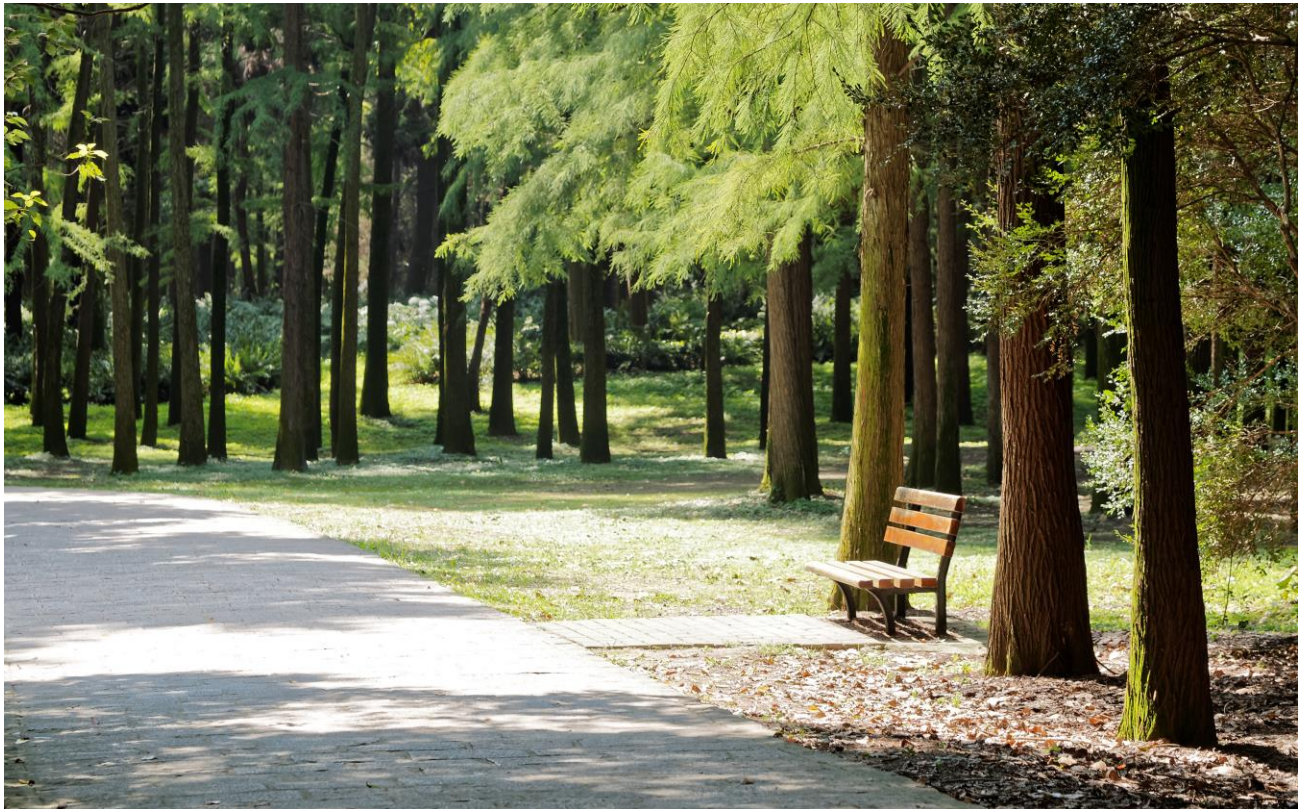


APPENDIX C: TECHNICAL SUPPORTING DOCUMENTS

APPENDIX C-11: CULTURAL HERITAGE EVALUATION REPORT

PART 1/4





METROLINX

An agency of the Government of Ontario
Une agence du gouvernement de l'Ontario

Cultural Heritage Evaluation Report 2 West Avenue North, Hamilton, Ontario

**Prepared by AECOM
for Metrolinx**

February 10, 2017

Authors

Report Prepared By: DRAFT
Michael Greguol
Cultural Heritage Specialist

DRAFT
Emily Game, B.A.
Heritage Researcher

Report Reviewed By: DRAFT
Fern Mackenzie, M.A., CAHP
Senior Architectural Historian

Revision History

Revision #	Date	Revised By:	Revision Description
0	02/10/2017	C. Latimer	Draft to Metrolinx

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1. Executive Summary

AECOM Canada Ltd. (AECOM) was retained by Metrolinx to complete a Cultural Heritage Evaluation Report (CHER) for the property at 2 West Avenue North in the City of Hamilton, Ontario (Figure 1). This work is being completed as part of the Hamilton Light Rail Transit (LRT) Project.

The Hamilton LRT Project B-Line alignment extends from McMaster University at Cootes Drive to the Main Street/Highway 403 Bridge. A proposed LRT-only bridge will allow the alignment to then extend along King Street West until King East Street intersects with Main Street East, where the alignment will continue along Main Street East to the Queenston Road traffic circle. As a part of the project, it is anticipated that building impacts may take place on the property at 2 West Avenue North.

The project impacts will be assessed following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation (O. Reg.) 231/08, Transit Projects and Metrolinx Undertakings under the Environmental Assessment Act. As part of the TPAP Amendment, an Environmental Project Report (EPR) Amendment will be prepared for public review.

The CHER was prepared according to the Metrolinx Interim Cultural Heritage Management Process and utilizes the criteria in Ontario Regulation 9/06 and Ontario Regulation 10/06, as required by the Ministry of Tourism, Culture, and Sport's (MTCS) *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). In addition, the CHER was prepared according to the Metrolinx Draft Terms of Reference for Consultants: *Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*. As such the recommendations as they relate to this CHER and the potential cultural heritage value or interest of the property at 2 West Avenue North are contained in a separate Cultural Heritage Evaluation Report Recommendations (CHERR) document.

As part of the reporting requirements for the Hamilton LRT Project, Archaeological Services Inc. (ASI) undertook a Cultural Heritage Screening Report (CHSR) for the alignment. The CHSR identified the requirement to conduct a CHER for the property located at 2 West Avenue North to assess the potential cultural heritage value or interest of the property. Where applicable, relevant background information has been utilized from the CHSR for project consistency.

The house at 2 West Avenue North is located on the northeast corner of West Avenue North and King Street East. Wellington Square, a small park, is located on the west side of the street, opposite the house. The property is one of a series of six early-20th century houses that extend across approximately half of this block. All six properties consist of 2½-story houses, all of a similar design.

In 1875, Lot 12, Concession 2 appears to have been fully developed, including Wellington Square which is located west of 2 West Avenue North. The house was constructed c. 1906 and the first tenant is listed as Andrew Hansel. In 1910 and 1911, the Hamilton City Directory lists F.H.C. Briggs, a dentist, as occupying the house. By 1920, the house is occupied by S. J. Jones, a physician, in 1930 by Dr. S.J. Albin and in 1940 by Mrs. L. Macdonald. By 1950, the house is divided into two apartments and R. Herriott and Mrs. May Herriott are listed as the tenants. By 1961, the house is divided into four apartments; John Kranyak, Mrs. A. Lockwood, V. Upper and Mrs. A Forrestall are listed as the tenants. The 1970 Hamilton City Directory indicates that 2 West Avenue North was further divided in four apartments and a rooming house; the tenants listed for that year are J. Kranyak, Mrs. A Forrestall, Agnes Keogh, Mrs. L. Festing and Mrs. Ruth Middleton.

A field review of the privately owned property located at 2 West Avenue North was undertaken on January 30, 2017 and February 3, 2017 by Michael Greguol and Emily Game of AECOM (Figure 2). An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

2. Introduction

2.1 Historical Summary

2.1.1 Context

The subject property is located within the municipal boundaries of the City of Hamilton, Ontario. Prior to the incorporation of the current municipality, the property was located within the boundaries of Barton Township, in Wentworth County.

2.1.2 Wentworth County

As part of the establishment of Upper Canada, the province was divided into administrative Districts in 1792. As such, Wentworth County was one of several counties that made up the Home District. It was named in honour of Sir John Wentworth, Lieutenant Governor of Nova Scotia from 1792-1808. In 1816, the Home District was divided and reorganized and Wentworth County was included in the Gore District. By 1849, the original district system was abolished and replaced by a county council system and Wentworth County became an independent political entity. Townships that were included in Wentworth County at one time or another included Ancaster, Barton, Beverly, Binbrook, Caistor, Flamborough East and West, Glanford, Onondaga, Saltfleet, and Seneca. Between 1850 and 1854, Wentworth and Halton Counties were joined for government purposes into the United Counties of Wentworth and Halton; however, this change was short-lived. In 1973, Wentworth County was renamed the Regional Municipality of Hamilton-Wentworth and, in 2001, was amalgamated with six constituent municipalities into the City of Hamilton. The City of Hamilton has remained the administrative seat or county town since the original creation of the Gore District nearly two centuries ago.

2.1.3 Barton Township

Barton Township is described in detail in the *Illustrated Historical Atlas of the County of Wentworth of 1875*. The Township of Barton was surveyed in 1791 by Augustus Jones using the Single-Front survey system used by the colonial government between 1783 and 1818.¹ The survey was made up of concessions separated by road allowances. The concession was divided into lots of 200 acres and sideroad allowances were surveyed after every fifth lot. The first settlers arrived in Barton Township in 1791, many of whom were United Empire Loyalists or disbanded troops. The settlement of Barton Township began slowly, with only 102 families living in the township by 1815; most of the settlement was concentrated at the foot of the Niagara Escarpment. The township continued to grow and by 1823 it contained one sawmill and three gristmills. By 1841, the population grew to 1,434.² Barton Township was later amalgamated into the Regional Municipality of Hamilton-Wentworth, which today is known as the City of Hamilton.

¹ William H. Smith, *Smith's Canadian Gazetteer*. Toronto: H. & W. Roswell. 1846.

² D'Arcy Boulton, *Sketch of His Majesty's Province of Upper Canada*. London: C. Rickaby. 1805. pp. 48-49.

2.2 Description of Property

The house at 2 West Avenue North is located within a neighbourhood that is a mixture of commercial and residential properties. The structure consists of a brick bay-and-gable house with a two bay façade. The house has three distinct sections; the front and middle sections of the house are 2½ stories, while the back section is one story. The house features a prominent projecting bay; the gable gives the wall façade greater depth. The roof is hipped with intersecting gables with dormers on the north and south sides of the roof.

2.3 Current Context

The house is located on the northeast corner of West Avenue North and King Street East. Wellington Square, a small park is located on the west side of the street, opposite the house. The property is one of a series of six early-20th century houses that extend across approximately half of this block. All six properties consist of 2½-story houses, all of a similar design. Another of the same type faces out on to King Street East at number 401 and is almost unrecognizable behind a more recent storefront. They were all likely built by a single developer, and formed a consistent streetscape, well-situated across West Avenue North from or near Wellington Park. The remodelling of the west façade has resulted in discontinuity in the row, and 2 West Avenue North is no longer a contributing element in the character of the neighbourhood. The properties adjacent to 2 West Avenue North reflect of a variety of land uses including residential, a public park, and commercial/industrial properties.

3. Methodology and Sources

3.1 Study Approach

This CHER was prepared in accordance with Metrolinx's *Interim Cultural Heritage Management Process* (Fall 2013) and the MTCS *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). The CHER was also undertaken according to the guidelines presented in the Metrolinx document, *Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations* (April 2016) and outlined in the following tasks:

- Research and Documentation Gathering – gathered from various sources including existing heritage studies, Metrolinx records, public archives, and published materials;
- Writing – an illustrated report based on gathered background history and site investigation materials, and the application of O.Reg. 9/06 and 10/06; Evaluation, Recommendations, and Statement of Cultural Heritage Value – a summary of the applicable evaluation, and recommendations regarding whether the property meets the criteria for being a provincial heritage property, a provincial heritage property of provincial significance, or neither.

As outlined in the Draft Terms of Reference, the heritage evaluation is separated into two stand-alone components: a CHER and a CHERR. The Cultural Heritage Evaluation Report includes research conducted for the CHER and is intended to address the criteria set out in O.Reg. 9/06 and 10/06. The CHERR includes the results of the applied evaluation, and the recommended outcome of the evaluation.

Michael Greguol, Cultural Heritage Specialist, and Emily Game, Heritage Researcher for AECOM, conducted a site investigation to visually inspect and document the property on January 30, 2017 and February 3, 2017.

3.2 Secondary Sources

A series of secondary sources were reviewed for the purposes of data collection and analysis as part of the CHER. The relevant guidelines and reference documents cited above served as a framework for undertaking the study. The *Hamilton Light Rail Transit Cultural Heritage Screening Report, City of Hamilton, Ontario* (CHSR) prepared by ASI in December 2016, provided a preliminary review of the rail corridor and the potential heritage properties identified along the corridor. Background information and applicable research was gathered from the report for the purposes of the CHER. In addition, a series of published materials including published histories pertaining to the history of Hamilton were consulted. A complete list of the sources reviewed for the report is contained in Section 15 (Bibliography).

3.3 Primary Sources

Where available, primary source material was consulted to provide a historical context for the evaluation of the potential heritage value of the property. Primary source research was undertaken at the Local History and Archives Department of the Hamilton Public Library, the Mills Memorial Library at McMaster University, and at the Map and Data Centre at the University of Western Ontario. A review of the

following primary sources aided in the evaluation of the structures at 2 West Avenue North:

- Illustrated Historical Atlas of the County of Wentworth, 1875;
- Hamilton City Directories, issues 1906-1970;
- Fire Insurance Plans, 1911; and,
- National Topographic Series, 1909-1938.

3.4 Consultations

As part of the identification of recognized and potential cultural heritage resources for the CHSR, ASI undertook consultation with the City of Hamilton, the Ontario Heritage Trust (OHT) and the MTCS. Consultation during the CHSR process took place between August and October, 2016.

As part of this CHER, AECOM undertook property-specific consultation with the same municipal and provincial staff and agencies in order to identify or confirm any existing heritage recognitions or interest in this subject property.

The following individuals and organizations were consulted:

- Thomas Wicks, Heritage Planner, OHT;
- Chelsey Tyers, Cultural Heritage Planner, City of Hamilton;
- Asyia Patel, Assistant Cultural Heritage Planner, City of Hamilton; and,
- Rosi Zirger, Heritage Planner, Ministry of Tourism, Culture, and Sport.

The results of the consultation efforts have been summarized in Section 7 (Community Input).

4. Heritage Recognitions

4.1 Municipal

As a review of applicable municipal heritage recognitions for the property or adjacent properties, AECOM reviewed the City of Hamilton's heritage inventories. The following inventories and registers were reviewed:

Hamilton's Heritage Volume 1: List of Designated Properties and Heritage Conservation Easements under the *Ontario Heritage Act*; and,

Hamilton's Heritage Volume 2: Inventory of Buildings of Architectural and/or Historical Interest.

In addition, consultation efforts were undertaken to confirm levels of municipal heritage recognition, if any. The property was identified in the December 2016 CHSR as not being subject to any heritage recognitions. However, consultation with the City of Hamilton in January and February 2017 confirmed that the property is now listed on the City's Inventory of Building of Architectural and/or Historical Interest.

4.2 Provincial

As a review of applicable provincial heritage recognitions for the property or adjacent properties AECOM reviewed the OHT's Provincial Plaque Guide, and list of OHT easements. The property at 2 West Avenue North is neither the subject of a provincial plaque nor a provincial easement. In addition, OHT staff was contacted to review the *Ontario Heritage Act* Register to confirm that the property is not included on the register and that an OHT easement does not exist for the property.

A response from Thomas Wicks, Heritage Planner for the OHT is pending.

4.3 Federal

As a review of applicable federal heritage recognitions for the property or adjacent properties, AECOM reviewed the online searchable database for the Canadian Register of Historic Places as well as the Directory of Federal Heritage Designations. 2 West Avenue North and the adjacent properties are not subject to any existing federal heritage recognitions.

5. Adjacent Lands

The properties adjacent to 2 West Avenue North consist mainly of a mix of commercial and residential uses. The structures on West Avenue North are residential properties, while the structures on King Street East are used for commercial purposes. Wellington Square, a small park is located opposite 2 West Avenue North and occupies the entire block on King Street East to Wellington Street North.

Consultation with the City of Hamilton indicated that the adjacent property, 662 King Street East, is listed on the City's *Inventory of Building of Architectural and/or Historical Interest*.

6. Archaeology

ASI completed a Stage 1 Archaeological Assessment (AA) as part of the Rapid Transit Initiative and found that the property at 2 West Avenue North did not retain archaeological potential and confirmed that no known archaeological assessments have previously been completed within 50 metres (m) of the property. Consequently, at the time of production of the ASI report, no archaeological sites had been identified within or adjacent to the property; however, the ASI Stage1 AA determined that a portion of land on the north side of King Street between Wellington Street South and West Avenue North retains archaeological potential. This land is located within 50 m of 2 West Avenue North.

The results of the Stage 1 AA determined that a Stage 2 AA must be conducted for all land identified as retaining archaeological potential that will be impacted by the proposed Rapid Transit Initiative. Based on this assessment, ASI made the following recommendations:

- The King Street right-of-way (ROW) does not retain archaeological potential due to previous land disturbance. An additional AA is not required within the ROW and those portions of the study corridor can be cleared of further archaeological concern; and,
- A Stage 2 AA should be conducted on lands determined to have archaeological potential if the proposed project is to impact these lands. This work must be done in accordance with the MTCS' *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) in order to identify any archaeological remains that may be present.

It should be noted that ASI's recommendations for Stage 2 archaeological work references the MCL's 2006 draft *Standards and Guidelines for Consultant Archaeologists* (MCL 2006); however, further Stage 2 archaeological work must now be conducted in accordance with current archaeological standards and guidelines (*Standards and Guidelines for Consultant Archaeologists*, Ontario Government 2011) . For complete details regarding the results of the Stage 1 AA, reference should be made to the *Stage 1 Archaeological Assessment, Rapid Transit Initiative, City of Hamilton, Ontario* (February 2009).

7. Community Input

As part of the consultation process for this report, AECOM undertook consultation with the City of Hamilton, the MTCS, and the OHT. The results of the consultation efforts are identified below in Table 7-1.

Table 7-1: Community Input and Consultation Undertaken for 2 West Avenue North

Contact	Contact Information	Date	Notes
Chelsey Tyers, Heritage Planner City of Hamilton	905-546-2424 ext. 1202 chelsey.tyers@hamilton.ca	February 1, 2017	The house at 2 West Avenue North is listed and is included in the City's Inventory of Buildings of Architectural and/or Historical Interest.
Asiya Patel Assistant Cultural Heritage Planner City of Hamilton	905-546-2424 ext. 7163 asiya.patel@hamilton.ca		
Thomas Wicks Heritage Planner Ontario Heritage Trust	416-314-5972 thomas.wicks@heritagetrust.on.ca	February 1, 2017	Response pending.
Rosi Zirger Heritage Planner Ministry of Tourism, Culture, and Sport	416-314-7159 rosi.zirger@ontario.ca	February 1, 2017	Response pending.

8. Discussion of Historical or Associative Value

8.1 Historical Theme/Cultural Pattern

8.1.1 *Transportation*

The earliest roads in Ontario were typically military roads or colonization roads. These roads often followed aboriginal hunting trails or were dictated by the topography of the land which they crossed. The Dundas Road was opened to connect Toronto with the Thames River, in what is now London, Ontario, and the Kingston Road was designed to provide a military link between Toronto and Kingston. The Kingston Road was one of the earliest and still functioning roads in southern Ontario.

Following the Crown surveys in Ontario, concession and side roads were opened on a grid that was dictated by the survey type that was used. The roads were cleared and made passable by the early land owners who built their dwellings adjacent to the concession roads. Despite being cleared, road conditions were often poor until the late 19th and early 20th centuries.

Railway transportation, both passenger and freight, greatly improved the transportation network in Ontario beginning in the mid-1800s. The opening of the Grand Trunk Railway (GTR) between Montreal and Toronto in 1856 provided a link between the two cities and provinces that was more easily travelled in comparison to mid-19th century roads. The construction of the route from Montreal to Toronto, and then on to Samia by the end of the 1860s resulted in the construction of significant structures such as the Victoria Bridge over the St. Lawrence River, and the St. Clair Tunnel in Samia. The GTR was designed to enhance the St. Lawrence-Great Lakes shipping routes in response to the railroads and shipping networks in the United States. As a result it also strengthened the connection and link between the townships, and municipal and provincial economies in Ontario.

Various railway companies were formed in Ontario to create a vast network of rail lines that spread throughout the province by the early-20th century. Nonetheless, most of the companies were eventually merged with or purchased by the Canadian National Railway (CN) or the Canadian Pacific Railway (CP).

8.1.2 *Railways*

In 1853, the Hamilton and Port Dover Railway (H&PDR) was incorporated with the intention of extending the railway between the two communities. However, sufficient funding was not available for the construction of the railway and as a result the railway lay dormant for fourteen years. In 1869, the company went up for statutory renewal and a new venture was formed to acquire assets of the H&PDR. As a result, the Hamilton and Lake Erie Railway (H&LER) was formed.

Construction began on the H&LER in 1873 and was completed for 31 km to Jarvis, Ontario by 1875. Following a severe economic downturn, work on the railway stopped at Jarvis. The owner of the H&LER accepted a merger proposal from the Hamilton & Northwestern Railway (H&NR); this created the

potential for a direct railway line from Port Dover north to Barrie and on to Collingwood. The H&NR completed the final nine kilometres to connect Jarvis and Port Dover.

The route eventually was designated the Hagersville Subdivision under CN. In 1969, CN constructed a line south from Garnet to Nanticoke, a component that now forms the southern leg of the Hagersville Subdivision. The section of railway from Jarvis to Port Dover was abandoned in 1935 and from Garnet to Jarvis in the 1970s. The segment of railway from south of Hamilton to Caledonia was abandoned in 1997.

8.1.3 Hamilton Street Railway

In 1873, the City of Hamilton incorporated the Hamilton Street Railway; the horse-drawn streetcar service began in May 1874 with six operating cars. The line extended along three miles of track from the GTR's passenger station east along Stuart Street South to James Street. The line travelled south to Gore Park and then east along King Street to Wellington Street. Due to popularity of the service, additional cars were added and the track was extended. New track was laid west along King Street to Locke Street and east to Wentworth Street.

The electrification process of the Hamilton Street Railway began in March 1892. A total of 12 miles of track were electrified and 15 horsecars were converted to electric street cars. Operation of the newly-electrified cars began on June 29, 1892.

At the end of the Second World War, Hamilton Street Railway sold the lines to Canada Coach for \$1.4 million. Immediately following the sale, Canada Coach announced plans to replace the street car service with busses. By 1951, the last street car was removed from service and replaced by electric trolley busses.³

The proposed B-Line follows the old streetcar route from King Street near McMaster University to Sherman Avenue; turned south along Sherman Avenue and then continued east on Main Street to Kenilworth Avenue North.

The present-day Hamilton transit company operates under the name of Hamilton Street Railway Company.

8.2 Local History

2 West Avenue North is located within the City of Hamilton, Ontario. Historically the structure was located on Lot 12, Concession 2 within Barton Township in Wentworth County. The subsections below include historic information related to the settlement and growth of these areas.

8.2.1 Settlement History

As part of the establishment of Upper Canada, the province was divided into administrative Districts in 1792. As such, Wentworth County was one of several counties that made up the Home District. It was named in honour of Sir John Wentworth, Lieutenant Governor of Nova Scotia from 1792-1808. In 1816, the Home District was divided and reorganized and Wentworth County was included in the Gore

³Transit Toronto. <http://transit.toronto.on.ca/streetcar/4751.shtml>, consulted February 9, 2017.

District. By 1849, the original district system was abolished and replaced by a county council system and Wentworth County became an independent political entity. Townships that were included in Wentworth County at one time or another included Ancaster, Barton, Beverly, Binbrook, Caistor, Flamborough East and West, Glanford, Onondaga, Saltfleet, and Seneca. Between 1850 and 1854, Wentworth and Halton Counties were joined for government purposes into the United Counties of Wentworth and Halton; however, this change was short-lived. In 1973, Wentworth County was renamed the Regional Municipality of Hamilton-Wentworth and, in 2001, was amalgamated with six constituent municipalities into the City of Hamilton. The City of Hamilton has remained as the administrative seat or county town since the original creation of the Gore District nearly two centuries ago.

Barton Township is described in detail in the *Illustrated Historical Atlas of the County of Wentworth of 1875*. The Township of Barton was surveyed in 1791 by Augustus Jones using the Single-Front survey system used by the colonial government between 1783 and 1818. The survey was made up of concessions separated by road allowances. The concession was divided into lots of 200 acres and sideroad allowances were surveyed after every fifth lot. The first settlers arrived in Barton Township in 1791, many of whom were United Empire Loyalists or disbanded troops. The Settlement of Barton Township began slowly, with only 102 families living in the township by 1815. Most of the settlement was concentrated at the foot of the Niagara Escarpment. The township continued to grow and by 1823 it contained one sawmill and three gristmills. By 1841, the population had grown to 1,434.

8.2.2 Site History

In 1875, Lot 12, Concession 2 appears to have been fully developed, including Wellington Square which is located west of 2 West Avenue North. The house was constructed c. 1906 and the first tenant is listed as Andrew Hansel. In 1910 and 1911, the Hamilton City Directory lists F.H.C. Briggs, a dentist, as occupying the house. By 1920, the house is occupied by S. J. Jones, a physician, in 1930 by Dr. S.J. Albin and in 1940 by Mrs. L. Macdonald. By 1950, the house is divided into two apartments and R. Herriott and Mrs. May Herriott are listed as the tenants. By 1961, the house is divided into four apartments; John Kranyak, Mrs. A. Lockwood, V. Upper and Mrs. A Forrestall are listed as the tenants. The 1970 Hamilton City Directory indicates that 2 West Avenue North was further divided in four apartments and a rooming house; the tenants listed for that year are J. Kranyak, Mrs. A Forrestall, Agnes Keogh, Mrs. L. Festing and Mrs. Ruth Middleton.⁴

8.3 Person/Event/Organization

The historic research undertaken for this CHER did not identify any significant people, events, or organizations that are directly related to or associated with the property, and could contribute to the potential cultural heritage interest or value of the property.

⁴ *Vernon's Hamilton City Directory.*

9. Discussion of Design or Physical Value

9.1 Style/Type/Tradition

The house at 2 West Avenue North consists of a brick bay-and-gable house with a two bay façade, standing on a high squared-rubble masonry basement. There are three large basement windows (one now boarded up) with dressed stone sills and lintels. The house has three distinct sections; the front and middle sections of the house are 2½ stories, while the back section is one story. This is a very common form for housing during the last quarter of the 19th century and into the 20th until the First World War. The house features a prominent projecting bay; the gable gives the wall façade greater depth. The roof is hipped with intersecting gables with dormers on the north and south sides of the roof.

Major changes to the west façade of the building have had an impact on the design integrity of the building. The porch has been replaced, and the upper story has been extended forward across both bays to form a flat wall plane. The use of horizontal windows on the upper stories conflicts with the generally vertical character of the design, as does the clapboard-style vinyl siding. On the King Street façade, an enclosed side porch has been added, and a small frame addition has been made to the rear of the building.

9.2 Function

The house at 2 West Avenue North was designed and built as a substantial single family home. From 1910 until the 1940s it was occupied by medical doctors and their families. The front and middle sections of the house continue to be residential, although it is now divided into nine apartments. The rear section has been used for commercial purposes in recent years (Photograph 3).

9.3 Fabric

2 West Avenue North is a structural brick house on a high squared-rubble masonry foundation (Photograph 3). According to the 1911 Fire Insurance Maps, the house was originally constructed with a shingle roof laid in mortar. The present shingles are of modern manufacture. The façade at 2 Avenue West North has been much altered and most of the original architectural details have either been removed or altered. The original windows have been removed and replaced with metal sliding windows. Rusticated stone sills are extant on the first floor windows on the west façade and on all of the windows on the south façade. The second floor west façade and gable have been clad with vinyl siding.

10. Discussion of Contextual Value

10.1 Social Meaning

The house located at 2 West Avenue North is one many Edwardian bay and gable houses that were constructed in cities across Ontario. Built in the early-20th century, the property represents a common type of residential house within the City of Hamilton. The exterior of 2 West Avenue North has been greatly altered and very few of its original architectural features are extant, and as a result, the house has no contextual value.

10.2 Environment



As a result of the extensive alterations to the exterior of the house, 2 West Avenue North does not contribute to the general character or cultural value of the surrounding environment.

10.3 Formal Recognition

The property was identified in the December 2016 CHSR as not being subject to any heritage recognitions. However, consultation with the City of Hamilton in January and February 2017 confirmed that the property is now listed on the City's *Inventory of Building of Architectural and/or Historical Interest*.

11. Data Sheet

Table 11-1: Data Sheet for 2 West Avenue North

FIELD	PROPERTY DATA
Municipal Address	2 West Avenue North
Municipality	Hamilton
Approximate Area (square metres)	324
Rail Corridor	Hamilton LRT B-Line
PIN	171780125
Ownership	Private
Aerial photo showing location and boundaries	
Exterior, street-view photo	
Date of construction of built resources (known or estimated and source)	ca. 1906 (Hamilton City Directories)
Date of significant alterations to built resources (known or estimated and source)	Unknown

FIELD	PROPERTY DATA
Architect/designer/builder	Unknown
Previous owners or occupants	Various medical and residential tenants throughout 20 th century (See Section 8)
Current function	Residential
Previous function(s)	Residential
Heritage Recognition/Protection (municipal, provincial, federal)	Listed on the City's <i>Inventory of Building of Architectural and/or Historical Interest</i> .
Local Heritage Interest	Listed on the City's <i>Inventory of Building of Architectural and/or Historical Interest</i> .
Adjacent Lands	No protected heritage properties
Latitude or UTM Northing	43.253428°
Longitude or UTM Easting	-79.857856°

12. Photographs



Photograph 1: View to north showing the subject property (right), in relation to similar structures along West Avenue North



Photograph 2: View to subject property from King Street East showing three sections of 2 West Avenue North



Photograph 3: View to subject property from King Street East showing rear section of 2 West Avenue North

13. Figures

All figures pertaining to this CHER can be found on the following pages.



Figure 1: Location of 2 West Avenue North



Figure 2: Aerial Photograph showing the area surrounding 2 West Avenue North

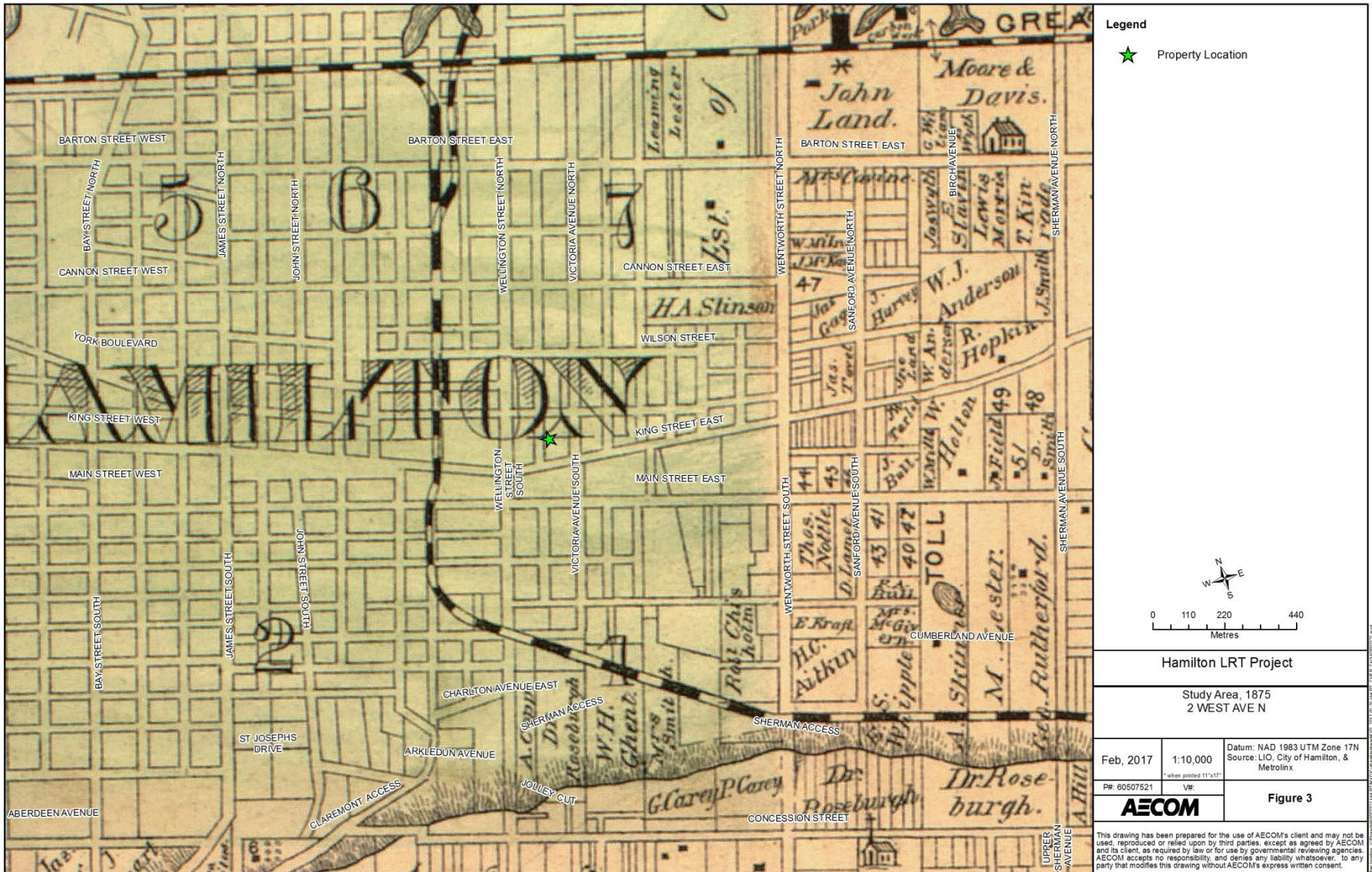


Figure 3: Location of 2 West Avenue North on the 1875 Historical Atlas Map (Page & Smith, 1875)

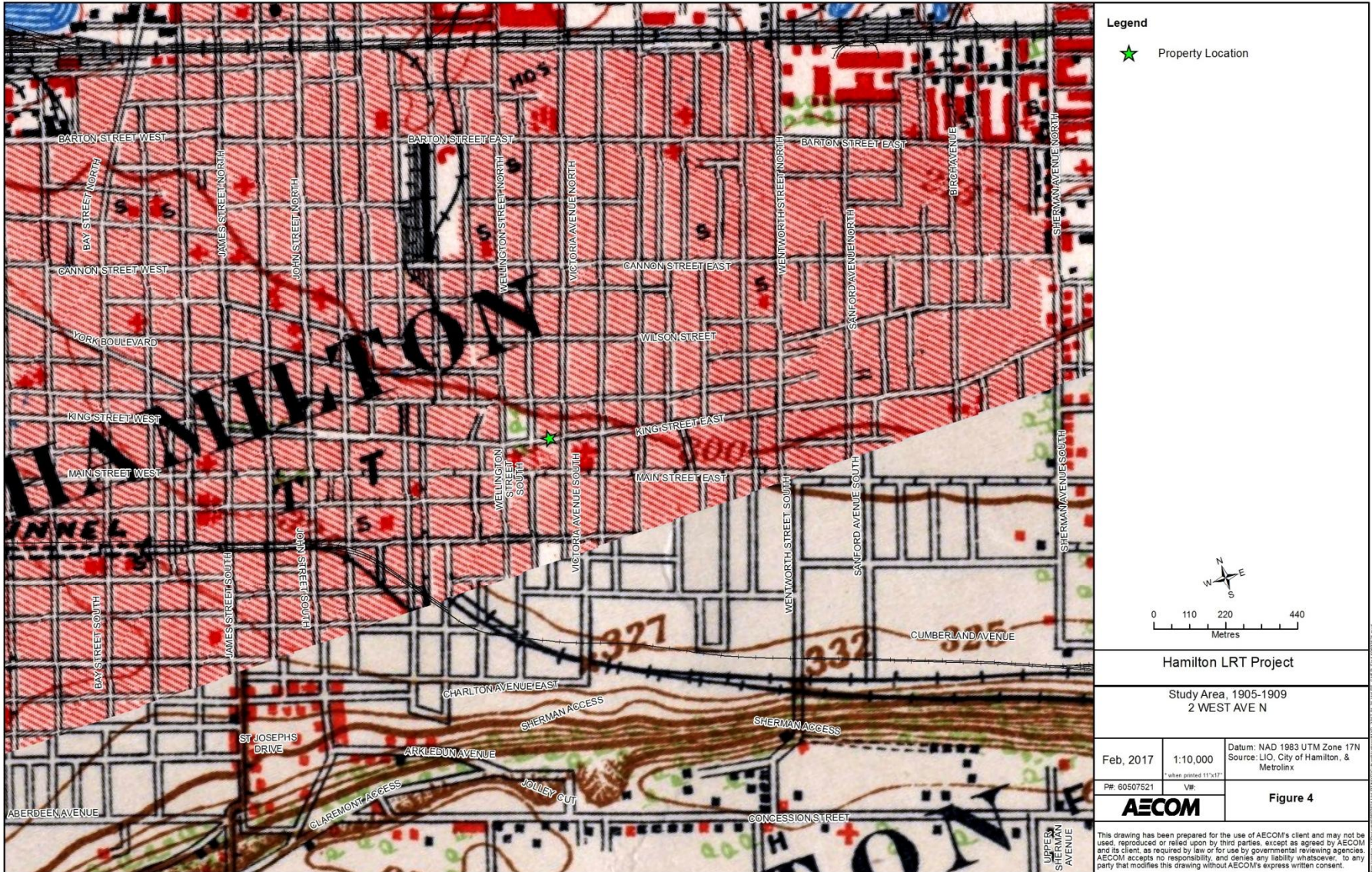


Figure 4: Location of 2 West Avenue North on the 1909 NTS Map

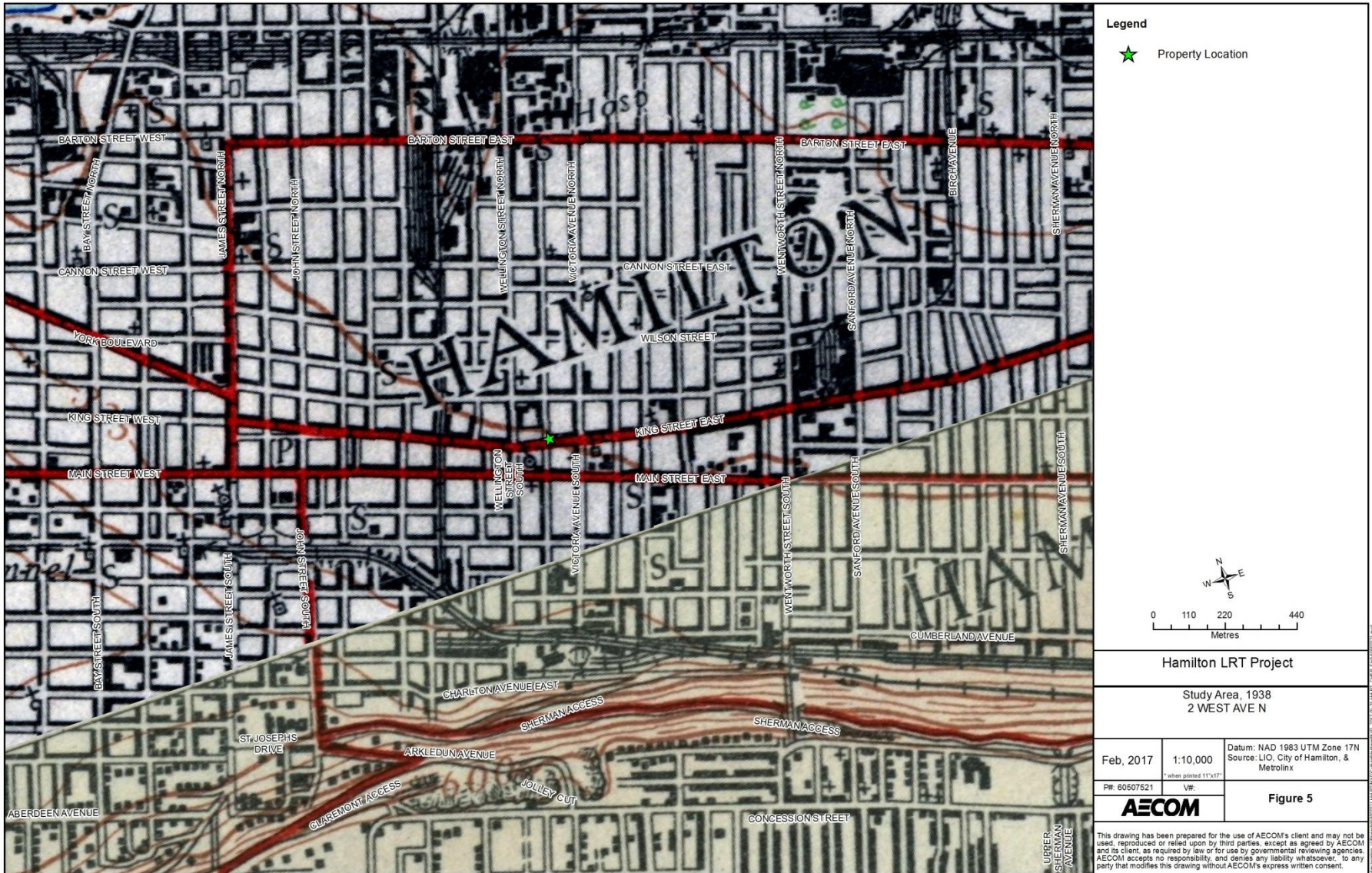


Figure 5: Location of 2 West Avenue North on the 1938 NTS Map

14. Chronology

- 1791 Barton Township was surveyed by Augustus Jones; the first settler arrived in the township.
- 1850 Gore District was divided and Halton and Wentworth Counties were created.
- 1869 The Hamilton & Lake Erie Railway was formed.
- 1873 Construction on the Hamilton & Lake Erie Railway began.
- 1873 The Hamilton Street Railway was incorporated.
- 1873 Horse-drawn streetcar service began on the Hamilton Street Railway.
- 1892 Twelve miles of the Hamilton Street Railway was electrified and cars were updated.
- c. 1906 2 West Avenue North was constructed.
- 1906 Andrew Hansel is listed as the tenant of 2 West Avenue North.
- 1910 – 1911 F.H.C. Briggs (dentist) is listed as the tenant of 2 West Avenue North.
- 1920 S.J. Jones (physician) is listed as the tenant of 2 West Avenue North.
- 1930 Dr. S.J. Albin is listed as the tenant of 2 West Avenue North.
- 1940 Dr. S.J. Albin is listed as the tenant of 2 West Avenue North.
- c. 1945 The Hamilton Street Railway was sold to Canada Coach.
- 1950 The house is divided into two apartments; R. and May Herriott are listed as the tenants.
- 1951 Streetcars were removed from service and replaced with electric bus trolleys.
- 1960 The house is divided into four apartments; John Kranyak, Mrs. A. Lockwood, V. Upper and Mrs. A Forrestall are listed as the tenants.
- 1970 The house was further divided in four apartments and a rooming house; the tenants listed for this year are J. Kranyak, Mrs. A Forrestall, Agnes Keogh, Mrs. L. Festing and Mrs. Ruth Middleton.

