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Appendix C

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DRAFT Cultural Heritage Report

**CULTURAL HERITAGE REPORT:
PRELIMINARY DESKTOP RESULTS**

**BEACH BOULEVARD
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT**

CITY OF HAMILTON, ONTARIO

DRAFT REPORT

Prepared for:

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7th Floor- 55 St. Clair Avenue West
Toronto, ON M4V 2Y7

ASI File: 20CH-155

May 2021 (Revised April 2022)



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PRELIMINARY DESKTOP RESULTS**

**BEACH BOULEVARD
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT**

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EXECUTIVE SUMMARY

ASI was contracted by IBI Group, on behalf of the City of Hamilton, to conduct a Cultural Heritage Report as part of the Beach Boulevard Municipal Class Environmental Assessment. The project involves the development of flood remediation measures, which may include but are not limited to enhanced operations and maintenance, land transfers, amendments to legislation/programs, lot level works, and infrastructure upgrades, as well as four new pumping stations for the Beach Boulevard community in the City of Hamilton. The study area is generally bound by Lake Ontario to the northeast and Burlington Bay to the southwest, residential properties to the northwest, and industrial properties and recreational properties to the southeast.

The purpose of this report is to present a list of previously identified built heritage resources (BHRs) and cultural heritage landscapes (CHLs). Following field review, this report will be updated to describe the existing conditions of the study area and present an inventory of known and potential BHRs and CHLs. Once the locations for the preferred alternative(s) are selected, this report will be updated to include a preliminary impact assessment.

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with an urban land use history dating back to the mid-nineteenth century. At present, a review of federal, provincial, and municipal registers, inventories, and databases revealed that there are 99 previously identified features of cultural heritage value within the Beach Boulevard study area. However, it is still possible that the study area has retained additional cultural heritage resources that have not yet been recognized along the historical transportation routes. Historical mapping illustrates a number of nineteenth-century structures which may still be extant within the study area.

The entire study area (with the exception of a small portion of grassland in the southwest corner of the study area) is included in the Hamilton Beach (A,B,C) Historic Neighbourhood Inventory (CHR 99) (City of Hamilton n.d.). Further, the majority of study area east of the Queen Elizabeth Way is included in the Hamilton Beach Strip Cultural Heritage Landscape (CHR 30) (City of Hamilton n.d.). Accordingly, all individual properties within these areas are considered to be included within these larger CHLs.



The results presented in this desktop report are preliminary. Yet to be undertaken is field work which may yield additional cultural heritage resources, a complete description of existing conditions, and preliminary impact assessment. Once fieldwork is conducted, this report will be updated with a description of existing conditions and a summary of known and potential cultural heritage resources in the study area. Once the preferred design is known, this report will be updated assess potential impacts of the proposed undertaking and propose appropriate mitigation measures and recommendations for minimizing and avoiding negative impacts on identified cultural heritage resources.



PROJECT PERSONNEL

<i>Senior Project Manager:</i>	Lindsay Graves, MA, CAHP Senior Cultural Heritage Specialist Senior Project Manager - Cultural Heritage Division
<i>Project Coordinator:</i>	Katrina Thach, Hon. BA Archaeologist Project Coordinator - Environmental Assessment Division
<i>Project Manager:</i>	John Sleath, MA Cultural Heritage Specialist Project Manager - Cultural Heritage Division
<i>Report Production:</i>	Kirstyn Allam, BA (Hon), Advanced Diploma in Applied Museum Studies Cultural Heritage Technician Technical Writer and Researcher - Cultural Heritage Division
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<i>Report Reviewer(s):</i>	John Sleath Lindsay Graves



QUALIFIED PERSONS INVOLVED IN THE PROJECT

Lindsay Graves, MA, CAHP

Senior Cultural Heritage Specialist | Senior Project Manager - Cultural Heritage Division

The Senior Project Manager for this Cultural Heritage Report is **Lindsay Graves** (MA, Heritage Conservation), Senior Cultural Heritage Specialist and the Environmental Assessment Coordinator for the Cultural Heritage Division at ASI. She was responsible for: overall project scoping and approach; development and confirmation of technical findings and study recommendations; application of relevant standards, guidelines and regulations; and implementation of quality control procedures. Lindsay is academically trained in the fields of heritage conservation, cultural anthropology, archaeology, and collections management and has over 15 years of experience in the field of cultural heritage resource management. This work has focused on the assessment, evaluation, and protection of above ground cultural heritage resources. Lindsay has extensive experience undertaking archival research, heritage survey work, heritage evaluation and heritage impact assessment. She has also contributed to cultural heritage landscape studies and heritage conservation plans, led heritage commemoration and interpretive programs, and worked collaboratively with multidisciplinary teams to sensitively plan interventions at historic sites/places. In addition, she is a leader in the completion of heritage studies required to fulfill Class EA processes and has served as Project Manager for over 100 heritage assessments during her time at ASI. Lindsay is a member of the Canadian Association of Heritage Professionals.

John Sleath, MA

Cultural Heritage Specialist | Project Manager - Cultural Heritage Division

The Project Manager for this Cultural Heritage Report is **John Sleath** (MA), who is a Cultural Heritage Specialist and Project Manager within the Cultural Heritage Division with ASI. He was responsible for the day-to-day management activities, including scoping of research activities and site surveys and drafting of study findings and recommendations. John has worked in a variety of contexts within the field of cultural heritage resource management for the past 13 years, as an archaeologist and as a cultural heritage professional. In 2015 John began working in the Cultural Heritage Division researching and preparing a multitude of cultural heritage assessment reports and for which he was responsible for a variety of tasks including: completing archival research, investigating built heritage and cultural heritage landscapes, report preparation, historical map regression, and municipal consultation. Since 2018 John has been a project manager responsible for a variety of tasks required for successful project completion. This work has allowed John to engage with stakeholders from the public and private sector, as well as representatives from local municipal planning departments and museums. John has conducted heritage assessments across Ontario, with a focus on transit and rail corridor infrastructure including bridges and culverts.

Kirstyn Allam, BA (Hon), Advanced Diploma in Applied Museum Studies

Cultural Heritage Technician | Technical Writer and Researcher - Cultural Heritage Division

The Cultural Heritage Technician for this project is **Kirstyn Allam** (BA (Hon), Advanced Diploma in Applied Museum Studies), who is a Cultural Heritage Technician and Technical Writer and Researcher



within the Cultural Heritage Division with ASI. She was responsible for preparing and contributing to research and technical reporting. Kirstyn Allam's education and experience in cultural heritage, historical research, archaeology, and collections management has provided her with a deep knowledge and strong understanding of the issues facing the cultural heritage industry and best practices in the field. Kirstyn has experience in heritage conservation principles and practices in cultural resource management. Kirstyn also has experience being involved with Stage 1-4 archaeological excavations in the Province of Ontario.



GLOSSARY

Term	Definition
Adjacent	“contiguous properties as well as properties that are separated from a heritage property by narrow strip of land used as a public or private road, highway, street, lane, trail, right-of-way, walkway, green space, park, and/or easement or as otherwise defined in the municipal official plan.” (Ministry of Tourism, Culture and Sport 2010).
Built Heritage Resource (BHR)	“...a building, structure, monument, installation or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the <i>Ontario Heritage Act</i> , or that may be included on local, provincial, federal and/or international registers” (Government of Ontario 2020:41).
Cultural Heritage Landscape (CHL)	“...a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the <i>Ontario Heritage Act</i> , or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms” (Government of Ontario 2020:42).
Cultural Heritage Resource	Includes above-ground resources such as built heritage resources and cultural heritage landscapes, and built or natural features below-ground including archaeological resources.
Known Cultural Heritage Resource	A known cultural heritage resource is a property that has recognized cultural heritage value or interest. This can include a property listed on a Municipal Heritage Register, designated under Part IV or V of the <i>Ontario Heritage Act</i> , or protected by a heritage agreement, covenant or easement, protected by the <i>Heritage Railway Stations Protection Act</i> or the <i>Heritage Lighthouse Protection Act</i> , identified as a Federal Heritage Building, or located within a UNESCO World Heritage Site (Ministry of Tourism, Culture and Sport 2016).
Impact	Includes negative and positive, direct and indirect effects to an identified cultural heritage resource. Direct impacts include destruction of any, or part of any, significant heritage attributes or features and/or unsympathetic or incompatible alterations to an identified resource. Indirect impacts include, but are not limited to, creation of shadows, isolation of heritage attributes, direct or indirect obstruction of significant views, change in land use, land disturbances (Ministry of Tourism and Culture 2006). Indirect impacts also include potential vibration impacts



	(See Section 2.5 for complete definition and discussion of potential impacts).
Mitigation	Mitigation is the process of lessening or negating anticipated adverse impacts to cultural heritage resources and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the cultural heritage landscape and/or built heritage resource if to be demolished or relocated.
Potential Cultural Heritage Resource	A potential cultural heritage resource is a property that has the potential for cultural heritage value or interest. This can include properties/project area that contain a parcel of land that is the subject of a commemorative or interpretive plaque, is adjacent to a known burial site and/or cemetery, is in a Canadian Heritage River Watershed, or contains buildings or structures that are 40 or more years old (Ministry of Tourism, Culture and Sport 2016).
Significant	With regard to cultural heritage and archaeology resources, significant means “resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the <i>Ontario Heritage Act</i> . While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation” (Government of Ontario 2020:51).
Vibration Zone of Influence	Area within a 50 m buffer of construction-related activities in which there is potential to affect an identified cultural heritage resource. A 50 m buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature and direction provided from the MHSTCI (Wiss 1981; Rainer 1982; Ellis 1987; Crispino and D’Apuzzo 2001; Carman et al. 2012). This buffer accommodates the additional threat from collisions with heavy machinery or subsidence (Randl 2001).



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1.0 INTRODUCTION

1.1 Report Purpose

ASI was contracted by IBI Group, on behalf of the City of Hamilton, to conduct a Cultural Heritage Report as part of the Beach Boulevard Municipal Class Environmental Assessment. The purpose of this report is to present a list of previously identified built heritage resources (BHRs) and cultural heritage landscapes (CHLs). Once the locations for the preferred alternative(s) are selected, field work will proceed. Following field review, this report will be updated to describe the existing conditions of the study area and present an inventory of known and potential BHRs and CHLs. Once the locations for the preferred alternative(s) are selected, this report will be updated to include a preliminary impact assessment.

1.2 Project Overview

The Beach Boulevard Municipal Class Environmental Assessment involves the development of flood remediation measures, which may include but are not limited to enhanced operations and maintenance, land transfers, amendments to legislation/programs, lot level works, and infrastructure upgrades, as well as four new pumping stations. The project study area consists of Beach Boulevard, Eastport Drive, the Queen Elizabeth Way from the Eastport Drive and Beach Boulevard intersection to the Burlington Canal, and associated lands along the peninsula across Lake Ontario between Hamilton and Burlington. The study area is generally bounded by Lake Ontario to the northeast and Burlington Bay to the southwest, residential properties to the northwest, and industrial properties and recreational properties to the southeast.

1.3 Description of Study Area

This Cultural Heritage Report will focus on the project study area for improvements within the Beach Boulevard community (Figure 1). This project study area has been defined as inclusive of those lands that may contain built heritage resources or cultural heritage landscapes that may be subject to direct or indirect impacts as a result of the proposed undertaking. Properties within the study area are located in the City of Hamilton.





