV of the *Ontario Heritage Act*; furthermore, it sits within an industrial landscape which has evolved since the early twentieth century and which presents a number of heritage sensitivities. BHR 1 lies in close proximity to the MSF site and, as such, could be impacted should the planned work activities be altered.



6.0 CULTURAL HERITAGE RESOURCE LOCATION MAPPING

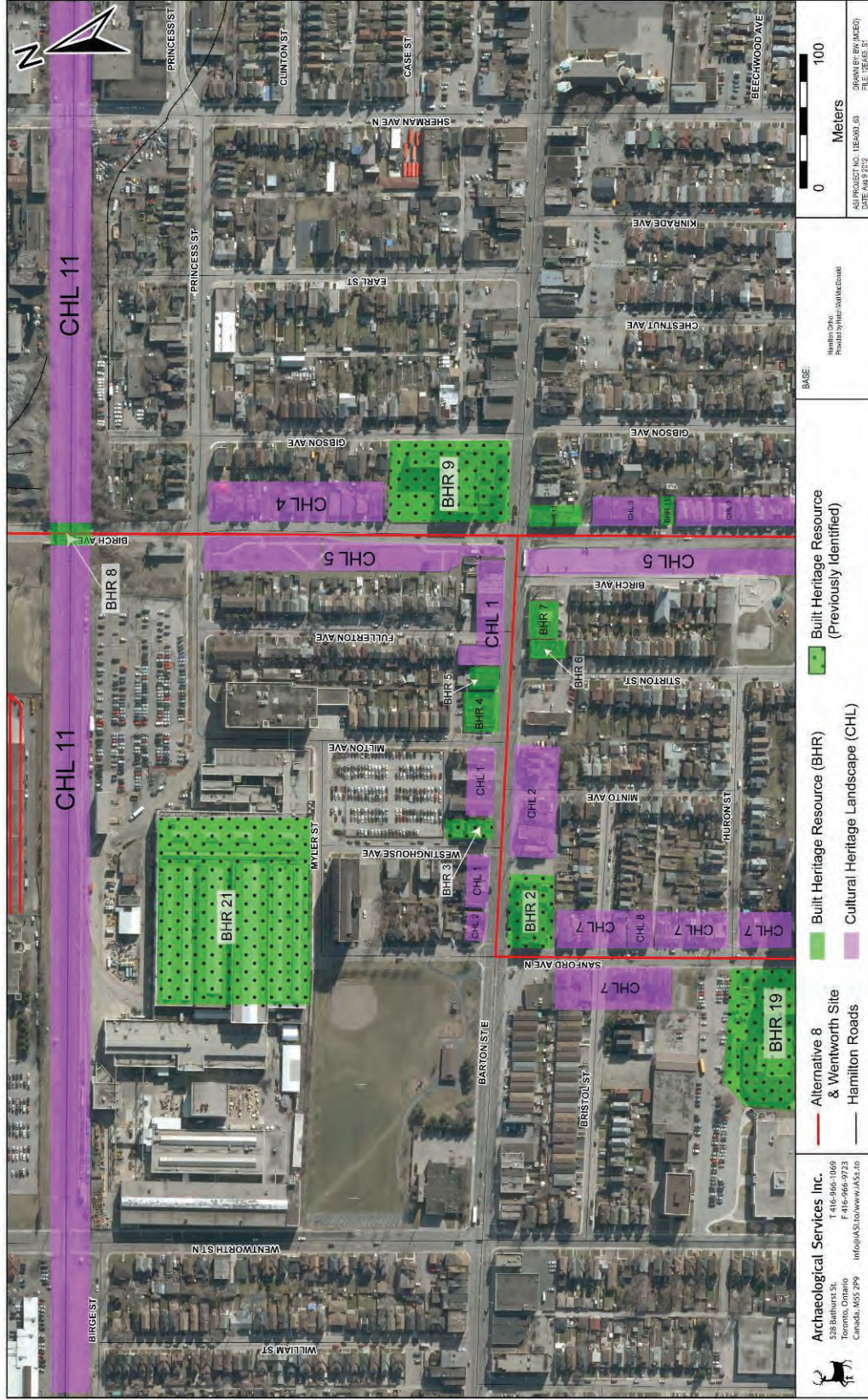


Figure 5: Identified Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR) within the Study Area (Sheet 1)





Figure 6: Identified Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR) within the Study Area (Sheet 2)





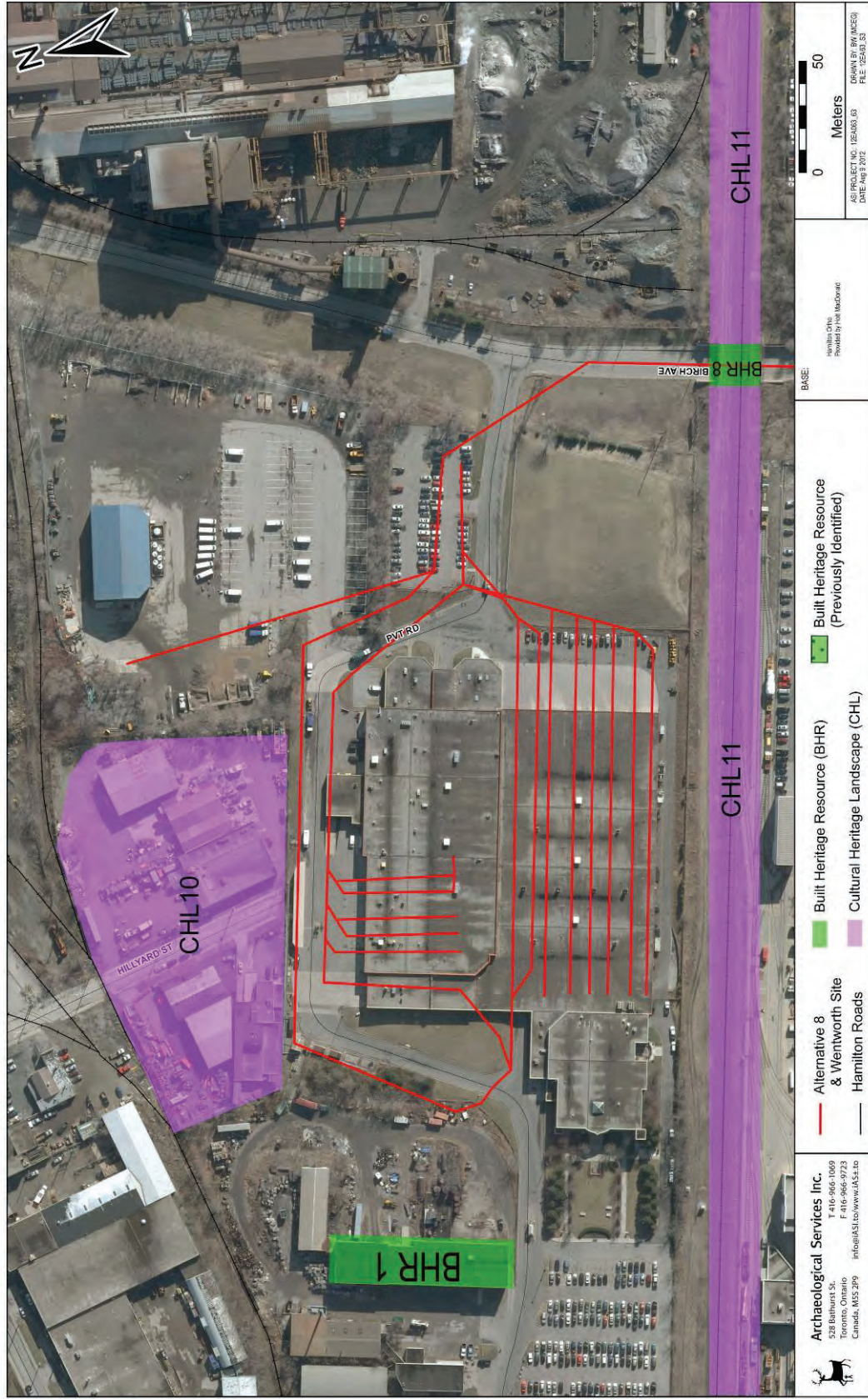


Figure 7: Identified Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR) within the Study Area (MSF site)