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Cultural Heritage Evaluation Report Recommendations 2 West Avenue North, Hamilton, Ontario

Prepared by AECOM
for Metrolinx

February 10, 2017

Authors

Report Prepared By: DRAFT
Michael Greguol
Cultural Heritage Specialist

DRAFT
Emily Game, B.A.
Heritage Researcher

Report Reviewed By: DRAFT
Fern Mackenzie, M.A., CAHP
Senior Architectural Historian

Revision History

Revision #	Date	Revised By:	Revision Description
0	02/10/2017	C. Latimer	Draft to Metrolinx

Statement of Qualifications and Limitations

The attached Report (the "Report") has been prepared by AECOM Canada Ltd. ("AECOM") for the benefit of the Client ("Client") in accordance with the agreement between AECOM and Client, including the scope of work detailed therein (the "Agreement").

The information, data, recommendations and conclusions contained in the Report (collectively, the "Information"):

- is subject to the scope, schedule, and other constraints and limitations in the Agreement and the qualifications contained in the Report (the "Limitations");
- represents AECOM's professional judgement in light of the Limitations and industry standards for the preparation of similar reports;
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- must be read as a whole and sections thereof should not be read out of such context;
- was prepared for the specific purposes described in the Report and the Agreement; and
- in the case of subsurface, environmental or geotechnical conditions, may be based on limited testing and on the assumption that such conditions are uniform and not variable either geographically or over time.

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AECOM agrees that the Report represents its professional judgement as described above and that the Information has been prepared for the specific purpose and use described in the Report and the Agreement, but AECOM makes no other representations, or any guarantees or warranties whatsoever, whether express or implied, with respect to the Report, the Information or any part thereof.

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1. Executive Summary

AECOM Canada Ltd. (AECOM) was retained by Metrolinx to complete a Cultural Heritage Evaluation Report (CHER) for the property at 2 West Avenue North, in the City of Hamilton, Ontario (Figure 1 of CHER). This work is being completed as part of the Hamilton Light Rail Transit (LRT) Project.

The Hamilton LRT Project B-Line alignment extends from McMaster University at Cootes Drive to the Main Street/Highway 403 Bridge. A proposed LRT-only bridge will allow the alignment to then extend along King Street West until King East Street intersects with Main Street East, where the alignment will continue along Main Street East to the Queenston Road traffic circle. As a part of the project, it is anticipated that building impacts may take place on the property at 2 West Avenue North.

The project impacts will be assessed following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation (O. Reg.) 231/08, Transit Projects and Metrolinx Undertakings under the Environmental Assessment Act. As part of the TPAP Amendment, an Environmental Project Report (EPR) Amendment will be prepared for public review.

The CHER was prepared according to the Metrolinx Interim Cultural Heritage Management Process and utilizes the criteria in Ontario Regulation 9/06 and Ontario Regulation 10/06, as required by the Ministry of Tourism, Culture, and Sport's (MTCS) *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). In addition, the CHER was prepared according to the Metrolinx Draft Terms of Reference for Consultants: *Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*. As such, the recommendations as they relate to this CHER and the potential cultural heritage value or interest of the property at 2 West Avenue North are contained in a separate Cultural Heritage Evaluation Report Recommendations (CHERR) document.

As part of the reporting requirements for the Hamilton LRT Project, Archaeological Services Inc. (ASI) undertook a Cultural Heritage Screening Report (CHSR) for the alignment. The CHSR identified the requirement to conduct a CHER for the property located at 2 West Avenue North to assess the potential cultural heritage value or interest of the properties. Where applicable, relevant background information has been utilized from the CHSR for project consistency.

The house is located on the northeast corner of West Avenue North and King Street East. Wellington Square, a small park is located on the west side of the street, opposite the house. The property is one of a series of six early-20th century houses that extend across approximately half of this block. All six properties consist of 2½-story houses, all of a similar design.

In 1875, Lot 12, Concession 2 appears to have been fully developed, including Wellington Square which is located west of 2 West Avenue North. The house was constructed c. 1906 and the first tenant is listed as Andrew Hansel. In 1910 and 1911, the Hamilton City Directory lists F.H.C. Briggs, a dentist, as occupying the house. By 1920, the house is occupied by S. J. Jones, a physician, in 1930 by Dr. S.J. Albin and in 1940 by Mrs. L. Macdonald. By 1950, the house is divided into two apartments and R. Herriott and Mrs. May Herriott are listed as the tenants. By 1961, the house is divided into four apartments; John Kranyak, Mrs. A. Lockwood, V. Upper and Mrs. A Forrestall are listed as the tenants. The 1970 Hamilton City Directory indicates that 2 West Avenue North was further divided in four apartments and a rooming house; the tenants listed for that year are J. Kranyak, Mrs. A Forrestall, Agnes Keogh, Mrs. L. Festing and Mrs. Ruth Middleton.

A field review of the property at 2 West Avenue North was undertaken on February 3, 2017 by Emily Game of AECOM (Figure 2 of CHER). An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

2. Ontario Regulation 9/06 Evaluation

Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest (O. Reg. 9/06) provides criteria to apply to a potential heritage property to evaluate its heritage value. If a privately-owned property meets one or more of the following criteria it may be designated by a municipality under Section 29 of the *Ontario Heritage Act*. For the purposes of this CHER, O. Reg. 9/06 considers the evaluation of the property as part of the community context. The *Standards and Guidelines for the Conservation of Provincial Heritage Properties* state that a property may be considered a Provincial Heritage Property (PHP) if it meets one or more of the criteria under O. Reg. 9/06. The application of the criteria for 2 West Avenue North is included in Table 2-1 below.

Table 2-1: O.Reg. 9/06 Evaluation for 2 West Avenue North

Criterion	Response (Yes/No)	Rationale
1) The property has design or physical value because it:		
i) Is a rare, unique, representative, or early example of a style, type, expression, material, or construction method;	No	The structure located on the property at 2 West Avenue North is a common example of an early-20 th century 2½ story Edwardian house. This form is commonly found throughout Hamilton.
ii) Displays a high degree of craftsmanship or artistic merit; or	No	The house is of common design and does not display a high degree of craftsmanship or artistic merit. The design integrity has been severely compromised by modifications.
iii) Demonstrates a high degree of technical or scientific achievement.	No	The house is a common residential structure and does not display a high degree of technical or scientific achievement.
2) The property has historic or associative value because it:		
i) Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	No	The historic research undertaken for this CHER did not identify any significant people, events, or organizations that are directly related to or associated with the property, and could contribute to the potential cultural heritage

Criterion	Response (Yes/No)	Rationale
		interest or value of the property.
ii) Yields, or has the potential to yield information that contributes to an understanding of a community or culture; or	No	The property does not have potential to yield information that contributes to an understanding of a community or culture.
iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.	No	A specific architect or builder for the property could not be determined. It is likely that a single contractor built all six structures on the east side of West Avenue North between King Street East and Victoria Avenue North.
3) The property has <i>contextual value</i> because it:		
i) Is important in defining, maintaining, or supporting the character of an area;	No	The house at 2 West Avenue North forms a component of the larger residential block on the east side of West Avenue North. However, given that the exterior has been greatly altered, it is not important in defining, maintaining, or supporting the character of an area. It is a negative feature in the character of the streetscape.
ii) Is physically, functionally, visually, or historically linked to its surroundings; or	No	The house at 2 West Avenue North forms a component of the larger residential block on the east side of West Avenue North; however, it is not physically, functionally, visually, or historically linked to its surroundings.
iii) Is a landmark.	No	The property at 2 West Avenue North is not considered a landmark.

3. Ontario Regulation 10/06 Evaluation

Ontario Regulation 10/06, *Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance* (O. Reg. 10/06), provides criteria against which to assess a property to determine if the property holds provincial heritage significance. The *Standards and Guidelines for the Conservation of Provincial Heritage Properties* state that Ministries and prescribed public bodies shall apply the criteria in O. Reg. 10/06 to determine whether a property is of provincial significance. Therefore, for the purpose of this CHER O. Reg 10/06 considers the evaluation of the property as a part of the provincial context. If the property meets the criteria, it may be considered a Provincial Heritage Property of Provincial Significance (PHPPS). The application of the criteria for 2 West Avenue North is in Table 3-1, below.

Table 3-1: O.Reg. 10/06 Evaluation for 2 West Avenue North

Criterion	Response (Yes/No)	Rationale
1. The property represents or demonstrates a theme or pattern in Ontario's history.	No	2 West Avenue North does not represent a theme or pattern in Ontario's history. Residential structures similar to this are found throughout towns and cities in Ontario.
2. The property yields, or had the potential to yield, information that contributes to an understanding of Ontario's history.	No	2 West Avenue North does not yield, and is not anticipated to yield information that contributes to an understanding of Ontario's history.
3. The property demonstrates an uncommon, rare, or unique aspect of Ontario's cultural heritage.	No	2 West Avenue North does not demonstrate an uncommon, rare, or unique aspect of Ontario's cultural heritage. The form and massing of the structures are commonly found in Ontario.
4. The property is of aesthetic, visual, or contextual importance to the province.	No	2 West Avenue North property is not of aesthetic, visual, or contextual importance to the province.
5. The property demonstrates a high degree of excellence or creative, technical, or scientific achievement at a provincial level	No	2 West Avenue North does not demonstrate a high degree of excellence or creative, technical, or scientific achievement at a

Criterion	Response (Yes/No)	Rationale
in a given period.		provincial level.
6. The property 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.	No	2 West Avenue North does not have a strong or special association with the entire province or with a community that is found in more than one part of the province.
7. The property 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.	No	2 West Avenue North does not have strong or special associations 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.
8. The property is located in an unorganized territory and the Minister determines that there is a provincial interest in the protection of the property.	No	2 West Avenue North is not located in an unorganized territory.

4. Recommended Outcome of Evaluation

The application of O.Reg 9/06 and O.Reg. 10/06 concluded that 2 West Avenue North does not meet O.Reg. 9/06 or O.Reg. 10/06, as it did not satisfy any of the nine criteria. Therefore, this CHERR recommends that the property at 2 West Avenue North is not considered a Provincial Heritage Property (PHP). As a result, a Statement of Cultural Heritage Value or Interest and Heritage Attributes have not been prepared for this property.



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Cultural Heritage Evaluation Report 160 Bond Street South, Hamilton, Ontario

**Prepared by AECOM
for Metrolinx**

February 22, 2017

Authors

Report Prepared By: DRAFT
Michael Greguol, MA
Cultural Heritage Specialist

DRAFT
Emily Game, B.A.
Heritage Researcher

Report Reviewed By: DRAFT
Fern Mackenzie, M.A., CAHP
Senior Architectural Historian

Revision History

Revision #	Date	Revised By:	Revision Description
0	02/22/2017	C. Latimer	Draft to Metrolinx

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1. Executive Summary

AECOM Canada Ltd. (AECOM) was retained by Metrolinx to complete a Cultural Heritage Evaluation Report (CHER) for the property at 160 Bond Street South, in the City of Hamilton, Ontario. This work is being completed as part of the Hamilton Light Rail Transit (LRT) Project.

The Hamilton LRT Project B-Line alignment extends from McMaster University at Cootes Drive to the Main Street/Highway 403 Bridge. A proposed LRT-only bridge will allow the alignment to then extend along King Street West until King East Street intersects with Main Street East, where the alignment will continue along Main Street East to the Queenston Road traffic circle. As a part of the project, it is anticipated that building impacts may take place on the property at 160 Bond Street South.

The project impacts will be assessed following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation (O. Reg.) 231/08, Transit Projects and Metrolinx Undertakings under the Environmental Assessment Act. As part of the TPAP Amendment, an Environmental Project Report (EPR) Amendment will be prepared for public review.

The CHER was prepared according to the Metrolinx Interim Cultural Heritage Management Process and utilizes the criteria in Ontario Regulation 9/06 and Ontario Regulation 10/06, as required by the Ministry of Tourism, Culture, and Sport's (MTCS) *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). In addition, the CHER was prepared according to the Metrolinx Draft Terms of Reference for Consultants: *Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*. Consequently the recommendations as they relate to this CHER and the potential cultural heritage value or interest of the property at 160 Bond Street South are contained in a separate Cultural Heritage Evaluation Report Recommendations (CHERR) document.

As part of the reporting requirements for the Hamilton LRT Project, Archaeological Services Inc. (ASI) undertook a Cultural Heritage Screening Report (CHSR) for the alignment. The CHSR identified the requirement to conduct a CHER for the property located at 160 Bond Street South to assess the potential cultural heritage value or interest of the property. Where applicable, relevant background information has been utilized from the CHSR for project consistency.

The property located at 160 Bond Street South is an irregularly shaped lot on the northwest corner of Main Street West and Bond Street South. The structure on the property consists of a two storey residential building that is now used for commercial purposes. The property, developed in 1943, has undergone some alterations to the structure, in that a two-storey addition has been added at the rear of the building.

The building on the property at 160 Bond Street South appears in the Hamilton City Directories as early as 1943. John Cusick is listed as the first resident in the building and continues to be listed in the City Directories through to the 1970s. It appears that the building at 160 Bond Street South was used for residential purposes from the time of construction well into the late 20th century.

A field review of the privately owned property at 160 Bond Street South was undertaken on January 12, 2017 and February 3, 2017 by Michael Greguol and Emily Game of AECOM. An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

The property at 160 Bond Street South is a typical example of mid-20th century suburban domestic architecture. As a suburban dwelling built in the Tudor Revival style, the property represents the suburban expansion of the City of Hamilton in the mid-20th century. This style was one of many Period Revival styles that were incorporated into suburban neighbourhoods built in growing cities and towns across Ontario.

2. Introduction

2.1 Historical Summary

2.1.1 Context

The subject property is located within the municipal boundaries of the City of Hamilton, Ontario. Prior to the incorporation of the current municipality, the property was located within the boundaries of Barton Township, in Wentworth County (Figure 1 and Figure 2).

2.1.2 Wentworth County

As part of the establishment of Upper Canada, the province was divided into administrative Districts in 1792. As such, Wentworth County was one of several counties that made up the Home District. It was named in honour of Sir John Wentworth, Lieutenant Governor of Nova Scotia from 1792-1808. In 1816, the Home District was divided and reorganized and Wentworth County was included in the Gore District. By 1849, the original district system was abolished and replaced by a county council system and Wentworth County became an independent political entity. Townships that were included in Wentworth County at one time or another included Ancaster, Barton, Beverly, Binbrook, Caistor, Flamborough East and West, Glanford, Onondaga, Saltfleet, and Seneca. Between 1850 and 1854, Wentworth and Halton Counties were joined for government purposes into the United Counties of Wentworth and Halton; however, this change was short-lived. In 1973, Wentworth County was renamed the Regional Municipality of Hamilton-Wentworth and, in 2001, was amalgamated with six constituent municipalities into the City of Hamilton. The City of Hamilton has remained as the administrative seat or county town since the original creation of the Gore District nearly two centuries ago.

2.1.3 Barton Township

Barton Township is described in detail in the *Illustrated Historical Atlas of the County of Wentworth of 1875*. The Township of Barton was surveyed in 1791 by Augustus Jones using the Single-Front survey system used by the colonial government between 1783 and 1818.¹ The survey was made up of concessions separated by road allowances. The concession was divided into lots of 200 acres and sideroad allowances were surveyed after every fifth lot. The first settlers arrived in Barton Township in 1791, many of whom were United Empire Loyalists or disbanded troops. The settlement of Barton Township began slowly, with only 102 families living in the township by 1815; most of the settlement was concentrated at the foot of the Niagara Escarpment. The township continued to grow and by 1823 it contained one sawmill and three gristmills. By 1841, the population grew to 1,434.² Barton Township was later amalgamated into the Regional Municipality of Hamilton-Wentworth, which today is known as the City of Hamilton.

¹ William H. Smith, *Smith's Canadian Gazetteer*. Toronto: H. & W. Roswell. 1846.

² D'Arcy Boulton, *Sketch of His Majesty's Province of Upper Canada*. London: C. Rickaby. 1805. pp. 48-49.

2.2 Description of Property

The property located at 160 Bond Street South is an irregularly shaped lot on the northwest corner of Main Street West and Bond Street South. The structure on the property consists of a two storey residential structure that is now used for commercial purposes. The property, developed in 1943 has undergone some alterations to the structure, in that a two-storey addition has been added at the rear of the building. However, the portion of the property with frontage onto Bond Street South retains its original configuration and stylistic characteristics as part of a mid-20th century Tudor Revival house.

2.3 Current Context

The property is situated on the northwest corner of Main Street West and Bond Street South in the western portion of Hamilton. As a corner property, it retains frontage along Bond Street South, but also along Main Street West where the property also includes a small parking lot associated with the commercial practices currently in use for the property. The property is on the southeastern edge of the Westdale subdivision, one of North America's first planned subdivisions. The property was developed well after the main portion of the subdivision was developed and was one of the last properties in the area to have been built.

3. Methodology and Sources

3.1 Study Approach

This CHER was prepared in accordance with Metrolinx's *Interim Cultural Heritage Management Process* (Fall 2013) and *the MTCS Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). The CHER was also undertaken according to the guidelines presented in the Metrolinx document, *Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations* (April 2016) and outlined in the following tasks:

- Research and Documentation Gathering – gathered from various sources including existing heritage studies, Metrolinx records, public archives, and published materials;
- Writing – an illustrated report based on gathered background history and site investigation materials, and the application of O.Reg. 9/06 and 10/06; Evaluation, Recommendations, and Statement of Cultural Heritage Value – a summary of the applicable evaluation, and recommendations regarding whether the property meets the criteria for being a provincial heritage property, a provincial heritage property of provincial significance, or neither.

As outlined in the Draft Terms of Reference, the heritage evaluation is separated into two stand-alone components: a CHER and a CHERR. The Cultural Heritage Evaluation Report includes research conducted for the CHER and is intended to address the criteria set out in O.Reg. 9/06 and 10/06. The CHERR includes the results of the applied evaluation, and the recommended outcome of the evaluation.

Michael Greguol, Cultural Heritage Specialist, and Emily Game, Heritage Researcher for AECOM, conducted a site investigation to visually inspect and document the property on January 12th and February 3, 2017. An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

3.2 Secondary Sources

A series of secondary sources were reviewed for the purposes of data collection and analysis as part of the CHER. The relevant guidelines and reference documents cited above served as a framework for undertaking the study. The *Hamilton Light Rail Transit Cultural Heritage Screening Report, City of Hamilton, Ontario* (CHSR) prepared by ASI in December 2016, provided a preliminary review of the rail corridor and the potential heritage properties identified along the corridor. Background information and applicable research was gathered from the report for the purposes of the CHER. In addition, a series of published materials including published histories pertaining to the history of Hamilton were consulted. A complete list of the sources reviewed for the report is contained in Section 15 (Bibliography).

3.3 Primary Sources

Where available, primary source material was consulted to provide a historical context for the evaluation of the potential heritage value of the property. Primary source research was undertaken at the Local History and Archives Department of the Hamilton Public Library, the Mills Memorial Library at McMaster

University, and at the Map and Data Centre at the University of Western Ontario. A review of the following primary sources aided in the evaluation of the structure at 160 Bond Street South:

- Illustrated Historical Atlas of the County of Wentworth, 1875;
- Hamilton City Directories, issues 1943-1970;
- Fire Insurance Plans, 1911-1964; and,
- National Topographic Series, 1909-1938.

3.4 Consultations

As part of the identification of recognized and potential cultural heritage resources for the CHSR, ASI undertook consultation with the City of Hamilton, the Ontario Heritage Trust (OHT) and the MTCS. Consultation during the CHSR process took place between August and October, 2016.

As part of this CHER, AECOM undertook property-specific consultation with the same municipal and provincial staff and agencies in order to identify or confirm any existing heritage recognitions or interest in this subject property.

The following individuals and organizations were consulted:

- Thomas Wicks, Heritage Planner, OHT;
- Chelsey Tyers, Cultural Heritage Planner, City of Hamilton;
- Asyia Patel, Assistant Cultural Heritage Planner, City of Hamilton; and,
- Rosi Zirger, Heritage Planner, MTCS.

The results of the consultation efforts have been summarized in Section 7 (Community Input).

4. Heritage Recognitions

4.1 Municipal

As a review of applicable municipal heritage recognitions for the property or adjacent properties, AECOM reviewed the City of Hamilton's heritage inventories. The following inventories and registers were reviewed:

- *Hamilton's Heritage Volume 1: List of Designated Properties and Heritage Conservation Easements under the Ontario Heritage Act; and,*
- *Hamilton's Heritage Volume 2: Inventory of Buildings of Architectural and/or Historical Interest.*

In addition, consultation efforts were undertaken to confirm levels of municipal heritage recognition, if any. The property was identified in the December 2016 CHSR as not being subject to any heritage recognitions. However, consultation with the City of Hamilton in January and February 2017 confirmed that the property is now listed on the City's *Inventory of Building of Architectural and/or Historical Interest*.

In addition, the property is located within the City of Hamilton's Ainslie Wood Westdale Secondary Plan. This Secondary Plan uses land uses development standards and provisions regarding cultural heritage, urban design, and transportation to guide the development and/or redevelopment of lands located within the Ainslie Wood Westdale Secondary Plan area. The Secondary Plan identifies goals and objectives to conserve cultural heritage resources within the Secondary Plan area. Specifically, the Secondary Plan includes the following policies:

"The heritage character associated with the Ainslie Wood Westdale residential areas shall be preserved and enhanced by a number of means, as outlined in Section B.6.2.12 – Urban Design Policies and B.6.2.13 – Cultural Heritage Policies of the Secondary Plan, including:

- i. retention of buildings and areas which have been designated or listed as having historical or architectural significance; and*
- ii. recognition of cultural heritage landscapes. The three Cultural Heritage Landscapes identified on Map B.6.2-2 – Ainslie Wood Westdale Cultural Heritage Landscapes are:*
 - 1. The planned suburb of Westdale, a commercial core and residential;*
 - 2. The Veteran's Housing Area, a post-war housing area south of Main; and*
 - 3. The Burke Survey, an early 20th century survey."*

Although located within the Ainslie Wood Westdale Secondary Plan area, the property at 160 Bond Street South is not identified as being within one of the identified cultural heritage landscapes.

4.2 Provincial

As a review of applicable provincial heritage recognitions for the property or adjacent properties, AECOM reviewed the OHT's Provincial Plaque Guide, and list of OHT easements. The property at 160 Bond Street South is neither the subject of a provincial plaque nor a provincial easement. In addition, OHT staff were contacted to review the *Ontario Heritage Act* Register, to confirm that the property is not included on the register and to confirm that an OHT easement does not exist for the property.

Thomas Wicks, Heritage Planner for the OHT confirmed on February 9, 2017 that the property is not subject to an OHT conservation easement or on their register.

4.3 Federal

As a review of applicable federal heritage recognitions for the property or adjacent properties, AECOM reviewed the online searchable database for the Canadian Register of Historic Places as well as the Directory of Federal Heritage Designations. 160 Bond Street South and the adjacent properties are not subject to any existing federal heritage recognitions.

5. Adjacent Lands

The properties adjacent to 160 Bond Street South consist of commercial and residential properties on both Bond Street and Main Street. Along Main Street West, the rear of the subject property is adjacent to a mid-20th century commercial building at 940 Main Street West that is currently being used for a printing and publishing business. Unlike the subject property, the structure on the adjacent property is much more purpose-built as a commercial structure rather than a converted residential structure. Along Bond Street South, the property at 158 Bond Street South is a small one-storey residential property that is consistent with the other residential structures located along the street.

The adjacent properties at 940 Main Street West and 158 Bon Street South are not protected heritage properties.

6. Archaeology

ASI completed a Stage 1 Archaeological Assessment (AA) as part of the Rapid Transit Initiative and found that the property at 160 Bond Street South did not retain archaeological potential and confirmed that no known archaeological assessments have previously been completed within 50 metres (m) of the property. As such, at the time of production of the ASI report, no archaeological sites had been identified within or adjacent to the property. Additionally, the ASI Stage1 AA indicates that there is no land that retains archaeological potential within 50 m of 160 Bond Street South.

The results of the Stage 1 AA determined that a Stage 2 AA must be conducted for all land identified as retaining archaeological potential that will be impacted by the proposed Rapid Transit Initiative. Based on this assessment, ASI made the following recommendations:

- The King Street right-of-way (ROW) does not retain archaeological potential due to previous land disturbance. An additional AA is not required within the ROW and those portions of the study corridor can be cleared of further archaeological concern; and,

A Stage 2 AA should be conducted on lands determined to have archaeological potential if the proposed project is to impact these lands. This work must be done in accordance with the MTCS' *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) in order to identify any archaeological remains that may be present.

It should be noted that ASI's recommendations for Stage 2 archaeological work references the MCL's 2006 draft *Standards and Guidelines for Consultant Archaeologists* (MCL 2006); however, further Stage 2 archaeological work must now be conducted in accordance with current archaeological standards and guidelines (*Standards and Guidelines for Consultant Archaeologists*, Ontario Government 2011) . For complete details regarding the results of the Stage 1 AA, reference should be made to the *Stage 1 Archaeological Assessment, Rapid Transit Initiative, City of Hamilton, Ontario* (February 2009).

7. Community Input

As part of the consultation process for this report, AECOM undertook consultation with the City of Hamilton, the MTCS, and the OHT. The results of the consultation efforts are identified below in Table 7-1.

Table 7-1: Community Input and Consultation Undertaken for 160 Bond Street South

Contact	Contact Information	Date	Notes
Chelsey Tyers, Heritage Planner City of Hamilton	905-546-2424 ext. 1202 chelsey.tyers@hamilton.ca	February 1, 2017	The City of Hamilton confirmed that 160 Bond Street South is listed on the City's <i>Inventory of Building of Architectural and/or Historical Interest</i> .
Asiya Patel Assistant Cultural Heritage Planner City of Hamilton	905-546-2424 ext. 7163 asiya.patel@hamilton.ca		
Thomas Wicks Heritage Planner Ontario Heritage Trust	416-314-5972 thomas.wicks@heritagetrust.on.ca	February 1, 2017	The OHT confirmed that the property is not subject to an OHT conservation easement nor is it on their register.
Rosi Zirger Heritage Planner Ministry of Tourism, Culture, and Sport	416-314-7159 rosi.zirger@ontario.ca	February 1, 2017	Response pending.

8. Discussion of Historical or Associative Value

8.1 Historic Theme/Cultural Pattern

8.1.1 *Transportation*

The earliest roads in Ontario were typically military roads or colonization roads. These roads often followed aboriginal hunting trails or were dictated by the topography of the land which they crossed. The Dundas Road was opened to connect Toronto with the Thames River, in what is now London, Ontario, and the Kingston Road was designed to provide a military link between Toronto and Kingston. The Kingston Road was one of the earliest and still functioning roads in southern Ontario.

Following the Crown surveys in Ontario, concession and side roads were opened on a grid that was dictated by the survey type that was used. The roads were cleared and made passable by the early land owners who built their dwellings adjacent to the concession roads. Despite being cleared, road conditions were often poor until the late 19th and early 20th centuries.

Railway transportation, both passenger and freight, greatly improved the transportation network in Ontario beginning in the mid-1800s. The opening of the Grand Trunk Railway (GTR) between Montreal and Toronto in 1856 provided a link between the two cities and provinces that was more easily travelled in comparison to mid-19th century roads. The construction of the route from Montreal to Toronto, and then on to Samia by the end of the 1860s resulted in the construction of significant structures such as the Victoria Bridge over the St. Lawrence River, and the St. Clair Tunnel in Samia. The GTR was designed to enhance the St. Lawrence-Great Lakes shipping routes in response to the railroads and shipping networks in the United States. As a result it also strengthened the connection and link between the townships, and municipal and provincial economies in Ontario.

Various railway companies were formed in Ontario to create a vast network of rail lines that spread throughout the province by the early-20th century. Nonetheless, most of the companies were eventually merged with or purchased by the Canadian National Railway (CN) or the Canadian Pacific Railway (CP).

8.1.2 *Hamilton Street Railway*

In 1873, the City of Hamilton incorporated the Hamilton Street Railway; the horse-drawn streetcar service began in May 1874 with six operating cars. The line extended along three miles of track from the GTR's passenger station east along Stuart Street South to James Street. The line travelled south to Gore Park and then east along King Street to Wellington Street. Due to popularity of the service, additional cars were added and the track was extended. New track was laid west along King Street to Locke Street and east to Wentworth Street.

The electrification process of the Hamilton Street Railway began in March 1892. A total of 12 miles of track were electrified and 15 horsecars were converted to electric street cars. Operation of the newly-electrified cars began on June 29, 1892.

At the end of the Second World War, Hamilton Street Railway sold the lines to Canada Coach for \$1.4 million. Immediately following the sale, Canada Coach announced plans to replace the street car service with busses. By 1951, the last street car was removed from service and replaced by electric trolley busses.³

The proposed B-Line follows the old streetcar route from King Street near McMaster University to Sherman Avenue; the old streetcar route then turned south along Sherman Avenue and continued east on Main Street to Kenilworth Avenue North.

The present-day Hamilton transit company operates under the name of Hamilton Street Railway Company.

8.2 Local History

160 Bond Street South is located within the City of Hamilton, Ontario. Historically the structures were located within Lot 21, Concession III, Barton Township in Wentworth County. The subsections below include historic information related to the settlement and growth of these areas.

8.2.1 Settlement History

As part of the establishment of Upper Canada, the province was divided into administrative Districts in 1792. As such, Wentworth County was one of several counties that made up the Home District. It was named in honour of Sir John Wentworth, Lieutenant Governor of Nova Scotia from 1792-1808. In 1816, the Home District was divided and reorganized and Wentworth County was included in the Gore District. By 1849, the original district system was abolished and replaced by a county council system and Wentworth County became an independent political entity. Townships that were included in Wentworth County at one time or another included Ancaster, Barton, Beverly, Binbrook, Caistor, Flamborough East and West, Glanford, Onondaga, Saltfleet, and Seneca. Between 1850 and 1854, Wentworth and Halton Counties were joined for government purposes into the United Counties of Wentworth and Halton; however, this change was short-lived. In 1973, Wentworth County was renamed the Regional Municipality of Hamilton-Wentworth and, in 2001, was amalgamated with six constituent municipalities into the City of Hamilton. The City of Hamilton has remained as the administrative seat or county town since the original creation of the Gore District nearly two centuries ago.

Barton Township is described in detail in the *Illustrated Historical Atlas of the County of Wentworth of 1875*. The Township of Barton was surveyed in 1791 by Augustus Jones using the Single-Front survey system used by the colonial government between 1783 and 1818. The survey was made up of concessions separated by road allowances. The concession was divided into lots of 200 acres and sideroad allowances were surveyed after every fifth lot. The first settlers arrived in Barton Township in 1791, many of whom were United Empire Loyalists or disbanded troops. The Settlement of Barton Township began slowly, with only 102 families living in the township by 1815. Most of the settlement was concentrated at the foot of the Niagara Escarpment. The township continued to grow and by 1823 it contained one sawmill and three gristmills. By 1841, the population had grown to 1,434.

³Transit Toronto. <http://transit.toronto.on.ca/streetcar/4751.shtml>, consulted February 9, 2017.

8.2.2 Westdale

The subject property is located on the southeast end of the Westdale area of Hamilton. Westdale was one of the first planned neighbourhoods to be built in North America. Initiated as a result of private planning initiatives and massive land-assembly projects, contractors and builders received federal funding through a provincial and city-run program in the mid and late-1920s to assist with city building and home building efforts in Hamilton. A prototypical “A1” Hamilton bungalow was designed for the suburb. A few of these homes were built in what was then vacant land in west Hamilton. By the mid-1920s, larger blocks of dwellings were built rapidly. The suburb was planned to have a central street from which the suburb would extend. This design can still be found in the centre of Westdale along King Street West, with residential streets circling around the main “village” centre.

In addition to the design characteristics of the suburb, the Westdale area took on a social characteristic. The area became marketed and sold as “an enclave of middle-class Protestant Hamilton, adding to the segregated land use of the modern city.” In addition to the parkland along Coote’s Paradise and the opening of McMaster University in the 1930s, Westdale became an appealing part of Hamilton for the City’s more affluent home-owners.⁴

Although included within the greater Westdale suburban area, the subject property at 160 Bond Street South is located on the edge of Westdale limits. Forming the corner lot at Bond Street and Main Street, the subject property was developed in the 1940s towards the end of the construction in Westdale.

8.2.3 Site History

160 Bond Street South was historically located within the northern portion of Lot 21, Concession III in the Township of Barton, Wentworth County. By 1875, Main Street West has been constructed and transects the lot into north and south parts. The north part of the lot has been subdivided into three land parcels owned, from west to east, by F. Ashborough, D. Nicholson, and Wand J. Hancock. 160 Bond Street South is located on the north side of Main Street West on the portion of the lot owned by D. Nicholson. Structures are illustrated on the adjacent land parcels; however, no structures are shown on the parcel on which 160 Bond Street South now falls. At this time, although rapidly encroaching from the east, significant urban development had not yet reached the part of Barton Township west of present-day Dundurn Street (Figure 3).

By the beginning of the 20th century, historic topographic mapping indicates that although urban development in Hamilton was continuing to expand, land to the west of present-day Paradise Road remained primarily under agricultural use (Figure 4). By 1938, however, historic topographic mapping indicates that the north part of Lot 21 had been developed into a large residential subdivision historically known as Westdale and Bond Street South appears on the mapping (Figure 5).

The building on the property at 160 Bond Street South appears in the Hamilton City Directories as early as 1943. John Cusick is listed as the first resident in the building and continues to be listed in the City Directories through to the 1970s. It appears that the building at 160 Bond Street South was used for residential purposes from the time of construction well into the late 20th century.

Today, 160 Bond Street South is used primarily for commercial purposes and is occupied by several businesses including the Chisolm Assessment Centre, WestMac Properties, Ferma Exchange, and AM Bowen Therapy.

⁴ John C. Weaver, *Hamilton: An Illustrated History*, James Lorimer & Company, Publisher, Toronto: 1982, p. 141.

8.3 Person/Event/Organization

The historic research undertaken for this CHER did not identify any significant people, events, or organizations that are directly related to or associated with the properties, and could contribute to the potential cultural heritage interest or value of the properties.

9. Discussion of Design or Physical Value

9.1 Style/Type/Tradition

The building located on the property at 160 Bond Street South consists of a two-storey (originally one-and-a-half) residential structure – now used for commercial purposes – that was built in the early-1940s. The property and building form the corner lot of Main Street West and Bond Street South. The residential structure was designed as a Tudor Revival dwelling, one of the many Period Revival styles that were commonly used in suburban expansions in cities and towns across Ontario from the beginning until well into the middle of the 20th century.

Architecturally, the building consists of two street façades that maintain frontage on each street. The main frontage of the house is on Bond Street South. This façade faces east and consists of the gable front of the dwelling and includes most of the Tudor Revival characteristics that are associated with the style. The most prominent of these elements is the faux half-timbering that is evident on the upper half-storey of the building. Most mid-20th century Tudor Revival dwellings include a steep-pitched gable roof over the front door entry; however, that element is not included on this specific dwelling. Rather, exterior brick surrounds the front door and concrete voussoirs mimicking stone surround the front door. A small arched window is located immediately adjacent to the front door with similar design elements. A large bay window is also located on the ground floor. The exterior below the bay window consists of an exterior faux stone.

Separating the first and second floors is a modest bellcast porch roof. Aside from the half-timbering on the exterior, the upper half-storey does not contain further design details aside from a grouping of two windows located in the centre of the gable. Lastly, two additional shed-style additions extend from just below the gable peak to form additions on the second storey.

The façade fronting onto Main Street West is utilitarian in its design. The frontage on this portion of the property consists of the two-storey rear addition. A single door provides access to the commercial uses on the interior of the building.

9.2 Function

Historically, the property functioned as a residential property from its construction in the 1940s until well into the 20th century. Today, the property is zoned for multi-use and appears to be used primarily for commercial purposes.

9.3 Fabric

The structure at 160 Bond Street South consists of various building materials, as is typical of the Tudor Revival style. The exterior materials consist of a brick and stone, primarily as foundation and ground floor materials, while the second storey and the rear addition consist primarily of exterior stucco. The second storey exterior also includes minor wood details in the formation of the half-timbering design that forms a design characteristic of the Tudor Revival style.

10. Discussion of Contextual Value

10.1 Social Meaning

The property at 160 Bond Street South is a typical example of mid-20th century suburban domestic architecture. As a suburban dwelling built in the Tudor Revival style, the property represents the suburban expansion of the City of Hamilton in the mid-20th century. This style was one of many Period Revival styles that were incorporated into suburban neighbourhoods built in growing cities and towns across Ontario.

10.2 Environment



The property located at 160 Bond Street South is one of the many suburban dwellings located within Westdale in general, and along Bond Street specifically. The property is one of several varying Period Revival and vernacular dwellings, mostly of one and two stories on the Bond Street. As a result of its connection to the history and development of the suburb, it is representative of mid-20th century suburban development and expansion in Hamilton.

10.3 Formal Recognition

The property was identified in the December 2016 CHSR as not being subject to any heritage recognitions. However, consultation with the City of Hamilton in January and February 2017 confirmed that the property is now listed on the City's *Inventory of Building of Architectural and/or Historical Interest*.

11. Data Sheet

Table 11-1: Data Sheet for 160 Bond Street South

FIELD	PROPERTY DATA
Municipal Address	160 Bond Street South
Municipality	Hamilton
Approximate Area (square metres)	240
Rail Corridor	Hamilton LRT B-Line
PIN	174650194
Ownership	Private
Aerial photo showing location and boundaries	
Exterior, street-view photo	
Date of construction of built resources (known or estimated and source)	ca. 1943 (Hamilton City Directories)
Date of significant alterations to built resources (known or estimated and source)	Unknown
Architect/designer/builder	Unknown
Previous owners or occupants	John Cusick (1943-late-20 th century).

FIELD	PROPERTY DATA
Current function	Commercial
Previous function(s)	Residential
Heritage Recognition/Protection (municipal, provincial, federal)	Listed on City's <i>Inventory of Building of Architectural and/or Historical Interest</i> .
Local Heritage Interest	Listed on City's <i>Inventory of Building of Architectural and/or Historical Interest</i> .
Adjacent Lands	No protected heritage properties
Latitude or UTM Northing	43.259105°
Longitude or UTM Easting	-79.903716°

12. Photographs



Photograph 1: Aerial view, looking east showing the edge of the Westdale subdivision (Hamilton Public Library, 1952)



Photograph 2: View looking west showing 160 Bond Street South and Main Street West at left (AECOM, 2017)



Photograph 3: View showing front facade and rear addition at left (AECOM, 2017)



Photograph 4: Detail showing brick exterior and faux stone window and door surrounds, designed to look like masonry voussoirs (AECOM, 2017)



Photograph 5: Detail showing gable peak, upper half-storey windows, bellcast porch roof, and half timbering (AECOM, 2017)

13. Figures

All figures pertaining to this CHER can be found on the following pages.



Figure 1: Location of 160 Bond Street South



Figure 2: Aerial Photograph showing the area surrounding 160 Bond Street South

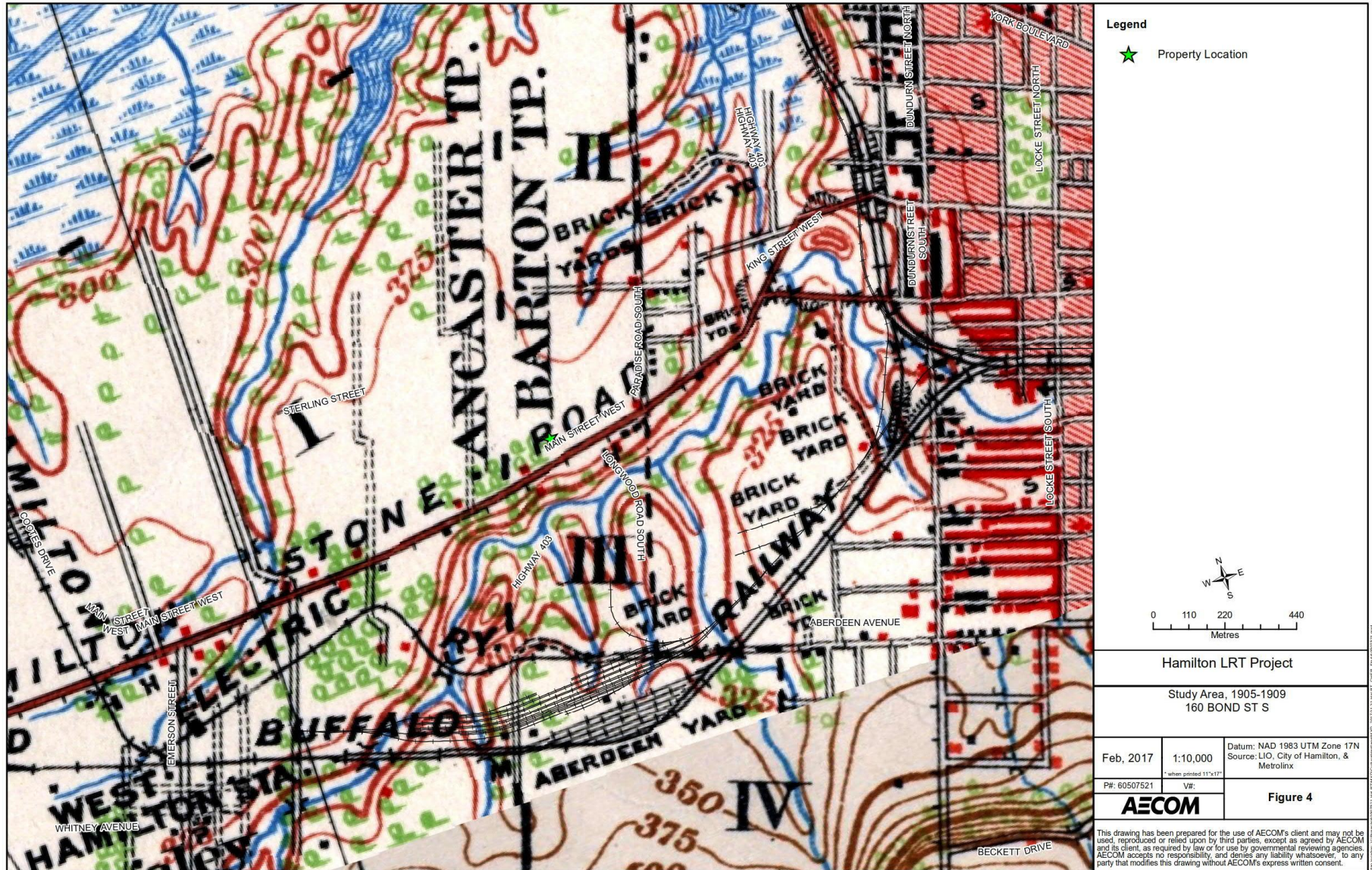


Figure 4: Location of 160 Bond Street South on the 1905 NTS Map



Figure 5: Location of 160 Bond Street South on the 1938 NTS Ma

14. Chronology

- 1791 Barton Township was surveyed by Augustus Jones; the first settler arrived in the township.
- 1792 Province of Upper Canada divided into administrative districts.
- 1816 Home District divided and reorganized. As part of the reorganization, Wentworth was reorganized and included within the Gore District.
- 1850 Gore District was divided and Halton and Wentworth Counties were created.
- 1869 The Hamilton & Lake Erie Railway was formed.
- 1873 Incorporation of the Hamilton Street Railway.
- 1920 Majority of construction of the Westdale suburb takes place during the 1920s.
- 1943 Construction of 160 Bond Street South is complete.

15. Bibliography

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Zirger, Rosi. Heritage Planner, Ministry of Tourism, Culture, and Sport. February 1, 2017.