Figure 1: Location of the study area

Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)

2.0 METHODOLOGY

2.1 Regulatory Requirements

The *Ontario Heritage Act* (OHA) (Ministry of Culture 1990) is the main piece of legislation that determine policies, priorities and programs for the conservation of Ontario’s heritage. There are many other provincial acts, regulations and policies governing land use planning and resource development support heritage conservation including:

- The *Planning Act* (Ministry of Municipal Affairs and Housing 1990), which states that “conservation of features of significant architectural, cultural, historical, archaeological or scientific interest” (cultural heritage resources) is a “matter of provincial interest”. The Provincial Policy Statement (Government of Ontario 2020), issued under the *Planning Act*, links heritage conservation to long-term economic prosperity and requires municipalities and the Crown to conserve significant cultural heritage resources.
- The *Environmental Assessment Act* (Ministry of the Environment 1990), which defines “environment” to include cultural conditions that influence the life of humans or a community. Cultural heritage resources, which includes archaeological resources, built heritage resources and cultural heritage landscapes, are important components of those cultural conditions.

The Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) is charged under Section 2.0 of the OHA with the responsibility to determine policies, priorities, and programs for the conservation, protection, and preservation of the heritage of Ontario. The MHSTCI published *Standards and Guidelines for Conservation of Provincial Heritage Properties* (Ministry of Tourism, Culture and Sport 2010) (hereinafter “Standards and Guidelines”). These Standards and Guidelines apply to properties the Government of Ontario owns or controls that have cultural heritage value or interest (CHVI). The Standards and Guidelines provide a series of guidelines that apply to provincial heritage properties in the areas of identification and evaluation; protection; maintenance; use; and disposal. For the purpose of this report, the Standards and Guidelines provide points of reference to aid in determining potential heritage significance in identification of BHRs and CHLs. While not directly applicable for use in properties not under provincial ownership, the Standards and Guidelines are regarded as best practice for guiding heritage assessments and ensure that additional identification and mitigation measures are considered.

Similarly, the *Ontario Heritage Tool Kit* (Ministry of Culture 2006) provides a guide to evaluate heritage properties. To conserve a BHR or CHL, the *Ontario Heritage Toolkit* states that a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development.

2.2 Municipal/Regional Heritage Policies

The study area is located within the City of Hamilton. Policies relating to cultural heritage resources were reviewed from the following sources:

- *Urban Hamilton Official Plan* (City of Hamilton 2013)
- *Hamilton Area Specific Policies: UH-2 Lands along Lake Ontario Shoreline, on the north and south side of Beach Boulevard* (City of Hamilton 2013)
- *Hamilton Beach Heritage Conservation District Guidelines for Conservation and Change* (ASI et al. 2000)

2.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes

This Cultural Heritage Report follows guidelines presented in the *Ontario Heritage Tool Kit* (Ministry of Culture 2006) and *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (Ministry of Tourism, Culture and Sport 2016). The objective of this report is to present an inventory of known and potential BHRs and CHLs, and to provide a preliminary understanding of known and potential BHRs and CHLs located within areas anticipated to be directly or indirectly impacted by the proposed project.

In the course of the cultural heritage assessment process, all potentially affected BHRs and CHLs are subject to identification and inventory. Generally, when conducting an identification of BHRs and CHLs within a study area, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of BHRs and CHLs in a geographic area: background research and desktop data collection; field review; and identification.



Background historical research, which includes consultation of primary and secondary source research and historical 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 having cultural heritage value. Typically, resources identified during these stages of the research process are reflective of particular architectural styles or construction methods, 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 BHRs and CHLs. The field review is also used to identify potential BHRs or CHLs that have not been previously identified on federal, provincial, or municipal databases or through other appropriate agency data sources.

During the cultural heritage assessment process, a property is identified as a potential BHR or CHL based on research, the MHSTCI screening tool, and professional expertise. In addition, use of a 40-year-old benchmark is a guiding principle when conducting a preliminary identification of BHRs and CHLs. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this benchmark 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 having cultural heritage value or interest.

2.4 Background Information Review

To make an identification of previously identified known or potential BHRs and CHLs within the study area, the following resources were consulted as part of this Cultural Heritage Report.

2.4.1 Review of Existing Heritage Inventories

A number of resources were consulted in order to identify previously identified BHRs and CHLs within the study area. These resources, reviewed on 5, 8, 11, 12 February; 21, 24-27 May 2021, include:

- *Hamilton Heritage Properties* interactive map (City of Hamilton n.d.)
- *Hamilton's Heritage Volume 1 List of Designated Properties and Heritage Conservation Easements under the Ontario Heritage Act* (City of Hamilton 2007)
- *Hamilton's Heritage Volume 2 Inventory of Buildings of Architectural and/or Historical Interest* (City of Hamilton 2002)
- *Hamilton's Heritage Volume 3 Canadian Inventory of Historic Building* (City of Hamilton 2003)
- *Hamilton's Heritage Volume 4 Inventory of Registered Archaeological Sites* (City of Hamilton 2004)¹

¹ The results from this inventory will be discussed in the Stage 1 report



- *Hamilton's Heritage Volume 5 Reasons for Designation Under Part IV of the Ontario Heritage Act* (City of Hamilton 2005a)
- *Hamilton's Heritage Volume 6 Inventory of Cemeteries and Burial Grounds* (City of Hamilton 2005b)
- *Inventory of Significant Places of Worship in the City of Hamilton, 1801-2001* (Charlton et al. n.d.)
- Historical maps (including historical atlases, topographic maps, and aerial photography);
- The *Ontario Heritage Act Register* (Ontario Heritage Trust n.d.);
- The *Places of Worship Inventory* (Ontario Heritage Trust n.d.);
- The inventory of Ontario Heritage Trust easements (Ontario Heritage Trust n.d.);
- The Ontario Heritage Trust's Ontario Heritage Plaque Guide: an online, searchable database of Ontario Heritage Plaques (Ontario Heritage Trust n.d.);
- Inventory of known cemeteries/burial sites in the Ontario Genealogical Society's online databases (Ontario Genealogical Society n.d.);
- Canada's Historic Places website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels (Parks Canada n.d.);
- Directory of Federal Heritage Designations: a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses (Parks Canada n.d.);
- Canadian Heritage River System: a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage (Canadian Heritage Rivers Board and Technical Planning Committee n.d.); and,
- United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites (UNESCO World Heritage Centre n.d.).

2.4.2 Review of Previous Heritage Reporting

Additional cultural heritage studies undertaken within parts of the study area were also reviewed. These include:

- *Phase 2 Cultural Heritage Resource Assessment - Fisherman's Pier Development Plan City of Hamilton and City of Burlington (Regional Municipality of Halton) Ontario* (ASI 2005)
- *Preliminary Results – Use and Significance of Green Paint on the Burlington Skyway Northbound Lanes Structure* (ASI 2010)
- *Cultural Heritage Resource Assessment: Built Heritage Resources and Cultural Heritage Landscapes Bayfront Industrial Area Renewal Strategy – Phase 2 Former Townships of Saltfleet and Barton, Wentworth County, City of Hamilton, Ontario* (ASI 2018)
- *The Red Hill Creek Expressway (North-South Section) Impact Assessment Final Technical Report – Cultural Heritage Resource Assessment* (ASI and Unterman, McPhail, Cuming Associates 2003)



2.4.3 Stakeholder Data Collection

The following individuals, groups, and/or organizations were contacted to gather information on known and potential BHRs and CHLs, active and inactive cemeteries, and areas of identified Indigenous interest within the study area:

- Chloe Richer, Cultural Heritage Planner, City of Hamilton (email communication 27 May and 1, 8, 10, 17 and 18 June 2021). Email sent to confirm the previously identified heritage resources and listing reports for the listed and inventoried properties. Response received on 17 June 2021 provided a list of known BHRs and CHLs within the study area based on mapping files of the study area sent by ASI. Additional email consultation was completed on 7 and 8 April 2022 to confirm details of the property inventory.
- The MHSTCI (email communication 27 May 2021). Email correspondence confirmed the previously identified and provided one additional resource as a Provincial Heritage Property of Provincial Significance.
- The Ontario Heritage Trust (email communication 27 May 2021). Email sent to confirm conservation easements or Trust-owned properties within the study area. A response received on 1 June 2021 indicated that there were no conservation easements or OHT owned properties within the study area. The location of the Burlington Bay Canal OHT plaque was confirmed within the study area.

2.5 Preliminary Impact Assessment Methodology

To assess the potential impacts of the undertaking, identified BHRs and CHLs are considered against a range of possible negative impacts, based on the *Ontario Heritage Tool Kit InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (Ministry of Tourism and Culture 2006). These include:

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

Indirect impacts from construction-related vibration have the potential to negatively affect BHRs or CHLs depending on the type of construction methods and machinery selected for the project and proximity



and composition of the identified resources. Potential vibration impacts are defined as having potential to affect an identified BHRs and CHLs where work is taking place within 50 m of features on the property. A 50 m buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature and direction provided from the MHSTCI (Wiss 1981; Rainer 1982; Ellis 1987; Crispino and D'Apuzzo 2001; Carman et al. 2012). This buffer accommodates any additional or potential threat from collisions with heavy machinery or subsidence (Randl 2001). Several additional factors are also considered when evaluating potential impacts on identified BHRs and CHLs. These are outlined in a document set out by the Ministry of Culture and Communications (now MHSTCI) and the Ministry of the Environment entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992) and include:

- Magnitude: the amount of physical alteration or destruction which can be expected;
- Severity: the irreversibility or reversibility of an impact;
- Duration: the length of time an adverse impact persists;
- Frequency: the number of times an impact can be expected;
- Range: the spatial distribution, widespread or site specific, of an adverse impact; and
- Diversity: the number of different kinds of activities to affect a heritage resource.

The proposed undertaking should endeavor to avoid adversely affecting known and potential BHRs and CHLs and interventions should be managed in such a way that identified significant cultural heritage resources are conserved. When the nature of the undertaking is such that adverse impacts are unavoidable, it may be necessary to implement alternative approaches or mitigation strategies that alleviate the negative effects on identified BHRs and CHLs. Mitigation is the process of lessening or negating anticipated adverse impacts to cultural heritage resources and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the BHR or CHL if to be demolished or relocated.

Various works associated with infrastructure improvements have the potential to affect BHRs and CHLs in a variety of ways, and as such, appropriate mitigation measures for the undertaking need to be considered.

3.0 SUMMARY OF HISTORICAL DEVELOPMENT WITHIN THE STUDY AREA

This section provides a brief summary of historical research. 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 physiography, Indigenous land use, and Euro-Canadian settlement.

3.1 Physiography

The study area is situated 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 300 km (Chapman and Putnam 1984). The old shorelines of Lake



Iroquois include cliffs, bars, beaches and boulder pavements. 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).

The City of Hamilton was founded as a village in 1812 and was a focus of land routes, from Toronto to the Niagara Peninsula, and to southwestern Ontario. It later grew down to the bay and developed its own port, overcoming both Burlington and Dundas to become the most important lakehead community. The old bayhead bar provided a corridor to the north shore, and the old, higher terraces inside the bar lead to an easy grade up the escarpment to Ancaster. When the railways came, they had to come around the head of the lake and the Iroquois bar became the natural route (Chapman and Putnam 1984).

Hamilton Harbour, also known as Burlington Bay, is located at the western tip of Lake Ontario and is separated from the Lake by a sandbar. The harbour is a 2,150 hectare (ha) embayment of Lake Ontario draining a watershed of 49,400 ha. It is surrounded on three sides by the Niagara Escarpment. The harbour's watershed is drained by three major tributaries, the Grindstone, Spencer, and Red Hill Creeks. In the nineteenth century, the watershed was heavily forested and Hamilton Harbour had vast marshes, and abundant fish and wildlife. Originally, the outlet of the bay was a small shallow stream through the sandbar that could only be passed by canoes or shallow boats (BARC n.d.).

3.2 Summary of Early Indigenous History in Southern Ontario

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years ago, or 11,000 Before the Common Era (B.C.E.) (Ferris 2013).² During the Paleo period (c. 11,000 B.C.E. to 9,000 B.C.E), groups tended to be small, nomadic, and non-stratified. The population relied on hunting, fishing, and gathering for sustenance, though their lives went far beyond subsistence strategies to include cultural practices including but not limited to art and astronomy. Fluted points, beaked scrapers, and gravers are among the most important artifacts to have been found at various sites throughout southern Ontario, and particularly along the shorelines of former glacial lakes. Given the low regional population levels at this time, evidence concerning Paleo-Indian period groups is very limited (Ellis and Deller 1990).