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*Management*

*Process.*



## **APPENDIX A: Preliminary Drawings for Maintenance and Storage Facility (MSF)**



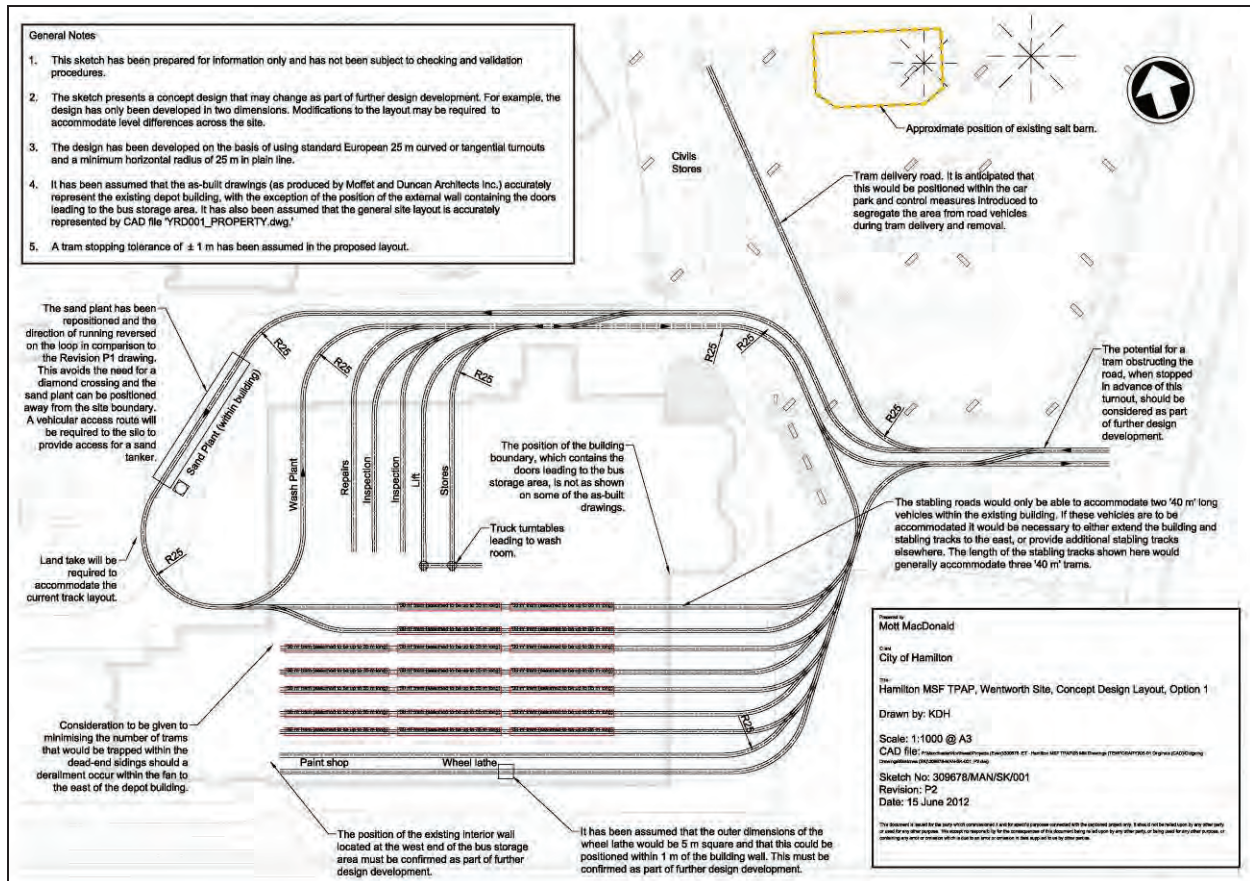


Figure 8: Preliminary sketches for proposed MSF sites (Drawing provided by Hatch Mott Macdonald)

**Stage 1 Archaeological Assessment  
Background Study and Property Inspection**

**Hamilton RT B-Line Maintenance and Storage Facility and  
Associated Spur Line Corridor**

**Class Environmental Assessment Study**

**Former Township of Barton, Wentworth County  
City of Hamilton, Ontario**

**ORIGINAL**

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**Stage 1 Archaeological Assessment  
Background Study and Property Inspection**

**Hamilton RT B-Line Maintenance and Storage Facility and  
Associated Spur Line Corridor**

**Class Environmental Assessment Study**

**Former Township of Barton, Wentworth County  
City of Hamilton, Ontario**

**EXECUTIVE SUMMARY**

Archaeological Services Inc (ASI) was contracted by Hatch Mott MacDonald to conduct a Stage 1 Archaeological assessment as part of the Hamilton RT B-Line Maintenance and Storage Facility and Spur Lines Class Environmental Assessment (EA). The project involves the construction of a B-Line Maintenance and Storage Facility (MSF) and associated Spur Line Corridors. The MSF is generally bounded by Wentworth Street North and Munroe Street on the west, Brant Street on the north, Birch Avenue on the east, and the rail line on the south. The associated Spur Lines run along Birch Avenue, Barton Street East, Sanford Avenue, and Cannon Street East.

The Stage 1 background study determined that no archaeological site have been registered within 1 km of the study area. A review of the geography of the study area suggested that the study area has potential for the identification of Aboriginal and Euro-Canadian archaeological resources.

The property inspection determined that the entire Hamilton RT B-Line MSF study area has been disturbed by previous construction activity including industrial, commercial, and residential development.

In light of these results, ASI makes the following recommendations:

1. Due to extensive and deep land alterations that have severely damaged the integrity of any potential archaeological resources, the lands within the RT B-Line Maintenance and Storage Facility study area do not retain archaeological potential. These lands do not require further archaeological assessment;
2. Should the proposed work extend beyond the current study area then further Stage 1 assessment must be conducted to determine the archaeological potential of the surrounding lands.



**ARCHAEOLOGICAL SERVICES INC.  
ENVIRONMENTAL ASSESSMENT DIVISION**

**PROJECT PERSONNEL**

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## TABLE OF CONTENTS

EXECUTIVE SUMMARY .....	i
PROJECT PERSONNEL.....	iii
1.0 PROJECT CONTEXT .....	1
1.1 Development Context.....	1
1.2 Historical Context .....	2
1.2.1 Aboriginal Land Use .....	2
1.2.2 Township Survey and Settlement .....	4
1.2.3 Historic Map Review .....	5
1.2.4 Summary of Historical Context.....	7
1.3 Archaeological Context .....	7
1.3.1 Current Land Use and Field Conditions .....	7
1.3.2 Geography .....	7
1.3.3 Previous Archaeological Research.....	9
1.3.4 Summary of Archaeological Context.....	10
2.0 FIELD METHODS .....	10
3.0 ANALYSIS AND CONCLUSIONS .....	11
3.1 Analysis of Archaeological Potential .....	11
3.2 Analysis of Property Inspection Results .....	11
3.3 Conclusions.....	12
4.0 RECOMMENDATIONS .....	12
5.0 ADVICE ON COMPLIANCE WITH LEGISLATION.....	13
6.0 BIBLIOGRAPHY.....	14
7.0 MAPS .....	16
8.0 IMAGES .....	22

## LIST OF FIGURES

Figure 1: Location of the study area.....	16
Figure 2: The study area overlaid on the 1875 map of the Township of Barton .....	17
Figure 3: The study area overlaid on the 1922 map of the City of Hamilton .....	17
Figure 4: Hamilton RT B-Line Maintenance and Storage Facility – Key Map .....	18
Figure 5: Hamilton RT B-Line Maintenance and Storage Facility (Sheet 1) – Results of Stage 1 Archaeological Assessment.....	19
Figure 6: Hamilton RT B-Line Maintenance and Storage Facility (Sheet 2) – Results of Stage 1 Archaeological Assessment.....	20
Figure 7: Hamilton RT B-Line Maintenance and Storage Facility (Sheet 3) – Results of Stage 1 Archaeological Assessment.....	21

## LIST OF PLATES

Plate 1: North-northeast view up Wentworth Street North. ROW, infrastructure, and extensive landscaping. No potential. ....	22
Plate 2: South view up Hillyard development. ROW and industrial development. No potential – all disturbed.	22
Plate 3: East-southeast view along Brant Street. ROW and industrial development. All disturbed and no potential. ....	22
Plate 4: North-northeast view along Birch Avenue. ROW, infrastructure, and grading. No potential – all disturbed. ....	22
Plate 5: West-northwest along southern limits of proposed development. All disturbed and no potential. ....	22
Plate 6: Northwest view of current facility. Industrial buildings, paving, and extensive landscaping. No potential – all disturbed.....	22



Plate 7: West-northwest view along PVT Road. Industrial buildings, ROW, and grading. No potential – all disturbed. .... 23

Plate 8: South-southeast view of current facility. Industrial buildings, paving, grading, and infrastructure. No potential. .... 23

Plate 9: West-southwest view along PVT Road. All disturbed and no potential. .... 23

Plate 10: South-southwest view along Birch Avenue. All disturbed and no potential..... 23

Plate 11: West-northwest view along Barton Street. Relatively recent commercial and residential development. All disturbed and no potential. .... 23

Plate 12: South-southwest view down Sanford Street. No potential – all disturbed. .... 23

Plate 13: South-southwest view along Sanford Avenue. All disturbed – recent commercial and residential development. No potential. .... 24

Plate 14: West-northwest view of Canon Street. No potential – all disturbed..... 24



## 1.0 PROJECT CONTEXT

Archaeological Services Inc (ASI) was contracted by Hatch Mott MacDonald to conduct a Stage 1 Archaeological assessment as part of the Hamilton RT B-Line Maintenance and Storage Facility and Spur Lines Class Environmental Assessment (EA). The project involves the construction of a B-Line Maintenance and Storage Facility (MSF) and associated Spur Line Corridors. The MSF is generally bounded by Wentworth Street North and Munroe Street on the west, Brant Street on the north, Birch Avenue on the east, and the rail line on the south. The associated Spur Lines run along Birch Avenue, Barton Street East, Sanford Avenue, and Cannon Street East (Figure 1).

This assessment was conducted under the project management of Heidi Schopf and senior project management of Lisa Merritt, both of ASI; Ms. Merritt was also the licensee for the project (PIF P094-160-2012).

The objectives of this report are:

- To provide information about the geography, history, previous archaeological fieldwork and current land condition of the study area;
- To evaluate in detail the archaeological potential of the study area which can be used, if necessary, to support recommendations for Stage 2 Archaeological Assessment for all or parts of the property; and
- To recommend appropriate strategies for Stage 2 Archaeological Assessment, if necessary.

This report describes the Stage 1 assessment that was conducted for this project and is organized as follows: Section 1.0 describes the project context and summarizes the background study that was conducted to provide the archaeological and historical context for the project study area; Section 2.0 describes the field methods used during the assessment and summarizes the results of the property inspection; Section 3.0 provides an analysis of the assessment results and evaluates the archaeological potential of the study area; Section 4.0 provides recommendations for the next assessment steps; and the remaining sections contain other report information that is required by the Ministry of Tourism, Culture and Sport's (MTCS) *Standards and Guidelines for Consultant Archaeologists* (MTCS 2011), e.g., advice on compliance with legislation, works cited, mapping and photo-documentation.