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METROLINX

An agency of the Government of Ontario
Une agence du gouvernement de l'Ontario

Cultural Heritage Evaluation Report 426-428 King Street West, Hamilton, Ontario

**Prepared by AECOM
for Metrolinx**

February 24, 2017

Authors

Report Prepared By: DRAFT
Michael Greguol, MA
Cultural Heritage Specialist

DRAFT
Emily Game, B.A.
Heritage Researcher

Report Reviewed By: DRAFT
Fern Mackenzie, M.A., CAHP
Senior Architectural Historian

Revision History

Revision #	Date	Revised By:	Revision Description
0	02/24/2017	C. Latimer	Draft to Metrolinx

Statement of Qualifications and Limitations

The attached Report (the "Report") has been prepared by AECOM Canada Ltd. ("AECOM") for the benefit of the Client ("Client") in accordance with the agreement between AECOM and Client, including the scope of work detailed therein (the "Agreement").

The information, data, recommendations and conclusions contained in the Report (collectively, the "Information"):

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1. Executive Summary

AECOM Canada Ltd. (AECOM) was retained by Metrolinx to complete a Cultural Heritage Evaluation Report (CHER) for the property at 426-428 King Street West, in the City of Hamilton, Ontario. This work is being completed as part of the Hamilton Light Rail Transit (LRT) Project.

The Hamilton LRT Project B-Line alignment extends from McMaster University at Cootes Drive to the Main Street/Highway 403 Bridge. A proposed LRT-only bridge will allow the alignment to then extend along King Street West until King East Street intersects with Main Street East, where the alignment will continue along Main Street East to the Queenston Road traffic circle. As a part of the project, it is anticipated that building impacts may take place on the property at 426-428 King Street West.

The project impacts will be assessed following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation (O. Reg.) 231/08, Transit Projects and Metrolinx Undertakings under the Environmental Assessment Act. As part of the TPAP Amendment, an Environmental Project Report (EPR) Amendment will be prepared for public review.

The CHER was prepared according to the Metrolinx Interim Cultural Heritage Management Process and utilizes the criteria in Ontario Regulation 9/06 and Ontario Regulation 10/06, as required by the Ministry of Tourism, Culture, and Sport's (MTCS) *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). In addition, the CHER was prepared according to the Metrolinx Draft Terms of Reference for Consultants: *Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*. Consequently the recommendations as they relate to this CHER and the potential cultural heritage value or interest of the property at 426-428 King Street West are contained in a separate Cultural Heritage Evaluation Report Recommendations (CHERR) document.

As part of the reporting requirements for the Hamilton LRT Project, Archaeological Services Inc. (ASI) undertook a Cultural Heritage Screening Report (CHSR) for the alignment. The CHSR identified the requirement to conduct a CHER for the property located at 426-428 King Street West to assess the potential cultural heritage value or interest of the property. Where applicable, relevant background information has been utilized from the CHSR for project consistency.

In the beginning of the 20th century, historic topographic mapping indicates that urban development was quickly underway surrounding the subject property with the neighbouring blocks shown as completely developed (Figure 5). By 1906, the Hamilton City Directories indicate that the building at 426-428 King Street West was constructed and the first residents were listed as Mrs. H. Harris and William Grist. In 1910, two new residents are listed, C.J. Cunningham and Richard L. Ward.

The 1911 Fire Insurance Plan indicates that a drugstore occupied 426 King Street West and a dwelling at 428 King Street West. A review of the 1927 (revised 1933) Fire Insurance Plan indicates that some time between 1912 and 1933, a small, one-storey wood frame addition was added to the back end of the building.

In 1920, the City Directory lists C.W. Reynolds at 426 King Street West and Norman Bateman at 428 King Street West and, there is no indication that a drugstore is in operation at 426 King Street West. The 1930 directory indicates that a drugstore is in operation under C.W. Reynolds, the same individual listed in the 1920 directory at 426 King Street West. Based on these records, it is likely that 426 King Street

West continued to operate as a drugstore through the 1920s even though it is not listed as such. In 1930, 428 King Street West was also under commercial use as a meat market listed to A.C. Swanwick.

By 1938, the City had extended further westward, with the Westdale subdivision shown in the historic mapping located west of the subject property. By this time, the subject property was surrounded by urban development. 426 King Street West continued to operate as a drugstore until the 1960s with T. Crittle taking over the business from C.W. Reynolds in the 1940s. Crittle's drugstore was to become a Rexall Drugstore that continued to occupy 426 King Street West until the 1960s. Sometime between 1961 and 1970, the Rexall Drugstore was replaced by Bob's Variety store. Swanwick's Meat Market at 428 King Street West remained in operation from 1930 until the 1960s when it changed ownership and became Cheeseman's Meat Market. The history of the residential space on the upper floor of 426-428 King Street West is unclear, but may have been occupied as a residential space by the commercial operators on the main floor. No further information regarding the residential occupation of this building could be found.

The property at 426-428 King Street West appears to have been in recent commercial use given the large storefront windows and marked hours of operation; however, the store appears to be vacant and the business sign on the storefront indicates that the commercial space is for lease. The upper floors and addition at the rear of the building appear to be occupied and in use as a residential space.

A field review of the property at 426-428 King Street West was undertaken on February 3, 2017 by Emily Game of AECOM. An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

2. Introduction

2.1 Historical Summary

2.1.1 Context

The subject property is located within the municipal boundaries of the City of Hamilton, Ontario. Prior to the incorporation of the current municipality, the property was located within the boundaries of Barton Township, in Wentworth County.

2.1.2 Wentworth County

As part of the establishment of Upper Canada, the province was divided into administrative Districts in 1792. As such, Wentworth County was one of several counties that made up the Home District. It was named in honour of Sir John Wentworth, Lieutenant Governor of Nova Scotia from 1792-1808. In 1816, the Home District was divided and reorganized and Wentworth County was included in the Gore District. By 1849, the original district system was abolished and replaced by a county council system and Wentworth County became an independent political entity. Townships that were included in Wentworth County at one time or another included Ancaster, Barton, Beverly, Binbrook, Caistor, Flamborough East and West, Glanford, Onondaga, Saltfleet, and Seneca. Between 1850 and 1854, Wentworth and Halton Counties were joined for government purposes into the United Counties of Wentworth and Halton; however, this change was short-lived. In 1973, Wentworth County was renamed the Regional Municipality of Hamilton-Wentworth and, in 2001, was amalgamated with six constituent municipalities into the City of Hamilton. The City of Hamilton has remained as the administrative seat or county town since the original creation of the Gore District nearly two centuries ago.

2.1.3 Barton Township

Barton Township is described in detail in the *Illustrated Historical Atlas of the County of Wentworth of 1875*. The Township of Barton was surveyed in 1791 by Augustus Jones using the Single-Front survey system used by the colonial government between 1783 and 1818.¹ The survey was made up of concessions separated by road allowances. The concession was divided into lots of 200 acres and sideroad allowances were surveyed after every fifth lot. The first settlers arrived in Barton Township in 1791, many of whom were United Empire Loyalists or disbanded troops. The settlement of Barton Township began slowly, with only 102 families living in the township by 1815; most of the settlement was concentrated at the foot of the Niagara Escarpment. The township continued to grow and by 1823 it contained one sawmill and three gristmills. By 1841, the population grew to 1,434.² Barton Township was later amalgamated into the Regional Municipality of Hamilton-Wentworth, which today is known as the City of Hamilton.

¹ William H Smith. *Smith's Canadian Gazetteer*. Toronto: H. & W. Roswell. 1846.

² D'Arcy Boulton. *Sketch of His Majesty's Province of Upper Canada*. London: C. Rickaby. 1805. pp. 48-49.

2.2 Description of Property

The property located at 426-428 King Street West consists of a 2½ storey multi-use property located in a built-up area of the City of Hamilton. The building combines commercial use on the ground floor and residential use above. Although located within an older area of the City, the property is outside of the immediate downtown core (Figure 3).

426-428 King Street West is built of structural brick, much of which is visible on the east-facing facade despite extensive modifications to the building. A one-storey wood frame addition was made to the rear of the building between 1912 and 1933; the addition is now two storeys and is clad in vinyl siding.

The south façade of the ground floor has been completely altered and none of the original building fabric remains. Alterations to the façade include a plate glass and stucco store front. The second storey of the façade consists of three-bays on the flat plane of the street and a diagonal bay at the east corner. All four bays are clad in vinyl siding. The original window sashes are extant.

Although painted, the original brick masonry has survived on the east façade of the building. The window and door opening on the east façade have brick voussoirs and the concrete sills are contemporary with the construction of the building. The building has a side-gable roof with a parapet/fire wall on the east and west ends, each containing two chimneys (Photograph 3).

2.3 Current Context

The property is situated on the south east corner of King Street West and Pearl Avenue North. The building combines commercial use on the ground floor and residential use above. Although located within an older area of the city, the property is outside of the immediate downtown core. The adjacent properties on the north and south side of King Street West are made up of a variety of residential and commercial uses. The streets north of the subject property, including Pearl Avenue North and Locke Street North consist of predominantly single-detached homes that appear to have been developed in the early and mid-20th century.

3. Methodology and Sources

3.1 Study Approach

This CHER was prepared in accordance with Metrolinx's *Interim Cultural Heritage Management Process* (Fall 2013) and the MTCS *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). The CHER was also undertaken according to the guidelines presented in the Metrolinx document, *Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations* (April 2016) and outlined in the following tasks:

- Research and Documentation Gathering – gathered from various sources including existing heritage studies, Metrolinx records, public archives, and published materials;
- Writing – an illustrated report based on gathered background history and site investigation materials, and the application of O.Reg. 9/06 and 10/06; Evaluation, Recommendations, and Statement of Cultural Heritage Value – a summary of the applicable evaluation, and recommendations regarding whether the property meets the criteria for being a provincial heritage property, a provincial heritage property of provincial significance, or neither.

As outlined in the Draft Terms of Reference, the heritage evaluation is separated into two stand-alone components: a CHER and a CHERR. The Cultural Heritage Evaluation Report includes research conducted for the CHER and is intended to address the criteria set out in O.Reg. 9/06 and 10/06. The CHERR includes the results of the applied evaluation, and the recommended outcome of the evaluation.

Emily Game, Heritage Researcher for AECOM, conducted a site investigation to visually inspect and document the property on February 3, 2017. An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

3.2 Secondary Sources

A series of secondary sources were reviewed for the purposes of data collection and analysis as part of the CHER. The relevant guidelines and reference documents cited above served as a framework for undertaking the study. The *Hamilton Light Rail Transit Cultural Heritage Screening Report, City of Hamilton, Ontario* (CHSR) prepared by ASI in December 2016, provided a preliminary review of the rail corridor and the potential heritage properties identified along the corridor. Background information and applicable research was gathered from the report for the purposes of the CHER. In addition, a series of published materials including published histories pertaining to the history of Hamilton were consulted. A complete list of the sources reviewed for the report is contained in Section 15 (Bibliography).

3.3 Primary Sources

Where available, primary source material was consulted to provide a historical context for the evaluation of the potential heritage value of the property. Primary source research was undertaken at the Local

History and Archives Department of the Hamilton Public Library, the Mills Memorial Library at McMaster University, and at the Map and Data Centre at the University of Western Ontario. A review of the following primary sources aided in the evaluation of the structure at 426-428 King Street West:

- Illustrated Historical Atlas of the County of Wentworth, 1875;
- Hamilton City Directories, issues 1906-1970;
- Fire Insurance Plans, 1911-1964; and,
- National Topographic Series, 1909-1938.

3.4 Consultations

As part of the identification of recognized and potential cultural heritage resources for the CHSR, ASI undertook consultation with the City of Hamilton, the Ontario Heritage Trust (OHT) and the MTCS. Consultation during the CHSR process took place between August and October, 2016.

As part of this CHER, AECOM undertook property-specific consultation with the same municipal and provincial staff and agencies in order to identify or confirm any existing heritage recognitions or interest in the subject property.

The following individuals and organizations were consulted:

- Thomas Wicks, Heritage Planner, OHT;
- Chelsey Tyers, Cultural Heritage Planner, City of Hamilton;
- Asyia Patel, Assistant Cultural Heritage Planner, City of Hamilton; and,
- Rosi Zirger, Heritage Planner, MTCS.

The results of the consultation efforts have been summarized in Section 7 (Community Input).

4. Heritage Recognitions

4.1 Municipal

As a review of applicable municipal heritage recognitions for the property or adjacent properties, AECOM reviewed the City of Hamilton's heritage inventories. The following inventories and registers were reviewed:

- *Hamilton's Heritage Volume 1: List of Designated Properties and Heritage Conservation Easements under the Ontario Heritage Act; and,*
- *Hamilton's Heritage Volume 2: Inventory of Buildings of Architectural and/or Historical Interest.*

In addition, consultation efforts were undertaken to confirm levels of municipal heritage recognition, if any. The property was identified in the December 2016 CHSR as not being subject to any heritage recognitions. However, consultation with the City of Hamilton in January and February 2017 confirmed that the property is now listed on the City's *Inventory of Buildings of Architectural and/or Historical Interest*.

4.2 Provincial

As a review of applicable provincial heritage recognitions for the property or adjacent properties AECOM reviewed the OHT's Provincial Plaque Guide, and list of OHT easements. The property at 426-428 King Street West is neither the subject of a provincial plaque nor a provincial easement. In addition, OHT staff was contacted to review the Ontario Heritage Act Register to confirm that the property is not included on the register and that an OHT easement does not exist for the property.

Thomas Wicks, Heritage Planner for the OHT confirmed on February 9, 2017 that the property is not subject to an OHT conservation easement and is not on their register.

4.3 Federal

As a review of applicable federal heritage recognitions for the property or adjacent properties, AECOM reviewed the online searchable database for the Canadian Register of Historic Places as well as the Directory of Federal Heritage Designations. 426-428 King Street West and the adjacent properties are not subject to any existing federal heritage recognitions.

5. Adjacent Lands

The properties adjacent to 426-428 King Street West consist mainly of a mix of commercial and residential uses. The structures on King Street West are a mixture of commercial residential properties, while the structures on Pearl Street and Locke Street are used for commercial purposes.

Consultation with the City of Hamilton indicated that none of the adjacent properties are listed on the City's *Inventory of Buildings of Architectural and/or Historical Interest*.

6. Archaeology

ASI completed a Stage 1 Archaeological Assessment (AA) as part of the Rapid Transit Initiative and found that the property at 426-428 King Street West did not retain archaeological potential and confirmed that no known archaeological assessments have previously been completed within 50 metres (m) of the property. Consequently, at the time of production of the ASI report, no archaeological sites had been identified within or adjacent to the property; however, the ASI Stage1 AA indicates that there are two sections of land that retain archaeological potential within 50 m of 426-428 King Street West, one approximately 50 m to the west along King Street West and one at the northeast corner of the intersection of King Street West and Pearl Street North.

The results of the Stage 1 AA determined that a Stage 2 AA must be conducted for all land identified as retaining archaeological potential that will be impacted by the proposed Rapid Transit Initiative. Based on this assessment, ASI made the following recommendations:

- The King Street right-of-way (ROW) does not retain archaeological potential due to previous land disturbance. An additional AA is not required within the ROW and those portions of the study corridor can be cleared of further archaeological concern; and,
- A Stage 2 AA should be conducted on lands determined to have archaeological potential if the proposed project is to impact these lands. This work must be done in accordance with the MTCS' *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) in order to identify any archaeological remains that may be present.

It should be noted that ASI's recommendations for Stage 2 archaeological work references the MCL's 2006 draft *Standards and Guidelines for Consultant Archaeologists* (MCL 2006); however, further Stage 2 archaeological work must now be conducted in accordance with current archaeological standards and guidelines (*Standards and Guidelines for Consultant Archaeologists*, Ontario Government 2011) . For complete details regarding the results of the Stage 1 AA, reference should be made to the *Stage 1 Archaeological Assessment, Rapid Transit Initiative, City of Hamilton, Ontario* (February 2009).

7. Community Input

As part of the consultation process for this report, AECOM undertook consultation with the City of Hamilton, the MTCS, and the OHT. The results of the consultation efforts are identified below in Table 7-1.

Table 7-1: Community Input and Consultation Undertaken for 426-428 King Street West

Contact	Contact Information	Date	Notes
Chelsey Tyers, Heritage Planner City of Hamilton	905-546-2424 ext. 1202 chelsey.tyers@hamilton.ca	February 1, 2017 February 6, 2017 (Response)	The City of Hamilton confirmed that 426-428 King Street West is listed on the City's <i>Inventory of Buildings of Architectural and/or Historical Interest</i> .
Asiya Patel Assistant Cultural Heritage Planner City of Hamilton	905-546-2424 ext. 7163 asiya.patel@hamilton.ca		
Thomas Wicks Heritage Planner Ontario Heritage Trust	416-314-5972 thomas.wicks@heritagetrust.on.ca	February 1, 2017 February 9, 2017 (Response)	The OHT confirmed that the property is not subject to an OHT conservation easement nor is it on their register.
Rosi Zirger Heritage Planner Ministry of Tourism, Culture, and Sport	416-314-7159 rosi.zirger@ontario.ca	February 1, 2017	Response pending.

8. Discussion of Historical or Associative Value

8.1 Historic Theme/Cultural Pattern

8.1.1 *Transportation*

The earliest roads in Ontario were typically military roads or colonization roads. These roads often followed aboriginal hunting trails or were dictated by the topography of the land which they crossed. The Dundas Road was opened to connect Toronto with the Thames River, in what is now London, Ontario, and the Kingston Road was designed to provide a military link between Toronto and Kingston. The Kingston Road was one of the earliest and still functioning roads in southern Ontario.

Following the Crown surveys in Ontario, concession and side roads were opened on a grid that was dictated by the survey type that was used. The roads were cleared and made passable by the early land owners who built their dwellings adjacent to the concession roads. Despite being cleared, road conditions were often poor until the late 19th and early 20th centuries.

Railway transportation, both passenger and freight, greatly improved the transportation network in Ontario beginning in the mid-1800s. The opening of the Grand Trunk Railway (GTR) between Montreal and Toronto in 1856 provided a link between the two cities and provinces that was more easily travelled in comparison to mid-19th century roads. The construction of the route from Montreal to Toronto, and then on to Samia by the end of the 1860s resulted in the construction of significant structures such as the Victoria Bridge over the St. Lawrence River, and the St. Clair Tunnel in Samia. The GTR was designed to enhance the St. Lawrence-Great Lakes shipping routes in response to the railroads and shipping networks in the United States. As a result it also strengthened the connection and link between the townships, and municipal and provincial economies in Ontario.

Various railway companies were formed in Ontario to create a vast network of rail lines that spread throughout the province by the early-20th century. Nonetheless, most of the companies were eventually merged with or purchased by the Canadian National Railway (CN) or the Canadian Pacific Railway (CP).

8.1.2 *Railways*

The former Toronto, Hamilton, and Buffalo Railway (TH&B) passes under King Street West approximately 430 m south of the subject property. The TH&B was first conceived in March 1884 as a rail line to connect Toronto to Fort Erie and Buffalo, New York through the City of Hamilton. However, as with many of the early railways in North America, funding became an issue from the beginning. In 1891, the management of the TH&B secured an amalgamation with the already constructed Brantford, Waterloo & Lake Erie Railway (BW&LER) which operated a line between Brantford and Fort Erie. By 1892, the companies were combined and became officially known as the TH&B.

A year later the railway was purchased by a series of major railway companies, most of which were based on American interest, and by 1895 a link between Hamilton and Brantford was opened. In the first few decades of the 20th century, a series of spurs and belt lines were constructed by the railway, as well as amalgamations with smaller railway companies, characteristic of the 19th and 20th century railway business.

Within the City of Hamilton, the TH&B and City Council wrestled on with issue of grade separation, which ultimately resulted in an agreement in 1930 for the two parties to construction a grade separation in order to prevent long trains from blocking city streets. The project was completed in 1933, including the construction of a new station and corporate offices. Between the 1930s and 1970s, the TH&B went under the control of the Michigan Central Railway, the New York Central Railway, the Penn Central Railway, and eventually Conrail. In 1977, Conrail's interest in the TH&B was sold to the Canadian Pacific Railway (CPR), and by 1987 the TH&B was fully integrated into the CPR system.

8.1.3 Hamilton Street Railway

In 1873, the City of Hamilton incorporated the Hamilton Street Railway; the horse-drawn streetcar service began in May 1874 with six operating cars. The line extended along three miles of track from the GTR's passenger station east along Stuart Street South to James Street. The line travelled south to Gore Park and then east along King Street to Wellington Street. Due to popularity of the service, additional cars were added and the track was extended. New track was laid west along King Street to Locke Street and east to Wentworth Street.

The electrification process of the Hamilton Street Railway began in March 1892. A total of 12 miles of track were electrified and 15 horsecars were converted to electric street cars. Operation of the newly-electrified cars began on June 29, 1892.

At the end of the Second World War, Hamilton Street Railway sold the lines to Canada Coach for \$1.4 million. Immediately following the sale, Canada Coach announced plans to replace the street car service with busses. By 1951, the last street car was removed from service and replaced by electric trolley busses.³

The proposed B-Line follows the old streetcar route from King Street near McMaster University to Sherman Avenue. The original streetcar route turned south along Sherman Avenue and then continued east on Main Street to Kenilworth Avenue North. The B-Line will continue along King Street East to the Delta where it will reconnect with the old alignment and continue to the Queenston Road traffic circle.

The present-day Hamilton transit company operates under the name of Hamilton Street Railway Company.

³Transit Toronto. <http://transit.toronto.on.ca/streetcar/4751.shtml>, consulted February 9, 2017.

8.2 Local History

426-428 King Street West is located within the City of Hamilton, Ontario. Historically the structures were located within Lot 17, Concession II, Barton Township in Wentworth County. The subsections below include historic information related to the settlement and growth of these areas.

8.2.1 Settlement History

As part of the establishment of Upper Canada, the province was divided into administrative Districts in 1792. As such, Wentworth County was one of several counties that made up the Home District. It was named in honour of Sir John Wentworth, Lieutenant Governor of Nova Scotia from 1792-1808. In 1816, the Home District was divided and reorganized and Wentworth County was included in the Gore District. By 1849, the original district system was abolished and replaced by a county council system and Wentworth County became an independent political entity. Townships that were included in Wentworth County at one time or another included Ancaster, Barton, Beverly, Binbrook, Caistor, Flamborough East and West, Glanford, Onondaga, Saltfleet, and Seneca. Between 1850 and 1854, Wentworth and Halton Counties were joined for government purposes into the United Counties of Wentworth and Halton; however, this change was short-lived. In 1973, Wentworth County was renamed the Regional Municipality of Hamilton-Wentworth and, in 2001, was amalgamated with six constituent municipalities into the City of Hamilton. The City of Hamilton has remained as the administrative seat or county town since the original creation of the Gore District nearly two centuries ago.

Barton Township is described in detail in the *Illustrated Historical Atlas of the County of Wentworth of 1875*. The Township of Barton was surveyed in 1791 by Augustus Jones using the Single-Front survey system used by the colonial government between 1783 and 1818. The survey was made up of concessions separated by road allowances. The concession was divided into lots of 200 acres and sideroad allowances were surveyed after every fifth lot. The first settlers arrived in Barton Township in 1791, many of whom were United Empire Loyalists or disbanded troops. The Settlement of Barton Township began slowly, with only 102 families living in the township by 1815. Most of the settlement was concentrated at the foot of the Niagara Escarpment. The township continued to grow and by 1823 it contained one sawmill and three gristmills. By 1841, the population had grown to 1,434.

8.2.2 Site History

426-428 King Street West is historically located on the south half of Lot 17, Concession II in Barton Township, Wentworth County. By 1875, historic mapping indicates that the lot had already been subdivided as a part of the urban expansion of Hamilton. Individual structures were not shown on the mapping material in urban areas at the time; however, given road development and significant lot severances, urban development was beginning to take place within the area (Figure 5). The 1876 Brosius, *H. Bird's eye view of the City of Hamilton: Province Ontario, Canada* indicates a structure was located at the northwest corner of King Street East and Pearl Avenue North (Figure 1); however, it is unknown if this structure represents the extant building at 426-428 King Street West. The orientation of the side-gable roof is correct, and the style of the subject building is consistent with a date in the mid-1970s.

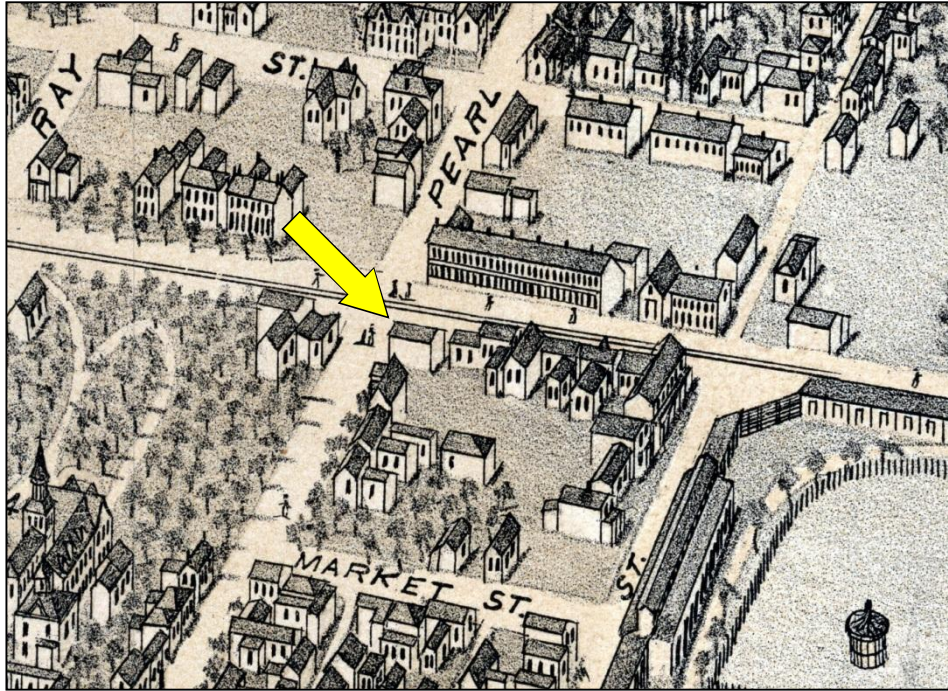


Figure 1: Detail of Brosius, H. Bird's eye view of the City of Hamilton: Province Ontario, Canada, 1876

By the beginning of the 20th century, historic topographic mapping indicates that urban development was quickly underway surrounding the subject property. The property where 426-428 King Street East is located is shown on the edge of the expanding city to the east, while the neighbouring blocks are shown as completely developed (Figure 6). By 1906, the Hamilton City Directories indicate that the building at 426-428 King Street West was constructed and the first residents were listed as Mrs. H. Harris and William Grist. In 1910, two new residents are listed, C.J. Cunningham and Richard L. Ward.

The 1911 Fire Insurance Plan (Figure 2) indicates that a drugstore occupied 426 King Street West and a dwelling at 428 King Street West. A review of the 1927 (revised 1933) Fire Insurance Plan indicates that some time between 1912 and 1933, a small, one-storey wood frame addition was added to the back end of the building at 426-428 King Street West.

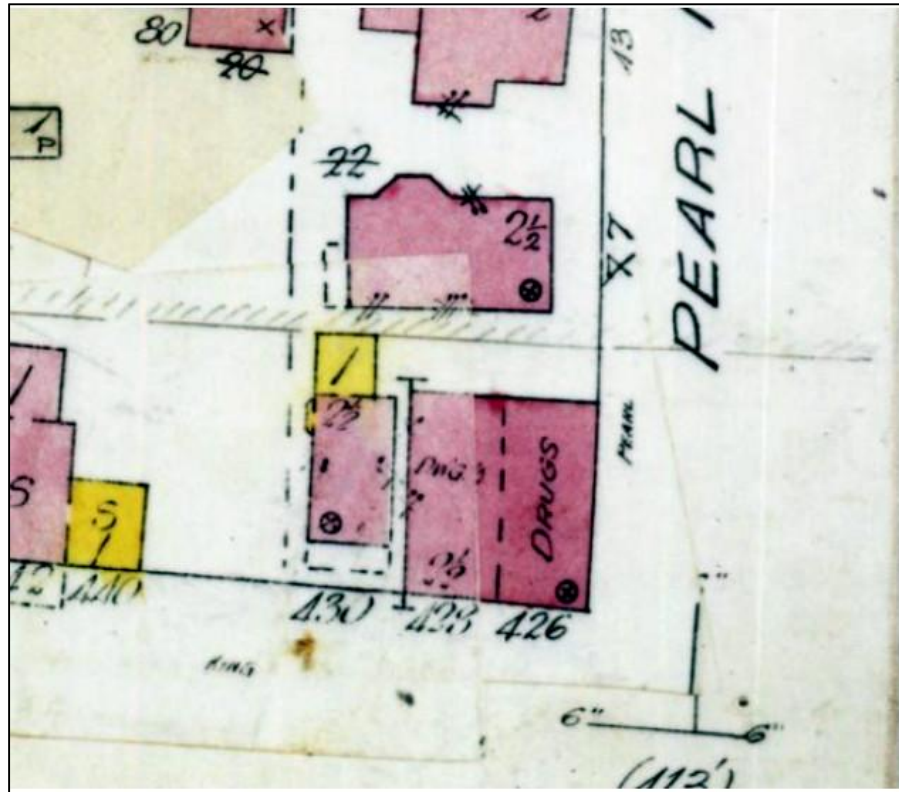


Figure 2: Detail of the 1911 Fire Insurance Plan for Hamilton (Goad)

In 1920, the City Directory lists C.W. Reynolds at 426 King Street West and Norman Bateman at 428 King Street West and there is no indication that a drugstore is in operation at 426 King Street West. The 1930 directory indicates that a drugstore is in operation under C.W. Reynolds, the same individual listed in the 1920 directory at 426 King Street West. Based on these records, it is likely that 426 King Street West continued to operate as a drugstore through the 1920s even though it is not listed as such. In 1930, 428 King Street West was also under commercial use as a meat market listed to A.C. Swanwick.

By 1938, the City had extended further westward, with the Westdale subdivision shown in the historic mapping to the west of the subject property. By this time, the subject property was surrounded by urban development (Figure 7). 426 King Street West continued to operate as a drugstore until the 1960s with T. Crittle taking over the business from C.W. Reynolds in the 1940s. Crittle's drugstore was to become a Rexall Drugstore that continued to occupy 426 King Street West until the 1960s. Sometime between 1961 and 1970, the Rexall Drugstore was replaced by Bob's Variety store. Swanwick's Meat Market at 428 King Street West remained in operation from 1930 until the 1960s when it changed ownership and became Cheeseman's Meat Market. The history of the residential space on the upper floor of 426-428 King Street West is unclear, but may have been occupied as a residential space by the commercial operators on the main floor. No further information regarding the residential occupation of this building could be found.

The property at 426-428 King Street West appears to have been in commercial use given the large storefront windows and marked hours of operation; however, the store appears to be vacant and the business sign on the storefront indicates that the commercial space is for lease. The upper floors and addition at the rear of the building appear to be occupied and in use as residential space.

8.3 Person/Event/Organization

The historic research undertaken for this CHER did not identify any significant people, events, or organizations that are directly related to or associated with the property, and could contribute to the potential cultural heritage interest or value of the property.

9. Discussion of Design or Physical Value

9.1 Style/Type/Tradition

426-428 King Street West consists of a 2 storey structural brick building that forms part of a commercial and residential block between Locke Street North and Pearl Street North (**Photograph 1**).

The main (south) façade of the building consists of a modern storefront with plate glass windows that extend the entirety of the ground floor; as a result none of the original building materials or architectural details are extant. The modern store front projects slightly from the plane of the original front, and squares the angled corner at the southeast point. The second floor consists of a three bay façade, with an additional corner bay.

The building has a side-gable roof with a parapet/fire wall on the east and west ends, each containing two chimneys. A large window in the east gable has been bricked up and it appears that the roofline has been modified. It is unknown when these modifications were completed. The building is a very common form of urban commercial with residential rooms above, built in blocks with several in a row separated by firewalls. Originally the owner or manager would live above the business; with the development of streetcars and access to detached housing elsewhere, these apartments became income properties. There are many examples of this type across the province.

9.2 Function

The building on the property was designed and built as combined commercial and residential premises c. 1870. The 1911 Fire Insurance Plans indicate the structure was originally built as a 2 ½ storey multi-use building, however, the extant structure is only 2 storeys. The ground floor of the building appears to have undergone recent alterations to function for a time as a residential space while the apartments above appear to be in continuous use as residential units. This is a common form of housing with business below that is a ubiquitous feature of 19th and early 20th century urban areas.

9.3 Fabric

According to mid-20th century Fire Insurance Maps, the building at 426-428 King Street West was originally constructed of structural brick, much of which is visible on the east-facing facade, despite extensive modifications to the façade of the building. The Fire Insurance maps also indicated the building was originally constructed as a 2½ storey structure, with a shingle roof laid in mortar, the present shingles are of modern manufacture. A one-storey wood frame addition was constructed between 1912 and 1933; currently the addition is two storeys and is clad in vinyl siding.

The ground floor façade has been completely altered and does not consist of many of the original building fabric materials. A plate glass and stucco store front has been added to the façade of the building (Photograph 2). The second storey consists of a three-bay façade which is clad in vinyl siding with an additional angled corner bay. The original window sashes are extant (Photograph 3).

Although painted, the original brick masonry has survived on the east façade of the building. The window and door opening on the east façade have brick voussiors and the concrete sills are contemporary with

the construction of the building. The building has a gable roof with a parapet firewall on the east and west containing the chimneys (Photograph 3).

10. Discussion of Contextual Value

10.1 Social Meaning

The structure located at 426-428 King Street West is one of many commercial storefront structures that also include residential spaces on the second floor found in town and cities across Ontario. Built in the second half of the 19th century the property is one of many of these structures that was built fronting onto King Street West in Hamilton as it expanded westwards.

10.2 Environment



The building at 426-428 King Street West is one of a series of older buildings located along this portion of King Street in Hamilton. To the west is 430 King Street West, a 2½ storey structural brick house with a bay and gable and to the east a modern apartment building. In addition, the north side of King Street West is populated with a variety of buildings of differing ages and architectural styles and forms. In this context, the property is a positive contributing element in the character of the neighbourhood.

10.3 Formal Recognition

The property was identified in the December 2016 CHSR as not being subject to any heritage recognitions. However, consultation with the City of Hamilton in January and February 2017 confirmed that the property is now listed on the City's *Inventory of Buildings of Architectural and/or Historical Interest*.

11. Data Sheet

Table 11-1: Data Sheet for 426-428 King Street West

FIELD	PROPERTY DATA
Municipal Address	426-428 King Street West
Municipality	Hamilton
Approximate Area (square metres)	173
Rail Corridor	Hamilton LRT B-Line
PIN	171450064
Ownership	Private
Aerial photo showing location and boundaries	
Exterior, street-view photo	
Date of construction of built resources (known or estimated and source)	ca. 1870, based on the design and detail of the building, and Brosius Bird's Eye View, 1876
Date of significant alterations to built resources (known or estimated and source)	Wood frame addition constructed between 1912-1933 (1911-1927 [rev. 1933] Fire Insurance Plans)
Architect/designer/builder	Unknown

FIELD	PROPERTY DATA
Previous owners or occupants	Various residential tenants (1906-), C.W. Reynolds Drugstore (1911-1950s), Swanwick's Meat Market (1930-1960s), T. Crittle/Rexall Drugstore (1960s), Cheeseman's Meat Market (1970s), Bob's Variety (1970s)
Current function	Mixed use: commercial and residential
Previous function(s)	Mixed use: commercial and residential
Heritage Recognition/Protection (municipal, provincial, federal)	Listed on City's <i>Inventory of Buildings of Architectural and/or Historical Interest</i> .
Local Heritage Interest	Listed on City's <i>Inventory of Buildings of Architectural and/or Historical Interest</i> .
Adjacent Lands	No protected heritage properties
Latitude or UTM Northing	43.260529°
Longitude or UTM Easting	-79.881956°

12. Photographs



Photograph 1: 426-428 King Street West (AECOM, 2017)



Photograph 2: Façade of 426-428 King Street West (AECOM, 2017)



Photograph 3: East-facing façade of 426-428 King Street West (AECOM, 2017)

13. Figures

All figures pertaining to this CHER can be found on the following pages.

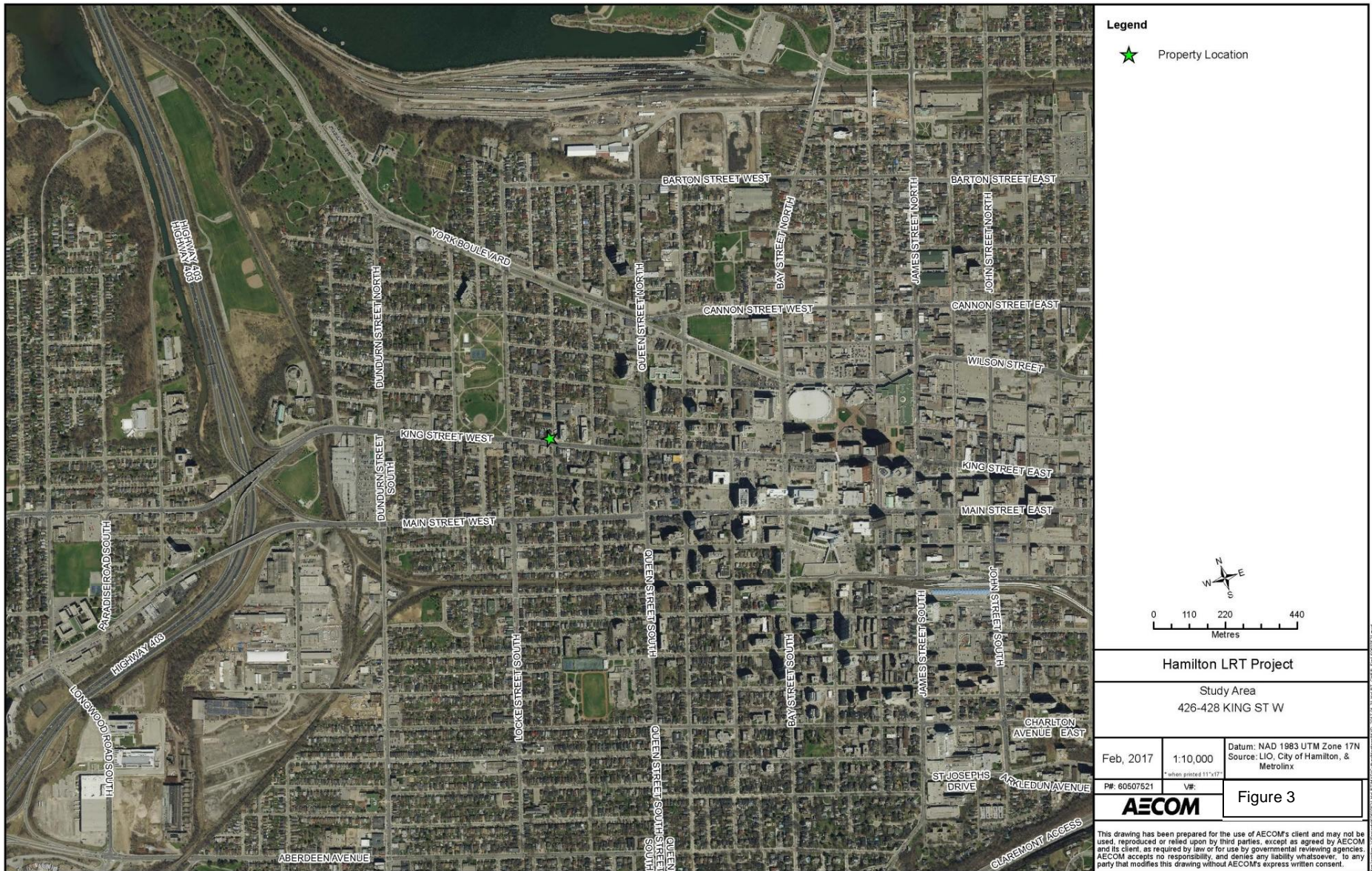


Figure 3: Location of 426-428 King Street West

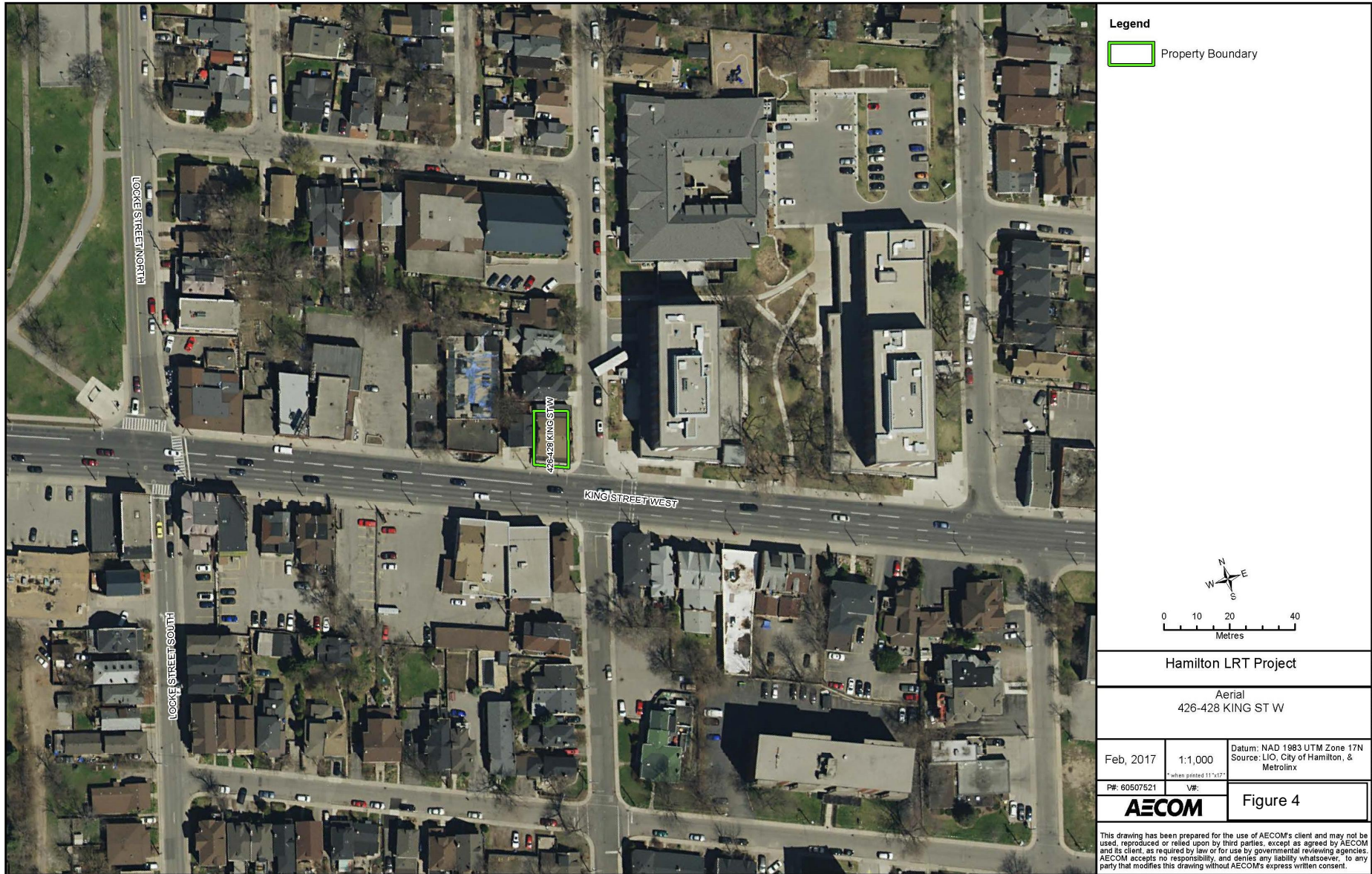


Figure 4: Aerial Photograph showing the area surrounding 426-428 King Street West