Moving into the Archaic period (c. 9,000 B.C.E. to 1,000 B.C.E.), many of the same roles and responsibilities continued as they had for millennia, with groups generally remaining small, nomadic, and non-hierarchical. The seasons dictated the size of groups (with a general tendency to congregate in the spring/summer and disperse in the fall/winter), as well as their various sustenance activities, including fishing, foraging, trapping, and food storage and preparation. There were extensive trade networks which involved the exchange of both raw materials and finished objects such as polished or ground stone tools, beads, and notched or stemmed projectile points. Furthermore, mortuary ceremonialism was evident, meaning that there were burial practices and traditions associated with a group member's death (Ellis and Deller 1990; Ellis et al. 2009).

² While many types of information can inform the precontact settlement of Ontario, such as oral traditions and histories, this summary provides information drawn from archaeological research conducted in southern Ontario over the last century.



The Woodland period (c. 1,000 B.C.E. to 1650 C.E.) saw several trends and aspects of life remain consistent with previous generations. Among the more notable changes, however, was the introduction of pottery, the establishment of larger occupations and territorial settlements, incipient horticulture, more stratified societies, and more elaborate burials. Later in this period, settlement patterns, foods, and the socio-political system continued to change. A major shift to agriculture occurred in some regions, and the ability to grow vegetables and legumes such as corn, beans, and squash ensured long-term settlement occupation and less dependence upon hunting and fishing. This development contributed to population growth as well as the emergence of permanent villages and special purpose sites supporting those villages. Furthermore, the socio-political system shifted from one which was strongly kinship based to one that involved tribal differentiation as well as political alliances across and between regions (Ellis and Deller 1990; Williamson 1990; Dodd et al. 1990; Birch and Williamson 2013).

The arrival of European trade goods in the sixteenth century, Europeans themselves in the seventeenth century, and increasing settlement efforts in the eighteenth century all significantly impacted traditional ways of life in Southern Ontario. Over time, war and disease contributed to death, dispersion, and displacement of many Indigenous peoples across the region. The Euro-Canadian population grew in both numbers and power through the eighteenth and nineteenth centuries and treaties between colonial administrators and First Nations representatives began to be negotiated.

The study area is within Treaty 3, the Between the Lakes Purchase. Following the 1764 Niagara Peace Treaty and the follow-up treaties with Pontiac, the English colonial government considered the Mississaugas to be their allies since they had accepted the Covenant Chain. The English administrators followed the terms of the Royal Proclamation and insured that no settlements were made in the hunting grounds that had been reserved for their use (Johnston 1964; Lytwyn 2005). In 1784, under the terms of the “Between the Lakes Purchase” signed by Sir Frederick Haldimand and the Mississaugas, the Crown acquired over one million acres of land in-part spanning westward from near modern day Niagara-on-the-Lake along the south shore of Lake Ontario to modern day Burlington (Aboriginal Affairs and Northern Development Canada 2016).

3.3 Historical Euro-Canadian Township Survey and Settlement

Historically, the study area is located in the Former Saltfleet Township, County of Wentworth in Lots 31-32, Broken Front Concession.

3.3.1 Township of Saltfleet

The land within Saltfleet Township was acquired by the British from the Mississaugas in 1784. The first township survey was undertaken in 1788 by Augustus Jones, and the first legal settlers occupied their land holdings in the same year. The township was named for several saline springs which existed in the bed of the Big Creek and produced salt. Saltfleet was initially settled by disbanded soldiers, mainly Butler’s Rangers, and other Loyalists following the end of the American Revolutionary War. Among the first settlers were Levi Lewis, John Pettit, Gershom Carpenter, Augustus Jones, John Biggar, John Wilson, Samuel Dean, who took up land west of the 50 Mile Creek. In 1815 the first assessment rolls counted



102 householders. By the 1840s, the township was noted for its excellent land and well-cultivated farms (Boulton 1805; Smith 1846; Armstrong 1985; Rayburn 1997; W. H. Irwin & Co. 1905).

3.3.2 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 courthouse 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 1987:101-103). Hamilton was incorporated as a City in 1846.

The earliest plans of subdivision for Hamilton were laid out around 1815 by George Hamilton, the namesake for the City. The commerce and population of the town greatly increased following the opening of the Burlington Canal (constructed between 1823 and 1832 and discussed further in Section 3.3.6) which thereby provided Hamilton with direct access to Lake Ontario and other market towns around the lake. The settlement was also linked to other parts of the province by various roads, and after 1853-1857 by the Great Western Railway. Visitors to Hamilton remarked upon the well-laid out streets in the town, and on the number of fine stone shops and houses that had been built there. The Gore District Court was first held in Hamilton in 1822, and a post office was established there in 1825 when W.B. Sheldon was appointed to serve as the first postmaster. The settlement was incorporated as a police village in January 1833, and the place was elevated to city status in June 1846. The population of the town in 1845 was estimated to number 6,475. Directories and gazetteers published during the 1840s and 1850s show that Hamilton was a thriving place, and these sources listed the various businesses, trades, and public institutions that had been established (Smith 1846).

In the latter half of the nineteenth century, many industries had become established within Hamilton and the city's population continued to expand. An additional boost to Hamilton's economy occurred in 1887 with the opening of the Welland Canal. Canada's steel industry found a new hub in Hamilton as they could now ship their goods on the Great Lakes and in 1899 the Hamilton Steel and Iron Company was formed by the merger of the Ontario Rolling Mills and Hamilton's Blast Furnace. In 1910, the Steel Company of Canada (Stelco.) was formed by merging leading steel companies in Ontario and Montreal to block the American takeover of the market (Mika and Mika 1981)

Hamilton's manufacturers produced a wide variety of products from matches to threshing machines. Though as with many other cities, it was hit hard by the Great Depression. This did not last long as WWII had resulted in large demands on iron and steel foundries and Hamilton had tripled its population by 1940 since 1900. The city had over 450 manufacturers with various railway lines and three steamship lines to provide shipment options for companies (Mika and Mika 1981).

It was during the mid-twentieth century that the present layout of Hamilton began to develop. Many of the heavy industries could be found in the northeast, with many retail and professional businesses grouped around Gore Park in the centre of the city. The residential areas were focused on the Niagara Escarpment, though many people still live in the lower part of the city (Mika and Mika 1981).



As the twentieth century progressed, the boundaries of the city expanded. Hamilton annexed Burlington Beach in 1956 and part of Halton County. Following this in 1960, Barton Township, and portions of Glanford, Saltfleet, and Ancaster Townships joined Hamilton. More recently, Hamilton underwent a large urban renewal project. The city was divided into 118 neighbourhoods in order to encourage citizens to participate in urban redevelopment. Hamilton Place, a modern cultural centre was built, and other efforts have been made to revitalize the downtown area. Another was Hesse Village, an area of restaurants and shops in restored Victorian houses (Mika and Mika 1981).

3.3.3 Development of the Beach Bar

The beach bar shaped early Euro-Canadian settlement activity and travel, just as it had done in precontact times. The band of dry land across the lake confined and concentrated travel routes within a very narrow band. John Graves Simcoe's 1790s military road, the 1820s Beach Road, the 1876 rail lines and 1896 electric radial lines, the 1930s Queen Elizabeth Way (QEW) and hydro transmission lines, circa 1910, all occupied and vied for space. In addition, the construction and opening of the Burlington Canal in 1832, together with the installation of a bridge and construction of wharves resulted in a booming beach economy and the birth of a small but thriving port community (ASI 2005).

The strategic importance of the head of the lake attracted the attention of American forces during the War of 1812. In the summer of 1813 two American schooners landed a contingent of 200 troops. After a brief skirmish with a small British garrison stationed at the Kings Head Inn, they razed the buildings there, as well as destroyed a temporary fortification at the outlet on the north end of the beach strip (ASI 2005).

After the war, the importance of the area as a transportation hub continued to grow apace. Ships off-loaded their cargo on the beach and these goods were then taken across the bar on log roads to be loaded on to barges that crossed the bay to Hamilton. A tavern, storehouses and some residences were built along the beach in support of these activities. In order to improve the movement of goods, a canal was constructed through the bar in the early 1820s. Officially opened in 1832, the Burlington Bay Canal underwent numerous modifications in order to expand its capacity and to repair damage to its associated facilities such as the swing bridge, ferry, lighthouse, and piers as well as the store and staff houses, which were prone to damage both from ice and wind off the lake and fire due to sparks from the engines of the steamers that passed through. The evolution of the canal continued into the modern era and has entailed multiple reconstructions on massive scales (ASI 2005).

The arrival of the railway line also spurred on the development of a recreational community of cottages and ornate summer residences that accommodated some of Hamilton's most prosperous families. The Hamilton Electric Railway line ran from the terminal at King and Catherine Streets in Hamilton, east to the beach strip then over the canal and on through to Burlington and Oakville. Throughout the 1920s to the 1950s, Hamilton Beach slowly declined as a holiday venue, but a housing shortage caused by two World Wars assured its survival, if not revival. With an affordable and modest range of housing, the beach strip continued to function as a unique residential enclave. Despite attempts to remove houses and establish a publicly owned system of parks and open space,



the Beach community continued to survive and by the 1990s had consolidated itself as a viable and sustainable community (ASI 2005).

3.3.4 Hamilton and North-Western Railway

The former Hamilton and North-Western Railway (H&NW) travelled through the eastern portion of the study area. The H&NW was formed in 1872. Construction began in 1877 and by late that year had reached Barrie and by mid-1879, Collingwood. Due to economic recession and railway politics, the H&NW merged with the Northern Railway of Canada to form the Northern & Northwestern Railway. The Northern & Northwestern Railway was acquired by the Grand Trunk Railway (GTR) in 1888 (Cooper 2001). Through the study area, the eastern line was constructed in 1878 and the western line was constructed in 1897. The western line was abandoned in 1929 and the eastern line in 1982 (Andreae 1997).

3.3.5 Burlington Skyway Bridge

Along the western portion of the study area is the Burlington Skyway Bridge. The first bridge designed for automobile traffic at this location was built in 1922. It was replaced by the Burlington Bay Skyway bridge which was constructed in the mid- 1950s. The Burlington Bay Skyway Bridge was necessitated by growing traffic along the beach corridor, in part the result of the completion of a divided highway across the Burlington Beach in 1937. This highway was a segment of what would become the QEW in 1939. The traffic problem was brought to a head in 1952 when the bascule bridge malfunctioned and was destroyed by a 7000 ton vessel which couldn't avoid it and toppled it into the canal. It was temporarily replaced by a fixed trestle bridge until 1962 when the current lift bridge was completed (ASI 2005).

It took two and a half years from the demolition of the earlier bridge to come up with any concrete announcement on its replacement. Most of the discussion centred on the cost sharing. The cost of the skyway bridge was estimated at \$13,300,000 in 1954 with the estimated cost of the entire project placed at \$16,000,000. Ultimately, the province assumed two-thirds of the cost and the federal government assumed one-third of the cost on the understanding that the province would assume full responsibility for traffic over the canal. Eventually, Arthur Sedgwick was announced as the coordinator of the project. He had been a bridge designer for the Ontario Department of Highways for forty-five years and was the chief bridge engineer for the province from 1929 until his retirement in May of 1954 (ASI 2005).

Construction started in 1954 and tenders were awarded to Pigott Construction Company for the northern and central sections of the substructure and to S. McNally and Sons for the southern section of the substructure. This work commenced in March of 1955. The earth works were completed by September and at that time the province announced the anticipated completion date for the project as December 31, 1957. The steel work approaching spans contract was awarded to Runnymede Construction Company of Toronto. Opening ceremonies for the bridge were held on October 30, 1958 and the Burlington Bay Skyway Bridge was twinned in 1985 (ASI 2005).