### 1.1 Development Context

All work has been undertaken as required by the *Environmental Assessment Act*, RSO (1990) and regulations made under the Act, and are therefore subject to all associated legislation. This project is being conducted under the Class EA for Provincial Transportation Facilities process.

All activities carried out during this assessment were completed in accordance with the terms of the *Ontario Heritage Act* (2005) and the *Standards and Guidelines for Consultant Archaeologists* (S&G).



Permission to carry out all activities necessary for the completion of the assessment was granted by Hatch Mott MacDonald on May 24, 2012.

## 1.2 Historical Context

This section provides a brief summary of historic research for the study area. A review of available primary and secondary source material was undertaken to produce a contextual overview, including a general description of settlement and historic land use. Historically, the study area is located in Concession 1, Lots 9 and 10 and Concession 2, Lots 9 and 10 in the former Township of Barton, Wentworth County.

### 1.2.1 *Aboriginal Land Use*

The Aboriginal land use of the Hamilton area dates to the Paleo-Indian and Early Archaic periods, which range from 12,000-7,000 before present (BP). The archaeological remains of these cultures are usually small, ephemeral scatters of lithic material, which reflect the sparse regional population and brief occupation of sites in this region (City of Hamilton 2004). The general understanding of this settlement period is that small Paleo-Indian family groups initially ranged widely across southern Ontario. Group sizes increased and group movement lessened into the Archaic period when long distance trade relationships were first established.

Population sizes continued to increase during the Middle-Late Archaic (7000-3000 BP) and Woodland (3000-500 BP) periods. By the Woodland period, settlement was typified by larger villages interspersed by seasonal cabins and hunting sites. Large sites of 1 ha or more became more frequent, which illustrates a trend towards sedentary settlements with increasingly complex social structures (City of Hamilton 2004). Horticulture was established during the Woodland period, which gave rise to substantial villages that often covered several hectares and featured numerous longhouses that measured up to 100 m in length.

The first record of a European visit to southern Ontario was made in 1615 by Samuel de Champlain, who reported that a group of Iroquoian-speaking people situated between the New York Iroquois and the Huron were at peace and remained “la nation neutre”. In 1626, the Recollet missionary Joseph de la Roche Daillon recorded his visit to the villages of the Attiwandaron, whose name in the Huron language meant “those who speak a slightly different tongue” (the Neutral apparently referred to the Huron by the same term). Like the Huron, Petun and New York Iroquois, the Neutral people were settled village horticulturalists. The Neutral territory included discrete settlement clusters in the lower Grand River, Fairchild-Big Creek, Upper Twenty Mile Creek, Spencer-Bronte Creek drainages, Milton, Grimsby, Eastern Niagara Escarpment and Onondaga Escarpment areas. Since the 1970s, much archaeological research has focussed on refining regional chronologies, and describing settlement-subsistence patterns, in addition to excavating individual sites.

Between 1647 and 1651, the villages of the Neutral were destroyed by the New York Iroquois, who subsequently settled along strategic trade routes on the north shore of Lake Ontario for a brief period during the late 17th-century. One French explorer who is known to have entered the Burlington Bay area during this period was Rene-Robert Cavalier de La Salle, who left Montreal



with a flotilla of nine canoes and eventually reached the head of Lake Ontario in September of 1669. After landing, de La Salle's group travelled to the Seneca village of Tinaouataoua, the exact location of which is open to speculation (ASI 2004:13-14), and his explorations in the area may have utilized the Humber Trail (MPP:1986 42)

During the late 17th and early 18th centuries, the former Neutral territory came to be occupied by the Mississauga, an Algonquian-speaking southeastern Ojibwa people whose subsistence economy was based on garden farming, as well as hunting, fishing and gathering wild plants. The Mississauga and other Ojibwa groups began expanding southward from their homelands in the upper Great Lakes in the late 17th century, coming into occasional conflict with the New York Iroquois who had established themselves in southern Ontario (although alliances between the two groups were occasionally established as well). The colonial government recognized the Mississauga as the "owners" of the north shore of Lake Ontario and entered into negotiations for additional tracts of land as the need arose to facilitate European settlement (ASI 2004:14).

The Aboriginal presence in the Hamilton area continued during the early Euro-Canadian settlement of the region. Economies changed to include large-scale fur trapping and trading industries (City of Hamilton 2004). During the contact period, Aboriginal population size dropped dramatically due to illness contracted through Europeans. An added factor was that Aboriginal groups formed strategic alliances with different European powers, which resulted in tension and ultimately displacement of some Aboriginal groups.

By the late eighteenth and early nineteenth centuries, the Aboriginal populations of southern Ontario were displaced and localized to Indian Reservations. In the Hamilton area title to a portion of the lands acquired through the 1784 purchase was granted to the Six Nations in restitution for aboriginal lands that British had surrendered to the American government under the terms of the Treaty of Paris in 1783. These lands consisted of a tract six miles deep on either side of the Grand River, from its mouth to its source. Joseph Brant, the Mohawk hereditary chief who led the migration to the Grand River valley in the winter of 1784-spring 1785, claimed the title was an estate in fee simple, giving the Iroquois political sovereignty, including the right to sell the land at their discretion (Johnston 1964:xliv). Thus, after the Mohawk, Cayuga and other groups had organized themselves into villages along the Grand River, from Lake Erie to the present site of Brantford, Brant proceeded to lease or sell to non-aboriginal people close to half the total area set forth in the Haldimand Grant.

The sale of these lands was initially contested by the Crown, leading to the Simcoe Patent of 1793, which stipulated that all land transactions had to be approved by the Crown. Brant and the chiefs rejected this statement and continued to lease or sell land to Whites, and the Indian administration was ill-equipped to prevent these actions. An 1834 assessment of this state of affairs led the Crown to conclude that it was too late to contest Brant's actions and too costly to remove the White settlers and so their leases were legally confirmed.

Euro-Canadian settlement continued to expand in the area through the 1830s and 1840, and by 1847, the Six Nation lands were consolidated as a reserve of approximately 45,000 acres together with some other small scattered holdings retained from the original tract.



### ***1.2.2 Township Survey and Settlement***

Wentworth County was once part of the Gore District that covered an area of over a half a million acres in western Ontario. When the district was broken up into counties in 1850, Wentworth and Halton were united as a single municipality. This continued until 1854 when they were separated. Prior to the formation of the Regional Municipality of Hamilton-Wentworth in 1974, Wentworth County was composed of the seven townships: Ancaster, Barton, Beverly, Binbrook, Flamborough East and Flamborough West, Glanford and Saltfleet. The City of Hamilton was the county seat. Although the study corridor falls within the present-day limits of the City of Hamilton, historically it was associated with the Townships of Barton and Glanford.

The earliest settlers in Wentworth County were United Empire Loyalists who, in the early 1790s, built saw and grist mills on area creeks. These water powered industries attracted more settlers and more industries – and settlements grew around them. By the 1870s the Wentworth County landscape was dominated by a regimen of 100 to 200 acre farm lots separated by road allowances, as is evident in the 1875 *Illustrated Historical Atlas of the County of Wentworth*.

#### *Barton Township*

The land within Barton Township was acquired by the British from the Mississaugas in 1784. The first township survey was undertaken in 1791 by Augustus Jones and the first settlers occupied their land holdings the same year (Smith 1846:8; Burkholder 1956; Armstrong 1985:141; Rayburn 1997:24). Barton Township was bounded by Burlington Bay on the north, Saltfleet Township on the east, Ancaster on the west, and Glanford to the south. Part of the Niagara Escarpment passes through the township and has, since its early days, been known as the “Mountain” (Mika and Mika 1977).

The original designation for this tract of land was “Township Number 8.” The name that was finally given to the township was derived from Barton upon Humber in Lincolnshire, England. It was said to have been a place of “great strength” and commerce before the Norman Conquest. The English place name was originally spelled “Barntown.” Wentworth County was named in honour of Sir John Wentworth, who served as the Lieutenant Governor of Nova Scotia between 1792 and 1808. He was also the brother-in-law of Sir Francis Gore, who was the Lieutenant Governor of Upper Canada at the time when the new County was established in 1816 (Gardiner 1899:261, 266; Rayburn 1997:24, 367).

One of the first pioneers in Barton Township was Robert Land who emigrated from the United States in the 1770s and settled below the Niagara Escarpment. Early settlers who settled on the plain on top of the Mountain include Cornelius and Samuel Ryckman, Lewis and Peter Horningm William Terryberry, Jacob and William Ryman and the Markle family (Mika and Mika 1977). Barton was also initially settled by disbanded soldiers, mainly Butler’s Rangers, and other Loyalists following the end of the American Revolutionary War.

One writer described the Head of the Lake and Burlington Bay in a geographical account of Upper Canada published in the early nineteenth century, but made no particular mention of Barton Township. Settlement was slow up until the time of the War of 1812, perhaps due to the early importance of the nearby town of Dundas. By 1815, it is said that Barton Township contained just 102 families. By 1823, however, the township contained three sawmills and a



gristmill. By 1841, the township population had increased to 1,434 and it contained five saw mills and one grist mill. In 1846, the township was described as “well settled” and under cultivation (Boulton 1805:48-49; Smith 1846:8; Mika 1977:143).