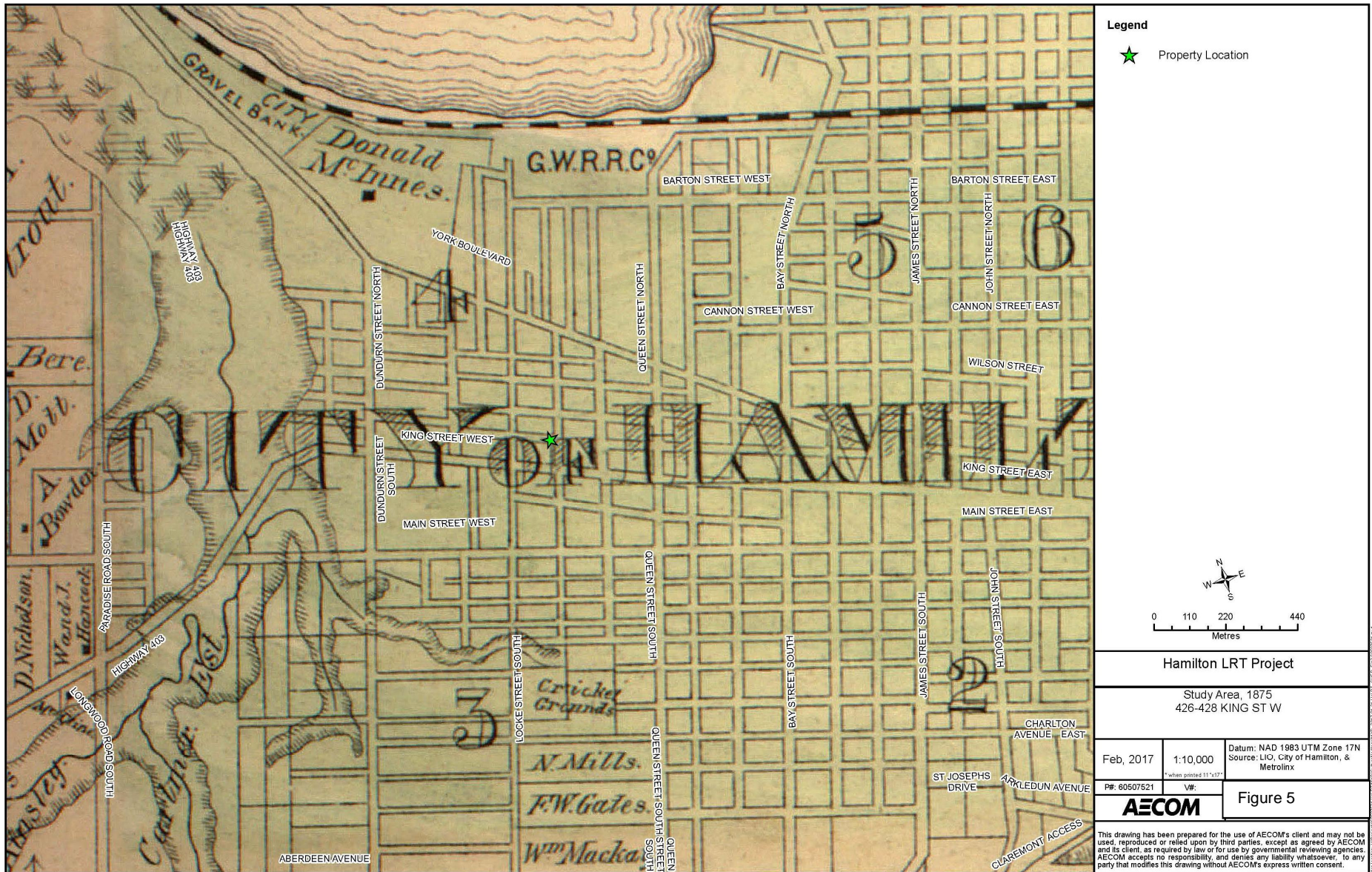
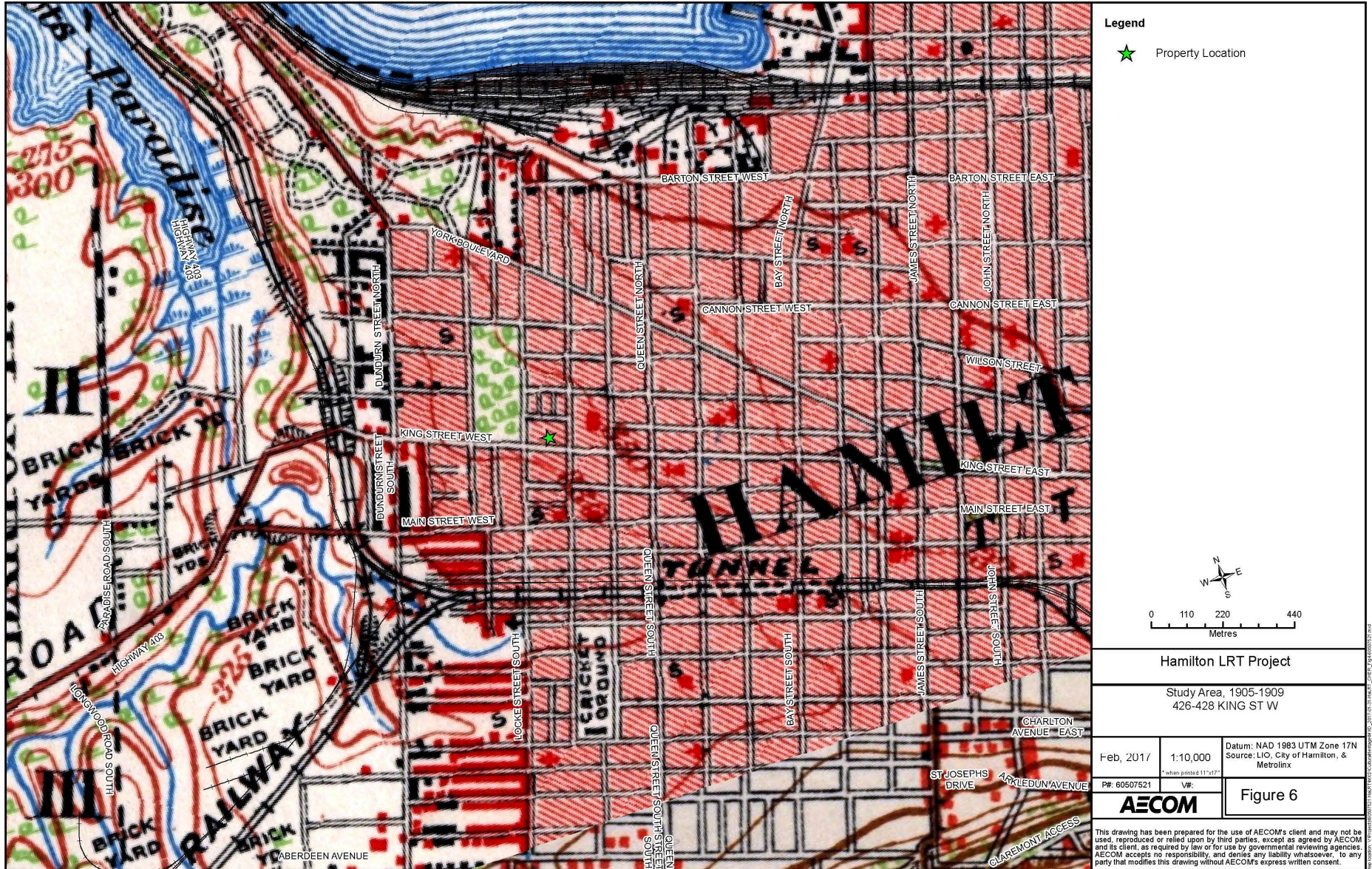


Figure 5: Location of 426-428 King Street West on the 1875 Historical Atlas Map (Page & Smith, 1875)



Legend

- ★ Property Location

0 110 220 440
Metres

Hamilton LRT Project

Study Area, 1905-1909
426-428 KING ST W

Feb, 2017	1:10,000 <small>*when printed 11"x17"</small>	Datum: NAD 1983 UTM Zone 17N Source: LIO, City of Hamilton, & Metrolinx
PR: 60507521	VPR:	Figure 6

AECOM

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Figure 6: Location of 426-428 King Street West on the 1905-1909 NTS Map

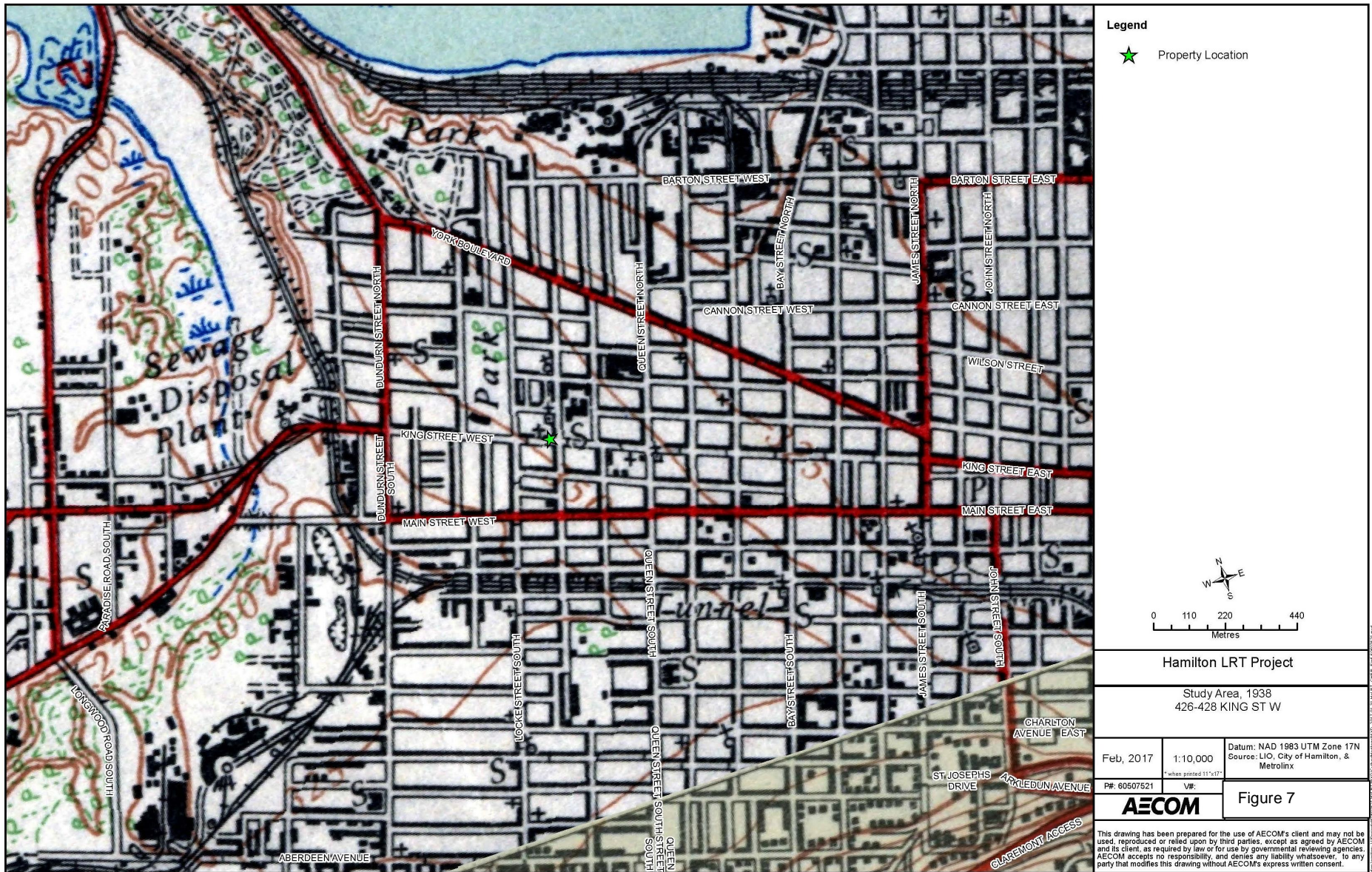


Figure 7: Location of 426-428 King Street West on the 1938 NTS Map

14. Chronology

- 1791 Barton Township was surveyed by Augustus Jones; the first settler arrived in the township.
- 1792 Province of Upper Canada divided into administrative districts.
- 1816 Home District divided and reorganized. As part of the reorganization, Wentworth was reorganized and included within the Gore District.
- 1850 Gore District was divided and Halton and Wentworth Counties were created.
- 1873 The Hamilton Street Railway was incorporated.
- 1875 Lot 17, Concession II on which 426-428 King Street West sits has undergone significant urban development.
- 1884 The TH&B was first conceived as a rail line to connect Toronto to Fort Erie and Buffalo, New York through the City of Hamilton.
- 1891 The management of the TH&B secured an amalgamation with the already constructed Brantford, Waterloo & Lake Erie Railway (BW&LER) which operated a line between Brantford and Fort Erie. A year later the companies were combined and officially known as the TH&B.
- 1892 Twelve miles of the Hamilton Street Railway was electrified and streetcars were updated.
- 1895 The TH&B opened a link between Hamilton and Brantford.
- 1906 The building at 426-428 King Street West has been constructed and the first residents include Mrs. H. Harris and William Grist.
- 1911 Fire Insurance Plans indicate that 426 King Street West is under use as a drugstore and 428 King Street West as a residence.
- 1920 Two residents, C.W. Reynolds and Norman Bateman are listed. No commercial businesses are listed in the City Directory.
- 1930 426 King Street West is under use by C.W. Reynolds as a drugstore and 428 is under use as a meat market listed to A.C. Swanwick.
- 1912-1933 A one-storey wood frame addition is added to the back of the building at 426-428 King Street West.
- 1933 The TH& B completed a grade separation project, including the construction of a new station and corporate offices.

- 1930-1970 TH&B eventually came under the control of the Michigan Central Railway, the New York Central Railway, the Penn Central Railway, and eventually Conrail.
- 1940 T. Crittle assumes ownership of the Rexall Drugstore from C.W. Reynolds and Swanwick's Meat Market remains in operation.
- c. 1945 The Hamilton Street Railway was sold to Canada Coach.
- 1951 Streetcars were removed from service and replaced with electric bus trolleys.
- 1970 The Rexall Drugstore space at 426 King Street West is now Bob's Variety and Swanwick's Meat Market has become Cheeseman's Meat Market.
- 1977 Conrail's interest in the TH&B was sold to the Canadian Pacific Railway (CPR).
- 1987 TH&B was fully integrated into the CPR system.

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METROLINX

An agency of the Government of Ontario
Une agence du gouvernement de l'Ontario

Cultural Heritage Evaluation Report Recommendations 426-428 King Street West, Hamilton, Ontario

Prepared by AECOM
for Metrolinx

February 24, 2017

Authors

Report Prepared By: DRAFT
Michael Greguol, MA
Cultural Heritage Specialist

DRAFT
Emily Game, B.A.
Heritage Researcher

Report Reviewed By: DRAFT
Fern Mackenzie, MA, CAHP
Senior Architectural Historian

Revision History

Revision #	Date	Revised By:	Revision Description
0	02/24/2017	C. Latimer	Draft to Metrolinx

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1. Executive Summary

AECOM Canada Ltd. (AECOM) was retained by Metrolinx to complete a Cultural Heritage Evaluation Report (CHER) for the property at 426-428 King Street West, in the City of Hamilton, Ontario. This work is being completed as part of the Hamilton Light Rail Transit (LRT) Project.

The Hamilton LRT Project B-Line alignment extends from McMaster University at Cootes Drive to the Main Street/Highway 403 Bridge. A proposed LRT-only bridge will allow the alignment to then extend along King Street West until King East Street intersects with Main Street East, where the alignment will continue along Main Street East to the Queenston Road traffic circle. As a part of the project, it is anticipated that building impacts may take place on the property at 426-428 King Street West.

The project impacts will be assessed following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation (O. Reg.) 231/08, Transit Projects and Metrolinx Undertakings under the Environmental Assessment Act. As part of the TPAP Amendment, an Environmental Project Report (EPR) Amendment will be prepared for public review.

The CHER was prepared according to the Metrolinx Interim Cultural Heritage Management Process and utilizes the criteria in Ontario Regulation 9/06 and Ontario Regulation 10/06, as required by the Ministry of Tourism, Culture, and Sport's (MTCS) *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). In addition, the CHER was prepared according to the Metrolinx Draft Terms of Reference for Consultants: *Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*. Consequently the recommendations as they relate to this CHER and the potential cultural heritage value or interest of the property at 426-428 King Street West are contained in a separate Cultural Heritage Evaluation Report Recommendations (CHERR) document.

As part of the reporting requirements for the Hamilton LRT Project, Archaeological Services Inc. (ASI) undertook a Cultural Heritage Screening Report (CHSR) for the alignment. The CHSR identified the requirement to conduct a CHER for the property located at 426-428 King Street West to assess the potential cultural heritage value or interest of the properties. Where applicable, relevant background information has been utilized from the CHSR for project consistency.

In the beginning of the 20th century, historic topographic mapping indicates that urban development was quickly underway surrounding the subject property with the neighbouring blocks shown as completely developed (Figure 5). By 1906, the Hamilton City Directories indicate that the building at 426-428 King Street West was constructed and the first residents were listed as Mrs. H. Harris and William Grist. In 1910, two new residents are listed, C.J. Cunningham and Richard L. Ward.

The 1911 Fire Insurance Plan indicates that a drugstore occupied 426 King Street West and a dwelling at 428 King Street West. A review of the 1927 (revised 1933) Fire Insurance Plan indicates that some time between 1912 and 1933, a small, one-storey wood frame addition was added to the back end of the building.

In 1920, the City Directory lists C.W. Reynolds at 426 King Street West and Norman Bateman at 428 King Street West and, there is no indication that a drugstore is in operation at 426 King Street West. The 1930 directory indicates that a drugstore is in operation under C.W. Reynolds, the same individual listed in the 1920 directory at 426 King Street West. Based on these records, it is likely that 426 King Street

West continued to operate as a drugstore through the 1920s even though it is not listed as such. In 1930, 428 King Street West was also under commercial use as a meat market listed to A.C. Swanwick.

By 1938, the City had extended further westward, with the Westdale subdivision shown in the historic mapping located west of the subject property. By this time, the subject property was surrounded by urban development. 426 King Street West continued to operate as a drugstore until the 1960s with T. Crittle taking over the business from C.W. Reynolds in the 1940s. Crittle's drugstore was to become a Rexall Drugstore that continued to occupy 426 King Street West until the 1960s. Sometime between 1961 and 1970, the Rexall Drugstore was replaced by Bob's Variety store. Swanwick's Meat Market at 428 King Street West remained in operation from 1930 until the 1960s when it changed ownership and became Cheeseman's Meat Market. The history of the residential space on the upper floor of 426-428 King Street West is unclear, but may have been occupied as a residential space by the commercial operators on the main floor. No further information regarding the residential occupation of this building could be found.

The property at 426-428 King Street West appears to have been in recent commercial use given the large storefront windows and marked hours of operation; however, the store appears to be vacant and the business sign on the storefront indicates that the commercial space is for lease. The upper floors and addition at the rear of the building appear to be occupied and in use as a residential space.

A field review of the property at 426-428 King Street West was undertaken on February 3, 2017 by Emily Game of AECOM. An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

The application of O.Reg 9/06 and O.Reg. 10/06 concluded that 426-428 King Street West does not meet O.Reg. 9/06 or O.Reg. 10/06, as it did not satisfy any of the nine criteria. Therefore, this CHERR recommends that the property at 426-428 King Street West is not considered a Provincial Heritage Property (PHP).

2. Ontario Regulation 9/06 Evaluation

Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest (O. Reg. 9/06) provides criteria to apply to a potential heritage property to evaluate its heritage value. If a privately-owned property meets one or more of the following criteria it may be designated by a municipality under Section 29 of the *Ontario Heritage Act*. For the purposes of this CHER, O. Reg. 9/06 considers the evaluation of the property as part of the community context. The *Standards and Guidelines for the Conservation of Provincial Heritage Properties* state that a property may be considered a Provincial Heritage Property (PHP) if it meets one or more of the criteria under O. Reg. 9/06. The application of the criteria for 426-428 King Street West is included in Table 2-1 below.

Table 2-1: O.Reg. 9/06 Evaluation for 426-428 King Street West

Criterion	Response (Yes/No)	Rationale
1) The property has design or physical value because it:		
i) Is a rare, unique, representative, or early example of a style, type, expression, material, or construction method;	No	The structure located on the property at 426-428 King Street West is a common example of an early/mid-20 th century 2 ½ storey commercial building with a residential space above. This form is commonly found throughout Hamilton.
ii) Displays a high degree of craftsmanship or artistic merit; or	No	The property is of common design and does not display a high degree of craftsmanship or artistic merit.
iii) Demonstrates a high degree of technical or scientific achievement.	No	The property is a common commercial/residential structure and does not display a high degree of technical or scientific achievement.
2) The property has historic or associative value because it:		
i) Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	No	The historic research undertaken for this CHER did not identify any significant people, events, or organizations that are directly related to or associated with the property, and could contribute to the potential cultural heritage.

Criterion	Response (Yes/No)	Rationale
ii) Yields, or has the potential to yield information that contributes to an understanding of a community or culture; or	No	The property does not have potential to yield information that contributes to an understanding of a community or culture.
iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.	No	A specific architect or builder for the property could not be determined.
3) The property has <i>contextual value</i> because it:		
i) Is important in defining, maintaining, or supporting the character of an area;	No	The property at 426-428 King Street West forms a component of the larger commercial/residential block on the north side of King Street West. However, it is not important in defining, maintaining, or supporting the character of an area.
ii) Is physically, functionally, visually, or historically linked to its surroundings; or	No	The building is one of a series of early 20 th century buildings located along this portion of King Street West. Although it estimated to have been a part of the streetscape since 1906 (building style of 1870), it does appear to be physically, functionally, visually, or historical linked to its surroundings.
iii) Is a landmark.	No	The property at 426-428 King Street West is not considered a landmark.

3. Ontario Regulation 10/06 Evaluation

Ontario Regulation 10/06, Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance (O. Reg. 10/06), provides criteria against which to assess a property to determine if the property holds provincial heritage significance. The *Standards and Guidelines for the Conservation of Provincial Heritage Properties* state that Ministries and prescribed public bodies shall apply the criteria in O. Reg. 10/06 to determine whether a property is of provincial significance. Therefore, for the purpose of this CHER O. Reg 10/06 considers the evaluation of the property as a part of the provincial context. If the property meets the criteria, it may be considered a Provincial Heritage Property of Provincial Significance (PHPPS). The application of the criteria for 426-428 King Street West is in Table 3-1, below.

Table 3-1: O.Reg. 10/06 Evaluation for 426-428 King Street West

Criterion	Response (Yes/No)	Rationale
1. The property represents or demonstrates a theme or pattern in Ontario's history.	No	426-428 King Street West does not represent a theme or pattern in Ontario's history. Commercial and residential structures similar to this are found throughout towns and cities in Ontario.
2. The property yields, or had the potential to yield, information that contributes to an understanding of Ontario's history.	No	426-428 King Street West does not yield, and is not anticipated to yield information that contributes to an understanding of Ontario's history.
3. The property demonstrates an uncommon, rare, or unique aspect of Ontario's cultural heritage.	No	426-428 King Street West does not demonstrate an uncommon, rare, or unique aspect of Ontario's cultural heritage. The form and massing of the structures are commonly found in Ontario.
4. The property is of aesthetic, visual, or contextual importance to the province.	No	426-428 King Street West property is not of aesthetic, visual, or contextual importance to the province.
5. The property demonstrates a high degree of excellence or creative, technical, or scientific achievement at a provincial level in a given period.	No	426-428 King Street West does not demonstrate a high degree of excellence or creative, technical, or scientific achievement at a provincial level.

Criterion	Response (Yes/No)	Rationale
6. The property 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.	No	426-428 King Street West does not have a strong or special association with the entire province or with a community that is found in more than one part of the province.
7. The property 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.	No	426-428 King Street West does not have strong or special associations 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.
8. The property is located in an unorganized territory and the Minister determines that there is a provincial interest in the protection of the property.	No	426-428 King Street West is not located in an unorganized territory.

4. Recommended Outcome of Evaluation

The application of O.Reg 9/06 and O.Reg. 10/06 concluded that 426-428 King Street West does not meet O.Reg. 9/06 or O.Reg. 10/06, as it did not satisfy any of the nine criteria. Therefore, this CHERR recommends that the property at 426-428 King Street West is not considered a Provincial Heritage Property (PHP). As a result, a Statement of Cultural Heritage Value or Interest and Heritage Attributes have not been prepared for this property.



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Cultural Heritage Evaluation Report Recommendations 160 Bond Street South, Hamilton, Ontario

Prepared by AECOM
for Metrolinx

February 22, 2017

Authors

Report Prepared By: DRAFT
Michael Greguol, MA
Cultural Heritage Specialist

DRAFT
Emily Game, B.A.
Heritage Researcher

Report Reviewed By: DRAFT
Fern Mackenzie, MA, CAHP
Senior Architectural Historian

Revision History

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The attached Report (the "Report") has been prepared by AECOM Canada Ltd. ("AECOM") for the benefit of the Client ("Client") in accordance with the agreement between AECOM and Client, including the scope of work detailed therein (the "Agreement").

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1. Executive Summary

AECOM Canada Ltd. (AECOM) was retained by Metrolinx to complete a Cultural Heritage Evaluation Report (CHER) for the property at 160 Bond Street South, in the City of Hamilton, Ontario. This work is being completed as part of the Hamilton Light Rail Transit (LRT) Project.

The Hamilton LRT Project B-Line alignment extends from McMaster University at Cootes Drive to the Main Street/Highway 403 Bridge. A proposed LRT-only bridge will allow the alignment to then extend along King Street West until King East Street intersects with Main Street East, where the alignment will continue along Main Street East to the Queenston Road traffic circle. As a part of the project, it is anticipated that building impacts may take place on the property at 160 Bond Street South.

The project impacts will be assessed following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation (O. Reg.) 231/08, Transit Projects and Metrolinx Undertakings under the Environmental Assessment Act. As part of the TPAP Amendment, an Environmental Project Report (EPR) Amendment will be prepared for public review.

The CHER was prepared according to the Metrolinx Interim Cultural Heritage Management Process and utilizes the criteria in Ontario Regulation 9/06 and Ontario Regulation 10/06, as required by the Ministry of Tourism, Culture, and Sport's (MTCS) *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). In addition, the CHER was prepared according to the Metrolinx Draft Terms of Reference for Consultants: *Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*. Consequently the recommendations as they relate to this CHER and the potential cultural heritage value or interest of the property at 160 Bond Street South are contained in a separate Cultural Heritage Evaluation Report Recommendations (CHERR) document.

As part of the reporting requirements for the Hamilton LRT Project, Archaeological Services Inc. (ASI) undertook a Cultural Heritage Screening Report (CHSR) for the alignment. The CHSR identified the requirement to conduct a CHER for the property located at 160 Bond Street South to assess the potential cultural heritage value or interest of the properties. Where applicable, relevant background information has been utilized from the CHSR for project consistency.

The property located at 160 Bond Street South is an irregularly shaped lot on the northwest corner of Main Street West and Bond Street South. The structure on the property consists of a two storey residential structure (originally one-and-a-half storeys) that is now used for commercial purposes. The property, developed in 1943, has undergone some alterations to the structure, in that a two-storey addition has been added at the rear of the building.

The building on the property at 160 Bond Street South appears in the Hamilton City Directories as early as 1943. John Cusick is listed as the first resident in the building and continues to be listed in the City Directories through to the 1970s. It appears that the building at 160 Bond Street South was used for residential purposes from the time of construction well into the late 20th century.

A field review of the privately owned property at 160 Bond Street South was undertaken on January 12, 2017 and February 3, 2017 by Michael Greguol and Emily Game of AECOM. An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

The property at 160 Bond Street South is a typical example of mid-20th century suburban domestic architecture. As a suburban dwelling built in the Tudor Revival style, the property represents the suburban expansion of the City of Hamilton in the mid-20th century. This style was one of many Period Revival styles that were incorporated into suburban neighbourhoods built in growing cities and towns across Ontario.

The application of O.Reg. 9/06 and O.Reg. 10/06 concluded that 160 Bond Street South does not meet O.Reg. 9/06 or O.Reg. 10/06, as it did not satisfy any of the criteria. Therefore, this CHERR recommends that the property at 160 Bond Street South, Hamilton is not considered a Provincial Heritage Property (PHP). As a result, a Statement of Cultural Heritage Value or Interest and Heritage Attributes have not been prepared for this property.

2. Ontario Regulation 9/06 Evaluation

Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest (O. Reg. 9/06) provides criteria to apply to a potential heritage property to evaluate its heritage value. If a privately-owned property meets one or more of the following criteria it may be designated by a municipality under Section 29 of the *Ontario Heritage Act*. For the purposes of this CHER, O. Reg. 9/06 considers the evaluation of the property as part of the community context. The *Standards and Guidelines for the Conservation of Provincial Heritage Properties* state that a property may be considered a Provincial Heritage Property (PHP) if it meets one or more of the criteria under O. Reg. 9/06. The application of the criteria for 160 Bond Street South is included in Table 2-1 below.

Table 2-1: O.Reg. 9/06 Evaluation for 160 Bond Street South

Criterion	Response (Yes/No)	Rationale
1) The property has design or physical value because it:		
i) Is a rare, unique, representative, or early example of a style, type, expression, material, or construction method;	No	The property includes a building that is a typical example of mid-20 th century suburban construction in Hamilton and elsewhere in Ontario.
ii) Displays a high degree of craftsmanship or artistic merit; or	No	The property is of common design and does not display a high degree of craftsmanship or artistic merit.
iii) Demonstrates a high degree of technical or scientific achievement.	No	The property is a common residential structure and does not display a high degree of technical or scientific achievement.
2) The property has historic or associative value because it:		
i) Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	No	No theme, event, belief, person, activity, organization or institution that is significant to a community was found to be directly associated with this property.
ii) Yields, or has the potential to yield information that contributes to an understanding of a community or culture; or	No	The property does not have potential to yield information that contributes to an understanding of a community or culture.

Criterion	Response (Yes/No)	Rationale
iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.	No	A specific architect, designer, or builder could not be determined for this property.
3) The property has <i>contextual value</i> because it:		
i) Is important in defining, maintaining, or supporting the character of an area;	No	The property is one of many suburban residential structures that are located within the Westdale area. As such, the property contributes to the character of the area but is not a specifically important property in defining, maintaining, or supporting the character of the area.
ii) Is physically, functionally, visually, or historically linked to its surroundings; or	No	The property is historically linked to its surrounding in that it is a part of the Westdale area. However, its connection to the area is as a result of it being one of the many residential structures in the area and as a result its connection is not contextually significant.
iii) Is a landmark.	No	The property at 160 Bond Street South is not considered a landmark.

3. Ontario Regulation 10/06 Evaluation

Ontario Regulation 10/06, *Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance* (O. Reg. 10/06), provides criteria against which to assess a property to determine if the property holds provincial heritage significance. The *Standards and Guidelines for the Conservation of Provincial Heritage Properties* state that Ministries and prescribed public bodies shall apply the criteria in O. Reg. 10/06 to determine whether a property is of provincial significance. Therefore, for the purpose of this CHER O. Reg 10/06 considers the evaluation of the property as a part of the provincial context. If the property meets the criteria, it may be considered a Provincial Heritage Property of Provincial Significance (PHPPS). The application of the criteria for 160 Bond Street South is in Table 3-1, below.

Table 3-1: O.Reg. 10/06 Evaluation for 160 Bond Street South

Criterion	Response (Yes/No)	Rationale
1. The property represents or demonstrates a theme or pattern in Ontario's history.	No	160 Bond Street South does not represent a theme or pattern in Ontario's history. Residential structures similar to this are found throughout towns and cities in Ontario.
2. The property yields, or had the potential to yield, information that contributes to an understanding of Ontario's history.	No	160 Bond Street South does not yield, and is not anticipated to yield information that contributes to an understanding of Ontario's history.
3. The property demonstrates an uncommon, rare, or unique aspect of Ontario's cultural heritage.	No	160 Bond Street South does not demonstrate an uncommon, rare, or unique aspect of Ontario's cultural heritage. The form and massing of the structures are commonly found in Ontario.
4. The property is of aesthetic, visual, or contextual importance to the province.	No	160 Bond Street South property is not of aesthetic, visual, or contextual importance to the province. The property is one of many similar styles found in Hamilton and in many cities and towns in Ontario.
5. The property demonstrates a high degree of excellence or creative, technical, or scientific achievement at a provincial level	No	160 Bond Street South does not demonstrate a high degree of excellence or creative, technical, or scientific achievement at a

Criterion	Response (Yes/No)	Rationale
in a given period.		provincial level.
6. The property 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.	No	160 Bond Street South does not have a strong or special association with the entire province or with a community that is found in more than one part of the province.
7. The property 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.	No	160 Bond Street South does not have strong or special associations 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.
8. The property is located in an unorganized territory and the Minister determines that there is a provincial interest in the protection of the property.	No	160 Bond Street South is not located in an unorganized territory.

4. Recommended Outcome of Evaluation

The application of O.Reg 9/06 and O.Reg. 10/06 concluded that 160 Bond Street South does not meet O.Reg. 9/06 or O.Reg. 10/06, as it did not satisfy any of the criteria. Therefore, this CHERR recommends that the property at 160 Bond Street South, Hamilton is not considered a Provincial Heritage Property (PHP). As a result, a Statement of Cultural Heritage Value or Interest and Heritage Attributes have not been prepared for this property.



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Cultural Heritage Evaluation Report 561-563 King Street East, Hamilton, Ontario

**Prepared by AECOM
for Metrolinx**

February 24, 2017

Authors

Report Prepared By: DRAFT
Michael Greguol, MA
Cultural Heritage Specialist

DRAFT
Emily Game, B.A.
Heritage Researcher

Report Reviewed By: DRAFT
Fern Mackenzie, M.A., CAHP
Senior Architectural Historian

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0	02/24/2017	C. Latimer	Draft to Metrolinx

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1. Executive Summary

AECOM Canada Ltd. (AECOM) was retained by Metrolinx to complete a Cultural Heritage Evaluation Report (CHER) for the property at 561-563 King Street East, in the City of Hamilton, Ontario. This work is being completed as part of the Hamilton Light Rail Transit (LRT) Project.

The Hamilton LRT Project B-Line alignment extends from McMaster University at Cootes Drive to the Main Street/Highway 403 Bridge. A proposed LRT-only bridge will allow the alignment to then extend along King Street West until King East Street intersects with Main Street East, where the alignment will continue along Main Street East to the Queenston Road traffic circle. As a part of the project, it is anticipated that building impacts may take place on the property at 561-563 King Street East.

The project impacts will be assessed following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation (O. Reg.) 231/08, Transit Projects and Metrolinx Undertakings under the Environmental Assessment Act. As part of the TPAP Amendment, an Environmental Project Report (EPR) Amendment will be prepared for public review.

The CHER was prepared according to the Metrolinx Interim Cultural Heritage Management Process and utilizes the criteria in Ontario Regulation 9/06 and Ontario Regulation 10/06, as required by the Ministry of Tourism, Culture, and Sport's (MTCS) *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). In addition, the CHER was prepared according to the Metrolinx Draft Terms of Reference for Consultants: *Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*. As such the recommendations as they relate to this CHER and the potential cultural heritage value or interest of the property at 561-563 King Street East are contained in a separate Cultural Heritage Evaluation Report Recommendations (CHERR) document.

As part of the reporting requirements for the Hamilton LRT Project, Archaeological Services Inc. (ASI) undertook a Cultural Heritage Screening Report (CHSR) for the alignment. The CHSR identified the requirement to conduct a CHER for the property located at 561-563 King Street East to assess the potential cultural heritage value or interest of the properties. Where applicable, relevant background information has been utilized from the CHSR for project consistency.

The property located at 561-563 King Street East is rectangular shaped lot on the northwest corner of King Street East and Steven Street in Hamilton, Ontario. The lot is almost double the size of the rest of the properties on the north side of King Street East on this block as the property includes three connected buildings that front onto King Street East and Steven Street.

The design of the three linked components of the property indicate that they were built at different times, the first during the 1870s, next during the 1880s, and the third between 1911 and 1916. The Hamilton City Directories first mention the buildings at 561-563 King Street in the mid-1870s.

A field review of the privately-owned property at 561-563 King Street East was undertaken on January 12, 2017 and February 3, 2017 by Michael Greguol and Emily Game of AECOM. An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

The property at 561-563 King Street East is a combination of late 19th century commercial and residential construction, with an atypical early 20th century structure linking them together. The mixed-use 1870s

building at 561-563 King Street East combines commercial space on the ground floor, and residential apartment space above. Aside from some minor Italianate details, the property is similar to many other commercial storefronts with residential spaces above, found elsewhere in Hamilton and in other municipalities in Ontario. The residential building on Steven Street, although much altered, retains some of its character as a late 1880s townhouse. The vernacular frame building occupying the corner is an awkward expedient that does not reflect any recognizable period or design.

2. Introduction

2.1 Historical Summary

2.1.1 Context

The subject property is located within the municipal boundaries of the City of Hamilton, Ontario. Prior to the incorporation of the current municipality, the property was located within the boundaries of Barton Township, in Wentworth County.

2.1.2 Wentworth County

As part of the establishment of Upper Canada, the province was divided into administrative Districts in 1792. As such, Wentworth County was one of several counties that made up the Home District. It was named in honour of Sir John Wentworth, Lieutenant Governor of Nova Scotia from 1792-1808. In 1816, the Home District was divided and reorganized and Wentworth County was included in the Gore District. By 1849, the original district system was abolished and replaced by a county council system and Wentworth County became an independent political entity. Townships that were included in Wentworth County at one time or another included Ancaster, Barton, Beverly, Binbrook, Caistor, Flamborough East and West, Glanford, Onondaga, Saltfleet, and Seneca. Between 1850 and 1854, Wentworth and Halton Counties were joined for government purposes into the United Counties of Wentworth and Halton; however, this change was short-lived. In 1973, Wentworth County was renamed the Regional Municipality of Hamilton-Wentworth and, in 2001, was amalgamated with six constituent municipalities into the City of Hamilton. The City of Hamilton has remained as the administrative seat or county town since the original creation of the Gore District nearly two centuries ago.

2.1.3 Barton Township

Barton Township is described in detail in the *Illustrated Historical Atlas of the County of Wentworth of 1875*. The Township of Barton was surveyed in 1791 by Augustus Jones using the Single-Front survey system used by the colonial government between 1783 and 1818.¹ The survey was made up of concessions separated by road allowances. The concession was divided into lots of 200 acres and sideroad allowances were surveyed after every fifth lot. The first settlers arrived in Barton Township in 1791, many of whom were United Empire Loyalists or disbanded troops. The settlement of Barton Township began slowly, with only 102 families living in the township by 1815; most of the settlement was concentrated at the foot of the Niagara Escarpment. The township continued to grow and by 1823 it contained one sawmill and three gristmills. By 1841, the population grew to 1,434.² Barton Township was later amalgamated into the Regional Municipality of Hamilton-Wentworth, which today is known as the City of Hamilton.

¹ William H. Smith. *Smith's Canadian Gazetteer*. Toronto: H. & W. Roswell. 1846.

² D'Arcy Boulton. *Sketch of His Majesty's Province of Upper Canada*. London: C. Rickaby. 1805. pp. 48-49.

2.2 Description of Property

The property located at 561-563 King Street East is a quadrangular lot on the northwest corner of King Street East and Steven Street in Hamilton, Ontario. The lot is almost double the size of the rest of the properties on the north side of King Street East on this block as the property includes three connected but distinct buildings that front onto King Street East and Steven Street. For the purposes of this report the buildings on the property are described herein as 559/561 (see Section 8) King Street East and 563 King Street East. The rear block of the group, formerly 3 Steven Street, is now considered part of 563 King.

The 559/561 building is a two-storey mixed-use commercial building with private quarters above the shop. It is a structural brick building with modest Italianate details. Its design and structure are consistent with a construction date in the 1870s. The former 3 Steven Street is also structural brick, designed in a similar Italianate style, however, it seems to have been residential only in use, and the design details suggest a date of construction in the late 1880s. The 563 building is much more vernacular in design and consists of a 1½-storey commercial building with an end gable roof that dominates much of the building form along the streetscape of King Street East. Together the buildings have been altered structurally, as well as through the use of paint and exterior siding to attempt some cohesion at the corner of King Street East and Steven Street.

2.3 Current Context

The property is situated on the northwest corner of King Street East and Steven Street in the eastern portion of Hamilton. Although forming the corner property at this location the majority of the frontage of this property is formed along King Street East. The rear portion of the 563 building retains a narrow strip of frontage along Steven Street, approximately 15m north of the intersection. In addition, a narrow parking area is located at the rear (north) side of the property. The majority of the surrounding context on King Street East and Steven Street consists of early and mid-20th century residential and commercial building.

3. Methodology and Sources

3.1 Study Approach

This CHER was prepared in accordance with Metrolinx's *Interim Cultural Heritage Management Process* (Fall 2013) and the MTCS *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). The CHER was also undertaken according to the guidelines presented in the Metrolinx document, *Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations* (April 2016) and outlined in the following tasks:

- Research and Documentation Gathering – gathered from various sources including existing heritage studies, Metrolinx records, public archives, and published materials; and
- Writing – an illustrated report based on gathered background history and site investigation materials, and the application of O.Reg. 9/06 and 10/06; Evaluation, Recommendations, and Statement of Cultural Heritage Value – a summary of the applicable evaluation, and recommendations regarding whether the property meets the criteria for being a provincial heritage property, a provincial heritage property of provincial significance, or neither.

As outlined in the Draft Terms of Reference, the heritage evaluation is separated into two stand-alone components: a CHER and a CHERR. The Cultural Heritage Evaluation Report includes research conducted for the CHER and is intended to address the criteria set out in O.Reg. 9/06 and 10/06. The CHERR includes the results of the applied evaluation, and the recommended outcome of the evaluation.

Michael Greguol, Cultural Heritage Specialist, and Emily Game, Heritage Researcher for AECOM, conducted a site investigation to visually inspect and document the property on January 12 and February 3, 2017. An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

3.2 Secondary Sources

A series of secondary sources were reviewed for the purposes of data collection and analysis as part of the CHER. The relevant guidelines and reference documents cited above served as a framework for undertaking the study. The *Hamilton Light Rail Transit Cultural Heritage Screening Report, City of Hamilton, Ontario* (CHSR) prepared by ASI in December 2016, provided a preliminary review of the rail corridor and the potential heritage properties identified along the corridor. Background information and applicable research was gathered from the report for the purposes of the CHER. In addition, a series of published materials including published histories pertaining to the history of Hamilton were consulted. A complete list of the sources reviewed for the report is contained in Section 15 (Bibliography).

3.3 Primary Sources

Where available, primary source material was consulted to provide a historical context for the evaluation of the potential heritage value of the property. Primary source research was undertaken at the Local

History and Archives Department of the Hamilton Public Library, the Mills Memorial Library at McMaster University, and at the Map and Data Centre at the University of Western Ontario. A review of the

following primary sources aided in the evaluation of the structures at 561-563 King Street East:

- Illustrated Historical Atlas of the County of Wentworth, 1875;
- Hamilton City Directories, issues 1908-1970;
- Fire Insurance Plans, 1911-1964; and,
- National Topographic Series, 1905-1938.