3.3.6 Burlington Canal

At the northern end of the study area is the Burlington Canal. Ships had begun to travel through the Burlington Canal in the early 1820s, however, the narrow and shallow channel restricted the movement of larger vessels. Private citizens appealed to the provincial government in 1924 for a wider and deeper canal. The Burlington Bay Canal was to be one of a series of waterways that would provide uninterrupted navigation from Lake Erie to the Atlantic Ocean and construction began in 1925. The canal was open for larger vessels by 1830, although it was not finished as planned until 1832. During this period, a toll system was employed and in the first year of toll collection almost the full cost of the canal improvements was recovered (ASI 2005).

The canal, has been dredged and modified over the years, was originally maintained by the Department of Railways and Canals and was called the Burlington Channel, Wentworth County. Control of the canal was reallocated to the Department of Public Works in 1885 and renamed to the Burlington Bay Channel. The canal has been credited with opening Hamilton up to international trade and providing the foundation for the city's industrialization and development. As part of the construction of the canal, a lighthouse and keeper's cottage were also built. The first of this pair of structures were erected in 1837. Both the lighthouse and cottage were destroyed by a fire in 1856. In 1857-1858, the present stone and brick structures were constructed. The lighthouse was maintained without major repairs until 1958 when it was damaged in a storm. It was repaired after the storm and removed from service in 1961 when it was superseded by a modern light erected on the new lift bridge. The lighthouse officially ceased operations in 1968. The associated keeper's cottage was moved a short distance in the late 1890's to its present location and was continuously occupied until 1991 by lightkeepers (ASI 2005).

3.3.7 Burlington Canal Lift Bridge

At the northern end is the Burlington Canal Lift Bridge. There have been five different moveable bridges located on this site since 1830. The present bridge was opened in 1962 and it carries two lanes of vehicular traffic across the canal. This structure originally had tracks for the Hamilton Northwestern railway but they were removed in 1982 when the road way was widened to four lanes (ASI 2005).

The bridge structure is a tower driven, vertical lift and moveable bridge. The lift span is 380 feet long, weighs 2200 tons and has a vertical lift of 110 feet. A system originating in the towers contains machinery, sheaves and wire ropes which are used to move the lift span. There is one 150 horsepower drive motor in each tower to supply power to the machinery and one 150 horsepower motor in each tower to synchronize the drive motors (ASI 2005).

3.3.8 Hamilton Harbour

Hamilton Harbour has always been a place of both recreation and commerce. 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 (ASI 2013).



The face of Hamilton Harbour changed dramatically in the 1920s when swimming areas were closed due to extensive pollution caused by the industry located along and in 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). The biggest of these projects were located in the east end of Hamilton Harbour where steel companies such as Dofasco and Stelco filled portions of the waterfront with slag, a waste product of the steel making process, to create new land that was used to expand their plants and docking facilities (Freeman 2001). The cumulative effect of this filling was that the original shoreline of Hamilton Harbour was completely altered during the beginning of the twentieth century (ASI 2013).

3.4 Review of Historical Mapping

The 1815 *Map of Niagara District in Upper Canada* (Nesfield 1815), the 1859 *Map of Wentworth County* (Surtees 1859), and the 1900 *Fire Insurance Plans of Hamilton* (Goad 1900), were examined to determine the presence of historical features within the study area during the nineteenth century (Figure 2 to Figure 7). Historically, the study area is located in Lots 31-32, Broken Front Concession in the Former Saltfleet Township, County of Wentworth.

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases. For instance, they were often financed by subscription limiting the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases. The use of historical map sources to reconstruct or predict the location of former features within the modern landscape generally begins by using common reference points between the various sources. The historical maps are geo-referenced to provide the most accurate determination of the location of any property on a modern map. The results of this exercise can often be imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including differences of scale and resolution, and distortions introduced by reproduction of the sources.

The 1815 map (Figure 2) shows the peninsula as separate pieces of land with a historical road connecting early settler homes, such as Mrs. Brank in the township of Nelson labelled to the north and the Jones family in the township of Saltfleet to the south. Three channels are shown within the study area allowing passage between Burlington Bay and Lake Ontario. The northernmost channel is labeled as “outlet”. A small island is shown in the southwest portion of the study area. Redhill Creek is depicted within the southern portion of the study area with its outlet into Burlington Bay.

The 1859 map (Figure 3) labels the road “Beach Road” (present-day Beach Boulevard), following a similar alignment to its current orientation. The peninsula is now depicted as a continuous piece of land to the canal. Baldry’s Hotel is shown in the north portion of the study area adjacent the canal. Snooks Hotel is in the middle of the study area fronting Beach Road. A filtering basin is depicted within the southern portion. A strip of land is shown branching from the main beach in the centre of the study area and a wharf is illustrated connecting the two pieces of land. The island is no longer illustrated within the study area. The outlet of Redhill Creek is now illustrated outside of the study area and the land along waterfront is depicted as marshy.

The 1900 *Fire Insurance Plans* (Figure 4 - Figure 7) cover a portion of the study area. The *Fire Insurance Plans* show a stone lighthouse and wooden yacht club building adjacent the canal and pier in the north end of the study area. Two hotels, the Ocean House Hotel and Arlington Hotel are shown adjacent to Beach Road. First Avenue, Second Avenue, Third Avenue, Fourth Avenue, Fifth Avenue, and Sixth Avenue are labeled as west-east oriented roads off Beach Road. Wooden buildings with sheds are shown throughout the plans, with only two brick buildings. There are large areas of land available for future buildings. Hamilton Beach Park is labelled along the western side of the peninsula. Elsinore Park is also labelled within the study area. The GTR Hamilton and Allandale Branch is shown running through the eastern portion of the study area.

In addition to nineteenth-century mapping, historical topographic mapping and aerial photographs from the twentieth century were examined. This report presents maps and aerial photographs from 1909, 1934, 1959, and 1999 (Figure 8 to Figure 11).

The 1909 map (Figure 8) depicts considerable development within the study area at the beginning of the twentieth century. There has been an increase in the number of structures compared with earlier mapping, particularly fronting Beach Road. The Hamilton Beach is labelled along the Lake Ontario side of the peninsula, with the Toronto and Niagara Power line, the Grand Trunk Hamilton Radial Electric Railway, and the metalled Beach Road. Marsh areas are shown along the western limits of the sand bar at the south and middle portions of the study area. The Beach Road Station is labelled at the southeast corner of the study area.

The 1934 and 1959 aerial photographs (Figure 9 - Figure 10) both visually capture the development within the study area. The 1934 aerial photograph shows additional streets off Beach Road, with houses built along each. The northern and southwestern portions of the study area appear to be less densely filled. The 1934 aerial photograph also shows the shape of the strip of land branching from the main beach in the centre, visible on the 1859 map (Figure 3). The 1959 aerial photograph depicts further development within the study area with the Burlington Skyway Bridge and QEW are visible along the eastern portion of the study area and additional infilling of a portion of the bay within the southwestern portion of the study area.

The 1999 aerial photograph (Figure 11) shows that land has expanded from the western main beach westwards. Earthmoving activities and industrial use can be seen this new portion of land. The QEW and Eastport Drive follow the length of Hamilton Beach splitting the new western portion of land and the residential neighbourhoods to the east. The residential areas show increased growth by 1999.





Figure 2: The study area overlaid on the 1815 Map of Niagara District in Upper Canada

Base Map: (Nesfield 1815)

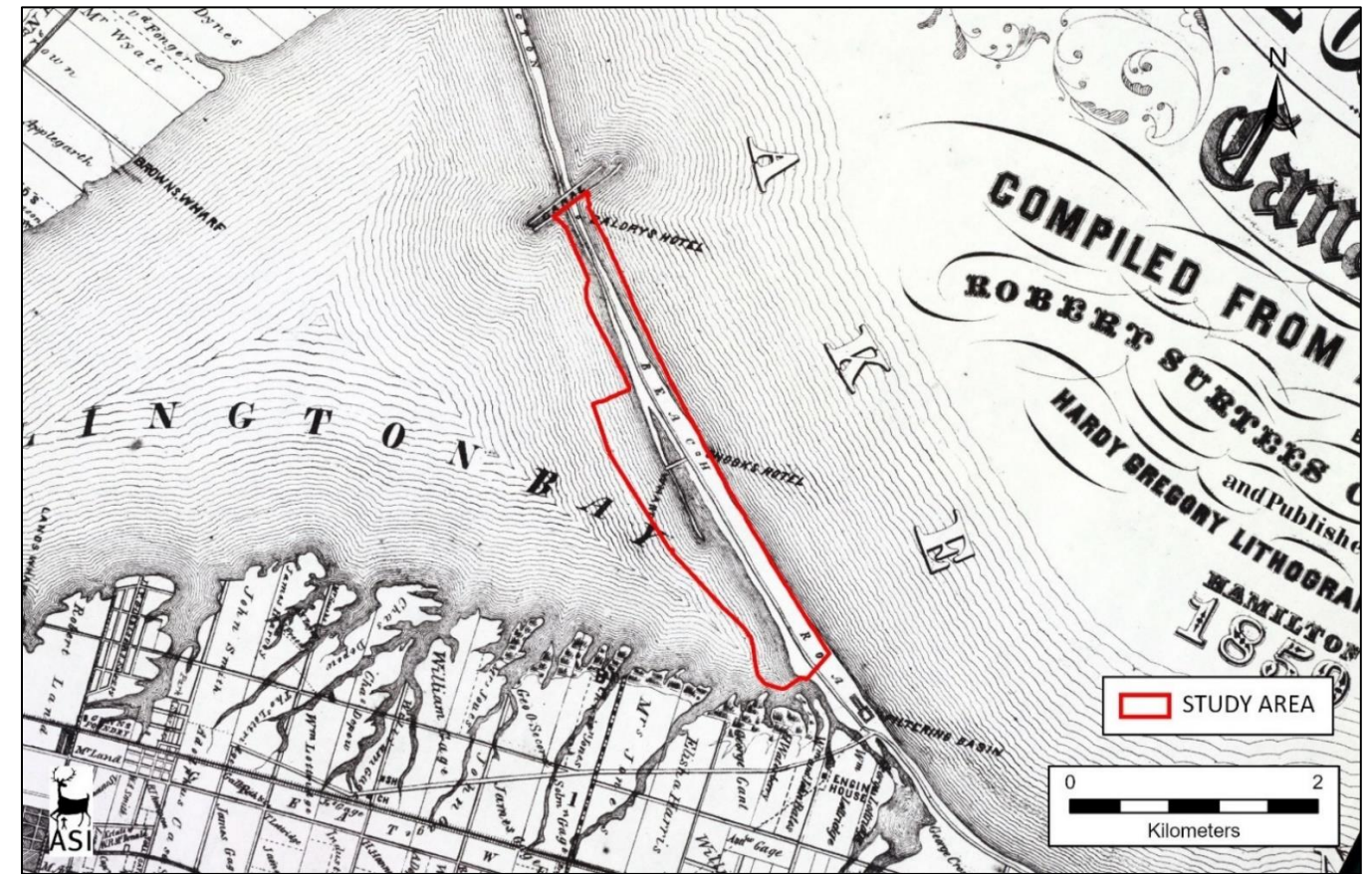


Figure 3: The study area overlaid on the 1859 Map of Wentworth County

Base Map: (Surtees 1859)