The settlement of Barton Township was slow at first and was mainly concentrated on the area below the Mountain. Land at the foot of the Mountain was not favourable for farming but the area prospered due to its proximity to Burlington Bay. Barton Township became a part of the City of Hamilton in 1960.

### *City of Hamilton*

The City of Hamilton was surveyed and established by 1820 through the combined efforts of George Hamilton, James Durand and Nathaniel Hughson. The first court house and jail, a log-and-frame building, was constructed in 1817, which was replaced with a stone building in 1827/28. The settlement became a port in 1827, at which point Hamilton became the commercial centre of the District of Gore, in addition to serving as its administrative centre (Gentilcore 1987: 101-3). Hamilton was incorporated as a City in 1846.

### *Hamilton Harbour*

Hamilton Harbour has always been a place of both recreation and commerce. After the canal was cut through the Beach Strip in the 1820s, Hamilton became an important port bringing passengers and raw materials for industry and exporting agricultural and industrial products (Freeman 2001:164). Until the 1920s the bay was used extensively for recreation with swimming spots dotting the full length of the shoreline. The presence of numerous inlets, such as the Sherman Inlet, provided space for recreation as well as habitats for plant and animal life.

The face Hamilton Harbour changed dramatically in the 1920s when swimming areas were closed due to extensive pollution caused by the industry located along and in close proximity to the waterfront. During this period docking facilities were built to facilitate commercial and industrial shipping and large-scale landfill projects in Hamilton Harbour were approved (Freeman 2001:165). The biggest of these projects were located in the east end of Hamilton Harbour where both steel companies such as Dofasco and Stelco filled portions of the waterfront with slag, a waste product of the steel making process, to create usable land that was used to expand their plants and docking facilities (Freeman 2001:165). The cumulative effect of this filling was that the original shoreline of the Hamilton Harbour shoreline was completely altered during the beginning of the twentieth century.

### **1.2.3 Historic Map Review**

The 1875 *Illustrated Historical Atlas of the County of Wentworth* was reviewed to determine the potential for the presence of historic archaeological resources within the study area during the nineteenth century (Figure 2). It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases.



Historically, the study area is located in Lots 9 and 10, Concession 1 and Lots 9 and 10, Concession 2 of the former Township of Barton. Details of the property owners and historic features in the study area are provided in Table 1.

**Table 1: Nineteenth century property owners/tenants**

Con #	Lot #	Property Owner/Tenant	Historic Feature(s)
1	9	Moore & Davis, G. William, E. Wyth, John Land, D. Ewing	Historic roads
	10	Gillkinson's Survey	Pork Refinery, Carbon Works, Oil, industrial structures, Numerous surveyed lots, historic roads
2	9	Jas. Wyth, E. Slavin, W.J. Anderson	Numerous surveyed lots, historic roads
	10	Mrs. Caine, W. Milne, J. McKay, Jas. Gage, Jas. Tavel, J. Harvey	Numerous surveyed lots, historic roads

The 1875 map demonstrates that the majority of the MSF portion of the study area was formerly occupied by the Sherman Inlet, which was a part of the original shoreline of Hamilton Harbour. The 1875 map also depicts numerous industrial buildings surrounding the Sherman Inlet, including a Pork Refinery and Carbon/Oil Works. Additionally, numerous lots are depicted on the northwest side of the study area, which are labelled as the Gilkinson's Survey. It appears that the survey was divided into small lots for worker's cottages.

1875 map shows the Spur Lines running along historically surveyed roads and through small lots with individual property owners.

The 1922 map of the City of Hamilton was also examined to determine any changes that took place in the study area during the beginning of the twentieth century (Figure 3). The 1922 map demonstrates that the study area was altered extensively during the early 1900s. The Sherman Inlet had been largely filled by this point and the shoreline had changed considerably. The small lots illustrated in Gilkinson's Survey are no longer shown and a different street network is depicted in this area. The street network below the MSF study area was also altered and additional industrial facilities, such as the Canadian Westinghouse Co. are depicted. The 1922 street network closely resembles the current street network of the area.

The Great Western Railway, which borders the MSF study area on the south, is depicted on both maps. The T.H.&B. Railway Spur Line and associated tracks are depicted running through the MSF study area on the 1922 map.

Section 1.3.1 of the *S&G* stipulates that areas of early Euro-Canadian settlement (pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches and early cemeteries, are considered to have archaeological potential. Early historical transportation routes (trails, passes, roads, railways, portage routes), properties listed on a municipal register or designated under the *Ontario Heritage Act* or a federal, provincial, or municipal historic landmark or site are also considered to have archaeological potential.





### **1.2.4 Summary of Historical Context**

The background research and historic mapping demonstrates that the study area has been altered dramatically since the nineteenth century. Notable changes in the study area include extensive filling, the realignment of road networks, rail construction, and successive industrial, commercial and residential land use. In effect, there are many indicators of archaeological potential as discussed in Section 1.2 of the S&G, but these are largely negated by the continual development and extensive industrial use of the study area, particularly in the MSF site. The Spur Lines may have experienced less disturbance.

Further, the background research demonstrated that the study area was once settled by the Neutral Nation. However, it should be noted that while the Aboriginal occupation of the shore of Lake Ontario is well documented, downtown Hamilton and Hamilton Harbour shoreline has experienced a high degree of change and development, which would have disturbed any Aboriginal archaeological resources that may have been present. The intensity of nineteenth and twentieth-century urban/industrial development in the study area is likely to have destroyed or dispersed the any archaeological deposits left by any previous Aboriginal land use and settlement.

## **1.3 Archaeological Context**

This section provides background research pertaining to previous archaeological fieldwork conducted within and in the vicinity of the Hamilton RT B-Line Maintenance and Storage Facility study area, its environmental characteristics (including drainage, soils or surficial geology and topography, etc.), and current land use and field conditions. Three sources of information were consulted to provide information about previous archaeological research in the study area; the site record forms for registered sites housed at the MTCS; published and unpublished documentary sources; and the files of ASI.

### **1.3.1 Current Land Use and Field Conditions**

The Stage 1 property inspection was conducted by Peter Carruthers (P163) ASI, on July 12, 2012. The property inspection demonstrated that the Hamilton RT B-Line MSF study area is currently used as an industrial site. The majority of this area is paved and any open green space is graded and manufactured. The MSF study area also features industrial buildings and a rail line.

The Spur Lines are located within the road right-of-way (ROW) of Birch Avenue, Barton Street East, Sanford Avenue, and Cannon Street. These streets are bordered by a mix of residential, commercial, and industrial development.

### **1.3.2 Geography**

In addition to the known archaeological sites, the state of the natural environment is an important predictor of archaeological potential. Accordingly, a description of the study area physiography and soils is provided below.



Section 1.3.1 of the *S&G* stipulates that primary water sources (lakes, rivers, streams, creeks, etc.), secondary water sources (intermittent streams and creeks, springs, marshes, swamps, etc.), ancient water sources (glacial lake shorelines indicated by the presence of raised sand or gravel beach ridges, relic river or stream channels indicated by clear dip or swale in the topography, shorelines of drained lakes or marshes, cobble beaches, etc.), as well as accessible or inaccessible shorelines (high bluffs, swamp or marsh fields by the edge of a lake, sandbars stretching into marsh, etc.) are characteristics that indicate archaeological potential.

Water has been identified as the major determinant of site selection and the presence of potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in Ontario after the Pleistocene era, proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most commonly used variables for predictive modeling of site location.

Section 1.3.1 of the *S&G* also lists other geographic characteristics that can indicate archaeological potential including: elevated topography (eskers, drumlins, large knolls, plateaux), pockets of well-drained sandy soil, especially near areas of heavy soil or rocky ground, distinctive land formations that might have been special or spiritual places, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases. Physical indicators of use may be present, such as burials, structures, offerings, rock paintings or carvings. Resource areas, including; food or medicinal plants (migratory routes, spawning areas) are also considered characteristics that indicate archaeological potential.

The study area is located within the Iroquois Plain physiographic region of southern Ontario, which is a lowland region bordering Lake Ontario. This region is characteristically flat and formed by lacustrine deposits laid down by the inundation of Lake Iroquois, a body of water that existed during the late Pleistocene. This region extends from the Trent River, around the western part of Lake Ontario, to the Niagara River, spanning a distance of approximately 300 km (Chapman and Putnam 1984:190). The old shorelines of Lake Iroquois include cliffs, bars, beaches and boulder pavements.

Glacial Lake Iroquois came into existence by about 12,000 before present (BP) as the Ontario lobe of the Wisconsin glacier retreated from the Lake Ontario basin. Isostatic uplift and the blockage of subsequent lower outlets by glacial ice produced a water plain substantially higher than modern Lake Ontario. Beginning around 12,000 BP, water levels started to drop during the next few centuries in response to sill elevations at the changing outlet. By about 11,500 BP, when the St. Lawrence River outlet became established, the initial phase of Lake Ontario began and this low water phase appears to have lasted until at least 10,500 BP. At this time the waters stood as much as 100 m below current levels. At this time isostatic uplift had started to raise the outlet around Kingston so that by 10,000 BP the water level had risen to about 80 m below present. Uplift has continued to tilt Lake Ontario upward to the northeast, creating a gradual and transgressive expansion throughout the basin (Anderson and Lewis 1985; Karrow 1967:49; Karrow and Warner 1988, 1990).

The old sandbars in this region are good aquifers that supply water to farms and villages. The gravel bars are quarried for road and building material, while the clays of the old lake bed have been used for the manufacture of bricks (Chapman and Putnam 1984:196). This narrow strip is



the most densely inhabited area because of its proximity to Lake Ontario and its climatic influences, as well as its favourable soil conditions.