3.4 Consultations

As part of the identification of recognized and potential cultural heritage resources for the CHSR, ASI undertook consultation with the City of Hamilton, the Ontario Heritage Trust (OHT) and the MTCS. Consultation during the CHSR process took place between August and October, 2016.

As part of this CHER, AECOM undertook property specific consultation with the same municipal and provincial staff and agencies in order to identify or confirm any existing heritage recognitions or interest in this subject property.

The following individuals and organizations were consulted:

- Thomas Wicks, Heritage Planner, OHT;
- Chelsey Tyers, Cultural Heritage Planner, City of Hamilton;
- Asyia Patel, Assistant Cultural Heritage Planner, City of Hamilton; and,
- Rosi Zirger, Heritage Planner, MTCS.

The results of the consultation efforts have been summarized in Section 7 (Community Input).

4. Heritage Recognitions

4.1 Municipal

As a review of applicable municipal heritage recognitions for the property or adjacent properties, AECOM reviewed the City of Hamilton's heritage inventories. The following inventories and registers were reviewed:

- *Hamilton's Heritage Volume 1: List of Designated Properties and Heritage Conservation Easements under the Ontario Heritage Act; and,*
- *Hamilton's Heritage Volume 2: Inventory of Buildings of Architectural and/or Historical Interest.*

In addition, consultation efforts were undertaken to confirm levels of municipal heritage recognition, if any. The property was identified in the December 2016 CHSR as not being subject to any heritage recognitions. However, consultation with the City of Hamilton in January and February 2017 confirmed that the property is now listed on the City's *Inventory of Building of Architectural and/or Historical Interest*.

4.2 Provincial

As a review of applicable provincial heritage recognitions for the property or adjacent properties AECOM reviewed the OHT's Provincial Plaque Guide, and list of OHT easements. The property at 561-563 King Street East is neither the subject of a provincial plaque nor a provincial easement. In addition, OHT staff was contacted to review the Ontario Heritage Act Register to confirm that the property is not included on the register and that an OHT easement does not exist for the property.

Thomas Wicks, Heritage Planner confirmed that the OHT does not hold a conservation easement for 561-563 King Street East.

4.3 Federal

As a review of applicable federal heritage recognitions for the property or adjacent properties, AECOM reviewed the online searchable database for the Canadian Register of Historic Places as well as the Directory of Federal Heritage Designations. 561-563 King Street East and the adjacent properties are not subject to any existing federal heritage recognitions.

5. Adjacent Lands

The properties adjacent to 561-563 King Street East consist primarily of residential properties on both King Street and Steven Street. To the west of the property, are two narrow lots with two storey residential buildings located on the properties at 557 and 555 King Street East. To the north, along Steven Street, a narrow rear laneway accessing the rear of the King Street properties separates the subject property from 17 Steven Street, a two storey residential building.

The adjacent properties at 557 King Street East and 17 Steven Street are not protected heritage properties.

6. Archaeology

ASI completed a Stage 1 Archaeological Assessment (AA) as part of the Rapid Transit Initiative and found that the property at 561-563 King Street East did not retain archaeological potential and confirmed that no known archaeological assessments have previously been completed within 50 metres (m) of the property. As such, at the time of production of the ASI report, no archaeological sites had been identified within or adjacent to the property; however, the ASI Stage 1 AA indicates that there is a small portion of land to the west of 561-563 King Street East in the empty lot at 547 King Street East that retains archaeological potential and is within 50 m of 561-563 King Street East.

The results of the Stage 1 AA determined that a Stage 2 AA must be conducted for all land identified as retaining archaeological potential that will be impacted by the proposed Rapid Transit Initiative. Based on this assessment, ASI made the following recommendations:

- The King Street right-of-way (ROW) does not retain archaeological potential due to previous land disturbance. An additional AA is not required within the ROW and those portions of the study corridor can be cleared of further archaeological concern; and,
- A Stage 2 AA should be conducted on lands determined to have archaeological potential if the proposed project is to impact these lands. This work must be done in accordance with the MTCS' *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) in order to identify any archaeological remains that may be present.

It should be noted that ASI's recommendations for Stage 2 archaeological work references the MCL's 2006 draft *Standards and Guidelines for Consultant Archaeologists* (MCL 2006); however, further Stage 2 archaeological work must now be conducted in accordance with current archaeological standards and guidelines (*Standards and Guidelines for Consultant Archaeologists*, Ontario Government 2011). For complete details regarding the results of the Stage 1 AA, reference should be made to the *Stage 1 Archaeological Assessment, Rapid Transit Initiative, City of Hamilton, Ontario* (February 2009).

7. Community Input

As part of the consultation process for this report, AECOM undertook consultation with the City of Hamilton, the MTCS, and the OHT. The results of the consultation efforts are identified below in Table 7-1.

Table 7-1: Community Input and Consultation Undertaken for 561-563 King Street East

Contact	Contact Information	Date	Notes
Chelsey Tyers, Heritage Planner City of Hamilton	905-546-2424 ext. 1202 chelsey.tyers@hamilton.ca	February 1, 2017 February 6, 2017 (Response)	The City of Hamilton confirmed that 561-563 King Street East is listed on the City's <i>Inventory of Building of Architectural and/or Historical Interest</i> .
Asiya Patel Assistant Cultural Heritage Planner City of Hamilton	905-546-2424 ext. 7163 asiya.patel@hamilton.ca		
Thomas Wicks Heritage Planner Ontario Heritage Trust	416-314-5972 thomas.wicks@heritagetrust.on.ca	February 1, 2017 February 9, 2017 (Response)	The OHT confirmed that the property is not subject to an OHT conservation easement nor is it on their register.
Rosi Zirger Heritage Planner Ministry of Tourism, Culture, and Sport	416-314-7159 rosi.zirger@ontario.ca	February 1, 2017	Response pending.

8. Discussion of Historical or Associative Value

8.1 Historic Theme/Cultural Pattern

8.1.1 *Transportation*

The earliest roads in Ontario were typically military roads or colonization roads. These roads often followed aboriginal hunting trails or were dictated by the topography of the land which they crossed. The Dundas Road was opened to connect Toronto with the Thames River, in what is now London, Ontario, and the Kingston Road was designed to provide a military link between Toronto and Kingston. The Kingston Road was one of the earliest and still functioning roads in southern Ontario.

Following the Crown surveys in Ontario, concession and side roads were opened on a grid that was dictated by the survey type that was used. The roads were cleared and made passable by the early land owners who built their dwellings adjacent to the concession roads. Despite being cleared, road conditions were often poor until the late 19th and early 20th centuries.

Railway transportation, both passenger and freight, greatly improved the transportation network in Ontario beginning in the mid-1800s. The opening of the Grand Trunk Railway (GTR) between Montreal and Toronto in 1856 provided a link between the two cities and provinces that was more easily travelled in comparison to mid-19th century roads. The construction of the route from Montreal to Toronto, and then on to Samia by the end of the 1860s resulted in the construction of significant structures such as the Victoria Bridge over the St. Lawrence River, and the St. Clair Tunnel in Samia. The GTR was designed to enhance the St. Lawrence-Great Lakes shipping routes in response to the railroads and shipping networks in the United States. As a result it also strengthened the connection and link between the townships, and municipal and provincial economies in Ontario.

Various railway companies were formed in Ontario to create a vast network of rail lines that spread throughout the province by the early 20th century. Nonetheless, most of the companies were eventually merged with or purchased by the Canadian National Railway (CN) or the Canadian Pacific Railway (CP).

8.1.2 *Hamilton Street Railway*

In 1873, the City of Hamilton incorporated the Hamilton Street Railway; the horse-drawn streetcar service began in May 1874 with six operating cars. The line extended along three miles of track from the GTR's passenger station east along Stuart Street South to James Street. The line travelled south to Gore Park and then east along King Street to Wellington Street. Due to popularity of the service, additional cars were added and the track was extended. New track was laid west along King Street to Locke Street and east to Wentworth Street.

The electrification process of the Hamilton Street Railway began in March 1892. A total of 12 miles of track were electrified and 15 horsecars were converted to electric street cars. Operation of the newly-electrified cars began on June 29, 1892.

At the end of the Second World War, Hamilton Street Railway sold the lines to Canada Coach for \$1.4 million. Immediately following the sale, Canada Coach announced plans to replace the street car service with busses. By 1951, the last street car was removed from service and replaced by electric trolley busses.³

The proposed B-Line follows the old streetcar route from King Street near McMaster University to Sherman Avenue. The original streetcar route turned south along Sherman Avenue and then continued east on Main Street to Kenilworth Avenue North. The B-Line will continue along King Street East to the Delta where it will reconnect with the old alignment and continue to the Queenston Road traffic circle.

The present-day Hamilton transit company operates under the name of Hamilton Street Railway Company.

8.2 Local History

561-563 King Street East is located within the City of Hamilton, Ontario. Historically the structures were located within Lot 11, Concession II, Barton Township in Wentworth County. The subsections below include historic information related to the settlement and growth of these areas.

8.2.1 Settlement History

As part of the establishment of Upper Canada, the province was divided into administrative Districts in 1792. As such, Wentworth County was one of several counties that made up the Home District. It was named in honour of Sir John Wentworth, Lieutenant Governor of Nova Scotia from 1792-1808. In 1816, the Home District was divided and reorganized and Wentworth County was included in the Gore District. By 1849, the original district system was abolished and replaced by a county council system and Wentworth County became an independent political entity. Townships that were included in Wentworth County at one time or another included Ancaster, Barton, Beverly, Binbrook, Caistor, Flamborough East and West, Glanford, Onondaga, Saltfleet, and Seneca. Between 1850 and 1854, Wentworth and Halton Counties were joined for government purposes into the United Counties of Wentworth and Halton; however, this change was short-lived. In 1973, Wentworth County was renamed the Regional Municipality of Hamilton-Wentworth and, in 2001, was amalgamated with six constituent municipalities into the City of Hamilton. The City of Hamilton has remained as the administrative seat or county town since the original creation of the Gore District nearly two centuries ago.

Barton Township is described in detail in the *Illustrated Historical Atlas of the County of Wentworth of 1875*. The Township of Barton was surveyed in 1791 by Augustus Jones using the Single-Front survey system used by the colonial government between 1783 and 1818. The survey was made up of concessions separated by road allowances. The concession was divided into lots of 200 acres and sideroad allowances were surveyed after every fifth lot. The first settlers arrived in Barton Township in 1791, many of whom were United Empire Loyalists or disbanded troops. The Settlement of Barton Township began slowly, with only 102 families living in the township by 1815. Most of the settlement was concentrated at the foot of the Niagara Escarpment. The township continued to grow and by 1823 it contained one sawmill and three gristmills. By 1841, the population had grown to 1,434.

³Transit Toronto. <http://transit.toronto.on.ca/streetcar/4751.shtml>, consulted February 9, 2017.

8.2.2 Site History

561-563 King Street East was historically located in the southern part of Lot 11, Concession II in Barton Township when the crown survey for the township was undertaken. By 1875, the lot was already subdivided as part of the early urbanization of Hamilton. Individual structures are not shown on the 1875 map; however, lot severances and the construction of city roads indicate that urban development was underway within the area in the late 19th century. At this time, very little urban development had expanded east of Wentworth Street where the majority of land remained under use for agricultural purposes (Figure 3).

The main structures on the existing lot are three distinct buildings, built at different times. Based on a review of their character and details, 559-561 King was likely the first to be built, any time after 1875, while the house at formerly 3 Steven Street was probably built up to 10 years later. Both are full 2-storey structural brick buildings in the English bond with simple 2-bay façades and side-gable roofs. They also have firewalls at each gable end, indicating the expectation of similar structures being added to the row, or something that was there in the past but has not survived.

Hamilton City Directories indicate that by the 1880s the north side of the King Street East block between Tisdale and Steven Street was mostly constructed. Henry Taylor, grocer, was listed in the 1887 Directory occupying what are now known as 561-563 King Street East, where Steven Street intersects.⁴ At that time there was no building at 3 Steven Street. In 1895 Taylor is listed at both 3 Steven Street, and the King Street East addresses. A plausible chain of events is that he bought the older premises on King Street and resided there while he grew his business. Meanwhile he built a new house slightly off of the commercial street by 1895. At some point before 1916, he expanded into the space between the two brick buildings. The unaltered FIP of 1911 shows a frame extension on the south side of the Steven Street house. At some point prior to 1916, changes were made to that frame structure requiring the FIP to be updated. The overlay shows a frame 1½-storey structure linking the two brick buildings, with interior doorways connecting all three.

Although this is, to a degree, informed speculation, it is clear that the two brick buildings were likely built in the 1870s and late 1880s. Furthermore, the property is shown as developed in the Brosius 1876 *Bird's eye view of the City of Hamilton*. The building on the property is shown in the 1876 drawing with a different roof orientation, however, the property was certainly developed by as early as 1876.⁵

By the beginning of the 20th century, historic topographic mapping indicates that urban development was Street as far as Sherman Avenue (Figure 4). By 1938, urban expansion in the City of Hamilton was extensive, expanding well east of Sherman Avenue and the area in which the subject property falls had been extensively developed (Figure 5).

The Hamilton City Directories indicate that by 1908 the buildings were both under mixed commercial and residential use as a grocery store with Henry Taylor listed as the resident in both units.

By 1920, the grocery store was still in operation at 563 King Street East. The grocery store continued to occupy 563 King Street East, owned by A. Armstrong in the 1930s until the 1940s when Mr. Armstrong moved his grocery store east of Steven Street to 571 King Street East and the building at 563 stood vacant. By 1950, 563 King Street East was no longer vacant or under mixed use and had been converted into an apartment building with three new private residents. From the 1950s through to the

⁴ As a result of urban development, property addresses changed between the 1880s and 1890s, resulting in a lack of clarity on the history of the existing buildings on the property.

⁵ H. Brosius, *Bird's eye view of the City of Hamilton: Province of Ontario, Canada, 1876*.

1970s, 563 King Street East appears to have been used solely for residential purposes with four apartments listed to various tenants throughout this time.

Unlike the neighbouring building at 563 King Street East, 561 King Street East remained under mixed commercial and residential use from the date of its construction into the 1960s. In 1920, 561 King Street East was listed to J.H Gould and a bookstore had replaced the earlier liquor store sometime after 1911 and into the 1920s. Around the same time (ca. 1911-1933), a small wood frame section of the building was removed. In the 1930s, a tobacconist, John McDonald, had moved into the building, which would later become a confectionary shop and residence to A.H Dandie in the 1940s. P. Chilcott's residence and Gift Shop business occupied the building in the 1950s and Mrs. Cunningham's residence and Cunningham's Confectionary shop are listed by the 1960s. By 1971, both the residential and commercial portions of the building at 561 King Street East stood vacant.

Today the property at 561-563 King Street East appears to remain under mixed commercial and residential use. Most recently, the building at 561 King Street East had been under commercial use as Lolo La Congolaise Tropical Food and Beauty Supplies on the main floor and residential space on the second floor. The framed portion of 563 King Street East was once home to Concan Computer Repair and Internet Café on the main floor and Mermaid Limo on the second floor with the brick portion of the building along Steven Street used as a residential space; however, both commercial businesses have been closed and the main floors of both buildings are vacant. A number of the apartment windows in both buildings have been boarded; however, it could not be confirmed whether or not the upper levels or residential portions at the back of the buildings are currently under residential use.

8.3 Person/Event/Organization

The historic research undertaken for this CHER did not identify any significant people, events, or organizations that are directly related to or associated with the properties, and could contribute to the potential cultural heritage interest or value of the properties.

9. Discussion of Design or Physical Value

9.1 Style/Type/Tradition

The buildings at 561-563 King Street East consist of three distinct buildings built at different times, for commercial and residential purposes. Together, they form the single property on the double corner lot of King Street East and Steven Street. The two brick buildings are typical examples of late 19th century urban commercial and residential architecture found in Hamilton. The frame building that links the others together is a 1½-storey structure built before 1916.

559-561 King Street East was built for commercial/residential combined use, which is clear from the bracketed cornice that is extant above the modern storefront. It is very likely that the storefront as built had a door giving access to the upper floor, as well as the separate commercial entrance. No evidence of that design remains. The upper storey retains its modest Italianate details, fascia and brackets. The two windows are flat-headed, with a single lintel stone (or concrete) and sills. The ground floor exterior consists primarily of plate glass windows and glass doors into the former commercial business on the ground floor of the building. The glass windows and doors are surrounded by diagonal modern wood siding. Between the ground floor and the second storey exterior of the building is a simple cornice supported by two pairs of Italianate brackets on each end of the building. The moderate slope of the roof is consistent with the neighbouring residential properties, and both ends of the building include symmetrical firewalls that extend above the peak of the roofline.

The former 3 Steven Street building, or the rear block of 563 King Street building, shows no outward sign of being anything but residential; however the number of blocked up windows and new openings made for unknown reasons suggests that it has been changed significantly in plan and appearance. The street façade is dressed in the common bond, while the rest of the structural work is English bond. The upper storey has the most design integrity, retaining its brackets and pressed terracotta keystone and labels. The original openings were all segmental arches. Only these two remain, although the plain brick voussoirs of the blocked windows can be seen in the north wall.

The frame block of 563 King Street is much more vernacular in its design, consisting of a three bay ground floor exterior and a set of symmetrical windows on the upper half-storey of the exterior. The three bay ground floor exterior consists of a central door flanked by two sets of plate glass windows. Much like the 559/561 building, this exterior is surrounded by matching diagonal wood siding. The second storey of the building consists of two sets of windows with little design or detail. This portion of the building is covered in a synthetic horizontal siding that has been painted to match the painted brick of the adjacent building. The sloping of the end gable roof forms a distinct juxtaposition with the roof line and separation wall of the 559/561 building making for an unusual connection between both buildings.

9.2 Function

Historically, the buildings on this property have functioned for commercial and residential uses from their original construction over time since the late 1870s and 1880s well into the 20th century. Today, both properties appear to be vacant on the ground floor, and residential uses for the second storeys of each building could not be confirmed.

9.3 Fabric

559-561 King Street East and the former 3 Steven Street are both structural brick buildings on unknown foundation material. The loss of historic fabric from 559-561 is the total loss of the original storefront, it having been replaced at an unknown date by a modern front. Likewise the ground floor openings on former 3 Steven Street have been obscured and rendered illegible by new openings. Interior finishes and material are unknown at this time.

The frame block of 563 King Street East is now entirely clad in modern materials, and it is likely that only the support structure of the building survives from the original construction.

10. Discussion of Contextual Value

10.1 Social Meaning

The property at 561-563 King Street East is a typical example of early-20th century commercial and residential construction, with commercial space on the ground floor, and residential apartment space above. Aside from some minor Italianate details, the property is similar to many other commercial storefronts with residential spaces above, found elsewhere in Hamilton and in other municipalities in Ontario.

10.2 Environment

The property located at 561-563 King Street East consists of one of the many commercial and residential buildings found in Hamilton. The property is relatively unusual in that it consists of three buildings, two built in the late 19th century and the third in the early 20th century. The Italianate details found on the 559/561 building are common details found on commercial/residential buildings, often in large urban centres. In this sense, it is not unlike others found within the surrounding context in Hamilton. Unlike its neighbour, the 563 King Street East building is relatively vernacular in that its ground floor plate glass windows, and end gable form are found commonly on early-20th century buildings.



In the course of the combination of the three buildings into a single unit, their individual identity and much of their character in the context of the neighbourhood has been lost.

10.3 Formal Recognition

The property was identified in the December 2016 CHSR as not being subject to any heritage recognitions. However, consultation with the City of Hamilton in January and February 2017 confirmed that the property is now listed on the City's *Inventory of Building of Architectural and/or Historical Interest*.

11. Data Sheet

Table 11-1: Data Sheet for 561-563 King Street East

FIELD	PROPERTY DATA
Municipal Address	561-563 King Street East
Municipality	Hamilton
Approximate Area (square metres)	365
Rail Corridor	Hamilton LRT B-Line
PIN	171790145
Ownership	
Aerial photo showing location and boundaries	
Exterior, street-view photo	
Date of construction of built resources (known or estimated and source)	559-561 King Street E ca. 1870-80 (design details and technology) 563 King Street E, frame block, ca. 1911-1915 (Goad

FIELD	PROPERTY DATA
	Fire Insurance Plans) 563 King Street E, brick block (former 3 Steven Street), ca. 1890 (Hamilton Street Directories)
Date of significant alterations to built resources (known or estimated and source)	1911-1933, wood frame section at the back end of 561 King Street East has been removed (1911-1927 [rev. 1933] Fire Insurance Plans)
Architect/designer/builder	Unknown
Previous owners or occupants	Owner as of 1887 Henry Taylor, grocer Various residential tenants (after 1920-1970s), Armstrong grocery (1908-1940s), Various commercial operations (1911-1960s)
Current function	Mixed use: residential and commercial/ Vacant
Previous function(s)	Mixed use: residential and commercial
Heritage Recognition/Protection (municipal, provincial, federal)	None
Local Heritage Interest	Listed on Hamilton's Heritage Volume 2
Adjacent Lands	No protected heritage properties
Latitude or UTM Northing	43.252606°
Longitude or UTM Easting	-79.852021°

12. Photographs



Photograph 1: View looking north showing corner of King Street East and Steven Street (AECOM, 2017)



Photograph 2: View looking north showing subject properties 559-561 (l), and 563 (r) (AECOM, 2017)



Photograph 3: View showing ground floor details on 559/561 building (AECOM, 2017)



Photograph 4: View showing second storey details on 559/561 building (AECOM, 2017)



Photograph 5: View showing cornice and bracket details between ground floor and second storey (AECOM, 2017)



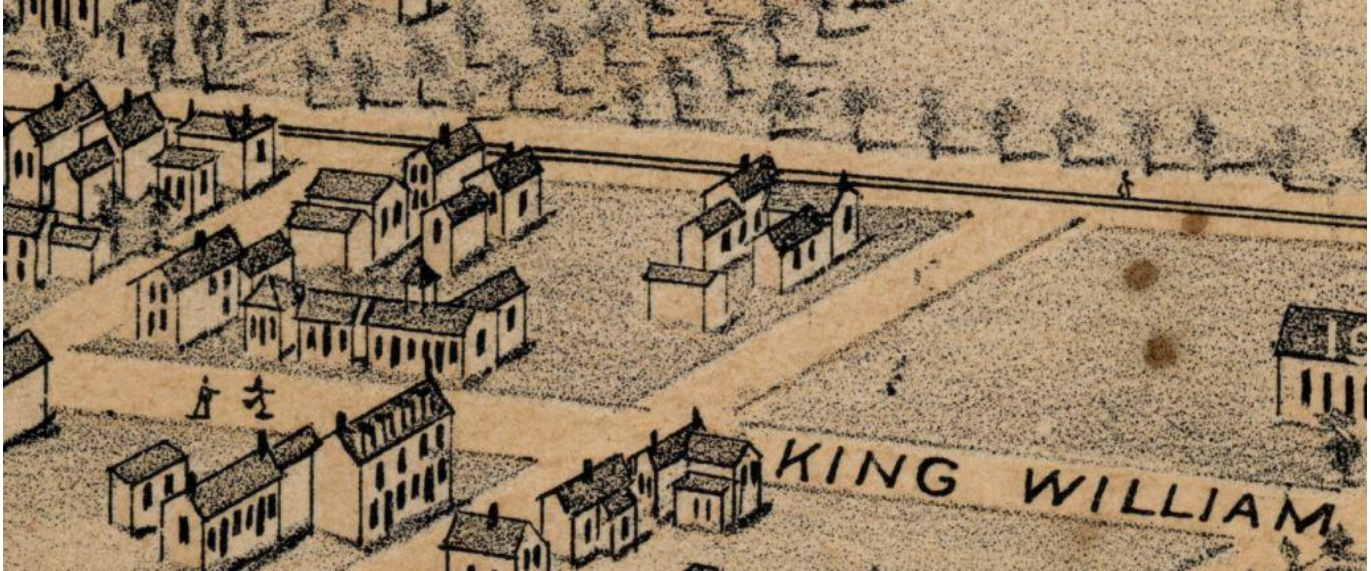
Photograph 6: View showing cornice and bracket details at roofline (AECOM, 2017)



Photograph 7: View showing rear portion of 563 building, formerly 3 Steven Street (AECOM, 2017)



Photograph 8: View showing details brick segmental arch lintels, and concrete details on rear portion of 563 building, formerly 3 Steven Street (AECOM, 2017)



Photograph 9: Detail of Brosius' 1876 *Bird's Eye View of Hamilton* showing the block on which 561-563 currently stands. The street running horizontally along the top of the image is King Street East, while the first street on the left of the image is Steven Street. The corner is shown as developed by 1876; however, the configuration of the buildings is not consistent with what is currently built there. This could be as a result of later building alterations or reconstruction, or artistic renditions that can be found with aerial drawings such as the *Bird's Eye View*.

13. Figures

All figures pertaining to this CHER can be found on the following pages.

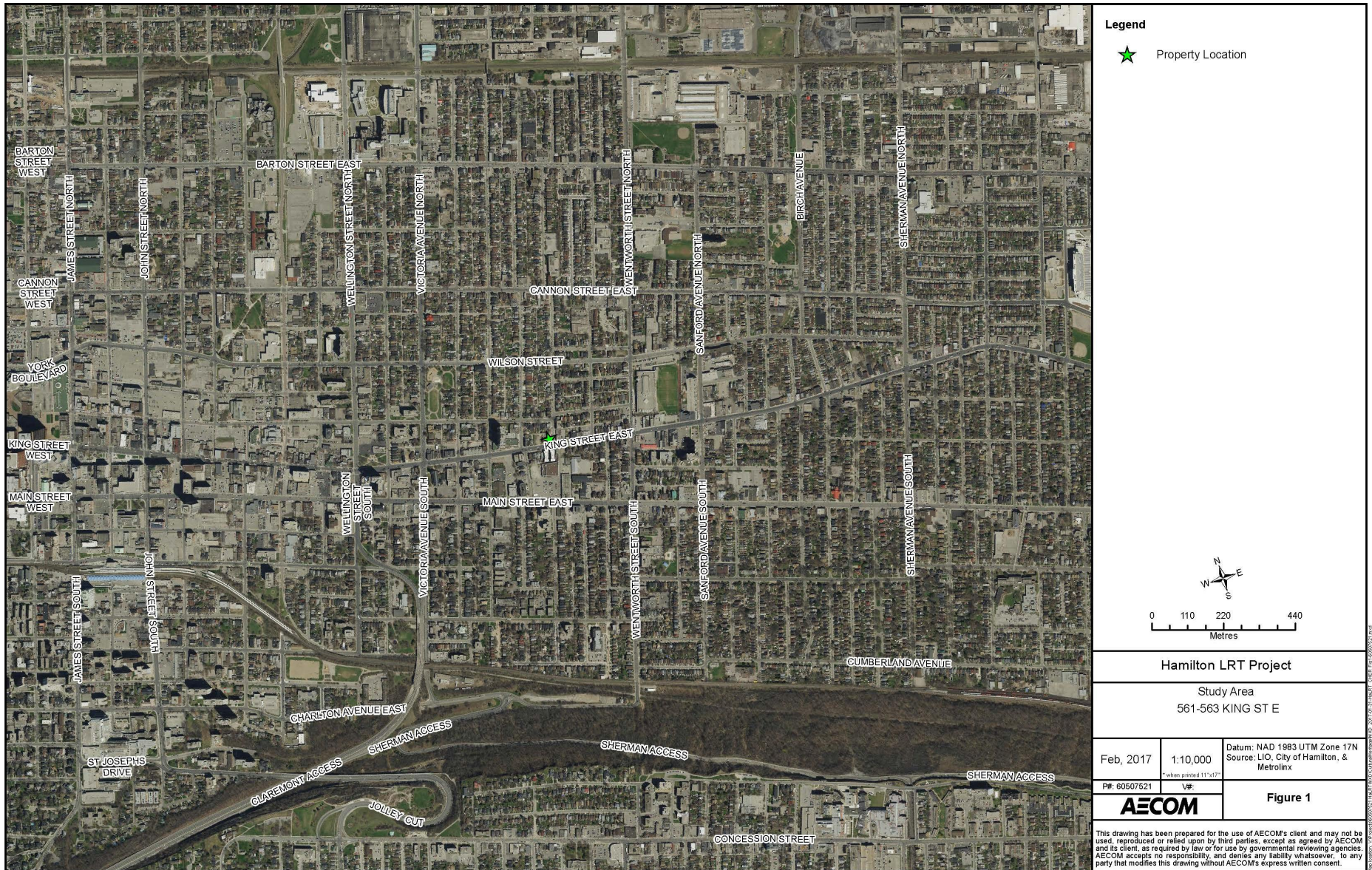


Figure 1: Location of 561-563 King Street East



Figure 2: Aerial Photograph showing the area surrounding 561-563 King Street East

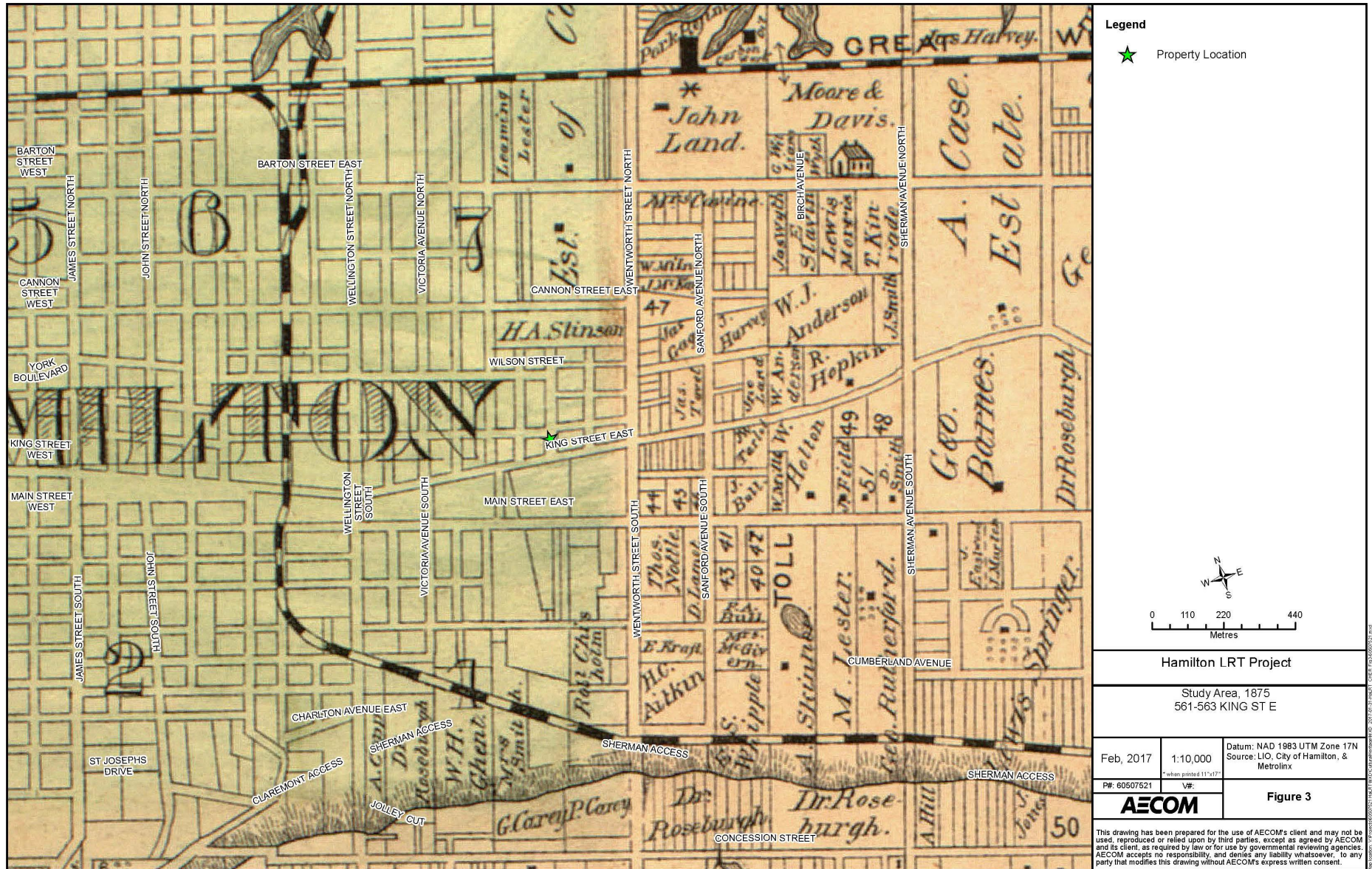


Figure 3: Location of 561-563 King Street East on the 1875 Historic Atlas Map (Page & Smith, 1875)

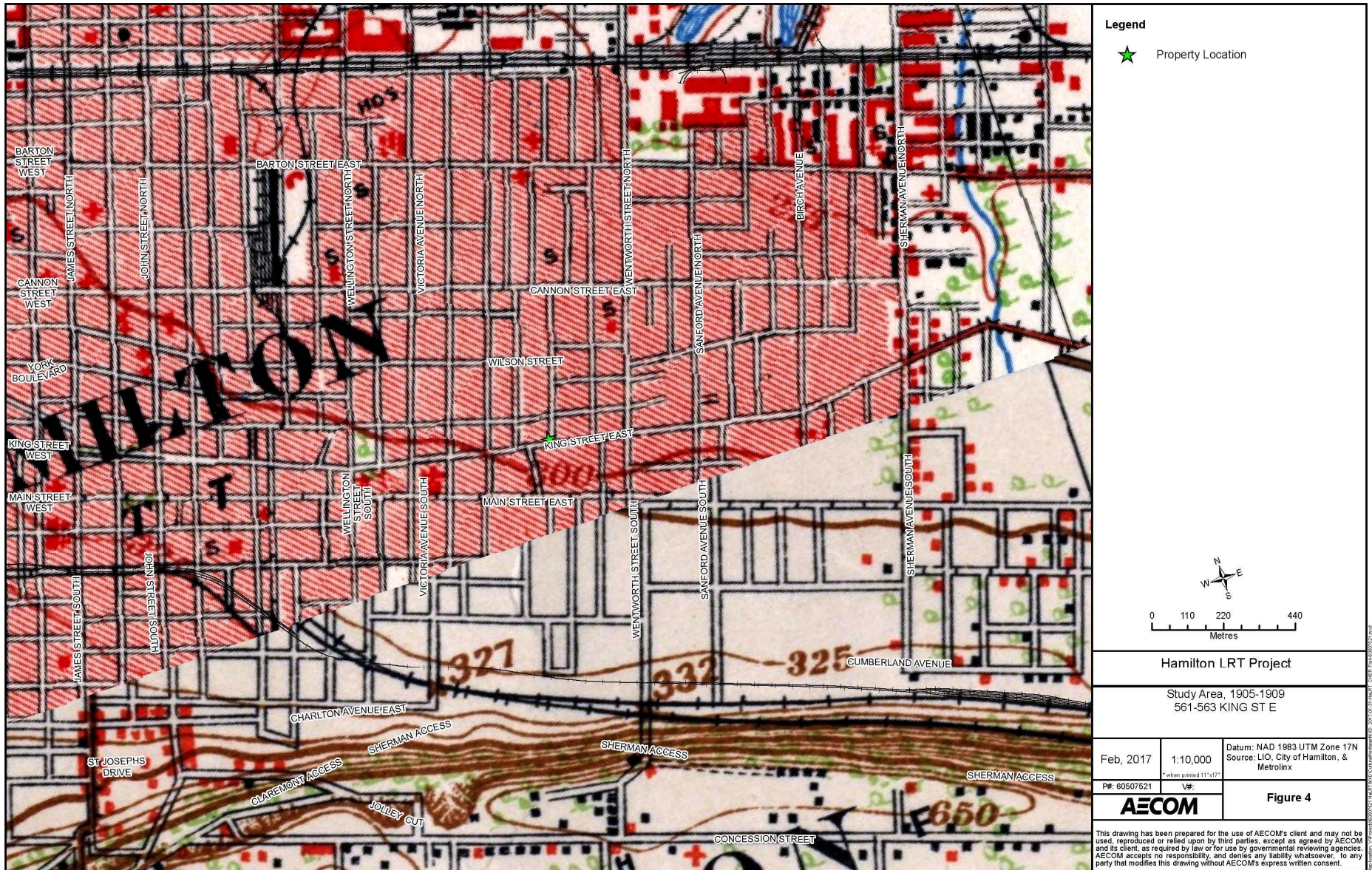


Figure 4: Location of 561-563 King Street East on the 1905-1909 NTS Map



Figure 5: Location of 561-563 King Street East on the 1938 NTS Map

14. Chronology

- 1791 Barton Township was surveyed by Augustus Jones; the first settler arrived in the township.
- 1792 Province of Upper Canada divided into administrative districts.
- 1816 Home District divided and reorganized. As part of the reorganization, Wentworth was reorganized and included within the Gore District.
- 1850 Gore District was divided and Halton and Wentworth Counties were created.
- 1869 The Hamilton & Lake Erie Railway was formed.
- 1873 Construction on the Hamilton & Lake Erie Railway began.
- 1875 Lot 11, Concession II has been subdivided as part of the early urbanization of Hamilton.
- 1876 Brosius' 1876 *Bird's Eye View of the City of Hamilton* depicts the property as developed.
- 1887 Henry Taylor, a grocer owned the property on the northwest corner of King Street and Steven Street.
- 1908 Buildings at 561-563 King Street East were identified with Henry Taylor listed as the owner of the grocery store and early residents. A liquor store occupies 561 King Street East.
- 1920-1940 Various tenants occupy the residential portion of both buildings. 561 King Street East has been under commercial use as a bookstore, tobacconist, and confectionary shop while Armstrong's grocery store has continued to occupy the 563 King Street East.
- 1950-1961 563 King Street East has been converted into residential apartments and houses four tenants. 561 King Street East continues to be used for residential and commercial purposes.
- 1970 563 King Street East is used solely for residential purposes and 561 King Street East stands completely vacant.

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Cultural Heritage Evaluation Report Recommendations 561-563 King Street East, Hamilton, Ontario

**Prepared by AECOM
for Metrolinx**

February 24, 2017

Authors

Report Prepared By: DRAFT
Michael Greguol, MA
Cultural Heritage Specialist

DRAFT
Emily Game, B.A.
Heritage Researcher

Report Reviewed By: DRAFT
Fern Mackenzie, MA, CAHP
Senior Architectural Historian

Revision History

Revision #	Date	Revised By:	Revision Description
0	0/24/2017	C. Latimer	Draft to Metrolinx

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- may be based on information provided to AECOM which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
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- was prepared for the specific purposes described in the Report and the Agreement; and
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1. Executive Summary

AECOM Canada Ltd. (AECOM) was retained by Metrolinx to complete a Cultural Heritage Evaluation Report (CHER) for the property at 561-563 King Street East, in the City of Hamilton, Ontario. This work is being completed as part of the Hamilton Light Rail Transit (LRT) Project.

The Hamilton LRT Project B-Line alignment extends from McMaster University at Cootes Drive to the Main Street/Highway 403 Bridge. A proposed LRT-only bridge will allow the alignment to then extend along King Street West until King East Street intersects with Main Street East, where the alignment will continue along Main Street East to the Queenston Road traffic circle. As a part of the project, it is anticipated that building impacts may take place on the property at 561-563 King Street East.

The project impacts will be assessed following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation (O. Reg.) 231/08, Transit Projects and Metrolinx Undertakings under the Environmental Assessment Act. As part of the TPAP Amendment, an Environmental Project Report (EPR) Amendment will be prepared for public review.

The CHER was prepared according to the Metrolinx Interim Cultural Heritage Management Process and utilizes the criteria in Ontario Regulation 9/06 and Ontario Regulation 10/06, as required by the Ministry of Tourism, Culture, and Sport's (MTCS) *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). In addition, the CHER was prepared according to the Metrolinx Draft Terms of Reference for Consultants: *Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*. As such the recommendations as they relate to this CHER and the potential cultural heritage value or interest of the property at 561-563 King Street East are contained in a separate Cultural Heritage Evaluation Report Recommendations (CHERR) document.

As part of the reporting requirements for the Hamilton LRT Project, Archaeological Services Inc. (ASI) undertook a Cultural Heritage Screening Report (CHSR) for the alignment. The CHSR identified the requirement to conduct a CHER for the property located at 561-563 King Street East to assess the potential cultural heritage value or interest of the properties. Where applicable, relevant background information has been utilized from the CHSR for project consistency.

The property located at 561-563 King Street East is rectangular shaped lot on the northwest corner of King Street East and Steven Street in Hamilton, Ontario. The lot is almost double the size of the rest of the properties on the north side of King Street East on this block as the property includes three connected buildings that front onto King Street East and Steven Street.

The combined information found in the Hamilton City Directories, Goad's Fire Insurance Plans, and historical mapping strongly indicate that the buildings at 561-563 King Street East were built at three separate times: 561 King Street East ca. 1870s; 563 King Street East (brick block, the former 3 Steven Street) ca. late 1880s, and; 563 King Streets East (frame block) by 1916. They were under mixed commercial and residential use as a grocery store with Henry Taylor listed as the first recorded resident from 1887 until sometime before 1920.

A field review of the privately-owned property at 561-563 King Street East was undertaken on January 12, 2017 and February 3, 2017 by Michael Greguol and Emily Game of AECOM. An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

The property at 561-563 King Street East is a typical example of early 20th century commercial and residential construction, with commercial space on the ground floor, and residential apartment space above. Aside from some minor Italianate details, the property is similar to many other commercial storefronts with residential spaces above, found elsewhere in Hamilton and in other municipalities in Ontario.

The application of O.Reg. 9/06 and O.Reg. 10/06 concluded that 561-563 King Street East does not meet O.Reg. 9/06 or O.Reg. 10/06, as it did not satisfy any of the criteria. Therefore, this CHERR recommends that the property at 561-563 King Street East is not considered a Provincial Heritage Property (PHP).

2. Ontario Regulation 9/06 Evaluation

Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest (O. Reg. 9/06) provides criteria to apply to a potential heritage property to evaluate its heritage value. If a privately-owned property meets one or more of the following criteria it may be designated by a municipality under Section 29 of the *Ontario Heritage Act*. For the purposes of this CHER, O. Reg. 9/06 considers the evaluation of the property as part of the community context. The *Standards and Guidelines for the Conservation of Provincial Heritage Properties* state that a property may be considered a Provincial Heritage Property (PHP) if it meets one or more of the criteria under O. Reg. 9/06. The application of the criteria for 561-563 King Street East is included in Table 2-1 below.

Table 2-1: O.Reg. 9/06 Evaluation for 561-563 King Street East

Criterion	Response (Yes/No)	Rationale
1) The property has design or physical value because it:		
i) Is a rare, unique, representative, or early example of a style, type, expression, material, or construction method;	No	The property is a typical example of early-20 th century commercial and residential architecture found in urban municipalities in Ontario.
ii) Displays a high degree of craftsmanship or artistic merit; or	No	The property is of common design and does not display a high degree of craftsmanship or artistic merit.
iii) Demonstrates a high degree of technical or scientific achievement.	No	The property is a common commercial/residential structure and does not display a high degree of technical or scientific achievement.
2) The property has historic or associative value because it:		
i) Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	No	No theme, event, belief, person, activity, organization or institution that is significant to a community was found to be directly associated with this building
ii) Yields, or has the potential to yield information that contributes to an understanding of a community or culture; or	No	The property does not have potential to yield information that contributes to an understanding of a community or culture.

Criterion	Response (Yes/No)	Rationale
iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.	No	No specific architect, designer or building could be determined for this property, and as a result the property does not meet this criteria.
3) The property has <i>contextual value</i> because it:		
i) Is important in defining, maintaining, or supporting the character of an area;	No	Although forming one of the many commercial and residential properties along the north side of King Street East, the property does not play a significant role in defining, maintaining, or supporting the character of the area.
ii) Is physically, functionally, visually, or historically linked to its surroundings; or	No	The property has been a part of this urban landscape since its construction in 1908, however, it is not significantly physically, functionally, or historically linked to its surroundings.
iii) Is a landmark.	No	The property at 561-563 King Street East is not considered a landmark.