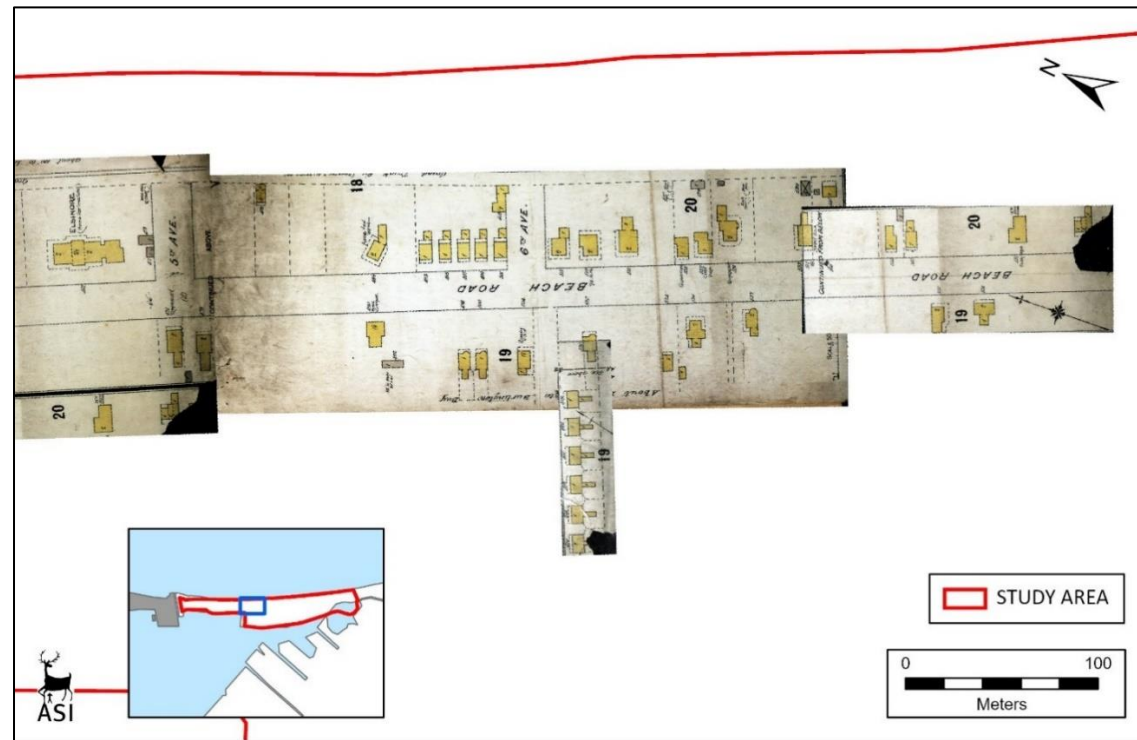


Figure 4: The study area overlaid on the 1900 Fire Insurance Plans of Hamilton

Base Map: (Goad 1900)

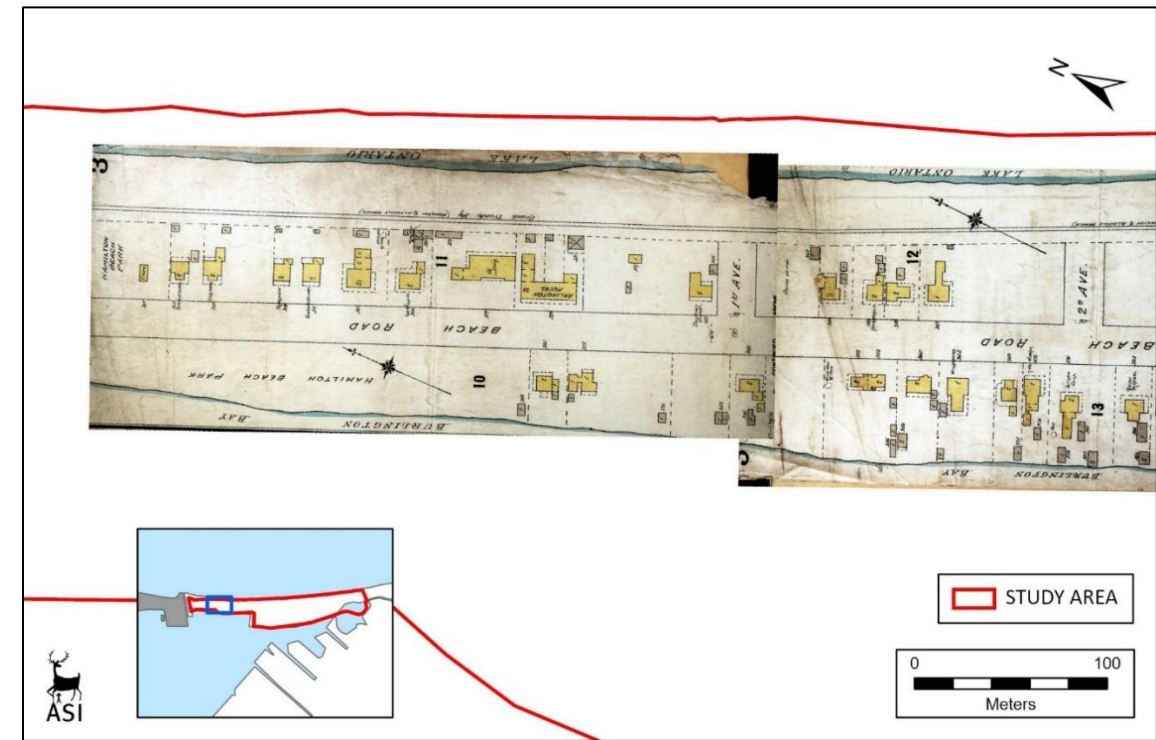


Figure 6: The study area overlaid on the 1900 Fire Insurance Plans of Hamilton

Base Map: (Goad 1900)

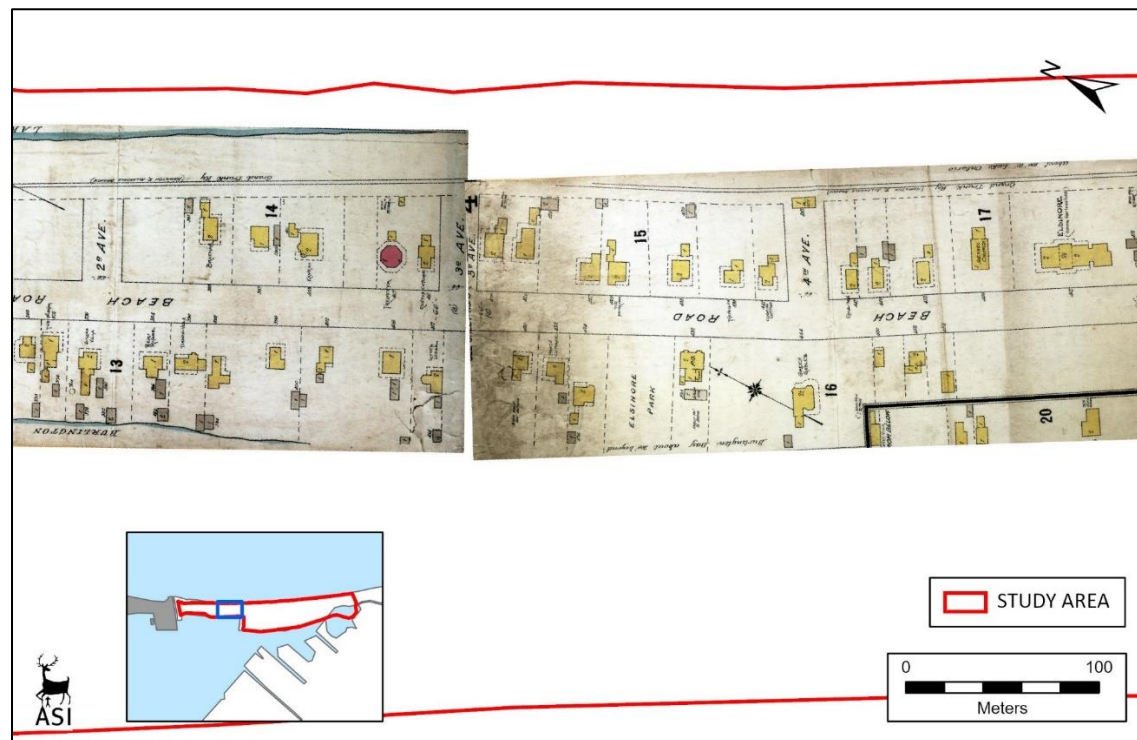


Figure 5: The study area overlaid on the 1900 Fire Insurance Plans of Hamilton

Base Map: (Goad 1900)

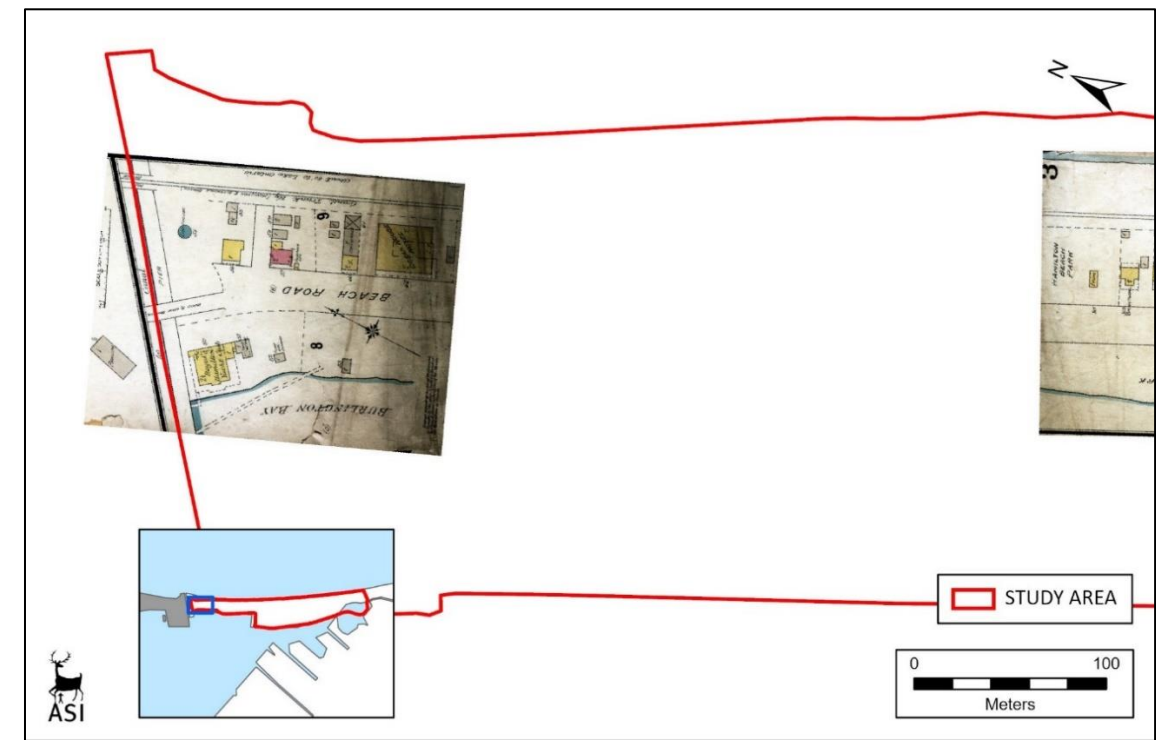


Figure 7: The study area overlaid on the 1900 Fire Insurance Plans of Hamilton

Base Map: (Goad 1900)