Surficial geology and soils information is not available for the Hamilton RT B-Line MSF study area due to the early urban development of the City of Hamilton and industrialization of the Hamilton Harbour shoreline.

In terms of water sources, a small inlet of Lake Ontario is located approximately 300 m north of the MSF study area. This inlet once encompassed the majority of the study area before it was filled at the beginning of the twentieth century (See Figures 2 and 3). The inlet is labelled as the Sherman Inlet on the 1922 map of the City of Hamilton.

The original shoreline of Hamilton Harbour was once punctuated by numerous inlets, which provided habitat for a wide variety of plant and animal species. At least nine inlets are identified on historic mapping, each of which had names that reflect the city's early settlement and history (e.g. Lotridge Inlet, Stipes Inlet, Gage Inlet, Sherman Inlet) (Terpstra 2005). The Hamilton City Council and Hamilton Harbour Commission (formed in 1912) hoped to concentrate heavy industry in this area, leaving the rest of the bayfront for recreation and residential uses (City of Hamilton 2007). As a result, they promoted the filling of these inlets to create more land for industry. Only remnants of these inlets still remain.

It should be noted that the Sherman Inlet, which formerly covered the majority of the study area, was filled for health reasons since it had already been extensively polluted by industrial and residential pollution by the beginning of the twentieth century (City of Hamilton 2007).

### **1.3.3 Previous Archaeological Research**

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (OASD) maintained by the MTCS. This database contains archaeological sites registered within the Borden system. Under the Borden system, Canada has been divided into grid blocks based on latitude and longitude. A Borden block is approximately 13 km east to west, and approximately 18.5 km north to south. Each Borden block is referenced by a four-letter designator, and sites within a block are numbered sequentially as they are found. The study area under review is located in Borden blocks *AhGx*.

According to the OASD (email communication, Robert von Bitter, MTCS Data Coordinator, July 17, 2012), no identified archaeological sites are located within 1 km of the study area.

Part of the study area has been subject to previous work by ASI in 2009 (MCL PIF P264-077-2009). ASI conducted a Stage 1 Archaeological Assessment of the Main/King Street corridor from Eastgate Square/Centennial Parkway to University Plaza, and along James Street from Main Street to the Hamilton waterfront. The Main Street, King Street, and James Street right-of-ways (ROW) were cleared of archaeological concern due to previous disturbances. The MTCS concurred with these recommendations in a letter dated February 1, 2012. Accordingly, the portion of the current Hamilton RT B-Line MSF study area that falls within the Kings Street ROW can be considered free of archaeological concern.



### **1.3.4 Summary of Archaeological Context**

The review of archaeological work conducted in the area demonstrated that no archaeological sites have been registered within 1 km of the study area.

As discussed in Section 1.3.3 of this report, archaeological potential is associated with the presence of certain topographic features. The Hamilton RT B-Line MSF study area features the former shoreline of the Sherman Inlet, which was part of the original shoreline of Hamilton Harbour. The Sherman Inlet would have been a distinctive landscape feature and resource area, as well as a watercourse, before it was filled and overtaken by industrial activity. The presence of the Sherman Inlet indicates that the study area had the potential for the recovery of Aboriginal archaeological resources.

It should be recognized that downtown Hamilton and the Hamilton Harbour shoreline has experienced a high degree of change and development, which would have disturbed any Aboriginal archaeological resources that may have been present. As noted in Section 1.2.3, it was not until circa 3,000 B.P. that the Lake Ontario shoreline was more or less established in the location that is depicted in the 1875 mapping. Thus, the shifting water levels of Lake Ontario are likely to have destroyed or submerged evidence of occupations along the shoreline in the Hamilton shoreline area prior to circa 5,000 B.C. Moreover, the intensity of industrial and urban development in the study area during the nineteenth and twentieth centuries is likely to have destroyed or dispersed the comparatively brief archaeological deposits left by the pre-contact occupation of the 5,000 B.C.-A.D. 1800 shoreline zone. These developments have resulted in the thorough and complete alteration of the original Hamilton Harbour shoreline.

## **2.0 FIELD METHODS**

A property inspection was conducted in order to gain first-hand knowledge of the geography, topography, and current conditions of the Hamilton RT B-Line MSF study area as per Section 1.2 of the *S&G*. A property inspection is a visual inspection only and does not include excavation or collection of archaeological resources.

Where applicable, Section 1.2, Standards 1-5 of the *S&G* were met as follows during the course of the property inspection:

- The Hamilton RT B-Line MSF study area was inspected systematically during optimal weather conditions which permitted good visibility of land features;
- Weather conditions were clear and sunny, and 25°C with no precipitation;
- Coverage was sufficient to identify previously identified features of archaeological potential and additional features not visible on mapping; and,
- Additional features were documented as well as any features that will affect assessment strategies.

Field observations are compiled onto a map of the study area in Section 7.0 (Figures 5-7) and associated photography is presented in Section 8.0 (Plates 1-14).



### 3.0 ANALYSIS AND CONCLUSIONS

The archaeological and historical context was analyzed to help determine the archaeological potential of the study area. A summary of the archaeological potential of the Hamilton RT B-Line MSF study area is presented in Section 3.1 of this report and an evaluation of the property inspection results is presented in Section 3.2.

#### 3.1 Analysis of Archaeological Potential

Section 1.3.1 of the *S&G* lists characteristics that indicate where archaeological resources are most likely to be found, and archaeological potential is confirmed when one or more features of archaeological potential are present. Accordingly, the Hamilton RT B-Line MSF study area meets the following criteria used for determining archaeological potential:

- Water source: primary, secondary, or past water source (e.g. Sherman Inlet)
- Areas of early Euro-Canadian settlement (e.g. urban dwelling)
- Areas of early Euro-Canadian industry (e.g. Pork Refinery)
- Early historical transportation routes (e.g. Barton Street)
- Distinctive land formations that might have been special or spiritual places (e.g. Sherman Inlet)

These criteria characterize the study area as having potential for the identification of Aboriginal and Euro-Canadian archaeological resources, depending on the degree of previous disturbance.

#### 3.2 Analysis of Property Inspection Results

As mentioned in Section 1.0 of this report, the Hamilton RT B-Line MSF project involves the construction of a maintenance and storage facility and associated spur line corridors.

Part of the Hamilton RT B-Line MSF study area is comprised of a right-of-way (ROW). Typically, the ROW can be divided into two areas: the disturbed ROW, and ROW lands beyond the disturbed ROW. The typically disturbed ROW extends outwards from either side of the centerline of the traveled lanes, and it includes the traveled lanes and shoulders and extends to the toe of the fill slope, the top of the cut slope, or the outside edge of the drainage ditch, whichever is furthest from the centerline. Subsurface disturbance within these lands may be considered extreme and pervasive, thereby negating any archaeological potential for such lands.

ROW construction disturbance may be found to extend beyond the typical disturbed ROW area, and this generally includes additional grading, cutting and filling, additional drainage ditching, watercourse alteration or channelization, servicing, removals, intensive landscaping, and heavy construction traffic. Areas beyond the typically disturbed ROW generally require archaeological assessment in order to determine archaeological potential relative to the type or scale of disturbances that may have occurred in these zones.

The property inspection determined that the MSF portion of the study area has been disturbed by previous construction activities. Previous disturbance at this site can be attributed to the industrial



use of the site, which includes extensive filling, grading, building construction, and road construction (Plates 1-9). The successive industrial use of the 330 Wentworth site has likely destroyed any archaeological resources that may have been present. These lands can be considered to have no archaeological potential and do not require further assessment (Figure 5: areas marked in yellow).

The property inspection revealed that Spur Lines associated with the MSF facility consist of the existing ROW of Birch Avenue, Barton Street, Cannon Street and Sanford Avenue and associated grading/ditching. These lands have been subject to extensive and deep land alterations that have severely damaged the integrity of any archaeological resources. These ROW disturbances can be attributed to typical road construction activities including paving, utility installation, grading, and ditching. These areas do not retain archaeological potential and do not require further assessment (Plates 10-14: areas marked in yellow).

### **3.3 Conclusions**

The Stage 1 Archaeological Assessment was conducted to assist with the Hamilton RT B-Line Maintenance and Storage Facility Class EA. The assessment determined that no archaeological sites have been registered within 1 km of the study area. A review of the geography and history of the study area suggested that the study area has potential for the identification of Aboriginal and Euro-Canadian archaeological resources. The property inspection determined that the entire Hamilton RT B-Line MSF study area has been disturbed by previous construction activity including industrial, commercial, and residential development.

### **4.0 RECOMMENDATIONS**

In light of the results of the background research and property inspection undertaken for the Stage 1 Archaeological Assessment of the Hamilton RT B-Line MSF Class EA, ASI makes the following recommendations:

1. Due to extensive and deep land alterations that have severely damaged the integrity of any potential archaeological resources, the lands within the RT B-Line Maintenance and Storage Facility study area do not retain archaeological potential. These lands do not require further archaeological assessment (Figures 5-7: areas marked in yellow);
2. Should the proposed work extend beyond the current study area then further Stage 1 assessment must be conducted to determine the archaeological potential of the surrounding lands.

Notwithstanding the results and recommendations presented in this study, Archaeological Services Inc. notes that no archaeological assessment, no matter how thorough or carefully completed, can necessarily predict, account for, or identify every form of isolated or deeply buried archaeological deposit. In the event that archaeological remains are found during subsequent construction activities, the consultant archaeologist, approval authority, and the Cultural Programs Unit of the Ministry of Tourism, Culture and Sport should be immediately notified.