3. Ontario Regulation 10/06 Evaluation

Ontario Regulation 10/06, *Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance* (O. Reg. 10/06), provides criteria against which to assess a property to determine if the property holds provincial heritage significance. The *Standards and Guidelines for the Conservation of Provincial Heritage Properties* state that Ministries and prescribed public bodies shall apply the criteria in O. Reg. 10/06 to determine whether a property is of provincial significance. Therefore, for the purpose of this CHER O. Reg 10/06 considers the evaluation of the property as a part of the provincial context. If the property meets the criteria, it may be considered a Provincial Heritage Property of Provincial Significance (PHPPS). The application of the criteria for 561-563 King Street East is in Table 3-1, below.

Table 3-1: O.Reg. 10/06 Evaluation for 561-563 King Street East

Criterion	Response (Yes/No)	Rationale
1. The property represents or demonstrates a theme or pattern in Ontario's history.	No	561-563 King Street East does not represent a theme or pattern in Ontario's history. Commercial and residential structures similar to this are found throughout towns and cities in Ontario.
2. The property yields, or had the potential to yield, information that contributes to an understanding of Ontario's history.	No	561-563 King Street East does not yield, and is not anticipated to yield information that contributes to an understanding of Ontario's history.
3. The property demonstrates an uncommon, rare, or unique aspect of Ontario's cultural heritage.	No	561-563 King Street East does not demonstrate an uncommon, rare, or unique aspect of Ontario's cultural heritage. The form and massing of the structures are commonly found in Ontario.
4. The property is of aesthetic, visual, or contextual importance to the province.	No	561-563 King Street East property is not of aesthetic, visual, or contextual importance to the province.
5. The property demonstrates a high degree of excellence or creative, technical, or scientific achievement at a provincial level in a given period.	No	561-563 King Street East is of common design and execution and does not demonstrate a high degree of excellence or creative, technical, or scientific

Criterion	Response (Yes/No)	Rationale
		achievement at a provincial level.
6. The property 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.	No	561-563 King Street East does not have a strong or special association with the entire province or with a community that is found in more than one part of the province.
7. The property 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.	No	561-563 King Street East does not have strong or special associations 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.
8. The property is located in an unorganized territory and the Minister determines that there is a provincial interest in the protection of the property.	No	561-563 King Street East is not located in an unorganized territory.

4. Recommended Outcome of Evaluation

The application of O.Reg 9/06 and O.Reg. 10/06 concluded that 561-563 King Street East does not meet O.Reg. 9/06 or O.Reg. 10/06, as it did not satisfy any of the criteria. Therefore, this CHERR recommends that the property at 561-563 King Street East is not considered a Provincial Heritage Property (PHP). As a result, a Statement of Cultural Heritage Value or Interest and Heritage Attributes have not been prepared for this property.



Cultural Heritage Evaluation Report 652-654 King Street East and 1 Grant Avenue, Hamilton, Ontario

**Prepared by AECOM
for Metrolinx**

February 17, 2017

Authors

Report Prepared By: DRAFT
Michael Greguol, MA
Cultural Heritage Specialist

DRAFT
Emily Game, B.A.
Heritage Researcher

Report Reviewed By: DRAFT
Fern Mackenzie, M.A., CAHP
Senior Architectural Historian

Revision History

Revision #	Date	Revised By:	Revision Description
0	02/10/2017	C. Latimer	Draft to Metrolinx

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- may be based on information provided to AECOM which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context;
- was prepared for the specific purposes described in the Report and the Agreement; and
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AECOM agrees that the Report represents its professional judgement as described above and that the Information has been prepared for the specific purpose and use described in the Report and the Agreement, but AECOM makes no other representations, or any guarantees or warranties whatsoever, whether express or implied, with respect to the Report, the Information or any part thereof.

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1. Executive Summary

AECOM Canada Ltd. (AECOM) was retained by Metrolinx to complete a Cultural Heritage Evaluation Report (CHER) for the property at 652-654 King Street East and 1 Grant Avenue, in the City of Hamilton, Ontario. This work is being completed as part of the Hamilton Light Rail Transit (LRT) Project.

The Hamilton LRT Project B-Line alignment extends from McMaster University at Cootes Drive to the Main Street/Highway 403 Bridge. A proposed LRT-only bridge will allow the alignment to then extend along King Street West until King East Street intersects with Main Street East, where the alignment will continue along Main Street East to the Queenston Road traffic circle. As a part of the project, it is anticipated that building impacts may take place on the property at 652-654 King Street East and 1 Grant Avenue.

The project impacts will be assessed following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation (O. Reg.) 231/08, Transit Projects and Metrolinx Undertakings under the Environmental Assessment Act. As part of the TPAP Amendment, an Environmental Project Report (EPR) Amendment will be prepared for public review.

The CHER was prepared according to the Metrolinx Interim Cultural Heritage Management Process and utilizes the criteria in Ontario Regulation 9/06 and Ontario Regulation 10/06, as required by the Ministry of Tourism, Culture, and Sport's (MTCS) *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). In addition, the CHER was prepared according to the Metrolinx Draft Terms of Reference for Consultants: *Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*. Consequently, the recommendations as they relate to this CHER and the potential cultural heritage value or interest of the property at 652-654 King Street East and 1 Grant Avenue are contained in a separate Cultural Heritage Evaluation Report Recommendations (CHERR) document.

As part of the reporting requirements for the Hamilton LRT Project, Archaeological Services Inc. (ASI) undertook a Cultural Heritage Screening Report (CHSR) for the alignment. The CHSR identified the requirement to conduct a CHER for the property at 652-654 King Street East and 1 Grant Avenue to assess the potential cultural heritage value or interest of the properties. Where applicable, relevant background information has been utilized from the CHSR for project consistency.

By the beginning of the 20th century, historic topographic mapping indicates that urban development was well underway surrounding the subject property (Figure 4). Hamilton City Directories indicate that the building at 652-654 King Street East was constructed by 1935. At this time, the directory listed a shoe shine shop operated by R. Barruch as the tenant of 652 King Street East, while 654 King Street East was vacant. In 1940, R. Barruch is listed as occupying 652 King Street East and 654 King Street East was occupied by the Royal Smoke Shop. The 1950 directory indicates that the shoe shine business owned by R. Barruch moved into 654 King Street East and Ideal Amer Shoe Repair occupied 652 King Street East. By 1961, Del Mars Grill was listed as occupying both 652 and 654 King Street East. By 1970, 652 King Street East was occupied by King-Grant Fish and Chips and 654 King Street East was occupied by the O K Barber Shop.

Hamilton City Directories indicate that the building at 1 Grant Avenue was constructed by 1906 with the first resident listed as Mrs. Jane Taylor. Between 1908 and 1910 the house was occupied by Louis Carter. In 1920, Earnest Anderson was listed as the tenant. From 1930 to 1949, the house was occupied by A.L. Tocher. The Hamilton City Directory then listed Otto H. Simon as the tenant in 1960 and Jason Lott in 1970.

A field review of the privately owned property at 652-654 King Street East and 1 Grant Avenue was undertaken on February 3, 2017 by Emily Game of AECOM. An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

2. Introduction

2.1 Historical Summary

2.1.1 Context

The subject property is located within the municipal boundaries of the City of Hamilton, Ontario. Prior to the incorporation of the current municipality, the property was located within the boundaries of Barton Township, in Wentworth County.

2.1.2 Wentworth County

Governor Simcoe organized Upper Canada into 19 counties, one of which was named Wentworth County. Wentworth County was originally part of the Gore District, a district that covered over half a million acres in western Ontario. In 1851, the district was divided into counties and, at that time, Wentworth and Halton were united as a single municipality. They were later separated in 1854. Wentworth County was composed of seven townships until 1974 when the County was dissolved and succeeded by the Regional Municipality of Hamilton-Wentworth. The City of Hamilton has remained as the administrative seat or county town since the original creation of the Gore District nearly two centuries ago.

2.1.3 Barton Township

Barton Township is described in detail in the *Illustrated Historical Atlas of the County of Wentworth of 1875*. The Township of Barton was surveyed in 1791 by Augustus Jones using the Single-Front survey system used by the colonial government between 1783 and 1818.¹ The survey was made up of concessions separated by road allowances. The concession was divided into lots of 200 acres and sideroad allowances were surveyed after every fifth lot. The first settlers arrived in Barton Township in 1791, many of whom were United Empire Loyalists or disbanded troops. The settlement of Barton Township began slowly, with only 102 families living in the township by 1815; most of the settlement was concentrated at the foot of the Niagara Escarpment. The township continued to grow and by 1823 it contained one sawmill and three gristmills. By 1841, the population grew to 1,434.² Barton Township was later amalgamated into the Regional Municipality of Hamilton-Wentworth, which today is known as the City of Hamilton.

¹ William H. Smith, *Smith's Canadian Gazetteer*. Toronto: H. & W. Roswell. 1846.

² D'Arcy Boulton. *Sketch of His Majesty's Province of Upper Canada*. London: C. Rickaby. 1805. pp. 48-49.

2.2 Description of Property

The property located at 652-654 King Street East and 1 Grant Avenue consists of a rectangular lot on the southeast corner of King Street East and Grant Avenue, in Hamilton, Ontario. There are two structures on the property. 1 Grant Avenue consists of a 2½ storey structural brick bay-and-gable house with a two bay façade; it was constructed c. 1906. The structure at 652-654 King Street East is a one storey commercial building, constructed of structural brick.

2.3 Current Context

The property is situated on the south east corner of King Street East and Grant Avenue, on the eastern outskirts of downtown Hamilton. 652-654 King Street East is one of a series of structures located on the south side of King Street that was built in the early-20th century. Unlike the other buildings on this block, 652-654 King Street East is the only structure that was designed and built as a commercial building attached to a pre-existing residential building. 1 Grant Avenue was designed and built as a single family home. The adjacent properties, both on the north side of King Street as well as the properties to the east, contain structures that were designed for commercial uses on the ground floor and residential space above.

3. Methodology and Sources

3.1 Study Approach

This CHER was prepared in accordance with Metrolinx's Interim Cultural Heritage Management Process (Fall 2013) and the MTCS Standards and Guidelines for the Conservation of Provincial Heritage Properties (2010). The CHER was also undertaken according to the guidelines presented in the Metrolinx document, Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations (April 2016) and outlined in the following tasks:

- Research and Documentation Gathering – gathered from various sources including existing heritage studies, Metrolinx records, public archives, and published materials; and
- Writing – an illustrated report based on gathered background history and site investigation materials, and the application of O.Reg. 9/06 and 10/06; Evaluation, Recommendations, and Statement of Cultural Heritage Value – a summary of the applicable evaluation, and recommendations regarding whether the property meets the criteria for being a provincial heritage property, a provincial heritage property of provincial significance, or neither.

As outlined in the Draft Terms of Reference, the heritage evaluation is separated into two stand-alone components: a CHER and a CHERR. The Cultural Heritage Evaluation Report includes research conducted for the CHER and is intended to address the criteria set out in O.Reg. 9/06 and 10/06. The CHERR includes the results of the applied evaluation, and the recommended outcome of the evaluation.

Emily Game, Heritage Researcher for AECOM, conducted a site investigation to visually inspect and document the property on February 3, 2017. An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

3.2 Secondary Sources

A series of secondary sources were reviewed for the purposes of data collection and analysis as part of the CHER. The relevant guidelines and reference documents cited above served as a framework for undertaking the study. The *Hamilton Light Rail Transit Cultural Heritage Screening Report, City of Hamilton, Ontario* (CHSR) prepared by ASI in December 2016, provided a preliminary review of the rail corridor and the potential heritage properties identified along the corridor. Background information and applicable research was gathered from the report for the purposes of the CHER. In addition, a series of published materials including published histories pertaining to the history of Hamilton were consulted. A complete list of the sources reviewed for the report is contained in Section 15 (Bibliography).

3.3 Primary Sources

Where available, primary source material was consulted to provide a historical context for the evaluation of the potential heritage value of the property. Primary source research was undertaken at the Local History and Archives Department of the Hamilton Public Library, the Mills Memorial Library at McMaster University, and at the Map and Data Centre at the University of Western Ontario. A review of the

following primary sources aided in the evaluation of the structures at property at 652-654 King Street East and 1 Grant Avenue:

- Illustrated Historical Atlas of the County of Wentworth, 1875;
- Hamilton City Directories, issues 1935-1970;
- Fire Insurance Plans, 1911, 1927 (rev. 1933), 1960-1964; and,
- National Topographic Series, 1909-1938.

3.4 Consultations

As part of the identification of recognized and potential cultural heritage resources for the CHSR, ASI undertook consultation with the City of Hamilton, the Ontario Heritage Trust (OHT) and the MTCS. Consultation during the CHSR process took place between August and October, 2016.

As part of this CHER, AECOM undertook property-specific consultation with the same municipal and provincial staff and agencies in order to identify or confirm any existing heritage recognitions or interest in this subject property.

The following individuals and organizations were consulted:

- Thomas Wicks, Heritage Planner, OHT;
- Chelsey Tyers, Cultural Heritage Planner, City of Hamilton;
- Asyia Patel, Assistant Cultural Heritage Planner, City of Hamilton; and,
- Rosi Zirger, Heritage Planner, MTCS.

The results of the consultation efforts have been summarized in Section 7 (Community Input).

4. Heritage Recognitions

4.1 Municipal

As a review of applicable municipal heritage recognitions of 652-654 King Street East and 1 Grant Avenue or adjacent properties, AECOM reviewed the City of Hamilton's heritage inventories. The following inventories and registers were reviewed:

- *Hamilton's Heritage Volume 1: List of Designated Properties and Heritage Conservation Easements under the Ontario Heritage Act;* and,
- *Hamilton's Heritage Volume 2: Inventory of Buildings of Architectural and/or Historical Interest.*

In addition, consultation efforts were undertaken to confirm levels of municipal heritage recognition, if any. The property was identified in the December 2016 CHSR as not being subject to any heritage recognitions. However, consultation with the City of Hamilton in January and February 2017 confirmed that the property is now listed on the City's *Inventory of Building of Architectural and/or Historical Interest*.

4.2 Provincial

As a review of applicable provincial heritage recognitions for the property or adjacent properties AECOM reviewed the OHT's Provincial Plaque Guide, and list of OHT easements. The subject property is neither the subject of a provincial plaque nor a provincial easement. In addition, OHT staff was contacted to review the *Ontario Heritage Act* Register to confirm that the property is not included on the register and that an OHT easement does not exist for the property.

A response from Thomas Wicks, Heritage Planner, confirmed that the OHT does not hold a conservation easement for 652-654 King Street East or 1 Grant Avenue.

4.3 Federal

As a review of applicable federal heritage recognitions for the property or adjacent properties, AECOM reviewed the online searchable database for the Canadian Register of Historic Places as well as the Directory of Federal Heritage Designations. 652-654 King Street East and 1 Grant Avenue and the adjacent properties are not subject to any existing federal heritage recognitions.

5. Adjacent Lands

The property east of 652-654 King Street West and 1 Grant Avenue consists of a 2½ storey structural brick bay-and-gable house with a two bay façade at 656 King Street East. Further east, the commercial and residential building at 658-660 King Street East has been a part of the streetscape of this block since the early 20th century. On the north side of King Street East, the three-storey, brick commercial and residential at 665-667 King Street East also forms a component of the streetscape character within this block.

Consultation with the City of Hamilton indicated that the adjacent properties at 656 King Street East and 658-660 King Street East are both listed on the City's *Inventory of Buildings of Architectural and/or Historical Interest*.

6. Archaeology

ASI completed a Stage 1 Archaeological Assessment (AA) as part of the Rapid Transit Initiative and found that the property at 652-654 King Street East and 1 Grant Avenue did not retain archaeological potential and confirmed that no known archaeological assessments have previously been completed within 50 metres (m) of the property. Consequently, at the time of production of the ASI report, no archaeological sites had been identified within or adjacent to the property. Additionally, the ASI Stage 1 AA indicates that there is no land that retains archaeological potential within 50 m of 652-654 King Street East and 1 Grant Avenue.

The results of the Stage 1 AA determined that a Stage 2 AA must be conducted for all land identified as retaining archaeological potential that will be impacted by the proposed Rapid Transit Initiative. Based on this assessment, ASI made the following recommendations:

- The King Street right-of-way (ROW) does not retain archaeological potential due to previous land disturbance. An additional AA is not required within the ROW and those portions of the study corridor can be cleared of further archaeological concern; and,
- A Stage 2 AA should be conducted on lands determined to have archaeological potential if the proposed project is to impact these lands. This work must be done in accordance with the MTCS' *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) in order to identify any archaeological remains that may be present.

It should be noted that ASI's recommendations for Stage 2 archaeological work references the MCL's 2006 draft *Standards and Guidelines for Consultant Archaeologists* (MCL 2006); however, further Stage 2 archaeological work must now be conducted in accordance with current archaeological standards and guidelines (*Standards and Guidelines for Consultant Archaeologists*, Ontario Government 2011) . For complete details regarding the results of the Stage 1 AA, reference should be made to the *Stage 1 Archaeological Assessment, Rapid Transit Initiative, City of Hamilton, Ontario* (February 2009).

7. Community Input

As part of the consultation process for this report, AECOM undertook consultation with the City of Hamilton, the MTCS, and the OHT. The results of the consultation efforts are identified below in Table 7-1.

Table 7-1: Community Input and Consultation Undertaken for property at 652-654 King Street East and 1 Grant Avenue

Contact	Contact Information	Date	Notes
Chelsey Tyers, Heritage Planner City of Hamilton	905-546-2424 ext. 1202 chelsey.tyers@hamilton.ca	February 1, 2017 February 6, 2017 (Response)	The City of Hamilton confirmed that 652-654 King Street East and 1 Grant Avenue are listed on the City's <i>Inventory of Buildings of Architectural and/or Historical Interest</i> .
Asiya Patel Assistant Cultural Heritage Planner City of Hamilton	905-546-2424 ext. 7163 asiya.patel@hamilton.ca		
Thomas Wicks Heritage Planner Ontario Heritage Trust	416-314-5972 thomas.wicks@heritagetrust.on.ca	February 1, 2017 February 9, 2017 (Response)	OHT does not hold a conservation easement for the property at 652-654 King Street East and 1 Grant Avenue.
Rosi Zirger Heritage Planner Ministry of Tourism, Culture, and Sport	416-314-7159 rosi.zirger@ontario.ca	February 1, 2017	Response pending.

8. Discussion of Historical or Associative Value

8.1 Historic Theme/Cultural Pattern

8.1.1 *Transportation*

The earliest roads in Ontario were typically military roads or colonization roads. These roads often followed aboriginal hunting trails or were dictated by the topography of the land which they crossed. The Dundas Road was opened to connect Toronto with the Thames River, in what is now London, Ontario, and the Kingston Road was designed to provide a military link between Toronto and Kingston. The Kingston Road was one of the earliest and still functioning roads in southern Ontario.

Following the Crown surveys in Ontario, concession and side roads were opened on a grid that was dictated by the survey type that was used. The roads were cleared and made passable by the early land owners who built their dwellings adjacent to the concession roads. Despite being cleared, road conditions were often poor until the late 19th and early 20th centuries.

Railway transportation, both passenger and freight, greatly improved the transportation network in Ontario beginning in the mid-1800s. The opening of the Grand Trunk Railway (GTR) between Montreal and Toronto in 1856 provided a link between the two cities and provinces that was more easily travelled in comparison to mid-19th century roads. The construction of the route from Montreal to Toronto, and then on to Sarnia by the end of the 1860s resulted in the construction of significant structures such as the Victoria Bridge over the St. Lawrence River, and the St. Clair Tunnel in Sarnia. The GTR was designed to enhance the St. Lawrence-Great Lakes shipping routes in response to the railroads and shipping networks in the United States. As a result it also strengthened the connection and link between the townships, and municipal and provincial economies in Ontario.

Various railway companies were formed in Ontario to create a vast network of rail lines that spread throughout the province by the early-20th century. Nonetheless, most of the companies were eventually merged with or purchased by the Canadian National Railway (CN) or the Canadian Pacific Railway (CP).

8.1.2 *Hamilton Street Railway*

In 1873, the City of Hamilton incorporated the Hamilton Street Railway; the horse-drawn streetcar service began in May 1874 with six operating cars. The line extended along three miles of track from the GTR's passenger station east along Stuart Street South to James Street. The line travelled south to Gore Park and then east along King Street to Wellington Street. Due to popularity of the service, additional cars were added and the track was extended. New track was laid west along King Street to Locke Street and east to Wentworth Street.

The electrification process of the Hamilton Street Railway began in March 1892. A total of 12 miles of track were electrified and 15 horsecars were converted to electric street cars. Operation of the newly-electrified cars began on June 29, 1892.

At the end of the Second World War, Hamilton Street Railway sold the lines to Canada Coach for \$1.4 million. Immediately following the sale, Canada Coach announced plans to replace the street car service with busses. By 1951, the last street car was removed from service and replaced by electric trolley busses.³

The proposed B-Line follows the old streetcar route from King Street near McMaster University to Sherman Avenue; turned south along Sherman Avenue and then continued east on Main Street to Kenilworth Avenue North.

The present-day Hamilton transit company operates under the name of Hamilton Street Railway Company.

8.2 Local History

652-654 King Street East and 1 Grant Avenue are located within the City of Hamilton, Ontario. Historically the structures were located within Lot 11, Concession 2, Barton Township in Wentworth County. The subsections below include historic information related to the settlement and growth of these areas.

8.2.1 Settlement History

As part of the establishment of Upper Canada, the province was divided into administrative Districts in 1792. As such, Wentworth County was one of several counties that made up the Home District. It was named in honour of Sir John Wentworth, Lieutenant Governor of Nova Scotia from 1792-1808. In 1816, the Home District was divided and reorganized and Wentworth County was included in the Gore District. By 1849, the original district system was abolished and replaced by a county council system and Wentworth County became an independent political entity. Townships that were included in Wentworth County at one time or another included Ancaster, Barton, Beverly, Binbrook, Caistor, Flamborough East and West, Glanford, Onondaga, Saltfleet, and Seneca. Between 1850 and 1854, Wentworth and Halton Counties were joined for government purposes into the United Counties of Wentworth and Halton; however, this change was short-lived. In 1973, Wentworth County was renamed the Regional Municipality of Hamilton-Wentworth and, in 2001, was amalgamated with six constituent municipalities into the City of Hamilton. The City of Hamilton has remained as the administrative seat or county town since the original creation of the Gore District nearly two centuries ago.

Barton Township is described in detail in the *Illustrated Historical Atlas of the County of Wentworth of 1875*. The Township of Barton was surveyed in 1791 by Augustus Jones using the Single-Front survey system used by the colonial government between 1783 and 1818. The survey was made up of concessions separated by road allowances. The concession was divided into lots of 200 acres and sideroad allowances were surveyed after every fifth lot. The first settlers arrived in Barton Township in 1791, many of whom were United Empire Loyalists or disbanded troops. The Settlement of Barton Township began slowly, with only 102 families living in the township by 1815. Most of the settlement was concentrated at the foot of the Niagara Escarpment. The township continued to grow and by 1823 it contained one sawmill and three gristmills. By 1841, the population had grown to 1,434.

³Transit Toronto. <http://transit.toronto.on.ca/streetcar/4751.shtml>, consulted February 9, 2017.

8.2.2 Site History

652-654 King Street East and 1 Grant Avenue were historically located in the southern part of Lot 11, Concession II in Barton Township when the crown survey for the township was undertaken. By 1875, the lot was already subdivided as part of the early urbanization of Hamilton. Individual structures are not shown on the 1875 map; however, it is likely that urban development was beginning to take place within the area at the time.

Historically, the lot on which the subject property is currently located was bounded by early urban roads including Cannon Street to the north, Main Street to the south, Wentworth Street to the east, and Tisdale Street to the west (Figure 3).

By the beginning of the 20th century, historic topographic mapping indicates that urban development was well underway surrounding the subject property (Figure 4). Hamilton City Directories indicate that the building at 652-654 King Street East was constructed by 1935. At that time, the directory listed a shoe shine shop operated by R. Barruch as the tenant of 652 King Street East while 654 King Street East was vacant. In 1940, R. Barruch is listed as occupying 652 King Street East and 654 King Street East was occupied by the Royal Smoke Shop. The 1950 directory indicates that the shoe shine business owned by R. Barruch moved into 654 King Street East and Ideal Amer Shoe Repair occupied 652 King Street East. By 1961, Del Mars Grill was listed as occupying both 652 and 654 King Street East. By 1970, 652 King Street East was occupied by King-Grant Fish and Chips and 654 King Street East was occupied by the OK Barber Shop.

Hamilton City Directories indicate that the building at 1 Grant Avenue was constructed by 1906 with the first resident listed as Mrs. Jane Taylor. Between 1908 and 1910, the house was occupied by Louis Carter. In 1920, Earnest Anderson was listed as the tenant. From 1930 to 1949, the house was occupied by A.L. Tocher. The Hamilton City Directory then listed Otto H. Simon as the tenant in 1960 and Jason Lott in 1970.

8.3 Person/Event/Organization

The historic research undertaken for this CHER did not identify any significant people, events, or organizations that are directly related to or associated with the properties, and could contribute to the potential cultural heritage interest or value of the property.

9. Discussion of Design or Physical Value

9.1 Style/Type/Tradition

9.1.1 652-654 King Street East

652-654 King Street East consists of a one story structural brick building that forms part of a commercial and residential block between Wentworth Street North and Grant Avenue (Photograph 1).

The façade of the building consists of storefront with plate glass windows that extend the entirety of the storefront with the exception of the recessed entry porch giving access to the retail premises. The storefront has been clad with modern ceramic tiles; as a result, none of the original architectural details are extant. Despite the change in cladding and the removal of details, the storefront retains the characteristic recessed entrance beside the large retail display windows typical of the late 19th and early 20th centuries.

9.1.2 1 Grant Avenue

The house at 1 Grant Avenue is a 2½ storey structural brick bay-and-gable house with a two bay façade, standing on a high squared and coursed stone masonry basement. The house features a prominent projecting bay window that gives the façade greater depth and visual interest. A portico covers the entrance to the house. The windows of the bay both have basket arches articulated by an edging around the voussoirs (lower window) and decorative moulded terracotta labels and bracket. On either side of the upper bay window are vertical fielded panels framing terracotta tiles. The original sash windows are extant.

The end-gable roof spans the entire façade, with no individual gable crowning the bay window, which would be more typical of the bay-and-gable form. The rear of the roof is hipped. Facing Grant Avenue, the gable is finished with scalloped shingles; the original window has been removed and replaced with a modern window.

1 Grant Avenue is a very common form for housing during the last quarter of the 19th century and into the 20th until the First World War.

9.2 Function

9.2.1 652-654 King Street East

652-654 King Street East was designed and built as a commercial space. It was built c. 1935 and continues to operate commercially.

9.2.2 1 Grant Avenue

The house at 1 Grant Avenue was designed and built as a single family home. From 1906 until the 1970s, it was occupied by six separate individuals. It continues to be used for residential purposes.

9.3 Fabric

9.3.1 652-654 King Street East

652-654 King Street East is a structural brick commercial building. The one storey structure has a flat roof which extends the length of the building. According to the 1911 Fire Insurance Maps, the building was originally constructed with a shingle roof laid in mortar. The present shingles are of modern manufacture. The façade of 652-654 King Street East has been completely covered in brown ceramic tile and does not retain any of its original architectural features. The façade features two large plate glass windows and an entrance to the commercial space.

9.3.2 1 Grant Avenue

1 Grant Avenue is a structural brick house on a high squared and coursed stone masonry foundation (Photograph 2). According to the 1911 Fire Insurance Maps, the house was originally constructed with a shingle roof laid in mortar. The present shingles are of modern manufacture. The façade of 1 Grant Avenue retains most of its original architectural features. The windows have been replaced throughout. The rusticated stone stills are extant on all of the window openings. The main and second floor bay windows have brick basket arches with hood moldings and decorative pressed labels. The second floor bay window is flanked by fielded panels, each containing three terracotta tiles impressed with a rosette motif (Photograph 3). The entrance door and transom light have been replaced with a modern door and window. The entrance door and window opening above it have plan brick voussoirs. The front gable is clad with scalloped shingles; the original window has been removed and replaced with a modern sash. The house retains a high degree of material and design integrity due to minimal negative interventions.

10. Discussion of Contextual Value

10.1 Social Meaning

The structure located at 652-654 King Street East is one of many commercial storefront structures found in towns and cities across Ontario. Built in the early-20th century, the property is one of many of commercial structures built fronting onto King Street East in Hamilton as it expanded eastwards.

The house located at 1 Grant Avenue is one of many Edwardian bay-and-gable houses that were constructed in cities across Ontario. Built in the early-20th century, the property represents a common type of residential house within the City of Hamilton. The exterior of 1 Grant Avenue retains many of its original architectural features and as a result, the house has contextual value.

10.2 Environment

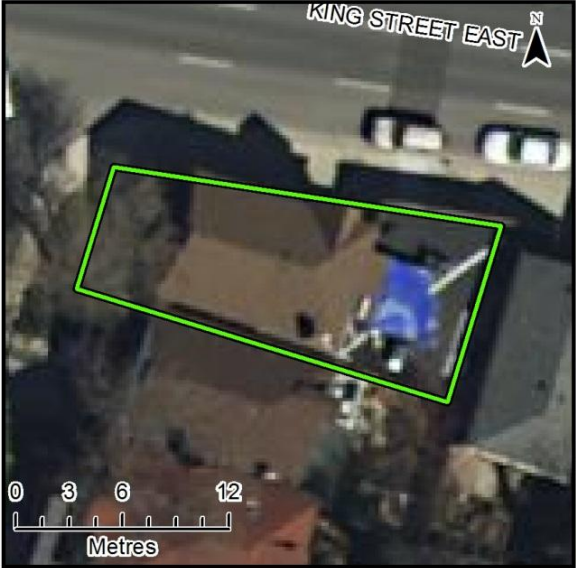

The buildings at 652-654 King Street East and 1 Grant Avenue are two of a series of older buildings located along this portion of King Street East in Hamilton. To the east is 656 King Street East – a 2½ storey structural brick house similar in design to 1 Grant Avenue. The north side of King Street East is populated with a variety of buildings of differing ages and architectural styles and forms. In this context, the property is a positive contributing element to the character of the neighbourhood.


10.3 Formal Recognition

The property was identified in the December 2016 CHSR as not being subject to any heritage recognitions. However, consultation with the City of Hamilton in January and February 2017 confirmed that the property is now listed on the City's *Inventory of Building of Architectural and/or Historical Interest*.

11. Data Sheet

Table 11-1: Data Sheet for property at 652-654 King Street East and 1 Grant Avenue

FIELD	PROPERTY DATA
Municipal Address	652-654 King Street East and 1 Grant Avenue
Municipality	Hamilton
Approximate Area (square metres)	185
Rail Corridor	Hamilton LRT B-Line
PIN	171800224
Ownership	Private
Aerial photo showing location and boundaries	
Exterior, street-view photo of 652-654 King Street East	

FIELD	PROPERTY DATA
Exterior, street-view photo of 1 Grant Street	
Date of construction of built resources (known or estimated and source)	652-654 King Street east - ca. 1935, 1 Grant Avenue – c. 1906 (Hamilton City Directories)
Date of significant alterations to built resources (known or estimated and source)	Unknown
Architect/designer/builder	Unknown
Previous owners or occupants	Various residential and commercial tenants throughout 20 th century (See Section 8)
Current function	652-654 King Street east - commercial, 1 Grant Avenue – residential
Previous function(s)	652-654 King Street east - commercial, 1 Grant Avenue – residential
Heritage Recognition/Protection (municipal, provincial, federal)	Listed on the City's <i>Inventory of Buildings of Architectural and/or Historical Interest</i> .

FIELD	PROPERTY DATA
Local Heritage Interest	Listed on the City's <i>Inventory of Buildings of Architectural and/or Historical Interest</i> .
Adjacent Lands	Immediately to the west, 662 King Street East is listed on the City's <i>Inventory of Buildings of Architectural and/or Historical Interest</i> .
Latitude or UTM Northing	43.252052°
Longitude or UTM Easting	-79.849613°

12. Photographs



Photograph 1: Façade of 652-654 King Street East (AECOM, 2017)



Photograph 2: Façade of 1 Grant Avenue (AECOM, 2017)



Photograph 3: View to 1 Grant Avenue from King Street East

13. Figures

All figures pertaining to this CHER can be found on the following pages.

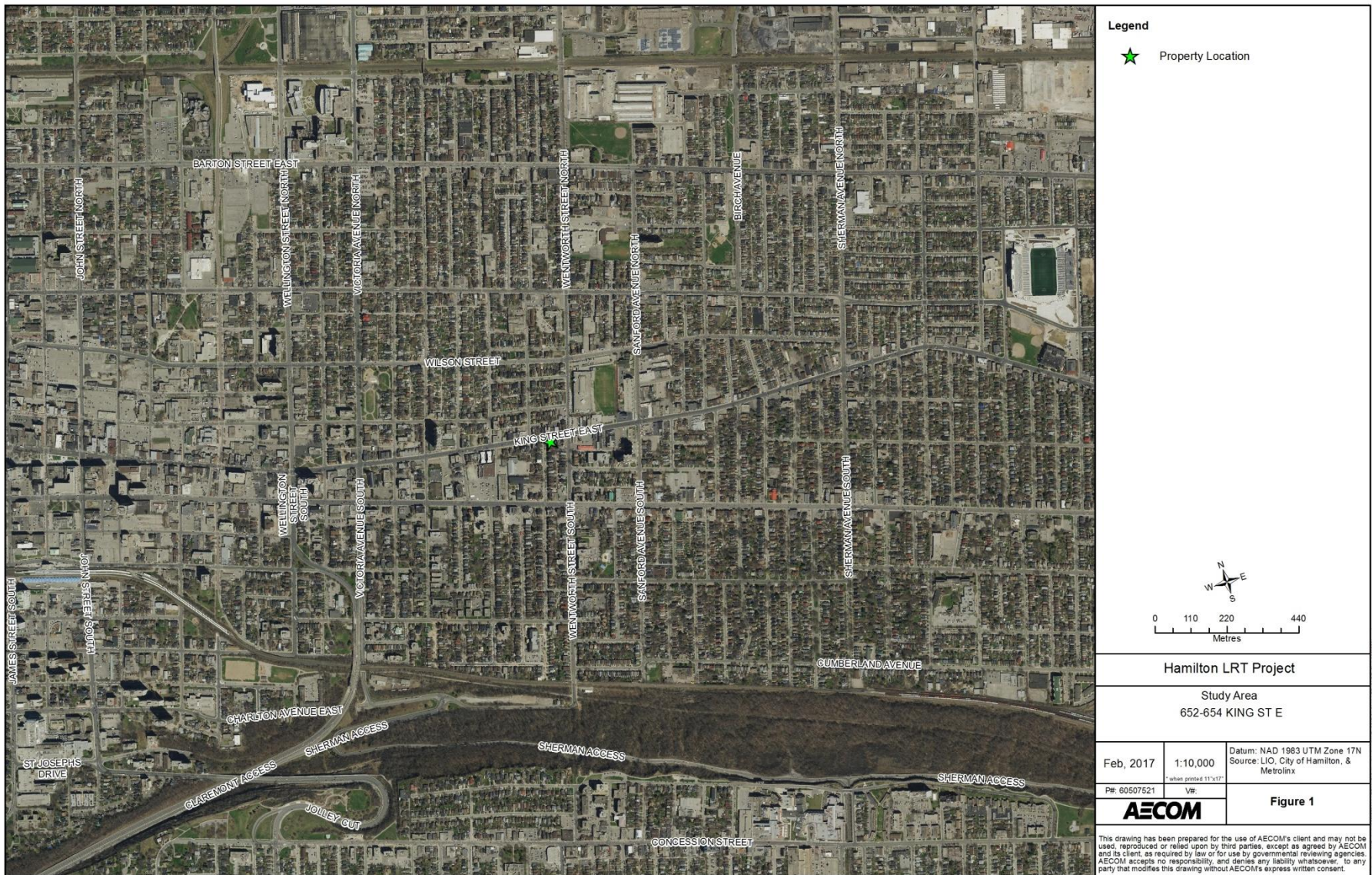


Figure 1: Location of 652-654 King Street East



Figure 2: Aerial Photograph showing the area surrounding 652-654 King Street East

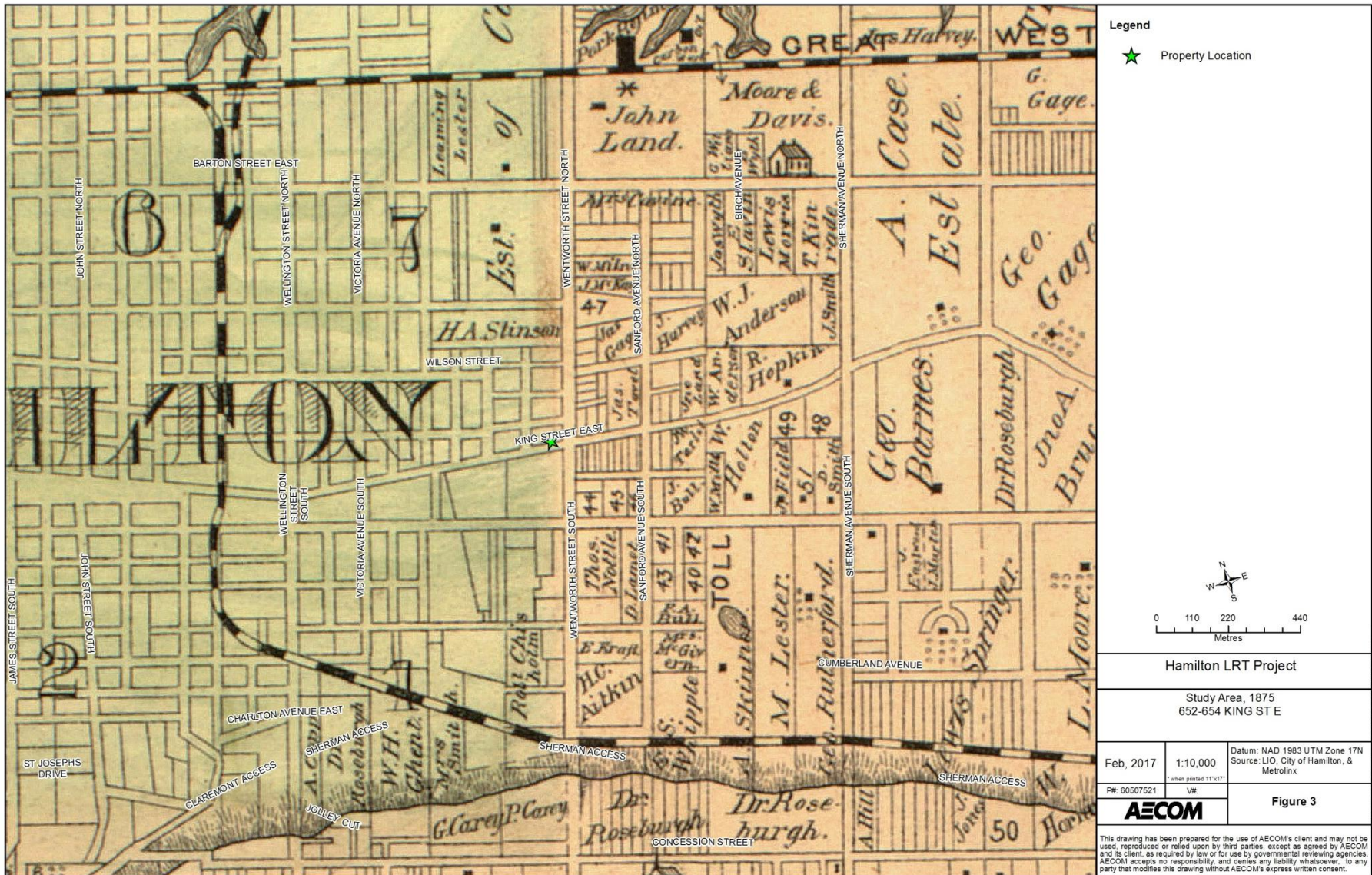


Figure 3: Location of 652-654 King Street East on the 1875 Historical Atlas Map (Page & Smith, 1875)

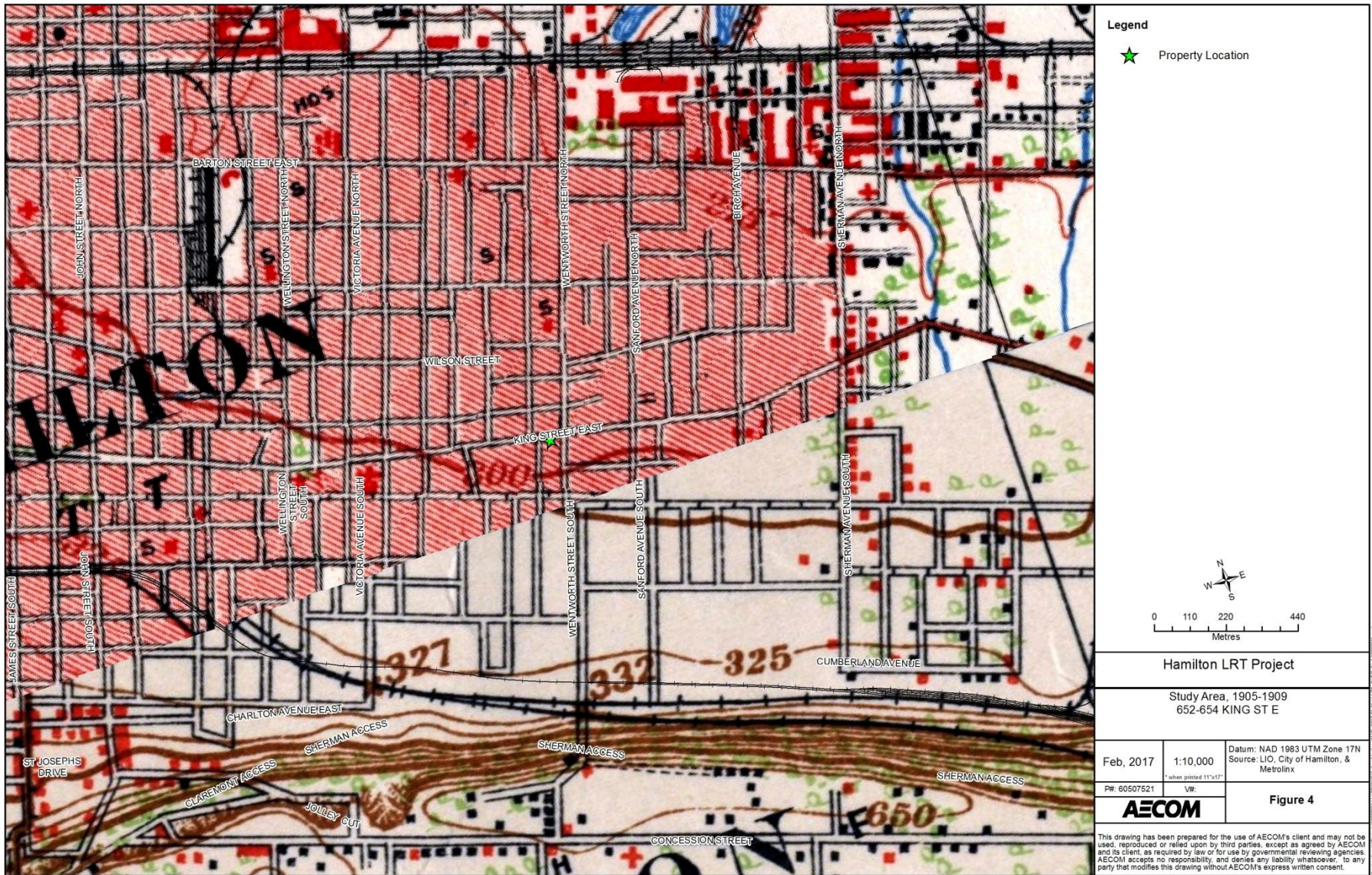


Figure 4: Location of 652-654 King Street East on the 1909 NTS Map



Figure 5: Location of 652-654 King Street East on the 1938 NTS Map

14. Chronology

- 1791 Barton Township was surveyed by Augustus Jones; the first settler arrived in the township.
- 1850 Gore District was divided and Halton and Wentworth Counties were created.
- 1873 The Hamilton Street Railway was incorporated. Horse-drawn streetcar service began on the Hamilton Street Railway.
- 1892 Twelve miles of the Hamilton Street Railway was electrified and cars were updated.
- c. 1906 1 Grant Avenue was constructed, first resident listed as Mrs. Jane Taylor.
- 1908 to 1910 The Hamilton City Directory lists Louis Carter as the resident of 1 Grant Avenue.
- 1920 Earnest Anderson is listed as the tenant of 1 Grant Avenue.
- 1930 to 1949 A.L. Tocher is listed as the tenant of 1 Grant Avenue.
- c. 1935 652-654 King Street East was constructed, R. Barruch as the tenant of 652 King Street East while 654 King Street East was vacant.
- 1940 R. Barruch is listed as occupying 652 King Street East and 654 King Street East was occupied by the Royal Smoke Shop.
- c. 1945 The Hamilton Street Railway was sold to Canada Coach.
- 1950 The Hamilton City Directory indicates that the shoe shine business owned by R. Barruch moved into 654 King Street East and Ideal Amer Shoe Repair occupied 652 King Street East.
- 1951 Streetcars were removed from service and replaced with electric bus trolleys.
- 1960 The Hamilton City Directory lists
- 1961 The Del Mars Grill was listed as occupying both 652 and 654 King Street East.
- 1970 652 King Street East was occupied by King-Grant Fish and Chips and 654 King Street East was occupied by the O K Barber Shop. 1 Grant Avenue was occupied by Jason Lott.