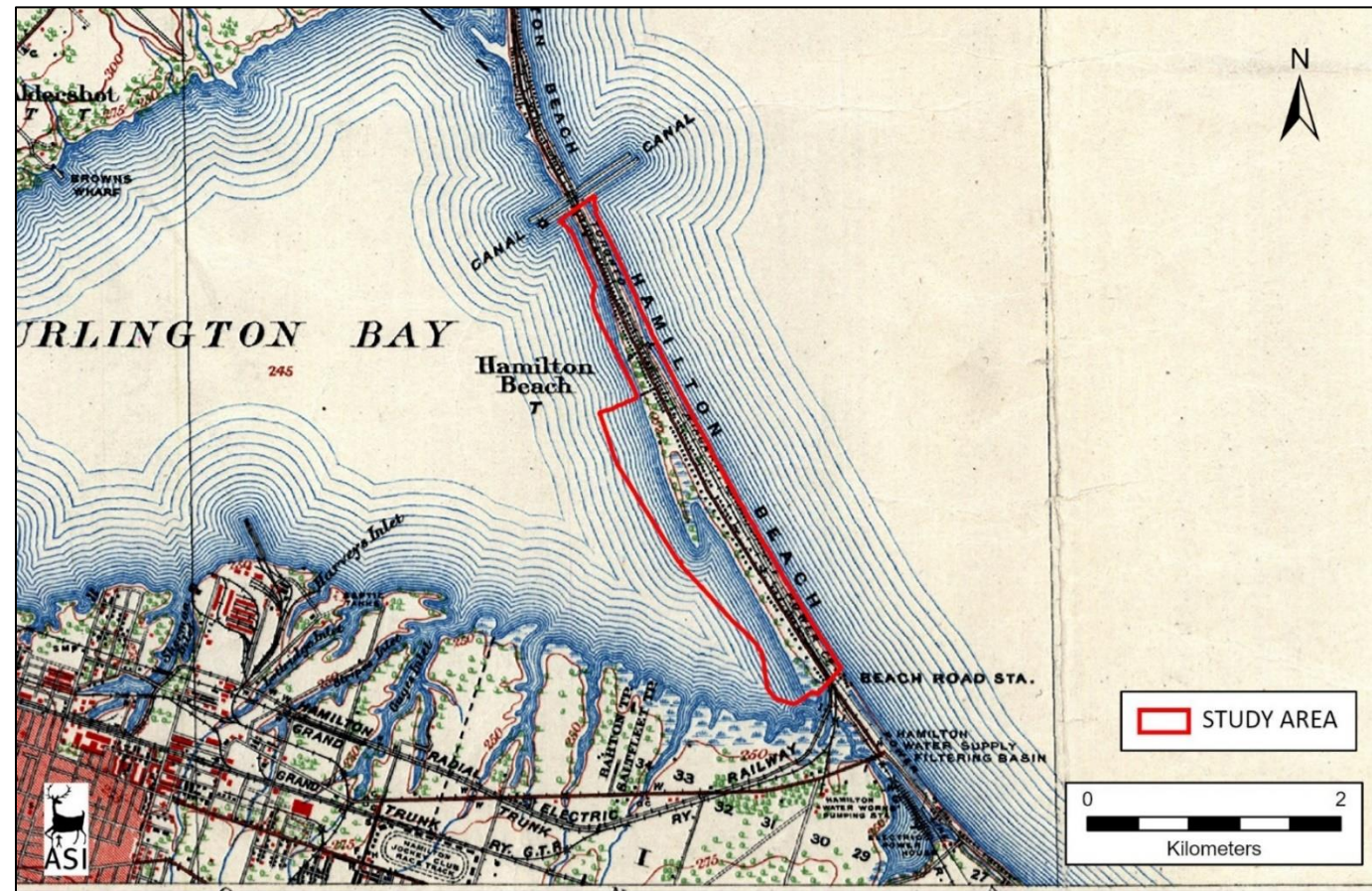


Figure 8: The study area overlaid on the 1909 topographic map of Burlington
Base Map: Hamilton Burlington Sheet 30M/5 (Department of Militia and Defence 1909)

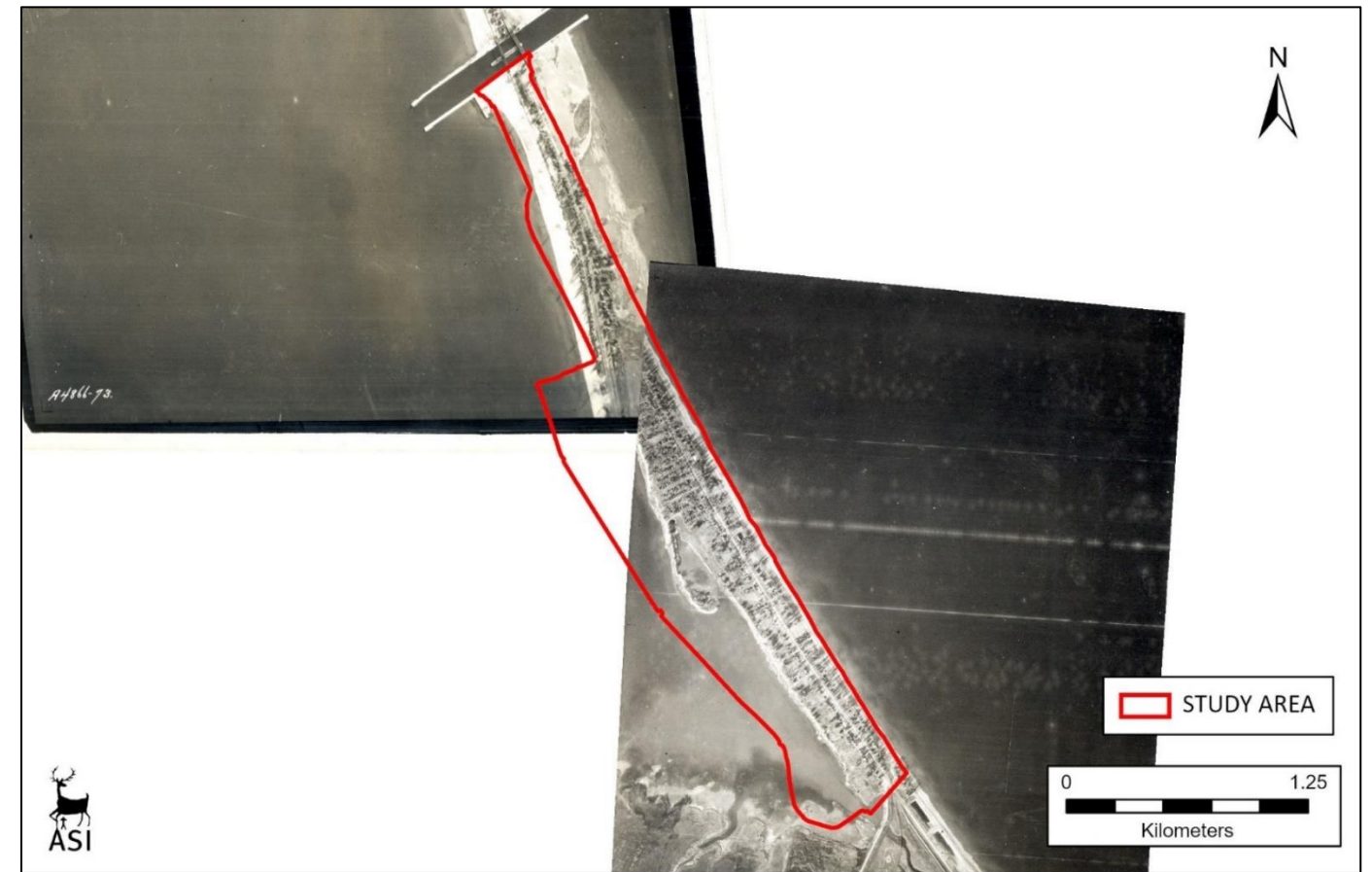


Figure 9: The study area overlaid on the 1934 aerial photographs of Hamilton
Base Map: Flightline A4866 Photo73, Flightline A4871 Photo 21 (Anonymous 1934a; Anonymous 1934b)



Figure 10: The study area overlaid on the 1959 aerial photograph of Hamilton
Base Map: Flightline A16883 Photo 12 (Spartan Air Services Ltd. 1959)

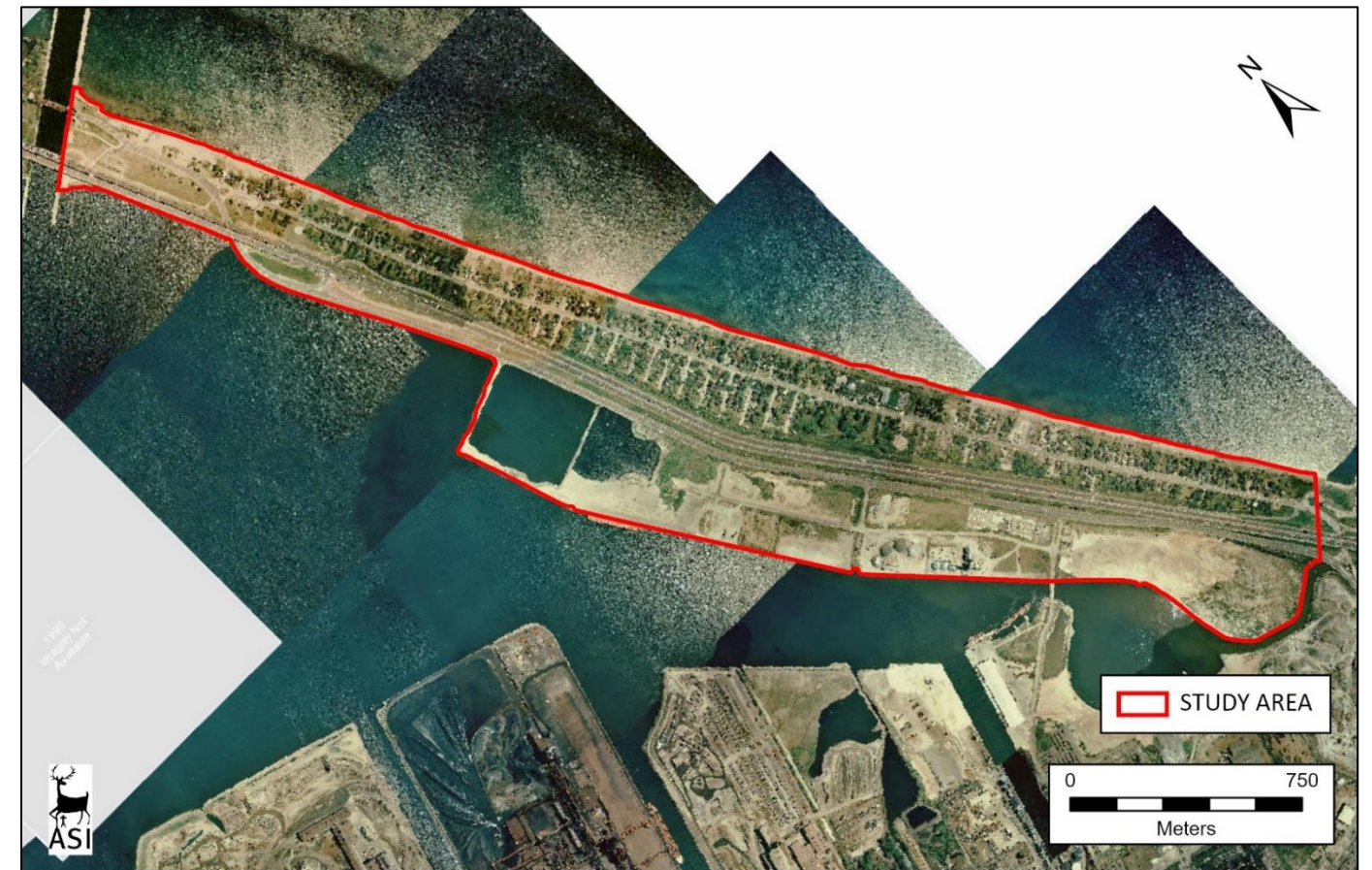


Figure 11: The study area overlaid on the 1999 aerial photograph of Hamilton
Base Map: (McMaster University 1999)

4.0 EXISTING CONDITIONS

4.1 Identification of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes

Based on the results of the background research, 99 previously identified features of cultural heritage value were identified within the study area. These resources include: three properties designated under Part IV of the OHA and one heritage conservation district (HCD) designated under Part V of the OHA and the 65 properties identified within it as part of the HCD. In addition, other resources include: 25 inventoried properties, 20 properties listed in *Hamilton's Heritage Volume 2 Inventory of Buildings of Architectural and/or Historical Interest* (City of Hamilton 2002), four properties listed in *Hamilton's Heritage Volume 3 Canadian Inventory of Historic Building* (City of Hamilton 2003), one CHL identified in the *Urban Hamilton Official Plan*, one Provincial Heritage Property of Provincial Significance, and one potential cultural heritage landscape identified in a previous report. Table 1 lists the previously identified cultural heritage resources and the resources are mapped in Figure 12 to Figure 16.