## 5.0 ADVICE ON COMPLIANCE WITH LEGISLATION

ASI advises compliance with the following legislation:

- This report is submitted to the Minister of Tourism, Culture and Sport as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Tourism, Culture and Sport, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development;
- It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.
- Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the *Ontario Heritage Act*; and
- The *Cemeteries Act*, R.S.O. 1990 c. C.4 and the *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (when proclaimed in force) require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.



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## 7.0 MAPS

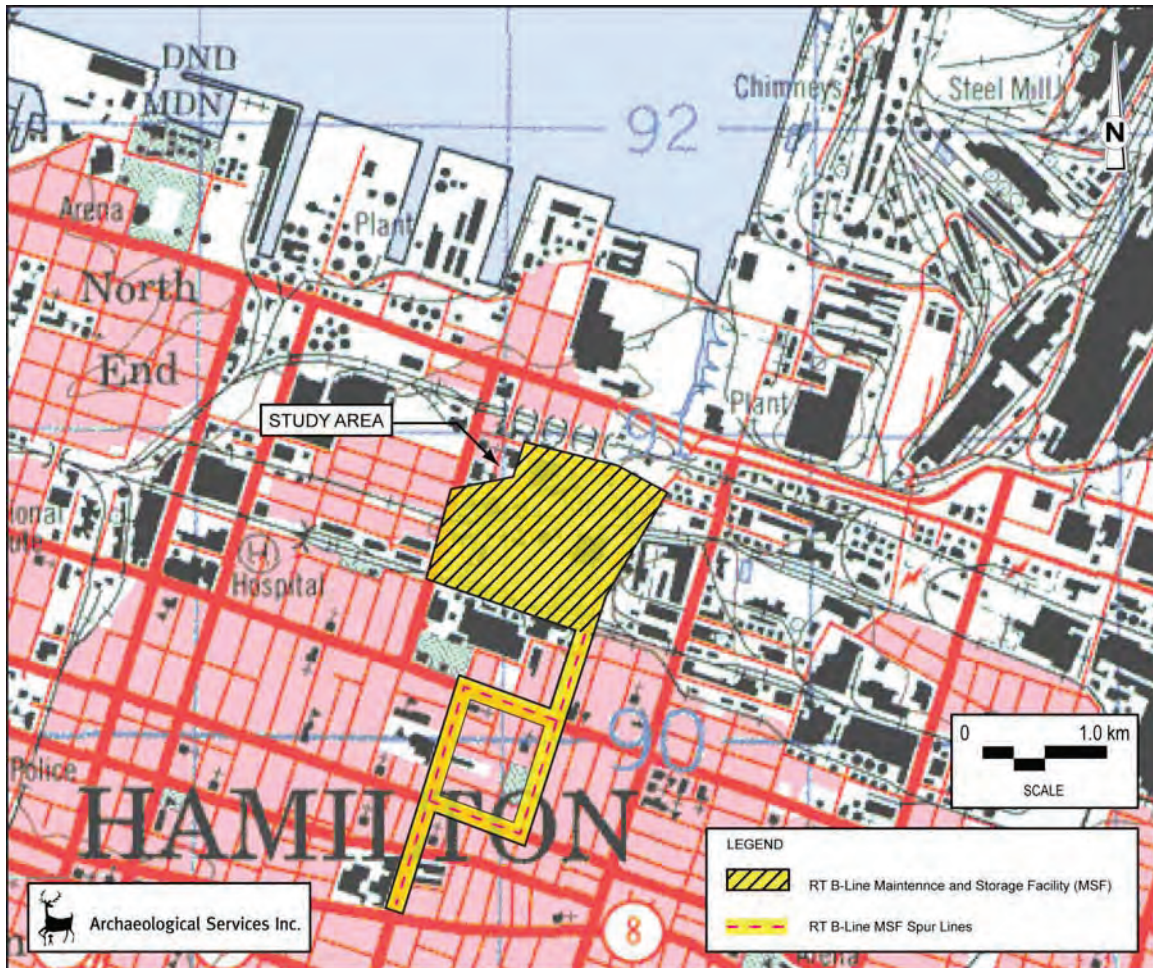


Figure 1: Location of the study area

Base Map: NTS Sheet 30 M/05 (Hamilton/Burlington)

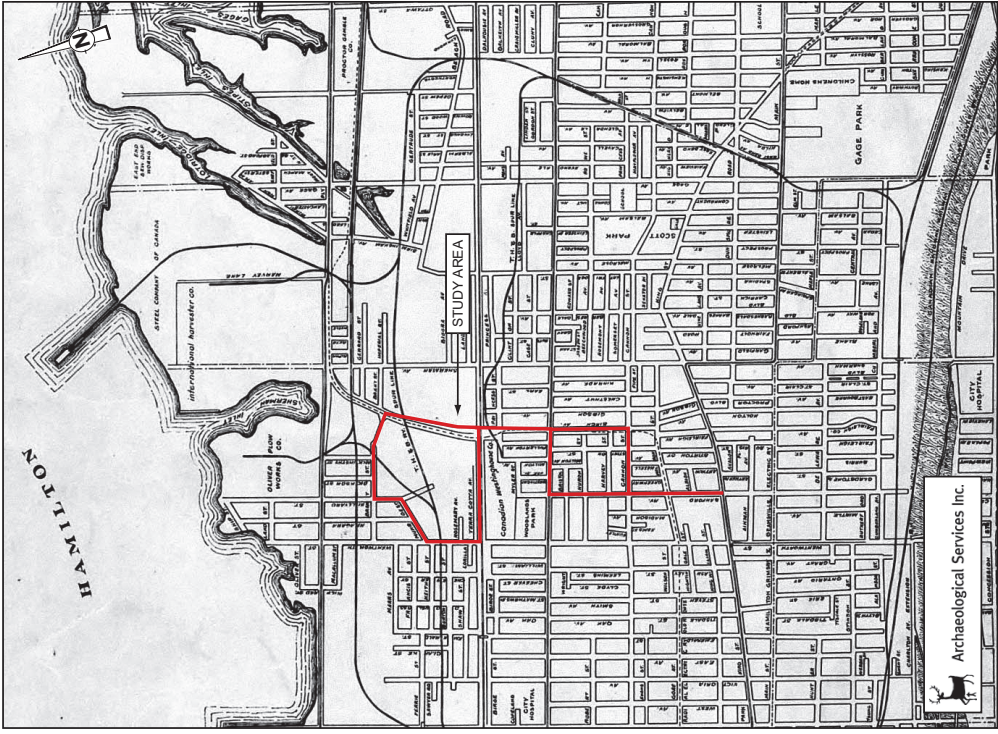


Figure 3: The study area overlaid on the 1922 map of the City of Hamilton  
 Base Map: Map of the City of Hamilton (n.a. 1922)