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METROLINX

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Une agence du gouvernement de l'Ontario

Cultural Heritage Evaluation Report Recommendations 1 Grant Avenue, Hamilton, Ontario

Prepared by AECOM
for Metrolinx

February 17, 2017

Authors

Report Prepared By: DRAFT
Michael Greguol, MA
Cultural Heritage Specialist

DRAFT
Emily Game, B.A.
Heritage Researcher

Report Reviewed By: DRAFT
Fern Mackenzie, MA, CAHP
Senior Architectural Historian

Revision History

Revision #	Date	Revised By:	Revision Description
0	02/17/2017	C. Latimer	Draft to Metrolinx

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1. Executive Summary

AECOM Canada Ltd. (AECOM) was retained by Metrolinx to complete a Cultural Heritage Evaluation Report (CHER) for the property at 1 Grant Avenue, in the City of Hamilton, Ontario. This work is being completed as part of the Hamilton Light Rail Transit (LRT) Project.

The Hamilton LRT Project B-Line alignment extends from McMaster University at Cootes Drive to the Main Street/Highway 403 Bridge. A proposed LRT-only bridge will allow the alignment to then extend along King Street West until King East Street intersects with Main Street East, where the alignment will continue along Main Street East to the Queenston Road traffic circle. As a part of the project, it is anticipated that building impacts may take place on the property at 1 Grant Avenue.

The project impacts will be assessed following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation (O. Reg.) 231/08, Transit Projects and Metrolinx Undertakings under the Environmental Assessment Act. As part of the TPAP Amendment, an Environmental Project Report (EPR) Amendment will be prepared for public review.

The CHER was prepared according to the Metrolinx Interim Cultural Heritage Management Process and utilizes the criteria in Ontario Regulation 9/06 and Ontario Regulation 10/06, as required by the Ministry of Tourism, Culture, and Sport's (MTCS) *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). In addition, the CHER was prepared according to the Metrolinx Draft Terms of Reference for Consultants: *Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*. As such the recommendations as they relate to this CHER and the potential cultural heritage value or interest of the property at 1 Grant Avenue are contained in a separate Cultural Heritage Evaluation Report Recommendations (CHERR) document.

As part of the reporting requirements for the Hamilton LRT Project, Archaeological Services Inc. (ASI) undertook a Cultural Heritage Screening Report (CHSR) for the alignment. The CHSR identified the requirement to conduct a CHER for the property located at 1 Grant Avenue to assess the potential cultural heritage value or interest of the properties. Where applicable, relevant background information has been utilized from the CHSR for project consistency.

The property located at 1 Grant Avenue consists of a rectangular lot on the south side of King Street East between Grant Avenue and Wentworth Street South (oriented to Grant), in Hamilton, Ontario. The structure on the property is a 2½ storey structural brick bay-and-gable house with a two bay façade; it was constructed c. 1906.

The scale and massing of the building on the property has appeared to remain relatively unaltered from its original construction. The structure stands on a high squared-rubble masonry basement. The house features a prominent projecting bay and a gable roof that is hipped at the back; the projecting bay gives the wall façade greater depth.

By the beginning of the 20th century, historic topographic mapping indicates that urban development was well underway surrounding the subject property. Hamilton City Directories indicate that the building at 1 Grant Avenue was constructed by 1906 with the first resident listed as Mrs. Jane Taylor. Between 1908 and 1910, the house was occupied by Louis Carter. In 1920, Earnest Anderson was listed as the tenant.

From 1930 to 1949, the house was occupied by A.L. Tocher. The Hamilton City Directory then listed Otto H. Simon as the tenant in 1960 and Jason Lott in 1970.

A field review of the property at 1 Grant Avenue was undertaken on February 3, 2017 by Emily Game of AECOM. An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

The application of O.Reg 9/06 and O.Reg. 10/06 concluded that 1 Grant Avenue met two of the nine O.Reg. 9/06 criteria. However, it did not meet the criteria outlined in O.Reg. 10/06. Therefore, this CHERR recommends that the property at 1 Grant Avenue be considered a Provincial Heritage Property (PHP).

2. Ontario Regulation 9/06 Evaluation

Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest (O. Reg. 9/06) provides criteria to apply to a potential heritage property to evaluate its heritage value. If a privately-owned property meets one or more of the following criteria it may be designated by a municipality under Section 29 of the *Ontario Heritage Act*. For the purposes of this CHER, O. Reg. 9/06 considers the evaluation of the property as part of the community context. The *Standards and Guidelines for the Conservation of Provincial Heritage Properties* state that a property may be considered a Provincial Heritage Property (PHP) if it meets one or more of the criteria under O. Reg. 9/06. The application of the criteria for 1 Grant Avenue is included in Table 2-1 below.

Table 2-1: O.Reg. 9/06 Evaluation for 1 Grant Avenue

Criterion	Response (Yes/No)	Rationale
1) The property has design or physical value because it:		
i) Is a rare, unique, representative, or early example of a style, type, expression, material, or construction method;	Yes	The structure located at 1 Grant Avenue is a representative example of an early-20 th century 2½ story Edwardian house. The building features intact architectural details including rusticated stone window sills; basket-arched bay windows with hood moldings, decorative labels and brackets and decorative fielded panels impressed with a rosette motif. The main entrance and window above it are plain with flat openings. The gable features scalloped shingles. It retains a high degree of design integrity.
ii) Displays a high degree of craftsmanship or artistic merit; or	No	The house is of a popular and much-used design, but not exceptional craftsmanship and does not display a high degree of craftsmanship or artistic merit.
iii) Demonstrates a high degree of technical or scientific achievement.	No	While the house represents a prominent residential form for its time, it does not display a high degree of technical or scientific achievement.

Criterion	Response (Yes/No)	Rationale
2) The property has <i>historic or associative value</i> because it:		
i) Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	No	The historic research undertaken for this CHER did not identify any significant people, events, or organizations that are directly related to or associated with the property, and could contribute to the potential cultural heritage interest or value of the property.
ii) Yields, or has the potential to yield information that contributes to an understanding of a community or culture; or	No	The property does not have potential to yield information that contributes to an understanding of a community or culture.
iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.	No	A specific architect or builder for the property could not be determined.
3) The property has <i>contextual value</i> because it:		
i) Is important in defining, maintaining, or supporting the character of an area;	Yes	The streetscape of this portion of King Street East has remained relatively unchanged since the development of the area in the early to mid-20 th century. Nearly all of the buildings in this block, including the house at 1 Grant Avenue retain the majority of their heritage attributes.
ii) Is physically, functionally, visually, or historically linked to its surroundings; or	No	The building is one of a series of early 20 th century buildings located along this portion of King Street East. Although it has been a part of the streetscape since 1906, it does appear to be physically, functionally, visually, or historical linked to its surroundings.
iii) Is a landmark.	No	The property at 1 Grant Avenue is not considered a landmark.

3. Ontario Regulation 10/06 Evaluation

Ontario Regulation 10/06, Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance (O. Reg. 10/06), provides criteria against which to assess a property to determine if the property holds provincial heritage significance. The *Standards and Guidelines for the Conservation of Provincial Heritage Properties* state that Ministries and prescribed public bodies shall apply the criteria in O. Reg. 10/06 to determine whether a property is of provincial significance. Therefore, for the purpose of this CHER O. Reg 10/06 considers the evaluation of the property as a part of the provincial context. If the property meets the criteria, it may be considered a Provincial Heritage Property of Provincial Significance (PHPPS). The application of the criteria for 1 Grant Avenue is in Table 3-1, below.

Table 3-1: O.Reg. 10/06 Evaluation for 1 Grant Avenue

Criterion	Response (Yes/No)	Rationale
1. The property represents or demonstrates a theme or pattern in Ontario's history.	No	1 Grant Avenue does not represent a theme or pattern in Ontario's history. Commercial and residential structures similar to this are found throughout towns and cities in Ontario.
2. The property yields, or had the potential to yield, information that contributes to an understanding of Ontario's history.	No	1 Grant Avenue does not yield, and is not anticipated to yield information that contributes to an understanding of Ontario's history.
3. The property demonstrates an uncommon, rare, or unique aspect of Ontario's cultural heritage.	No	1 Grant Avenue does not demonstrate an uncommon, rare, or unique aspect of Ontario's cultural heritage. The form and massing of the structures are commonly found in Ontario.
4. The property is of aesthetic, visual, or contextual importance to the province.	No	1 Grant Avenue is not of aesthetic, visual, or contextual importance to the province.
5. The property demonstrates a high degree of excellence or creative, technical, or scientific achievement at a provincial level in a given period.	No	1 Grant Avenue does not demonstrate a high degree of excellence or creative, technical, or scientific achievement at a provincial level.
6. The property has a strong or special association with the entire province or with a community that is found in more than one part of	No	1 Grant Avenue does not have a strong or special association with the entire province or with a community that is found in more

Criterion	Response (Yes/No)	Rationale
the province.		than one part of the province.
7. The property 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.	No	1 Grant Avenue does not have strong or special associations 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.
8. The property is located in an unorganized territory and the Minister determines that there is a provincial interest in the protection of the property.	No	1 Grant Avenue is not located in an unorganized territory.

4. Recommended Outcome of Evaluation

The application of O.Reg 9/06 and O.Reg. 10/06 concluded that 1 Grant Avenue met two of the nine O.Reg. 9/06 criteria. However, it did not meet the criteria outlined in O.Reg. 10/06. Therefore, this CHERR recommends that the property at 1 Grant Avenue is considered a Provincial Heritage Property (PHP).

5. Draft Statement of Cultural Heritage Value

5.1 Description of Property

The property located at 1 Grant Avenue consists of rectangular lot on the south east corner of King Street East and Grant Avenue, in Hamilton, Ontario. The structure on the property is a 2½ storey structural brick bay-and-gable house with a two bay façade; it was constructed c. 1906.

The scale and massing of the building on the property appears to remain relatively unaltered from its original construction. The structure sits on a high squared-rubble masonry basement. The house features an end-gable roof that spans the entire façade, with a prominent projecting bay window. The gable gives the wall façade greater depth and is finished with scalloped shingles at the front and is hipped at the back.

5.2 Statement of Cultural Heritage Value

The property located at 1 Grant Avenue consists of a rectangular lot on the southeast corner of King Street East and Grant Avenue, in Hamilton, Ontario. The structure on the property is a 2 ½ storey structural brick bay-and-gable house with a two bay façade; it was constructed c. 1906.

The house at 1 Grant Avenue consists of a 2½ story structural brick bay-and-gable house with a two bay façade, standing on a high squared and coursed stone masonry basement. The house features a prominent projecting bay window that gives the façade greater depth and visual interest. The windows of the bay both have basket arches articulated by an edging around the voussoirs (lower window) and decorative moulded terracotta labels and bracket. On either side of the upper bay window are vertical fielded panels framing terracotta tiles. The original sash windows are extant behind aluminum framed storm windows.

The end-gable roof spans the entire façade, with no individual gable crowning the bay window, which would be more typical of the bay-and-gable form. The rear of the roof is hipped. Facing the street, the gable is finished with scalloped shingles; the original Palladian window has been removed and replaced with a modern sash. This is a very common form for housing during the last quarter of the 19th century that continued into the 20th century until the First World War.

5.3 Heritage Attributes

Heritage Attributes as described in the *Standards and Guidelines* are the physical features or elements that contribute to a property's cultural heritage value or interest, and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting. The Heritage Attributes for the property at 1 Grant Avenue relate to its design/physical and contextual value. This is demonstrated by the following Heritage Attributes:

- Scale, form, and massing of the house;
- Main and second floor bay windows; raised hood moldings, decorative terracotta labels and brackets, basket arches;

- Fielded panels impressed with a rosette motif flanking the second floor bay window;
- Extant rusticated window sills;
- All extant original window materials (sash, glass and surrounds), and;
- Shingles in the gable.



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Cultural Heritage Evaluation Report Recommendations 652-654 King Street East, Hamilton, Ontario

Prepared by AECOM
for Metrolinx

February 17, 2017

Authors

Report Prepared By: DRAFT
Michael Greguol, MA
Cultural Heritage Specialist

DRAFT
Emily Game, B.A.
Heritage Researcher

Report Reviewed By: DRAFT
Fern Mackenzie, MA, CAHP
Senior Architectural Historian

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0	02/17/2017	C. Latimer	Draft to Metrolinx

Statement of Qualifications and Limitations

The attached Report (the "Report") has been prepared by AECOM Canada Ltd. ("AECOM") for the benefit of the Client ("Client") in accordance with the agreement between AECOM and Client, including the scope of work detailed therein (the "Agreement").

The information, data, recommendations and conclusions contained in the Report (collectively, the "Information"):

- is subject to the scope, schedule, and other constraints and limitations in the Agreement and the qualifications contained in the Report (the "Limitations");
- represents AECOM's professional judgement in light of the Limitations and industry standards for the preparation of similar reports;
- may be based on information provided to AECOM which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context;
- was prepared for the specific purposes described in the Report and the Agreement; and
- in the case of subsurface, environmental or geotechnical conditions, may be based on limited testing and on the assumption that such conditions are uniform and not variable either geographically or over time.

AECOM shall be entitled to rely upon the accuracy and completeness of information that was provided to it and has no obligation to update such information. AECOM accepts no responsibility for any events or circumstances that may have occurred since the date on which the Report was prepared and, in the case of subsurface, environmental or geotechnical conditions, is not responsible for any variability in such conditions, geographically or over time.

AECOM agrees that the Report represents its professional judgement as described above and that the Information has been prepared for the specific purpose and use described in the Report and the Agreement, but AECOM makes no other representations, or any guarantees or warranties whatsoever, whether express or implied, with respect to the Report, the Information or any part thereof.

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Except (1) as agreed to in writing by AECOM and Client; (2) as required by-law; or (3) to the extent used by governmental reviewing agencies for the purpose of obtaining permits or approvals, the Report and the Information may be used and relied upon only by Client.

AECOM accepts no responsibility, and denies any liability whatsoever, to parties other than Client who may obtain access to the Report or the Information for any injury, loss or damage suffered by such parties arising from their use of, reliance upon, or decisions or actions based on the Report or any of the Information ("improper use of the Report"), except to the extent those parties have obtained the prior written consent of AECOM to use and rely upon the Report and the Information. Any injury, loss or damages arising from improper use of the Report shall be borne by the party making such use.

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1. Executive Summary

AECOM Canada Ltd. (AECOM) was retained by Metrolinx to complete a Cultural Heritage Evaluation Report (CHER) for the property at 652-654 King Street East, in the City of Hamilton, Ontario. This work is being completed as part of the Hamilton Light Rail Transit (LRT) Project.

The Hamilton LRT Project B-Line alignment extends from McMaster University at Cootes Drive to the Main Street/Highway 403 Bridge. A proposed LRT-only bridge will allow the alignment to then extend along King Street West until King East Street intersects with Main Street East, where the alignment will continue along Main Street East to the Queenston Road traffic circle. As a part of the project, it is anticipated that building impacts may take place on the property at 652-654 King Street East.

The project impacts will be assessed following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation (O. Reg.) 231/08, Transit Projects and Metrolinx Undertakings under the Environmental Assessment Act. As part of the TPAP Amendment, an Environmental Project Report (EPR) Amendment will be prepared for public review.

The CHER was prepared according to the Metrolinx Interim Cultural Heritage Management Process and utilizes the criteria in Ontario Regulation 9/06 and Ontario Regulation 10/06, as required by the Ministry of Tourism, Culture, and Sport's (MTCS) *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). In addition, the CHER was prepared according to the Metrolinx Draft Terms of Reference for Consultants: *Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*. As such the recommendations as they relate to this CHER and the potential cultural heritage value or interest of the property at 652-654 King Street East are contained in a separate Cultural Heritage Evaluation Report Recommendations (CHERR) document.

As part of the reporting requirements for the Hamilton LRT Project, Archaeological Services Inc. (ASI) undertook a Cultural Heritage Screening Report (CHSR) for the alignment. The CHSR identified the requirement to conduct a CHER for the property located at 652-654 King Street East to assess the potential cultural heritage value or interest of the properties. Where applicable, relevant background information has been utilized from the CHSR for project consistency.

The property located at 652-654 King Street East consists of a rectangular lot on the south east corner of King Street East and Grant Avenue, in Hamilton, Ontario. 652-654 King Street East consists of a one storey commercial building, constructed of structural brick, it was built c.1935.

By the beginning of the 20th century, historic topographic mapping indicates that urban development was well underway surrounding the subject property. Hamilton City Directories indicate that the building at 652-654 King Street East was constructed by 1935. At this time, the directory listed a shoe shine shop operated by R. Barruch as the tenant of 652 King Street East, while 654 King Street East was vacant. In 1940, R. Barruch is listed as occupying 652 King Street East and 654 King Street East was occupied by the Royal Smoke Shop. The 1950 directory indicates that the shoe shine business owned by R. Barruch moved into 654 King Street East and Ideal Amer Shoe Repair occupied 652 King Street East. By 1961, Del Mars Grill was listed as occupying both 652 and 654 King Street East. By 1970, 652 King Street East was occupied by King-Grant Fish and Chips and 654 King Street East was occupied by the OK Barber Shop.

A field review of the property at 652-654 King Street East was undertaken on February 3, 2017 by Emily Game of AECOM. An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

The application of O.Reg. 9/06 and O.Reg. 10/06 concluded that 652-654 King Street East does not meet O.Reg. 9/06 or O.Reg. 10/06, as it did not satisfy any of the nine criteria. Therefore, this CHERR recommends that the property at 652-654 King Street East is not considered a Provincial Heritage Property (PHP). As a result, a Statement of Cultural Heritage Value or Interest and Heritage Attributes have not been prepared.

2. Ontario Regulation 9/06 Evaluation

Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest (O. Reg. 9/06) provides criteria to apply to a potential heritage property to evaluate its heritage value. If a privately-owned property meets one or more of the following criteria it may be designated by a municipality under Section 29 of the *Ontario Heritage Act*. For the purposes of this CHER, O. Reg. 9/06 considers the evaluation of the property as part of the community context. The *Standards and Guidelines for the Conservation of Provincial Heritage Properties* state that a property may be considered a Provincial Heritage Property (PHP) if it meets one or more of the criteria under O. Reg. 9/06. The application of the criteria for 652-654 King Street East is included in Table 2-1 below.

Table 2-1: O.Reg. 9/06 Evaluation for 652-654 King Street East

Criterion	Response (Yes/No)	Rationale
1) The property has design or physical value because it:		
i) Is a rare, unique, representative, or early example of a style, type, expression, material, or construction method;	No	The structure located on the property at 652-654 King Street East is a common example of an early/mid-20 th century 1-storey commercial building. This form is commonly found throughout Hamilton.
ii) Displays a high degree of craftsmanship or artistic merit; or	No	The property is of common design and does not display a high degree of craftsmanship or artistic merit.
iii) Demonstrates a high degree of technical or scientific achievement.	No	The property is a common commercial structure and does not display a high degree of technical or scientific achievement.
2) The property has historic or associative value because it:		
i) Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	No	The historic research undertaken for this CHER did not identify any significant people, events, or organizations that are directly related to or associated with the property, and could contribute to the potential cultural heritage interest or value of the property.

Criterion	Response (Yes/No)	Rationale
ii) Yields, or has the potential to yield information that contributes to an understanding of a community or culture; or	No	The property does not have potential to yield information that contributes to an understanding of a community or culture.
iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.	No	A specific architect or builder for the property could not be determined for 652-654 King Street East.
3) The property has <i>contextual value</i> because it:		
i) Is important in defining, maintaining, or supporting the character of an area;	No	The property at 652-654 King Street East forms a component of the larger commercial/residential block on the south side of King Street East. However, it is not important in defining, maintaining, or supporting the character of an area. It is a negative feature in the character of the streetscape.
ii) Is physically, functionally, visually, or historically linked to its surroundings; or	No	The building is one of a series of early 20 th century buildings located along this portion of King Street East. Although it has been a part of the streetscape since 1935, it does not appear to be physically, functionally, visually, or historical linked to its surroundings.
iii) Is a landmark.	No	The property at 652-654 King Street East is not considered a landmark.

3. Ontario Regulation 10/06 Evaluation

Ontario Regulation 10/06, Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance (O. Reg. 10/06), provides criteria against which to assess a property to determine if the property holds provincial heritage significance. The *Standards and Guidelines for the Conservation of Provincial Heritage Properties* state that Ministries and prescribed public bodies shall apply the criteria in O. Reg. 10/06 to determine whether a property is of provincial significance. Therefore, for the purpose of this CHER O. Reg 10/06 considers the evaluation of the property as a part of the provincial context. If the property meets the criteria, it may be considered a Provincial Heritage Property of Provincial Significance (PHPPS). The application of the criteria 652-654 King Street East is in Table 3-1, below.

Table 3-1: O.Reg. 10/06 Evaluation for 652-654 King Street East

Criterion	Response (Yes/No)	Rationale
1. The property represents or demonstrates a theme or pattern in Ontario's history.	No	652-654 King Street East does not represent a theme or pattern in Ontario's history. Commercial and residential structures similar to this are found throughout towns and cities in Ontario.
2. The property yields, or had the potential to yield, information that contributes to an understanding of Ontario's history.	No	652-654 King Street East does not yield, and is not anticipated to yield information that contributes to an understanding of Ontario's history.
3. The property demonstrates an uncommon, rare, or unique aspect of Ontario's cultural heritage.	No	652-654 King Street East does not demonstrate an uncommon, rare, or unique aspect of Ontario's cultural heritage. The form and massing of the structures are commonly found in Ontario.
4. The property is of aesthetic, visual, or contextual importance to the province.	No	652-654 King Street East is not of aesthetic, visual, or contextual importance to the province.
5. The property demonstrates a high degree of excellence or creative, technical, or scientific achievement at a provincial level in a given period.	No	652-654 King Street East does not demonstrate a high degree of excellence or creative, technical, or scientific achievement at a provincial level.
6. The property has a strong or special association with the entire province or with a community that	No	652-654 King Street East does not have a strong or special association with the entire

Criterion	Response (Yes/No)	Rationale
is found in more than one part of the province.		province or with a community that is found in more than one part of the province.
7. The property 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.	No	652-654 King Street East does not have strong or special associations 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.
8. The property is located in an unorganized territory and the Minister determines that there is a provincial interest in the protection of the property.	No	652-654 King Street East is not located in an unorganized territory.

4. Recommended Outcome of Evaluation

The application of O.Reg. 9/06 and O.Reg. 10/06 concluded that 652-654 King Street East does not meet O.Reg. 9/06 or O.Reg. 10/06, as it did not satisfy any of the nine criteria. Therefore, this CHERR recommends that the property at 652-654 King Street East is not considered a Provincial Heritage Property (PHP). As a result, a Statement of Cultural Heritage Value or Interest and Heritage Attributes have not been prepared.



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Cultural Heritage Evaluation Report 656 King Street East, Hamilton, Ontario

**Prepared by AECOM
for Metrolinx**

February 10, 2017

Authors

Report Prepared By: DRAFT
Michael Greguol, MA
Cultural Heritage Specialist

DRAFT
Emily Game, B.A.
Heritage Researcher

Report Reviewed By: DRAFT
Fern Mackenzie, M.A., CAHP
Senior Architectural Historian

Revision History

Revision #	Date	Revised By:	Revision Description
0	02/10/2017	C. Latimer	Draft to Metrolinx

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1. Executive Summary

AECOM Canada Ltd. (AECOM) was retained by Metrolinx to complete a Cultural Heritage Evaluation Report (CHER) for the property at 656 King Street East, in the City of Hamilton, Ontario. This work is being completed as part of the Hamilton Light Rail Transit (LRT) Project.

The Hamilton LRT Project B-Line alignment extends from McMaster University at Cootes Drive to the Main Street/Highway 403 Bridge. A proposed LRT-only bridge will allow the alignment to then extend along King Street West until King East Street intersects with Main Street East, where the alignment will continue along Main Street East to the Queenston Road traffic circle. As a part of the project, it is anticipated that building impacts may take place on the property at 656 King Street East.

The project impacts will be assessed following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation (O. Reg.) 231/08, Transit Projects and Metrolinx Undertakings under the Environmental Assessment Act. As part of the TPAP Amendment, an Environmental Project Report (EPR) Amendment will be prepared for public review.

The CHER was prepared according to the Metrolinx Interim Cultural Heritage Management Process and utilizes the criteria in Ontario Regulation 9/06 and Ontario Regulation 10/06, as required by the Ministry of Tourism, Culture, and Sport's (MTCS) *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). In addition, the CHER was prepared according to the Metrolinx Draft Terms of Reference for Consultants: *Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*. As such the recommendations as they relate to this CHER and the potential cultural heritage value or interest of the property at 656 King Street East are contained in a separate Cultural Heritage Evaluation Report Recommendations (CHERR) document.

As part of the reporting requirements for the Hamilton LRT Project, Archaeological Services Inc. (ASI) undertook a Cultural Heritage Screening Report (CHSR) for the alignment. The CHSR identified the requirement to conduct a CHER for the property located at 656 King Street East to assess the potential cultural heritage value or interest of the property. Where applicable, relevant background information has been utilized from the CHSR for project consistency.

656 King Street East is located on the south side of King Street East between Grant Avenue and Wentworth Street South. The house was constructed c. 1910; at the time of construction the address was 660 King Street East. The address was changed to its current address, 655 King Street East, when the apartment building to the east was constructed in 1932. The 1910 Hamilton City Directory lists Harry Hill as the first tenant of 656 King Street East. In 1920 the building is occupied by Thomas J. McBride, in 1930 by H.G. Powers and in 1940 by Mrs. F. Pritchard. By 1950 the house was divided and a portion of the building was occupied by the Del Rio Beauty Shoppe; Mrs. F. Pritchard and Mrs. Hellen Miles are also listed as living in the house. The Del Rio Beauty Shoppe and Mrs. Helen Miles are listed as occupying the property in 1961 and 1970.

A field review of the private property at 656 King Street East was undertaken on February 3, 2017 by Emily Game of AECOM. An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

2. Introduction

2.1 Historical Summary

2.1.1 Context

The subject property is located within the municipal boundaries of the City of Hamilton, Ontario. Prior to the incorporation of the current municipality, the property was located within the boundaries of Barton Township, in Wentworth County.

2.1.2 Wentworth County

Governor Simcoe organized Upper Canada into 19 counties, one of which was named Wentworth County. Wentworth County was originally part of the Gore District, a district that covered over half a million acres in western Ontario. In 1851, the district was divided into counties and, at that time, Wentworth and Halton were united as a single municipality. They were later separated in 1854. Wentworth County was composed of seven townships until 1974 when the County was dissolved and succeeded by the Regional Municipality of Hamilton-Wentworth. The City of Hamilton has remained as the administrative seat or county town since the original creation of the Gore District nearly two centuries ago.

2.1.3 Barton Township

Barton Township is described in detail in the *Illustrated Historical Atlas of the County of Wentworth of 1875*. The Township of Barton was surveyed in 1791 by Augustus Jones using the Single-Front survey system used by the colonial government between 1783 and 1818.¹ The survey was made up of concessions separated by road allowances. The concession was divided into lots of 200 acres and sideroad allowances were surveyed after every fifth lot. The first settlers arrived in Barton Township in 1791, many of whom were United Empire Loyalists or disbanded troops. The settlement of Barton Township began slowly, with only 102 families living in the township by 1815; most of the settlement was concentrated at the foot of the Niagara Escarpment. The township continued to grow and by 1823 it contained one sawmill and three gristmills. By 1841, the population grew to 1,434.² Barton Township was later amalgamated into the Regional Municipality of Hamilton-Wentworth, which today is known as the City of Hamilton.

¹ Smith, William H. *Smith's Canadian Gazetteer*. Toronto: H. & W. Roswell. 1846.

² Boulton, D'Arcy. *Sketch of His Majesty's Province of Upper Canada*. London: C. Rickaby. 1805. pp. 48-49.

2.2 Description of Property

The property located at 656 King Street East consists of rectangular lot on the south side of King Street East between Grant Avenue and Wentworth Street South, in Hamilton, Ontario. The structure on the property is a 2½ storey structural brick bay-and-gable house with a two bay façade; it was constructed c. 1910.

The scale and massing of the building on the property has remained relatively unaltered from its original construction. The structure stands on a high squared and coursed stone basement. The large basement window on the façade (now boarded up) has a dressed stone sill and lintel. The house features a prominent projecting bay; the gable gives the wall façade greater depth and a gable roof that is hipped at the back.

2.3 Current Context

The property is situated on the south side of King Street East, on the eastern outskirts of downtown Hamilton. The house is one of a series of structures located on the south side of King Street which were built in the early-20th century. Unlike the other buildings on this block, 656 King Street East is the only structure that was designed and built as a single family home. The adjacent properties – both on the north side of King Street as well as the properties to the west – contain structures that have been used for commercial uses on the ground floor and residential space above.

3. Methodology and Sources

3.1 Study Approach

This CHER was prepared in accordance with Metrolinx's Interim Cultural Heritage Management Process (Fall 2013) and the MTCS Standards and Guidelines for the Conservation of Provincial Heritage Properties (2010). The CHER was also undertaken according to the guidelines presented in the Metrolinx document, Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations (April 2016) and outlined in the following tasks:

- Research and Documentation Gathering – gathered from various sources including existing heritage studies, Metrolinx records, public archives, and published materials;
- Writing – an illustrated report based on gathered background history and site investigation materials, and the application of O.Reg. 9/06 and 10/06; Evaluation, Recommendations, and Statement of Cultural Heritage Value – a summary of the applicable evaluation, and recommendations regarding whether the property meets the criteria for being a provincial heritage property, a provincial heritage property of provincial significance, or neither.

As outlined in the Draft Terms of Reference, the heritage evaluation is separated into two stand-alone components: a CHER and a CHERR. The Cultural Heritage Evaluation Report includes research conducted for the CHER and is intended to address the criteria set out in O.Reg. 9/06 and 10/06. The CHERR includes the results of the applied evaluation, and the recommended outcome of the evaluation.

Emily Game, Heritage Researcher for AECOM, conducted a site investigation to visually inspect and document the property on February 3, 2017. An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

3.2 Secondary Sources

A series of secondary sources were reviewed for the purposes of data collection and analysis as part of the CHER. The relevant guidelines and reference documents cited above served as a framework for undertaking the study. The *Hamilton Light Rail Transit Cultural Heritage Screening Report, City of Hamilton, Ontario* (CHSR) prepared by ASI in December 2016, provided a preliminary review of the rail corridor and the potential heritage properties identified along the corridor. Background information and applicable research was gathered from the report for the purposes of the CHER. In addition, a series of published materials including published histories pertaining to the history of Hamilton were consulted. A complete list of the sources reviewed for the report is contained in Section 15 (Bibliography).

3.3 Primary Sources

Where available, primary source material was consulted to provide a historical context for the evaluation of the potential heritage value of the property. Primary source research was undertaken at the Local

History and Archives Department of the Hamilton Public Library, the Mills Memorial Library at McMaster University, and at the Map and Data Centre at the University of Western Ontario. A review of the following primary sources aided in the evaluation of the structures at 656 King Street East:

- Illustrated Historical Atlas of the County of Wentworth, 1875;
- Hamilton City Directories, issues 1910-1970;
- Fire Insurance Plans, 1911 (rev. 1916), 1927 (rev. 1933), 1960; and,
- National Topographic Series, 1909-1938.

3.4 Consultations

As part of the identification of recognized and potential cultural heritage resources for the CHSR, ASI undertook consultation with the City of Hamilton, the Ontario Heritage Trust (OHT) and the MTCS. Consultation during the CHSR process took place between August and October, 2016.

As part of this CHER, AECOM undertook property-specific consultation with the same municipal and provincial staff and agencies in order to identify or confirm any existing heritage recognitions or interest in this subject property.

The following individuals and organizations were consulted:

- Thomas Wicks, Heritage Planner, OHT;
- Chelsey Tyers, Cultural Heritage Planner, City of Hamilton;
- Asyia Patel, Assistant Cultural Heritage Planner, City of Hamilton; and,
- Rosi Zirger, Heritage Planner, MTCS.

The results of the consultation efforts have been summarized in Section 7 (Community Input).

4. Heritage Recognitions

4.1 Municipal

As a review of applicable municipal heritage recognitions for the property or adjacent properties, AECOM reviewed the City of Hamilton's heritage inventories. The following inventories and registers were reviewed:

- *Hamilton's Heritage Volume 1: List of Designated Properties and Heritage Conservation Easements under the Ontario Heritage Act, and,*
- *Hamilton's Heritage Volume 2: Inventory of Buildings of Architectural and/or Historical Interest.*

In addition, consultation efforts were undertaken to confirm levels of municipal heritage recognition, if any. The property was identified in the December 2016 CHSR as not being subject to any heritage recognitions. However, consultation with the City of Hamilton in January and February 2017 confirmed that the property is now listed on the City's Inventory of Building of Architectural and/or Historical Interest.

4.2 Provincial

As a review of applicable provincial heritage recognitions for the property or adjacent properties AECOM reviewed the OHT's Provincial Plaque Guide, and list of OHT easements. The property at 656 King Street East is neither the subject of a provincial plaque nor a provincial easement. In addition, OHT staff was contacted to review the Ontario Heritage Act Register to confirm that the property is not included on the register and that an OHT easement does not exist for the property.

A response from Thomas Wicks, Heritage Planner was received, and he confirmed that the OHT does not hold a conservation easement for the property at 656 King Street East.

4.3 Federal

As a review of applicable federal heritage recognitions for the property or adjacent properties, AECOM reviewed the online searchable database for the Canadian Register of Historic Places as well as the Directory of Federal Heritage Designations. 656 King Street East and the adjacent properties are not subject to any existing federal heritage recognitions.

5. Adjacent Lands

The property east of 656 King Street West consists of a three-storey multi-use Art Deco style building located at 658-660 King Street East. The commercial and residential building at 658-660 King Street East has been a part of the streetscape of this block since the early-20th century. To the west of the subject property is a one-story brick structure that was constructed c. 1935. The structure at 652 King Street East was built as a commercial space and continues in that function. On the north side of King Street East, the three-storey, brick commercial and residential at 665-667 King Street East also forms a substantial component of the streetscape character at within this block.

Consultation with the City of Hamilton indicated that the adjacent properties, 652-654 King Street East and 658 King Street East are listed on the City's *Inventory of Building of Architectural and/or Historical Interest*.

6. Archaeology

ASI completed a Stage 1 Archaeological Assessment (AA) as part of the Rapid Transit Initiative and found that the property at 656 King Street East did not retain archaeological potential and confirmed that no known archaeological assessments have previously been completed within 50 metres (m) of the property. Consequently, at the time of production of the ASI report, no archaeological sites had been identified within or adjacent to the property; however, the ASI Stage1 AA indicates that there is a small area of land that retains archaeological potential within 50 m of 656 King Street East at the northeast corner of the intersection of King Street East and Wentworth Avenue.

The results of the Stage 1 AA determined that a Stage 2 AA must be conducted for all land identified as retaining archaeological potential that will be impacted by the proposed Rapid Transit Initiative. Based on this assessment, ASI made the following recommendations:

- The King Street right-of-way (ROW) does not retain archaeological potential due to previous land disturbance. An additional AA is not required within the ROW and those portions of the study corridor can be cleared of further archaeological concern; and,
- A Stage 2 AA should be conducted on lands determined to have archaeological potential if the proposed project is to impact these lands. This work must be done in accordance with the MTCS' *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) in order to identify any archaeological remains that may be present.

It should be noted that ASI's recommendations for Stage 2 archaeological work references the MCL's 2006 draft *Standards and Guidelines for Consultant Archaeologists* (MCL 2006); however, further Stage 2 archaeological work must now be conducted in accordance with current archaeological standards and guidelines (*Standards and Guidelines for Consultant Archaeologists*, Ontario Government 2011) . For complete details regarding the results of the Stage 1 AA, reference should be made to the *Stage 1 Archaeological Assessment, Rapid Transit Initiative, City of Hamilton, Ontario* (February 2009).

7. Community Input

As part of the consultation process for this report, AECOM undertook consultation with the City of Hamilton, the MTCS, and the OHT. The results of the consultation efforts are identified below in Table 7-1.

Table 7-1: Community Input and Consultation Undertaken for 656 King Street East

Contact	Contact Information	Date	Notes
Chelsey Tyers, Heritage Planner City of Hamilton	905-546-2424 ext. 1202 chelsey.tyers@hamilton.ca	February 1, 2017 February 6, 2017 (Response)	The City of Hamilton confirmed that 662 King Street East is listed on the City's <i>City's Inventory of Building of Architectural and/or Historical Interest</i> .
Asiya Patel Assistant Cultural Heritage Planner City of Hamilton	905-546-2424 ext. 7163 asiya.patel@hamilton.ca		
Thomas Wicks Heritage Planner Ontario Heritage Trust	416-314-5972 thomas.wicks@heritagetrust.on.ca	February 1, 2017 February 9, 2017 (Response)	OHT does not hold a conservation easement for the property at 662 King Street East.
Rosi Zirger Heritage Planner Ministry of Tourism, Culture, and Sport	416-314-7159 rosi.zirger@ontario.ca	February 1, 2017	Response pending.

8. Discussion of Historical or Associative Value

8.1 Historic Theme/Cultural Pattern

8.1.1 *Transportation*

The earliest roads in Ontario were typically military roads or colonization roads. These roads often followed aboriginal hunting trails or were dictated by the topography of the land which they crossed. The Dundas Road was opened to connect Toronto with the Thames River, in what is now London, Ontario, and the Kingston Road was designed to provide a military link between Toronto and Kingston. The Kingston Road was one of the earliest and still functioning roads in southern Ontario.

Following the Crown surveys in Ontario, concession and side roads were opened on a grid that was dictated by the survey type that was used. The roads were cleared and made passable by the early land owners who built their dwellings adjacent to the concession roads. Despite being cleared, road conditions were often poor until the late 19th and early 20th centuries.

Railway transportation, both passenger and freight, greatly improved the transportation network in Ontario beginning in the mid-1800s. The opening of the Grand Trunk Railway (GTR) between Montreal and Toronto in 1856 provided a link between the two cities and provinces that was more easily travelled in comparison to mid-19th century roads. The construction of the route from Montreal to Toronto, and then on to Samia by the end of the 1860s resulted in the construction of significant structures such as the Victoria Bridge over the St. Lawrence River, and the St. Clair Tunnel in Samia. The GTR was designed to enhance the St. Lawrence-Great Lakes shipping routes in response to the railroads and shipping networks in the United States. As a result it also strengthened the connection and link between the townships, and municipal and provincial economies in Ontario.

Various railway companies were formed in Ontario to create a vast network of rail lines that spread throughout the province by the early-20th century. Nonetheless, most of the companies were eventually merged with or purchased by the Canadian National Railway (CN) or the Canadian Pacific Railway (CP).

8.1.2 *Railways*

In 1853, the Hamilton and Port Dover Railway (H&PDR) was incorporated with the intention of extending the railway between the two communities. However, sufficient funding was not available for the construction of the railway and as a result the railway lay dormant for fourteen years. In 1869, the company went up for statutory renewal and a new venture was formed to acquire assets of the H&PDR. As a result the Hamilton and Lake Erie Railway (H&LER) was formed.

Construction began on the H&LER in 1873 and was completed for 31km to Jarvis, Ontario by 1875. As the result of a severe economic downturn, work on the railway stopped at Jarvis. The owner of the

H&LER accepted a merger proposal from the Hamilton & Northwestern Railway (H&NR); this created the potential for a direct railway line from Port Dover north to Barrie and on to Collingwood. The H&NR completed the final nine kilometres to connect Jarvis and Port Dover.

The route eventually was designated the Hagersville Subdivision under CN. In 1969, CN constructed a line south from Garnet to Nanticoke, a component that now forms the southern leg of the Hagersville Subdivision. The section of railway from Jarvis to Port Dover was abandoned in 1935 and from Garnet to Jarvis in the 1970s. The segment of railway from south of Hamilton to Caledonia was abandoned in 1997.

8.1.3 Hamilton Street Railway

In 1873, the City of Hamilton incorporated the Hamilton Street Railway; the horse-drawn streetcar service began in May 1874 with six operating cars. The line extended along three miles of track from the GTR's passenger station east along Stuart Street South to James Street. The line travelled south to Gore Park and then east along King Street to Wellington Street. Due to popularity of the service, additional cars were added and the track was extended. New track was laid west along King Street to Locke Street and east to Wentworth Street.

The electrification process of the Hamilton Street Railway began in March 1892. A total of 12 miles of track were electrified and 15 horsecars were converted to electric street cars. Operation of the newly-electrified cars began on June 29, 1892.

At the end of the Second World War, Hamilton Street Railway sold the lines to Canada Coach for \$1.4 million. Immediately following the sale, Canada Coach announced plans to replace the street car service with busses. By 1951, the last street car was removed from service and replaced by electric trolley busses.³

The proposed B-Line follows the old streetcar route from King Street near McMaster University to Sherman Avenue; turned south along Sherman Avenue and then continued east on Main Street to Kenilworth Avenue North.

8.2 Local History

656 King Street East is located within the City of Hamilton, Ontario. Historically the structures were located within Lot 11, Concession 2, Barton Township in Wentworth County. The subsections below include historic information related to the settlement and growth of these areas.