The entire study area (with the exception of a small portion of grassland in the southwest corner of the study area) is included in the Hamilton Beach (A,B,C) Historic Neighbourhood Inventory (CHR 99) (City of Hamilton n.d.). Further, the entire study area east of the Queen Elizabeth Way is included in the Hamilton Beach Strip Cultural Heritage Landscape (CHR 30) (City of Hamilton n.d.). Accordingly, all individual properties within these areas are considered to be included within these larger CHLs.

It should be noted that a number of historical structures and features are depicted on late-nineteenth and early-twentieth century mapping for the study area. Accordingly, it is anticipated that additional BHRs and CHLs will be identified during field review.

Table 1: Inventory of Known Cultural Heritage Resources within the Study Area

Feature ID	Address or Location	Type of Property	Heritage Status and Recognition
CHR 1	Woodward Avenue	Streetscape	Potential CHL - Identified in previous report (ASI 2018)
CHR 2	Burlington Bay Skyway	Bridge	Known BHR - Provincial Heritage Property of Provincial Significance
CHR 3	380 Van Wagners Beach Road	Recreational	Known BHR - Inventoried Property
CHR 4	5 Beach Boulevard	Waterfront Trail	Known BHR - Inventoried Property
CHR 5	83 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in <i>Volume 2 Inventory of Buildings of Architectural and/or Historical Interest</i>
CHR 6	137 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in <i>Volume 2 Inventory of Buildings of Architectural and/or Historical Interest</i>
CHR 7	147 Beach Boulevard	Residence	Known BHR - Inventoried Property

Feature ID	Address or Location	Type of Property	Heritage Status and Recognition
CHR 8	122 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in <i>Volume 2 Inventory of Buildings of Architectural and/or Historical Interest</i>
CHR 9	153 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in <i>Volume 2 Inventory of Buildings of Architectural and/or Historical Interest</i>
CHR 10	159 Beach Boulevard	Residence	Known BHR - Inventoried Property
CHR 11	193 Beach Boulevard	Residence	Known BHR - Inventoried Property
CHR 12	198 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in <i>Volume 2 Inventory of Buildings of Architectural and/or Historical Interest</i>
CHR 13	227 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in <i>Volume 2 Inventory of Buildings of Architectural and/or Historical Interest</i>
CHR 14	218 Beach Boulevard	Demolished	Known BHR - Listed in <i>Volume 2 Inventory of Buildings of Architectural and/or Historical Interest</i>
CHR 15	253 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in <i>Volume 2 Inventory of Buildings of Architectural and/or Historical Interest</i>
CHR 16	271 Beach Boulevard	Residence	Known BHR - Inventoried Property
CHR 17	268 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in <i>Volume 2 Inventory of Buildings of Architectural and/or Historical Interest</i>
CHR 18	531 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in <i>Volume 2 Inventory of Buildings of Architectural and/or Historical Interest</i>
CHR 19	585 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in <i>Volume 2 Inventory of Buildings of Architectural and/or Historical Interest</i>
CHR 20	668 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in <i>Volume 2 Inventory of Buildings of Architectural and/or Historical Interest</i>
CHR 21	659 Beach Boulevard	Residence	Known BHR - Inventoried Property



Feature ID	Address or Location	Type of Property	Heritage Status and Recognition
CHR 22	674 Beach Boulevard	Residence	Known BHR - Listed in <i>Volume 2 Inventory of Buildings of Architectural and/or Historical Interest</i>
CHR 23	671 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in <i>Volume 2 Inventory of Buildings of Architectural and/or Historical Interest</i>
CHR 24	677 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in <i>Volume 2 Inventory of Buildings of Architectural and/or Historical Interest</i>
CHR 25	749 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in <i>Volume 2 Inventory of Buildings of Architectural and/or Historical Interest</i>
CHR 26	758 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in <i>Volume 2 Inventory of Buildings of Architectural and/or Historical Interest</i>
CHR 27	757 Beach Boulevard	Residence	Known BHR - Inventoried Property; Listed in <i>Volume 2 Inventory of Buildings of Architectural and/or Historical Interest</i>
CHR 28	769 Beach Boulevard	Residence	Known BHR - Inventoried Property
CHR 29	1149 Beach Boulevard	Beach Strip, Open Space	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 30	Hamilton Beach Strip	Cultural Heritage Landscape	Known CHL - Identified in the <i>Urban Hamilton Official Plan</i>
CHR 31	Hamilton Beach Heritage Conservation District	Heritage Conservation District	Known CHL – Designated under the Part V of the OHA (By-law # 00-135)
CHR 32	867 Beach Boulevard	Empty Lot	Known BHR - Designated under Part V of the OHA (By-law # 00-135)
CHR 33	870 Beach Boulevard	Residence	Known BHR – Designated under Part V of the OHA (By-law # 00-135)
CHR 34	869 Beach Boulevard	Residence	Known BHR – Designated under Part V of the OHA (By-law # 00-135)
CHR35	880 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)



Feature ID	Address or Location	Type of Property	Heritage Status and Recognition
CHR 36	873 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the <i>OHA</i> (By-law # 00-135)
CHR 37	890 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the <i>OHA</i> (By-law # 00-135)
CHR 38	877 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the <i>OHA</i> (By-law # 00-135)
CHR 39	900 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the <i>OHA</i> (By-law # 00-135)
CHR 40	883 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the <i>OHA</i> (By-law # 00-135)
CHR 41	2 Fourth Avenue	Residence	Known BHR - Designated under Part V of the <i>OHA</i> (By-law # 00-135)
CHR 42	908 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the <i>OHA</i> (By-law # 00-135)
CHR 43	912 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the <i>OHA</i> (By-law # 00-135)
CHR 44	887 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the <i>OHA</i> (By-law # 00-135)
CHR 45	916 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the <i>OHA</i> (By-law # 00-135)
CHR 46	893 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the <i>OHA</i> (By-law # 00-135)
CHR 47	920 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the <i>OHA</i> (By-law # 00-135)
CHR 48	903 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the <i>OHA</i> (By-law # 00-135)
CHR 49	924 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the <i>OHA</i> (By-law # 00-135)
CHR 50	913 Beach Boulevard	Residence	Known BHR – Designated under the Part IV of the <i>OHA</i> (By-law # 85-235)
CHR 51	930 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the <i>OHA</i> (By-law # 00-135)



Feature ID	Address or Location	Type of Property	Heritage Status and Recognition
CHR 52	936 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 53	919 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 54	940-946 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 55	925 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 56	954 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 57	929 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 58	958 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 59	935 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135); Listed in <i>Volume 3 Canadian Inventory of Historic Building</i>
CHR 60	962 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 61	939 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 62	966 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 63	945 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 64	970 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 65	951 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 66	974 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)

Feature ID	Address or Location	Type of Property	Heritage Status and Recognition
CHR 67	957 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135); Listed in <i>Volume 3 Canadian Inventory of Historic Building</i>
CHR 68	978 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 69	967 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 70	984 Beach Boulevard	Empty Lot	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 71	971-975 Beach Boulevard	Demolished	Known BHR – Designated under the Part V of the OHA (By-law # 00-135); Listed in <i>Volume 3 Canadian Inventory of Historic Building</i>
CHR 72	990 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 73	983 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 74	996 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 75	987 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 76	1000 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 77	991 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 78	1008 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 79	997 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 80	1014 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 81	1003 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)



Feature ID	Address or Location	Type of Property	Heritage Status and Recognition
CHR 82	1020 Beach Boulevard	Empty Lot	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 83	1007 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 84	1026 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 85	1011 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 86	1032 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 87	1019 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 88	1038 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 89	1044 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 90	1052 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 91	1056 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 92	1060 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 93	1064 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135)
CHR 94	1051 Beach Boulevard	Demolished	Known BHR - Inventoried Property; Listed in <i>Volume 3 Canadian Inventory of Historic Building</i>
CHR 95	1117 Beach Boulevard	Residence	Known BHR – Designated under the Part V of the OHA (By-law # 00-135); Listed in <i>Volume 2 Inventory of Buildings of Architectural and/or Historical Interest</i>
CHR 96	1153 Beach Boulevard	Empty Lot	Known BHR - Listed in <i>Volume 2 Inventory of Buildings of Architectural and/or Historical Interest</i>



Feature ID	Address or Location	Type of Property	Heritage Status and Recognition
CHR 97	1155 Beach Boulevard	Lighthouse Keeper's Dwelling	Known BHR - Designated under Part IV of the <i>OHA</i> (By-law # 96-115); Designated under the Part V of the <i>OHA</i> (By-law # 00-135)
CHR 98	1157 Beach Boulevard	Lighthouse	Known BHR – Designated under Part IV of the <i>OHA</i> (By-law #96-115); Designated under the Part V of the <i>OHA</i> (By-law # 00-135); OHT 'Burlington Bay Canal' Plaque on property
CHR 99	Hamilton Beach (A,B,C) Established Historical Neighbourhood	Historical Neighbourhood	Known CHL - Identified in the <i>Established Historical Neighbourhood Inventory</i> (City of Hamilton n.d. and City of Hamilton email communication 8 April 2022)

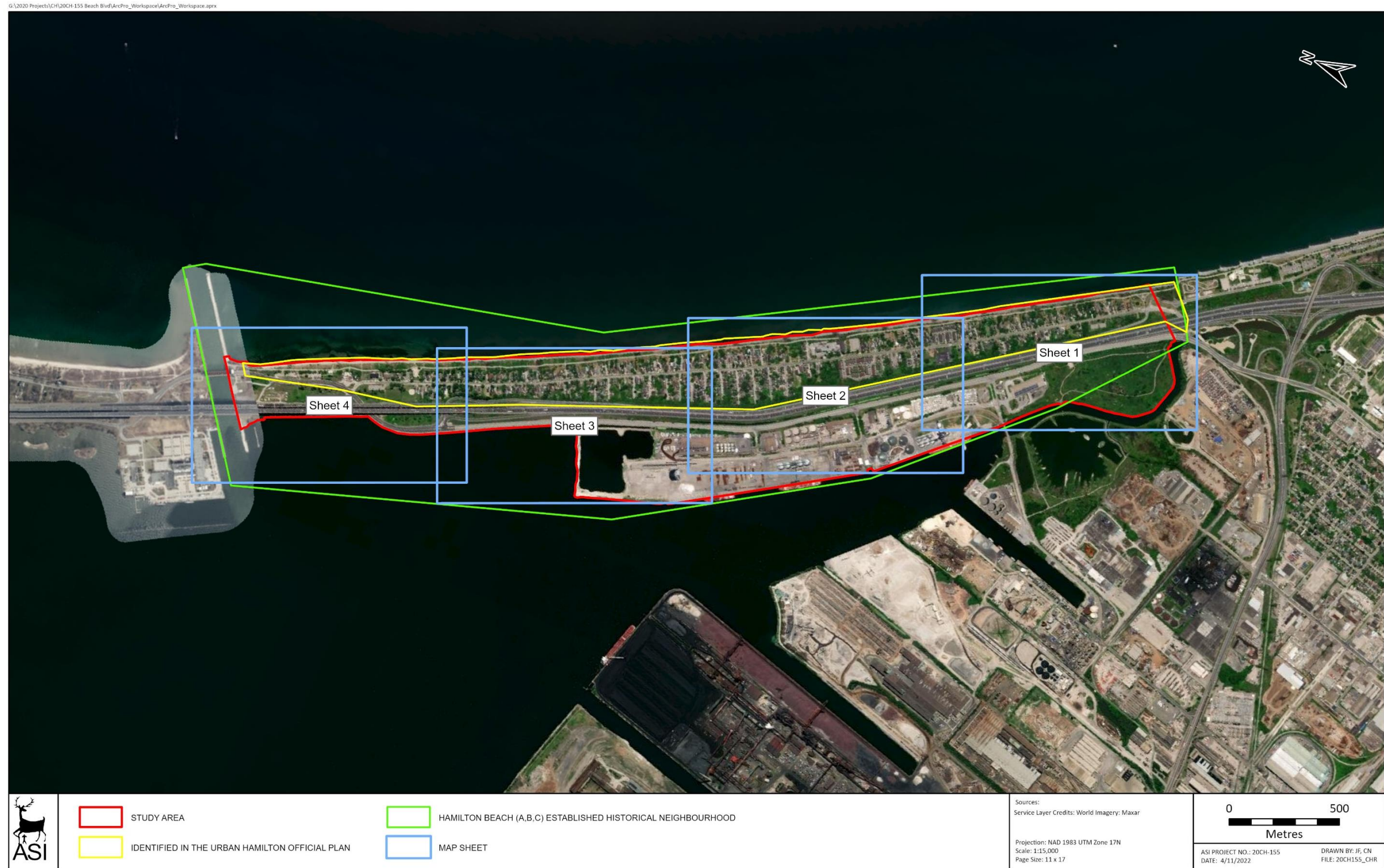


Figure 12: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes in the Study Area (Key Plan)