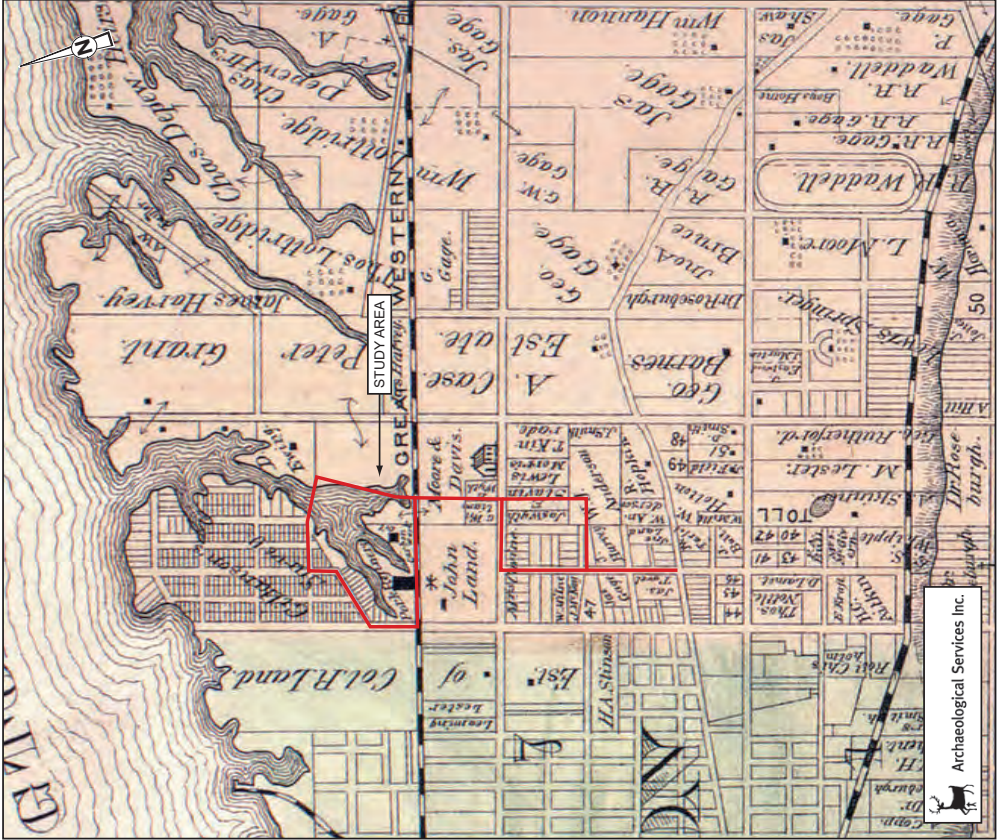
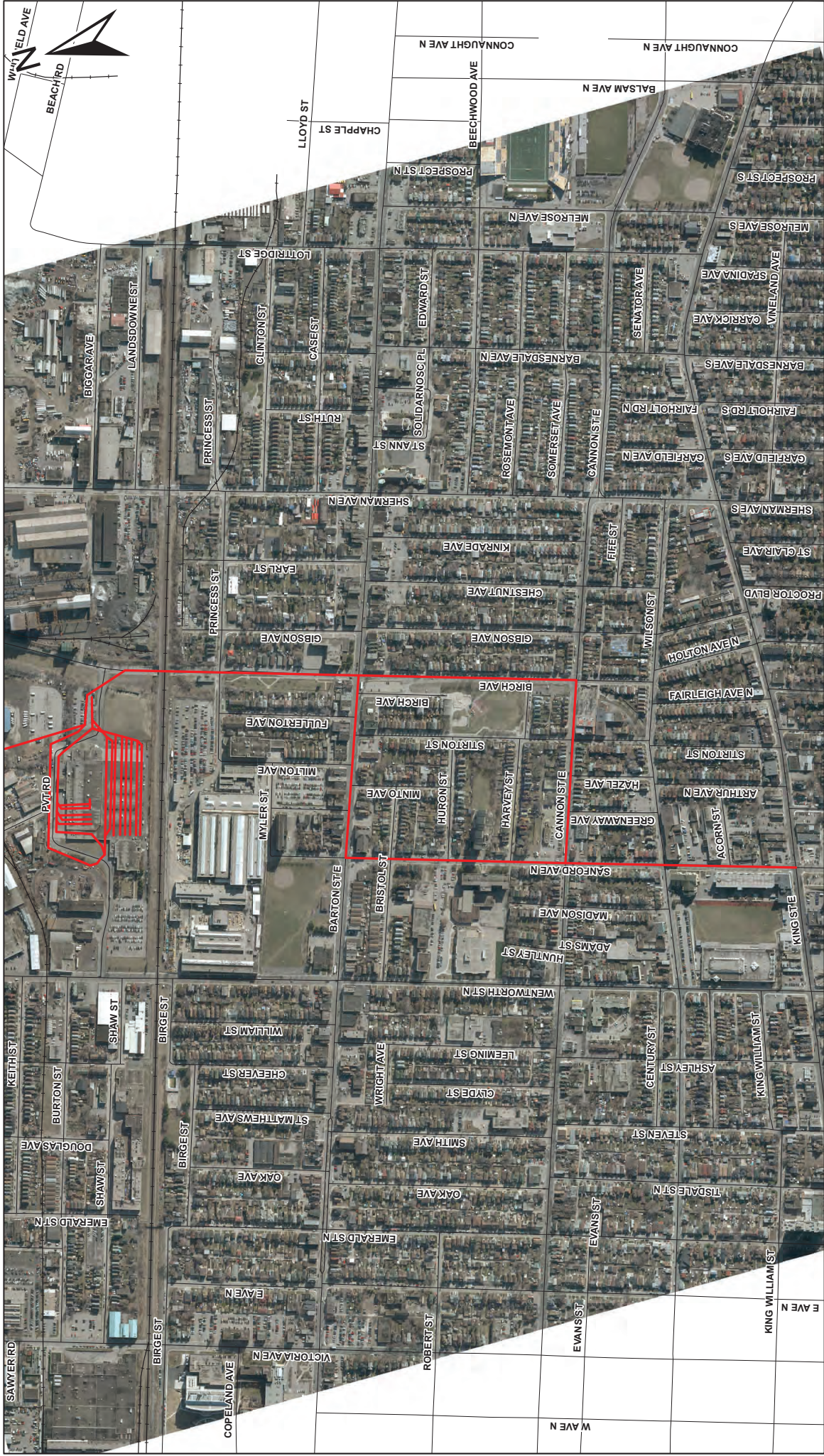


Figure 2: The study area overlaid on the 1875 map of the Township of Barton  
 Base Map: Illustrated historical atlas of the County of Wentworth (Page & Smith 1875)

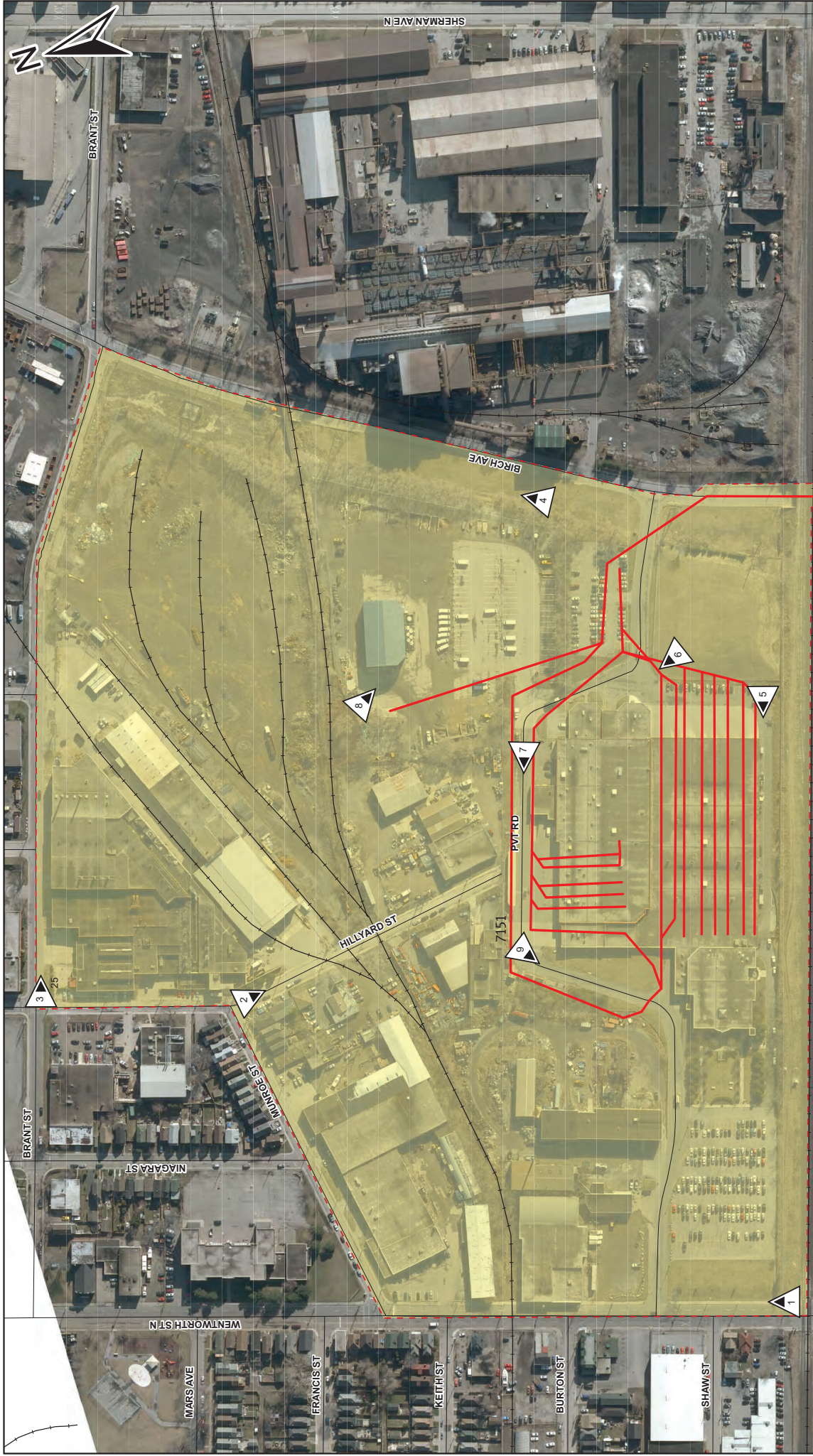


0 200  
 Meters  
 BASE:  
 Hamilton Ohio  
 Provided by: Neil MacDonald  
 AS PROJECT NO.: 12EAG6L03  
 DRAWN BY: BW  
 FILE: 12EAG6L03\_F18img01  
 DATE: July 11, 2012

**LEGEND**  
 Alternative 8 and Wentworth Site  
 Hamilton Roads

**Archaeological Services Inc.**  
 528 Bathurst St.  
 Toronto, Ontario  
 Canada, M5S 2P9  
 T 416-966-1069  
 F 416-966-9723  
 info@AS1to.com/www.AS1to

Figure 4: Hamilton RT B-Line Maintenance and Storage Facility - Key Map



0 100  
Meters  
AS PROJECT NO.: 12EAG8L.E3  
DATE: July 11, 2012  
DRAWN BY: BW  
FILE: 12EAG8L\_Mentoy

BASE:  
Hamilton Ohio  
Provided by Neil MacDonald

LEGEND  
 - - - - - Hamilton Roads  
 Study Area  
 Alternative 8 and Wentworth Site  
 Disturbed - No Potential  
 Photo Location and Direction

Archaeological Services Inc.  
 528 Bathurst St.  
 Toronto, Ontario  
 Canada, M5S 2P9  
 T 416-966-1069  
 F 416-966-9723  
 info@ASItoronto.com/www.ASItoronto.com

Figure 5: Hamilton RT B-Line Maintenance and Storage Facility (Sheet 1) - Results of Stage 1 Property Inspection



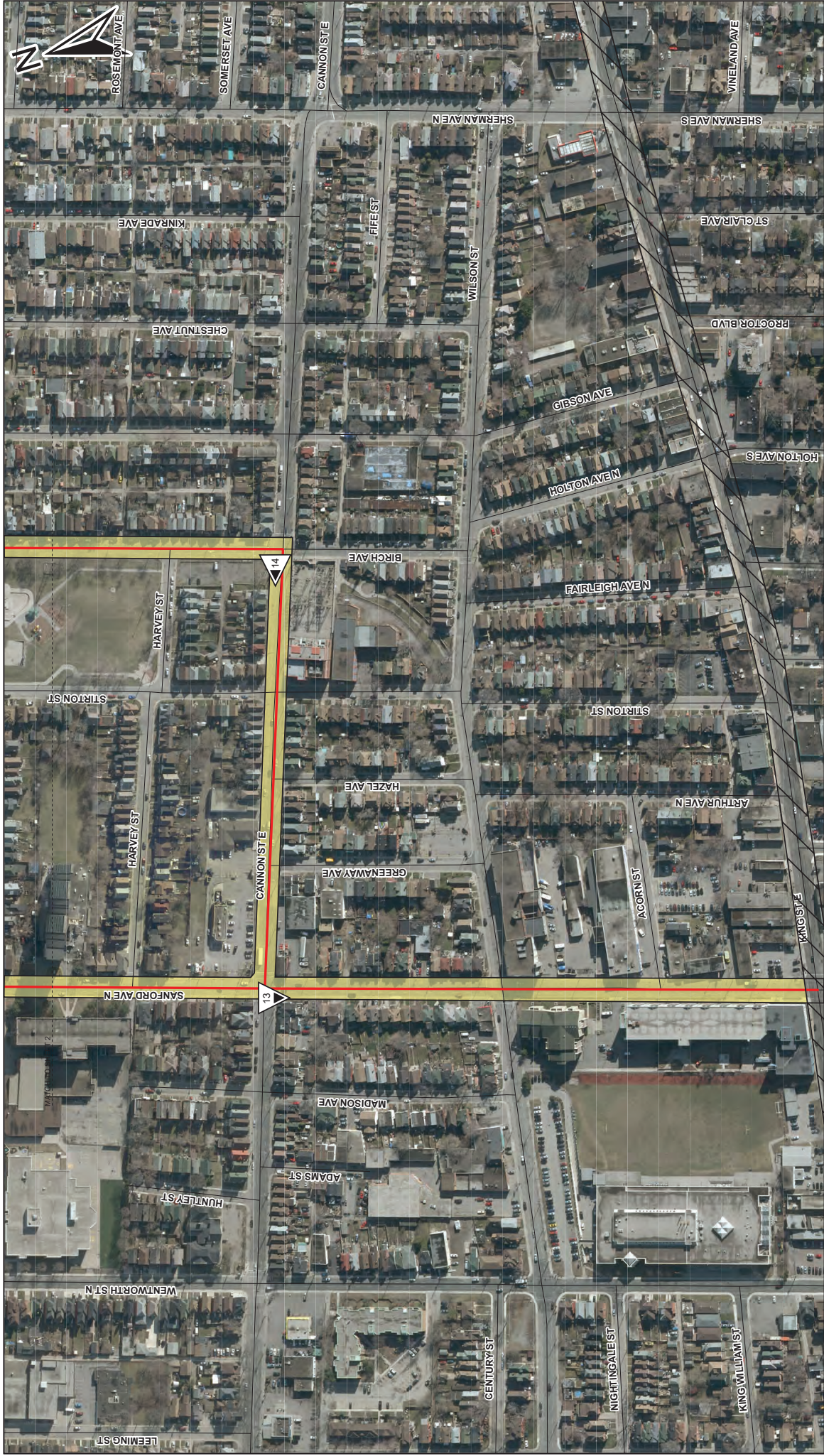
AS PROJECT NO.: 12EAGL-03  
 DATE: July 11, 2012  
 DRAWN BY: BW  
 FILE: 12EAGL\_03\_S1

BASE:  
 Hamilton Ohio  
 Provided by Neil MacDonald

LEGEND  
 — Hamilton Roads  
 Study Area  
 Disturbed - No Potential  
 Alternative 8 and Wentworth Site  
 Photo Location and Direction

Archaeological Services Inc.  
 T 416-966-1069  
 F 416-966-9723  
 info@AS1to.com/www.AS1to.com  
 528 Bathurst St.  
 Toronto, Ontario  
 Canada, M5S 2P9

Figure 6: Hamilton RT B-Line Maintenance and Storage Facility (Sheet 2) - Results of Stage 1 Archaeological Assessment



0 100  
Meters

AS PROJECT NO.: 12EAGL-03  
DATE: July 11, 2012

BASE:  
Hamilton Ohio  
Provided by Neil MacDonald

LEGEND

- Study Area
- Alternative 8 and Wentworth Site
- Hamilton Roads
- Disturbed - No Potential
- Previously Assessed (ASI 2009)
- Photo Location and Direction

**Archaeological Services Inc.**  
528 Bathurst St.  
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Canada, M5S 2P9  
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F 416-966-9723  
info@ASItoronto.com/ASItoronto.com

Figure 7: Hamilton RT B-Line Maintenance and Storage Facility (Sheet 3) - Results of Stage 1 Archaeological Assessment

## 8.0 IMAGES



Plate 1: North-northeast view up Wentworth Street North. ROW, infrastructure, and extensive landscaping. No potential.



Plate 2: South view up Hillyard development. ROW and industrial development. No potential – all disturbed.



Plate 3: East-southeast view along Brant Street. ROW and industrial development. All disturbed and no potential.



Plate 4: North-northeast view along Birch Avenue. ROW, infrastructure, and grading. No potential – all disturbed.



Plate 5: West-northwest along southern limits of proposed development. All disturbed and no potential.



Plate 6: Northwest view of current facility. Industrial buildings, paving, and extensive landscaping. No potential – all disturbed.







Plate 7: West-northwest view along PVT Road. Industrial buildings, ROW, and grading. No potential – all disturbed.



Plate 8: South-southeast view of current facility. Industrial buildings, paving, grading, and infrastructure. No potential.



Plate 9: West-southwest view along PVT Road. All disturbed and no potential.



Plate 10: South-southwest view along Birch Avenue. All disturbed and no potential.



Plate 11: West-northwest view along Barton Street. Relatively recent commercial and residential development. All disturbed and no potential.



Plate 12: South-southwest view down Sanford Street. No potential – all disturbed.





Plate 13: South-southwest view along Sanford Avenue. All disturbed – recent commercial and residential development. No potential.



Plate 14: West-northwest view of Canon Street. No potential – all disturbed.





## MEMO

**TO:** Shaba Shringi, B. Eng. E.I.T., Project Manager, Public Works, City of Hamilton

**FROM:** Douglas Yahn, MES, CAHP

**SUBJECT:** **Environmental Site Assessment, Soil Profile and Data Collection, Cultural and Heritage Risk Assessment, and Underground Utilities Risk Assessment for Due Diligence, Demolition and Site Preparation for the Future HSR-Facility, 10 Hillyard Street, Hamilton ON (Category 20 – Legislative Compliance, Service Contract C12-07-16)**

**DATE:** **November 26, 2018**

---

The study area for the Due Diligence, Demolition and Site Preparation for the Future HSR-Facility was screened for cultural heritage value and interest under service contract #C12-07-16 for Legislative Compliance (Category 20). The study area is located at 10 Hillyard Street within Lot 10, Concession 1, Barton Township, in the City of Hamilton, Province of Ontario. The screening was conducted using the Ministry of Tourism, Culture and Sport's *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (2016) and the *Standards and Guidelines for Consultant Archaeologists* (2011).

The study area has been subject to previous archaeological assessment (Archaeological Services Inc. 2013, P094-160-2012). There are no archaeological sites within 1km of the study area. However, given the proximity of the study area to Lake Ontario, the potential for the recovery of Pre-Contact and Euro-Canadian archaeological resources was identified (ASI 2013). The property inspection determined that the entire study area at 10 Hillyard Street has been disturbed by industrial, commercial, and residential development (ASI 2013).

Given this, ASI has recommended that no further archaeological assessment is required for this property.

Regards,

**WSP CANADA INC.**

Douglas Yahn, MES, CAHP



## MEMO

**TO:** Shaba Shringi, B. Eng. E.I.T., Project Manager, Public Works, City of Hamilton

**FROM:** Douglas Yahn, MES, CAHP

**SUBJECT:** **Environmental Site Assessment, Soil Profile and Data Collection, Cultural and Heritage Risk Assessment, and Underground Utilities Risk Assessment for Due Diligence, Demolition and Site Preparation for the Future HSR-Facility, 70 Brant Street, Hamilton ON (Category 20 – Legislative Compliance, Service Contract C12-07-16)**

**DATE:** **November 26, 2018**

---

The study area for the Due Diligence, Demolition and Site Preparation for the Future HSR-Facility was screened for cultural heritage value and interest under service contract #C12-07-16 for Legislative Compliance (Category 20). The study area is located at 70 Brant Street within Lot 10, Concession 1, Barton Township, in the City of Hamilton, Province of Ontario. The screening was conducted using the Ministry of Tourism, Culture and Sport's *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (2016) and *the Standards and Guidelines for Consultant Archaeologists* (2011).

The study area has been subject to previous archaeological assessment (Archaeological Services Inc. 2013, P094-160-2012). There are no archaeological sites within 1km of the study area. However, given the proximity of the study area to Lake Ontario, the potential for the recovery of Pre-Contact and Euro-Canadian archaeological resources was identified (ASI 2013). The property inspection determined that the entire study area at 70 Brant Street has been disturbed by industrial, commercial, and residential development (ASI 2013).

Given this, ASI has recommended that no further archaeological assessment is required for this property.

Regards,

**WSP CANADA INC.**

Douglas Yahn, MES, CAHP