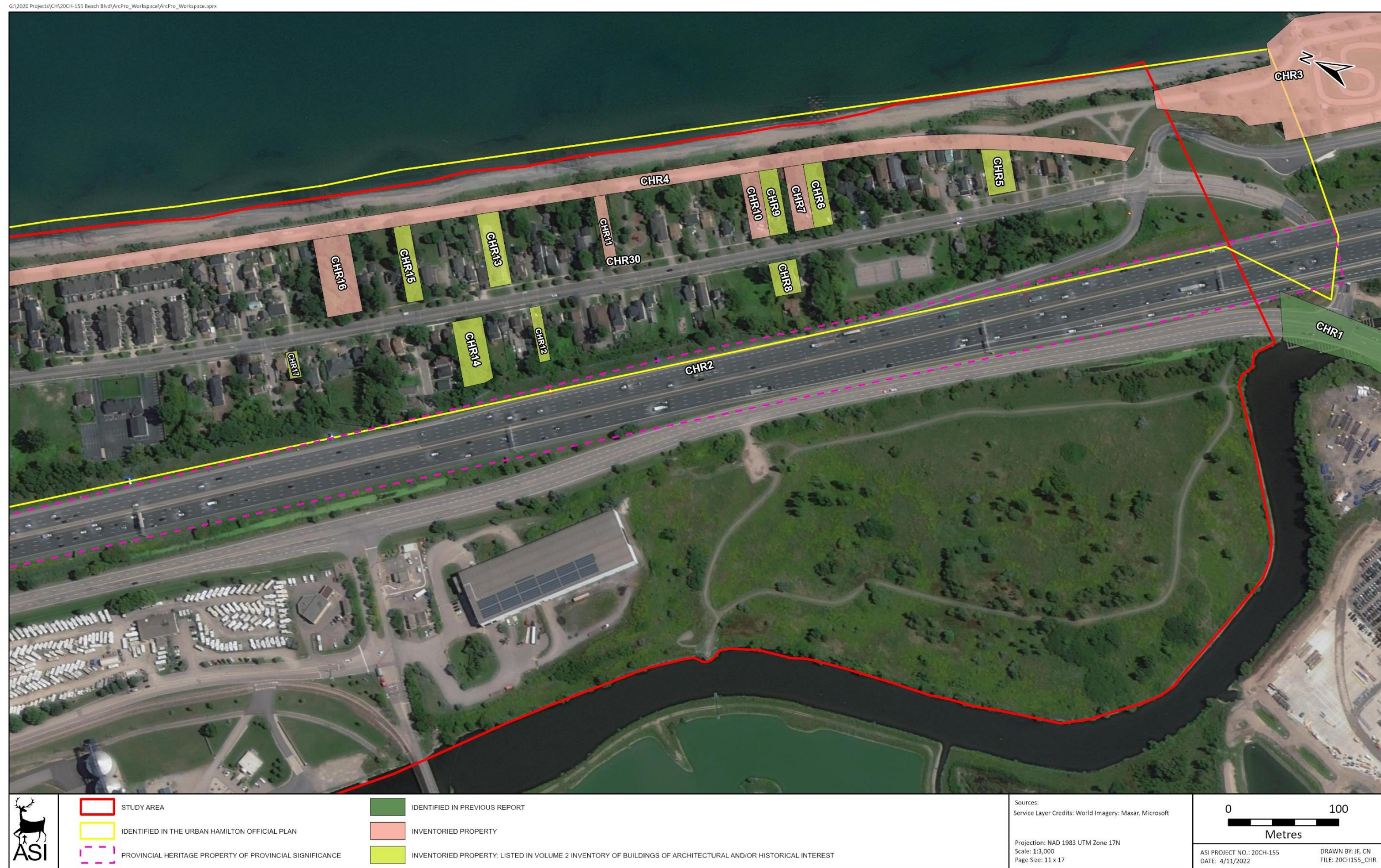


Figure 13: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes in the Study Area (Sheet 1)

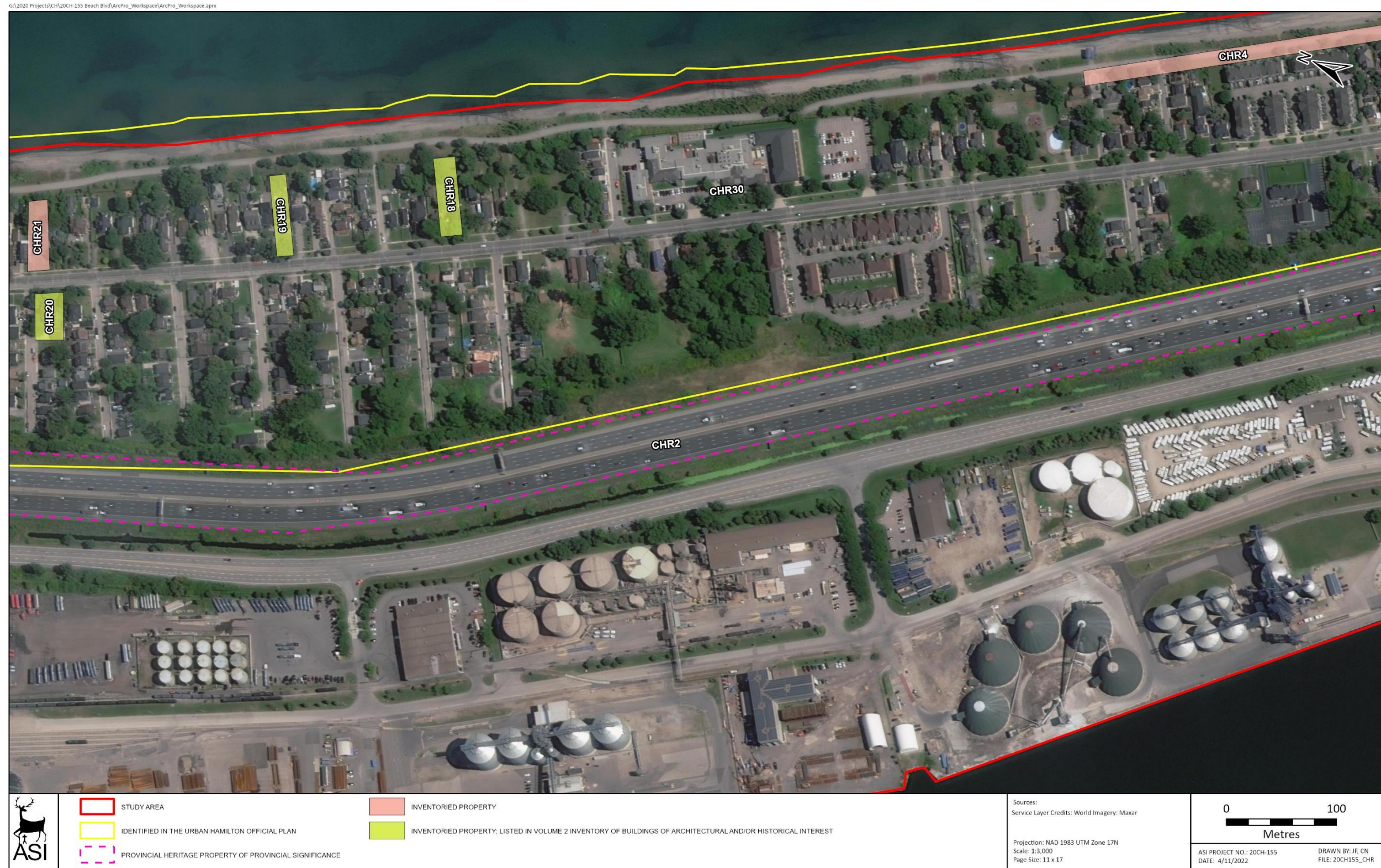


Figure 14: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes in the Study Area (Sheet 2)



Figure 15: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes in the Study Area (Sheet 3)





Figure 16: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes in the Study Area (Sheet 4)

5.0 SUMMARY OF COMMUNITY DATA COLLECTION

This section will be updated once the report has been updated with a preliminary impact assessment. At that time, consultation with the community will be undertaken through submission of this updated report for review and comment to municipal heritage staff, the MHSTCI, and any other relevant stakeholder with an interest in this project. Consultation will also be undertaken through Public Information Centres (PICs) conducted as part of the EA project. This section will be updated following receipt of any feedback.

6.0 RESULTS AND MITIGATION RECOMMENDATIONS

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with an urban land use history dating back to the mid-nineteenth century. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there are 99 previously identified feature of cultural heritage value within the Beach Boulevard study area.

6.1 Key Findings

- A total of 99 previously identified BHRs and CHLs were identified within the study area.
- Of the BHRs and CHLs identified within the study area there are: three properties designated under Part IV of the OHA and one heritage conservation district designated under Part V of the OHA and the 65 properties identified within it as part of the HCD. In addition, other resources include: 25 inventoried properties, 20 properties listed in *Hamilton's Heritage Volume 2 Inventory of Buildings of Architectural and/or Historical Interest* (City of Hamilton 2002), four properties listed in *Hamilton's Heritage Volume 3 Canadian Inventory of Historic Building* (City of Hamilton 2003), one cultural heritage landscape identified in the *Urban Hamilton Official Plan*, one Provincial Heritage Property of Provincial Significance, and one potential cultural heritage landscape identified in a previous report.
- Identified cultural heritage resources are historically, architecturally, and contextually associated with land use patterns in the City of Hamilton and more specifically representative of the settlement of the Beach Boulevard community along the peninsula.
- The entire study area (with the exception of a small portion of grassland in the southwest corner of the study area) is included in the Hamilton Beach (A,B,C) Historic Neighbourhood Inventory (CHR 99) (City of Hamilton n.d.). Further, the entire study area east of the Queen Elizabeth Way is included in the Hamilton Beach Strip Cultural Heritage Landscape (CHR 30) (City of Hamilton n.d.). Accordingly, all individual properties within these areas are considered to be included within these larger CHLs.



6.2 Recommendations

The results presented in this desktop report are preliminary. Yet to be undertaken is field work which may yield additional cultural heritage resources, a complete description of existing conditions, and preliminary impact assessment. Once fieldwork is conducted, this report will be updated with a description of existing conditions and a summary of known and potential cultural heritage resources in the study area. Once the preferred design is known, this report will be updated assess potential impacts of the proposed undertaking and propose appropriate mitigation measures and recommendations for minimizing and avoiding negative impacts on identified cultural heritage resources.



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