8.2.1 Settlement History

As part of the establishment of Upper Canada, the province was divided into administrative Districts in 1792. Within this system, Wentworth County was one of several counties that made up the Home District. It was named in honour of Sir John Wentworth, Lieutenant Governor of Nova Scotia from 1792-1808. In 1816, the Home District was divided and reorganized and Wentworth County was included in

³Transit Toronto. <http://transit.toronto.on.ca/streetcar/4751.shtml>, consulted February 9, 2017.

the Gore District. By 1849, the original district system was abolished and replaced by a county council system and Wentworth County became an independent political entity. Townships that were included in Wentworth County at one time or another included Ancaster, Barton, Beverly, Binbrook, Caistor, Flamborough East and West, Glanford, Onondaga, Saltfleet, and Seneca. Between 1850 and 1854, Wentworth and Halton Counties were joined for government purposes into the United Counties of Wentworth and Halton; however, this change was short-lived. In 1973, Wentworth County was renamed the Regional Municipality of Hamilton-Wentworth and, in 2001, was amalgamated with six constituent municipalities into the City of Hamilton. The City of Hamilton has remained as the administrative seat or county town since the original creation of the Gore District nearly two centuries ago.

Barton Township is described in detail in the *Illustrated Historical Atlas of the County of Wentworth of 1875*. The Township of Barton was surveyed in 1791 by Augustus Jones using the Single-Front survey system used by the colonial government between 1783 and 1818. The survey was made up of concessions separated by road allowances. The concession was divided into lots of 200 acres and sideroad allowances were surveyed after every fifth lot. The first settlers arrived in Barton Township in 1791, many of whom were United Empire Loyalists or disbanded troops. The Settlement of Barton Township began slowly, with only 102 families living in the township by 1815. Most of the settlement was concentrated at the foot of the Niagara Escarpment. The township continued to grow and by 1823 it contained one sawmill and three gristmills. By 1841, the population had grown to 1,434.

8.2.2 Site History

The house was constructed c. 1910; at the time of construction the address was 660 King Street East. The address was changed to its current address, 656 King Street East, when the apartment building to the east was constructed in 1932. The 1910 Hamilton City Directory lists Harry Hill as the first tenant of 656 King Street East. In 1920 the building is occupied by Thomas J. McBride, in 1930 by H.G. Powers and in 1940 by Mrs. F. Pritchard. By 1950 the house was divided and a portion of the building was occupied by the Del Rio Beauty Shoppe. Mrs. F. Pritchard and Mrs. Hellen Miles are also listed as living in the house. The Del Rio Beauty Shoppe and Mrs. Helen Miles are also listed as occupying the property in 1961 and 1970.⁴

8.3 Person/Event/Organization

The historic research undertaken for this CHER did not identify any significant people, events, or organizations that are directly related to or associated with the property, and could contribute to the potential cultural heritage interest or value of the property.

⁴ *Vernon's City Directory*.

9. Discussion of Design or Physical Value

9.1 Style/Type/Tradition

The house at 656 King Street East consists of a 2½ story structural brick bay-and-gable house with a two bay façade, standing on a high squared and courses stone masonry basement. The large basement window on the façade (now boarded up) has a dressed stone sills and lintel (Photograph 1). The house features a prominent projecting bay window that gives the façade greater depth and visual interest. The windows of the bay both have basket arches articulated by an edging around the voussoirs (lower window) and decorative moulded terracotta labels and bracket. On either side of the upper bay window are vertical fielded panels framing terracotta tiles. The original sash windows are extant behind aluminum framed storm windows.

The end-gable roof spans the entire façade, with no individual gable crowning the bay window, which would be more typical of the bay-and-gable form. The rear or the roof is hipped. Facing the street, the gable contains an original Palladian window and is finished with scalloped shingles. This is a very common form for housing during the last quarter of the 19th century and into the 20th until the First World War.

9.2 Function

The house at 656 King Street East was designed and built as a single family home. From 1910 until the 1940s it was occupied by four separate individuals. By 1950, and into the 1970s, the house was divided and a portion of the building was occupied by the Del Rio Beauty Shoppe as well as two tenants.

9.3 Fabric

656 King Street East is a structural brick house on a high squared and coursed stone masonry foundation (Photograph 2). According to the 1911 Fire Insurance Maps, the house was originally constructed with a shingle roof laid in mortar. The present shingles are of modern manufacture. The façade of 656 King Street East retains most of its original architectural features. Although the window sashes have been modernized with the application of aluminum storms, the original sashes survive behind. The rusticated stone stills are extant on all of the window openings. The main and second floor bay windows have hood moldings with decorative pressed brick basket arches. The second floor bay window is flanked by fielded panels; each panel is comprised of three terracotta tiles impressed with a rosette motif (Photograph 3). The entrance door and transom light have been replaced with a modern door and window. The entrance door and window opening above it have plan brick voussoirs. The front gable is clad with scalloped shingles and features an original Palladian window.

The house retains a very high degree of material and design integrity due to minimal negative interventions or additions.

10. Discussion of Contextual Value

10.1 Social Meaning

The house located at 656 King Street East is one many Edwardian bay and gable houses that were constructed in cities across Ontario. Built in the early-20th century, the property represents a common type of residential house within the City of Hamilton. The exterior of 656 King Street East retains many of its original architectural features and as a result, the house has contextual value.

10.2 Environment

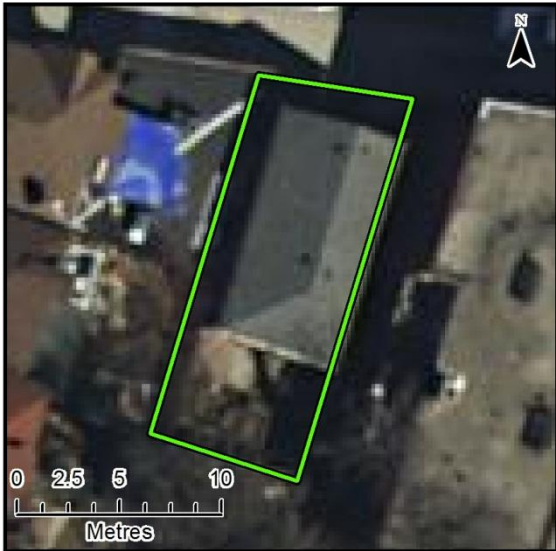

The house located at 656 King Street East is one of a series of older buildings located along this portion of King Street in Hamilton. To the east, a series of buildings ranging in dates from 1910 to the 1920s are present. In addition, the north side of the street is populated with a variety of buildings of differing ages and architectural styles and forms. In this context, the property is a positive contributing element in the character of the neighbourhood.

10.3 Formal Recognition

The property was identified in the December 2016 CHSR as not being subject to any heritage recognitions. However, consultation with the City of Hamilton in January and February 2017 confirmed that the property is now listed on the City's *Inventory of Building of Architectural and/or Historical Interest*.

11. Data Sheet

Table 11-1: Data Sheet for 656 King Street East

FIELD	PROPERTY DATA
Municipal Address	656 King Street East
Municipality	Hamilton
Approximate Area (square metres)	162
Rail Corridor	Hamilton LRT B-Line
PIN	171800225
Ownership	Private
Aerial photo showing location and boundaries	
Exterior, street-view photo	
Date of construction of built resources (known or estimated and source)	ca. 1910 (Hamilton City Directories)
Date of significant alterations to built resources (known or estimated and source)	Unknown

FIELD	PROPERTY DATA
Architect/designer/builder	Unknown
Previous owners or occupants	Various residential and commercial tenants throughout 20 th century (See Section 8)
Current function	Commercial
Previous function(s)	Commercial/Residential
Heritage Recognition/Protection (municipal, provincial, federal)	Listed on the City's <i>Inventory of Building of Architectural and/or Historical Interest</i> .
Local Heritage Interest	Listed on the City's <i>Inventory of Building of Architectural and/or Historical Interest</i> .
Adjacent Lands	652 and 658 King Street East are listed on the City's <i>Inventory of Building of Architectural and/or Historical Interest</i> .
Latitude or UTM Northing	43.252024°
Longitude or UTM Easting	-79.849545°

12. Photographs



Photograph 1: View to south showing the subject property (centre) (AECOM, 2017)



Photograph 2: Details of window sills and basket arches articulated by an edging around the voussoirs on the main floor of 656 King Street East (AECOM, 2017)



Photograph 3: Details fielded panels and basket arches articulated by an edging around the voussoirs and decorative moulded terracotta labels and bracket on the second floor of 656 King Street East (AECOM, 2017)

13. Figures

All figures pertaining to this CHER can be found on the following pages.

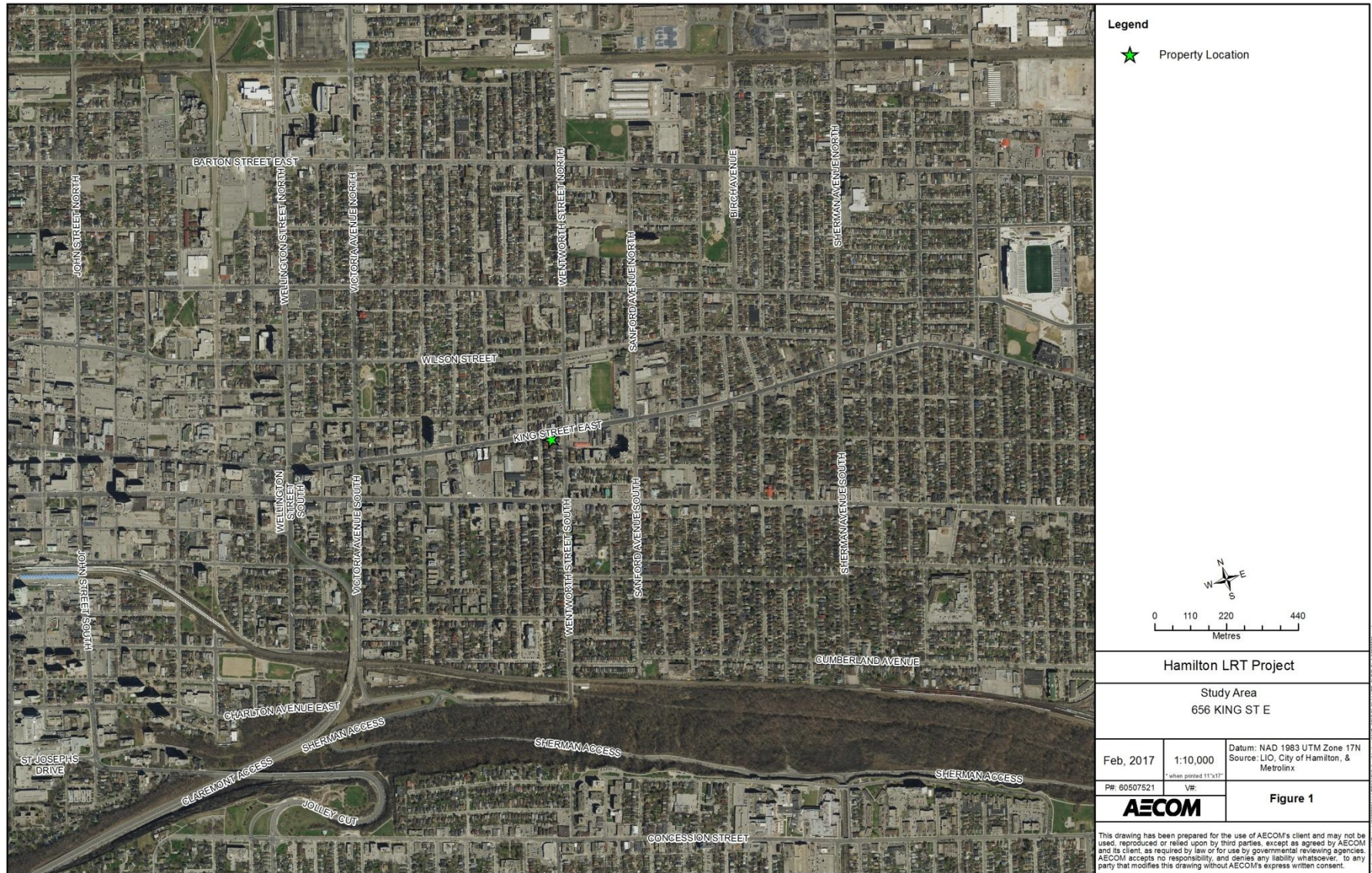


Figure 1: Location of 656 King Street East



Figure 2: Aerial Photograph showing the area surrounding 656 King Street East

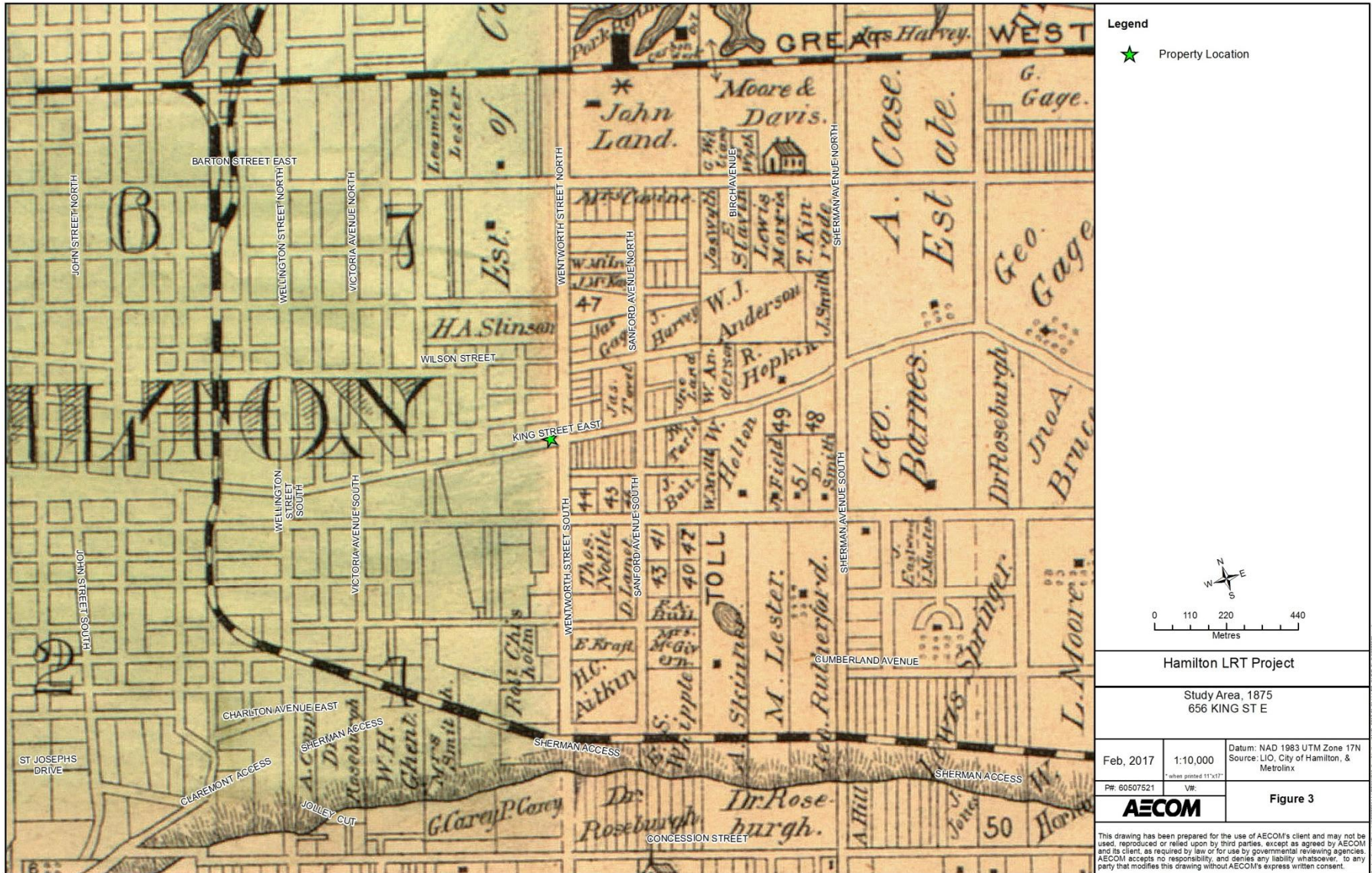


Figure 3: Location of 656 King Street East on the 1875 Historic Atlas Map (Page & Smith, 1875)

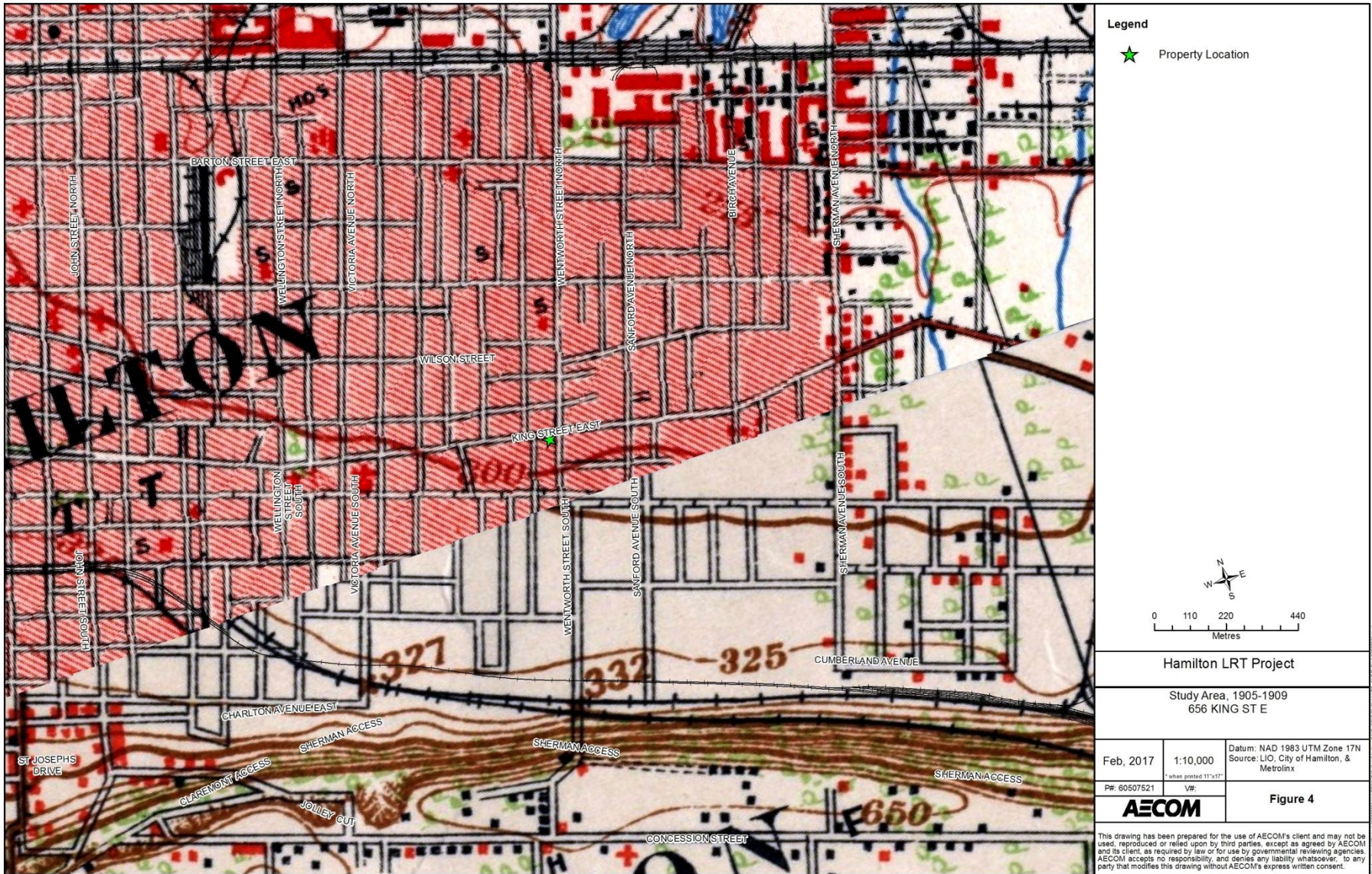


Figure 4: Location of 656 King Street East on the 1909 NTS Map



Figure 5: Location of 656 King Street East on the 1938 NTS Map

14. Chronology

- 1791 Barton Township was surveyed by Augustus Jones; the first settler arrived in the township.
- 1850 Gore District was divided and Halton and Wentworth Counties were created.
- 1869 The Hamilton & Lake Erie Railway was formed.
- 1873 Construction on the Hamilton & Lake Erie Railway began.
The Hamilton Street Railway was incorporated.
Horse-drawn streetcar service began on the Hamilton Street Railway.
- c. 1910 660 (656) King Street East was constructed, the Hamilton City Directory lists Harry Hill as the first tenant.
- 1920 The Hamilton City Directory lists Thomas. J. McBride as the tenant.
- 1932 The address of the subject property was changed from 660 King Street East to 656 King Street East when the apartment building to the west was constructed.
- 1940 656 King Street East was occupied by Mrs. F. Pritchard.
- c. 1945 The Hamilton Street Railway was sold to Canada Coach.
- 1950 The house was divided and a portion of the building was occupied by the Del Rio Beauty Shoppe, Mrs. F. Pritchard and Mrs. Hellen Miles are also listed as living in the house.
- 1951 Streetcars were removed from service and replaced with electric bus trolleys.
- 1961 The Del Rio Beauty Shoppe and Mrs. Helen Miles are also listed as occupying the property.
- 1970 The Del Rio Beauty Shoppe and Mrs. Helen Miles are also listed as occupying the property.

15. Bibliography

15.1 Telephone and Email Conversations

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Tyers, Chelsey. Heritage Planner, City of Hamilton. February 1, 2017.

Wicks, Thomas. Heritage Planner, Ontario Heritage Trust. February 1, 2017.

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Cultural Heritage Evaluation Report Recommendations 656 King Street East, Hamilton, Ontario

Prepared by AECOM
for Metrolinx

February 10, 2017

Authors

Report Prepared By: DRAFT
Michael Greguol, MA
Cultural Heritage Specialist

DRAFT
Emily Game, B.A.
Heritage Researcher

Report Reviewed By: DRAFT
Fern Mackenzie, MA, CAHP
Senior Architectural Historian

Revision History

Revision #	Date	Revised By:	Revision Description
0	02/10/2017	C. Latimer	Draft to Metrolinx

Statement of Qualifications and Limitations

The attached Report (the "Report") has been prepared by AECOM Canada Ltd. ("AECOM") for the benefit of the Client ("Client") in accordance with the agreement between AECOM and Client, including the scope of work detailed therein (the "Agreement").

The information, data, recommendations and conclusions contained in the Report (collectively, the "Information"):

- is subject to the scope, schedule, and other constraints and limitations in the Agreement and the qualifications contained in the Report (the "Limitations");
- represents AECOM's professional judgement in light of the Limitations and industry standards for the preparation of similar reports;
- may be based on information provided to AECOM which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context;
- was prepared for the specific purposes described in the Report and the Agreement; and
- in the case of subsurface, environmental or geotechnical conditions, may be based on limited testing and on the assumption that such conditions are uniform and not variable either geographically or over time.

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Except (1) as agreed to in writing by AECOM and Client; (2) as required by-law; or (3) to the extent used by governmental reviewing agencies for the purpose of obtaining permits or approvals, the Report and the Information may be used and relied upon only by Client.

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1. Executive Summary

AECOM Canada Ltd. (AECOM) was retained by Metrolinx to complete a Cultural Heritage Evaluation Report (CHER) for the property at 656 King Street East, in the City of Hamilton, Ontario. This work is being completed as part of the Hamilton Light Rail Transit (LRT) Project.

The Hamilton LRT Project B-Line alignment extends from McMaster University at Cootes Drive to the Main Street/Highway 403 Bridge. A proposed LRT-only bridge will allow the alignment to then extend along King Street West until King East Street intersects with Main Street East, where the alignment will continue along Main Street East to the Queenston Road traffic circle. As a part of the project, it is anticipated that building impacts may take place on the property at 656 King Street East.

The project impacts will be assessed following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation (O. Reg.) 231/08, Transit Projects and Metrolinx Undertakings under the Environmental Assessment Act. As part of the TPAP Amendment, an Environmental Project Report (EPR) Amendment will be prepared for public review.

The CHER was prepared according to the Metrolinx Interim Cultural Heritage Management Process and utilizes the criteria in Ontario Regulation 9/06 and Ontario Regulation 10/06, as required by the Ministry of Tourism, Culture, and Sport's (MTCS) *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). In addition, the CHER was prepared according to the Metrolinx Draft Terms of Reference for Consultants: *Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*. As such the recommendations as they relate to this CHER and the potential cultural heritage value or interest of the property at 656 King Street East are contained in a separate Cultural Heritage Evaluation Report Recommendations (CHERR) document.

As part of the reporting requirements for the Hamilton LRT Project, Archaeological Services Inc. (ASI) undertook a Cultural Heritage Screening Report (CHSR) for the alignment. The CHSR identified the requirement to conduct a CHER for the property located at 656 King Street East to assess the potential cultural heritage value or interest of the properties. Where applicable, relevant background information has been utilized from the CHSR for project consistency.

656 King Street East is located on the south side of King Street East between Grant Avenue and Wentworth Street South. The house was constructed c. 1910, at the time of construction the address was 660 King Street East. The address was changed to its current address, 655 King Street East, when the apartment building to the east was constructed in 1932. The 1910 Hamilton City Directory lists Harry Hill as the first tenant of 656 King Street East. In 1920 the building is occupied by Thomas J. McBride, in 1930 by H.G. Powers and in 1940 by Mrs. F. Pritchard. By 1950 the house was divided and a portion of the building was occupied by the Del Rio Beauty Shoppe, Mrs. F. Pritchard and Mrs. Hellen Miles are also listed as living in the house. The Del Rio Beauty Shoppe and Mrs. Helen Miles are listed as occupying the property in 1961 and 1970.

A field review of the property at 656 King Street East was undertaken on February 3, 2017 by Emily Game of AECOM. An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

2. Ontario Regulation 9/06 Evaluation

Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest (O. Reg. 9/06) provides criteria to apply to a potential heritage property to evaluate its heritage value. If a privately-owned property meets one or more of the following criteria it may be designated by a municipality under Section 29 of the *Ontario Heritage Act*. For the purposes of this CHER, O. Reg. 9/06 considers the evaluation of the property as part of the community context. The *Standards and Guidelines for the Conservation of Provincial Heritage Properties* state that a property may be considered a Provincial Heritage Property (PHP) if it meets one or more of the criteria under O. Reg. 9/06. The application of the criteria for 656 King Street East is included in Table 2-1 below.

Table 2-1: O.Reg. 9/06 Evaluation for 656 King Street East

Criterion	Response (Yes/No)	Rationale
1) The property has design or physical value because it:		
i) Is a rare, unique, representative, or early example of a style, type, expression, material, or construction method;	Yes	The structure located at 656 King Street East is a representative example of an early-20 th century 2½ story Edwardian house. The building features intact architectural details including rusticated stone window sills; basket-arched bay windows with hood moldings, decorative labels and brackets and decorative fielded panels impressed with a rosette motif. The main entrance and window above it are plain with flat openings. The gable features a Palladian window and scalloped shingles. It retains a high degree of design integrity
ii) Displays a high degree of craftsmanship or artistic merit; or	No	The house is of common design and does not display a high degree of craftsmanship or artistic merit.
iii) Demonstrates a high degree of technical or scientific achievement.	No	The house is a common residential structure and does not display a high degree of technical or scientific achievement.
2) The property has historic or associative value because it:		

Criterion	Response (Yes/No)	Rationale
i) Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	No	The historic research undertaken for this CHER did not identify any significant people, events, or organizations that are directly related to or associated with the property, and could contribute to the potential cultural heritage interest or value of the property.
ii) Yields, or has the potential to yield information that contributes to an understanding of a community or culture; or	No	The property does not have potential to yield information that contributes to an understanding of a community or culture.
iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.	No	A specific architect or builder for the property could not be determined for 656 King Street East
3) The property has <i>contextual value</i> because it:		
i) Is important in defining, maintaining, or supporting the character of an area;	Yes	The streetscape of this portion of King Street East has remained relatively unchanged since the development of the area in the early to mid-20 th century. Nearly all of the buildings in this block, including the house at 656 King Street East retain the majority of their heritage attributes.
ii) Is physically, functionally, visually, or historically linked to its surroundings; or	No	The building is one of a series of early 20 th century buildings located along this portion of King Street East. Although it has been a part of the streetscape since 1910, it does appear to be physically, functionally, visually, or historical linked to its surroundings.
iii) Is a landmark.	No	The property at 656 King Street East is not considered a landmark.

3. Ontario Regulation 10/06 Evaluation

Ontario Regulation 10/06, Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance (O. Reg. 10/06), provides criteria against which to assess a property to determine if the property holds provincial heritage significance. The *Standards and Guidelines for the Conservation of Provincial Heritage Properties* state that Ministries and prescribed public bodies shall apply the criteria in O. Reg. 10/06 to determine whether a property is of provincial significance. Therefore, for the purpose of this CHER O. Reg 10/06 considers the evaluation of the property as a part of the provincial context. If the property meets the criteria, it may be considered a Provincial Heritage Property of Provincial Significance (PHPPS). The application of the criteria for 656 King Street East is in Table 3-1, below.

Table 3-1: O.Reg. 10/06 Evaluation for 656 King Street East

Criterion	Response (Yes/No)	Rationale
1. The property represents or demonstrates a theme or pattern in Ontario's history.	No	656 King Street East does not represent a theme or pattern in Ontario's history. Commercial and residential structures similar to this are found throughout towns and cities in Ontario.
2. The property yields, or had the potential to yield, information that contributes to an understanding of Ontario's history.	No	656 King Street East does not yield, and is not anticipated to yield information that contributes to an understanding of Ontario's history.
3. The property demonstrates an uncommon, rare, or unique aspect of Ontario's cultural heritage.	No	656 King Street East does not demonstrate an uncommon, rare, or unique aspect of Ontario's cultural heritage. The form and massing of the structures are commonly found in Ontario.
4. The property is of aesthetic, visual, or contextual importance to the province.	No	656 King Street East is not of aesthetic, visual, or contextual importance to the province.
5. The property demonstrates a high degree of excellence or creative, technical, or scientific achievement at a provincial level in a given period.	No	656 King Street East does not demonstrate a high degree of excellence or creative, technical, or scientific achievement at a provincial level.

Criterion	Response (Yes/No)	Rationale
6. The property 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.	No	656 King Street East does not have a strong or special association with the entire province or with a community that is found in more than one part of the province.
7. The property 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.	No	656 King Street East does not have strong or special associations 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.
8. The property is located in an unorganized territory and the Minister determines that there is a provincial interest in the protection of the property.	No	656 King Street East is not located in an unorganized territory.

4. Recommended Outcome of Evaluation

The application of O.Reg 9/06 and O.Reg. 10/06 concluded that 656 King Street East met two of the nine O.Reg. 9/06 criteria. However, it did not meet the criteria outlined in O.Reg. 10/06. Therefore, this CHERR recommends that the property at 656 King Street East is considered a Provincial Heritage Property (PHP).

5. Draft Statement of Cultural Heritage Value

5.1 Description of Property

The property located at 656 King Street East consists of rectangular lot on the south side of King Street East between Grant Avenue and Wentworth Street South, in Hamilton, Ontario. The structure on the property is a 2½ storey structural brick bay-and-gable house with a two bay façade; it was constructed c. 1910.

The scale and massing of the building on the property has appeared to remain relatively unaltered from its original construction. The structure sits high squared-rubble masonry basement. The large basement window on the façade (now boarded up) is with dressed stone sills and lintels. The house features a prominent projecting bay; the gable gives the wall façade greater depth and a gable roof that is hipped at the back.

5.2 Statement of Cultural Heritage Value

The property located at 656 King Street East consists of rectangular lot on the south side of King Street East between Grant Avenue and Wentworth Street South, in Hamilton, Ontario. The structure on the property is a 2 ½ storey structural brick bay-and-gable house with a two bay façade; it was constructed c. 1910.

The house at 656 King Street East consists of a 2½ story structural brick bay-and-gable house with a two bay façade, standing on a high squared and courses stone masonry basement. The large basement window on the façade (now boarded up) has a dressed stone sills and lintel (Photograph 1). The house features a prominent projecting bay window that gives the façade greater depth and visual interest. The windows of the bay both have basket arches articulated by an edging around the voussoirs (lower window) and decorative moulded terracotta labels and bracket. On either side of the upper bay window are vertical fielded panels framing terracotta tiles. The original sash windows are extant behind aluminum framed storm windows.

The end-gable roof spans the entire façade, with no individual gable crowning the bay window, which would be more typical of the bay-and-gable form. The rear or the roof is hipped. Facing the street, the gable contains an original Palladian window and is finished with scalloped shingles. This is a very common form for housing during the last quarter of the 19th century and into the 20th until the First World War.

5.3 Heritage Attributes

Heritage Attributes as described in the *Standards and Guidelines* are the physical features or elements that contribute to a property's cultural heritage value or interest, and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting. The Heritage Attributes for the property at 656 King Street East relate to its design/physical and contextual value. This is demonstrated by the following Heritage Attributes:

- Scale, form, and massing of the house;
- Main and second floor bay windows; raised hood moldings, decorative terracotta labels and brackets, basket arches arches;
- Fielded panels impressed with a rosette motif flanking the second floor bay window; and
- Extant rusticated window sills;
- All extant original window materials (sash, glass and surrounds), and;
- Shingles in the gable.



Cultural Heritage Evaluation Report 658-660 King Street East, Hamilton, Ontario

**Prepared by AECOM
for Metrolinx**

March 6, 2017

Authors

Report Prepared By:



Michael Greguol, MA
 Cultural Heritage Specialist



Emily Game, B.A.
 Heritage Researcher

Report Reviewed By:



Fern Mackenzie, M.A., CAHP
 Senior Architectural Historian

Revision History

Revision #	Date	Revised By:	Revision Description
0	02/15/2017	C. Latimer	Draft to Metrolinx
1	03/6/2017	M. Greguol	Revised and finalized based on Metrolinx Heritage Committee comments

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1. Executive Summary

AECOM Canada Ltd. (AECOM) was retained by Metrolinx to complete a Cultural Heritage Evaluation Report (CHER) for the property at 658-660 King Street East, in the City of Hamilton, Ontario. This work is being completed as part of the Hamilton Light Rail Transit (LRT) Project.

The Hamilton LRT Project B-Line alignment extends from McMaster University at Cootes Drive to the Main Street/Highway 403 Bridge. A proposed LRT-only bridge will allow the alignment to then extend along King Street West until King East Street intersects with Main Street East, where the alignment will continue along Main Street East to the Queenston Road traffic circle. As a part of the project, it is anticipated that building impacts may take place on the property at 658-660 King Street East.

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The CHER was prepared according to the Metrolinx Interim Cultural Heritage Management Process and utilizes the criteria in Ontario Regulation 9/06 and Ontario Regulation 10/06, as required by the Ministry of Tourism, Culture, and Sport's (MTCS) *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). In addition, the CHER was prepared according to the Metrolinx Draft Terms of Reference for Consultants: *Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*. Consequently the recommendations as they relate to this CHER and the potential cultural heritage value or interest of the property at 658-660 King Street East are contained in a separate Cultural Heritage Evaluation Report Recommendations (CHERR) document.

As part of the reporting requirements for the Hamilton LRT Project, Archaeological Services Inc. (ASI) undertook a Cultural Heritage Screening Report (CHSR) for the alignment. The CHSR identified the requirement to conduct a CHER for the property located at 658-660 King Street East to assess the potential cultural heritage value or interest of the properties. Where applicable, relevant background information has been utilized from the CHSR for project consistency.

The property located at 658-660 King Street East consists of a rectangular lot on the south side of King Street East between Grant Avenue and Wentworth Street. The structure on the property consists of a three-storey apartment building with commercial space on the ground floor. The overall scale and massing of the apartment building appears to be unaltered from its original construction in the 1930s.

Hamilton City Directories indicate that the construction of the building on the subject property was completed sometime between late 1931 and early 1932 as urban development expanded in Hamilton. By 1932, the building was complete and occupants included Wentworth Cleaners for 658 and Super-Service Shoe Rebuilders for 660. Six residential apartments listed under Avon Apartments were also occupied on the second and third floor of the building.

A field review of the privately owned property at 658-660 King Street East was undertaken on January 12, 2017 and February 3, 2017 by Michael Greguol and Emily Game of AECOM. An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

The property located at 658-660 King Street East is an example of early 20th century apartment construction with commercial space on the ground floor, and two stories of apartment space above. Although not the finest example of the style, the building includes subtle Art Deco details, primarily as part of the window surrounds on the second and third storeys. This style of apartment is one of many found in Hamilton and can also be found elsewhere in Ontario municipalities.

2. Introduction

2.1 Historical Summary

2.1.1 Context

The subject property is located within the municipal boundaries of the City of Hamilton, Ontario. Prior to the incorporation of the current municipality, the property was located within the boundaries of Barton Township, in Wentworth County.

2.1.2 Wentworth County

As part of the establishment of Upper Canada, the province was divided into administrative Districts in 1792. As such, Wentworth County was one of several counties that made up the Home District. It was named in honour of Sir John Wentworth, Lieutenant Governor of Nova Scotia from 1792-1808. In 1816, the Home District was divided and reorganized and Wentworth County was included in the Gore District. By 1849, the original district system was abolished and replaced by a county council system and Wentworth County became an independent political entity. Townships that were included in Wentworth County at one time or another included Ancaster, Barton, Beverly, Binbrook, Caistor, Flamborough East and West, Glanford, Onondaga, Saltfleet, and Seneca. Between 1850 and 1854, Wentworth and Halton Counties were joined for government purposes into the United Counties of Wentworth and Halton; however, this change was short-lived. In 1973, Wentworth County was renamed the Regional Municipality of Hamilton-Wentworth and, in 2001, was amalgamated with six constituent municipalities into the City of Hamilton. The City of Hamilton has remained the administrative seat or county town since the original creation of the Gore District nearly two centuries ago.

2.1.3 Barton Township

Barton Township is described in detail in the *Illustrated Historical Atlas of the County of Wentworth of 1875*. The Township of Barton was surveyed in 1791 by Augustus Jones using the Single-Front survey system used by the colonial government between 1783 and 1818.¹ The survey was made up of concessions separated by road allowances. The concession was divided into lots of 200 acres and sideroad allowances were surveyed after every fifth lot. The first settlers arrived in Barton Township in 1791, many of whom were United Empire Loyalists or disbanded troops. The settlement of Barton Township began slowly, with only 102 families living in the township by 1815; most of the settlement was concentrated at the foot of the Niagara Escarpment. The township continued to grow and by 1823 it contained one sawmill and three gristmills. By 1841, the population grew to 1,434.² Barton Township was later amalgamated into the Regional Municipality of Hamilton-Wentworth, which today is known as the City of Hamilton.

¹ William H Smith. *Smith's Canadian Gazetteer*. Toronto: H. & W. Roswell. 1846.

² D'Arcy Boulton. *Sketch of His Majesty's Province of Upper Canada*. London: C. Rickaby. 1805. pp. 48-49.

2.2 Description of Property

The property located at 658-660 King Street East consists of a rectangular lot on the south side of King Street East between Grant Avenue and Wentworth Street. The structure on the property consists of a three-storey apartment building with commercial space on the ground floor. The overall scale and massing of the apartment building appears to be unaltered from its original construction in the 1930s. The exterior of the ground floor has undergone a series of alterations to what were likely glazed window storefronts. However, the exteriors of the second and third storeys have remained unaltered with the exception of two window replacements. The configuration of the windows, as well as the brick and concrete detailing on the structures has been retained on the street façade of the structure.

On the west façade the rear wing is narrower than the full front, allowing wooden galleries and back stairs to the apartments on the upper floors.

2.3 Current Context

The property is situated on the south side of King Street East, on the eastern outskirts of downtown Hamilton. The apartment building is one of a series of structures located on the south side of King Street that were built in the early 20th century. The property, along with its neighbour at 662 King Street East, were the last of the buildings built on this block, with the exception of the small single storey restaurant located at 652 King Street East. Like many of the properties on the south and north sides of King Street East in this area, this property was designed to have commercial space at street level and apartment/residential space above. The block of King Street East from Wentworth Street West to Ashley Street has a degree of cohesion resulting from the many early brick buildings and the common scale, setback and character. Wentworth Street forms a boundary between the largely late 19th to early 20th century character in the block to the west from an open, parking-lot dominated streetscape to the east.

3. Methodology and Sources

3.1 Study Approach

This CHER was prepared in accordance with Metrolinx's *Interim Cultural Heritage Management Process* (Fall 2013) and the MTCS *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). The CHER was also undertaken according to the guidelines presented in the Metrolinx document, *Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations* (April 2016) and outlined in the following tasks:

- Research and Documentation Gathering – gathered from various sources including existing heritage studies, Metrolinx records, public archives, and published materials;
- Writing – an illustrated report based on gathered background history and site investigation materials, and the application of O.Reg. 9/06 and 10/06; Evaluation, Recommendations, and Statement of Cultural Heritage Value – a summary of the applicable evaluation, and recommendations regarding whether the property meets the criteria for being a provincial heritage property, a provincial heritage property of provincial significance, or neither.

As outlined in the Draft Terms of Reference, the heritage evaluation is separated into two stand-alone components: a CHER and a CHERR. The Cultural Heritage Evaluation Report includes research conducted for the CHER and is intended to address the criteria set out in O.Reg. 9/06 and 10/06. The CHERR includes the results of the applied evaluation, and the recommended outcome of the evaluation.

Michael Greguol, Cultural Heritage Specialist, and Emily Game, Heritage Researcher for AECOM, conducted a site investigation to visually inspect and document the property on January 12th and February 3rd, 2017.). An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

3.2 Secondary Sources

A series of secondary sources were reviewed for the purposes of data collection and analysis as part of the CHER. The relevant guidelines and reference documents cited above served as a framework for undertaking the study. The *Hamilton Light Rail Transit Cultural Heritage Screening Report, City of Hamilton, Ontario* (CHSR) prepared by ASI in December 2016, provided a preliminary review of the rail corridor and the potential heritage properties identified along the corridor. Background information and applicable research was gathered from the report for the purposes of the CHER. In addition, a series of published materials including published histories pertaining to the history of Hamilton were consulted. A complete list of the sources reviewed for the report is contained in Section 15 (Bibliography).

3.3 Primary Sources

Where available, primary source material was consulted to provide a historical context for the evaluation of the potential heritage value of the property. Primary source research was undertaken at the Local

History and Archives Department of the Hamilton Public Library, the Mills Memorial Library at McMaster University, and at the Map and Data Centre at the University of Western Ontario. A review of the following primary sources aided in the evaluation of the structures at 658-660 King Street East:

- *Illustrated Historical Atlas of the County of Wentworth*, 1875;
- Hamilton City Directories, issues 1932-1970;
- Fire Insurance Plans, 1927 (rev. 1933), 1960-1964; and,
- National Topographic Series, 1909-1938.

3.4 Consultations

As part of the identification of recognized and potential cultural heritage resources for the CHSR, ASI undertook consultation with the City of Hamilton, the Ontario Heritage Trust (OHT) and the MTCS. Consultation during the CHSR process took place between August and October, 2016.

As part of this CHER, AECOM undertook property-specific consultation with the same municipal and provincial staff and agencies in order to identify or confirm any existing heritage recognitions or interest in the subject property.

The following individuals and organizations were consulted:

- Thomas Wicks, Heritage Planner, OHT;
- Chelsey Tyers, Cultural Heritage Planner, City of Hamilton;
- Asyia Patel, Assistant Cultural Heritage Planner, City of Hamilton; and,
- Rosi Zirger, Heritage Planner, Ministry of Tourism, Culture, and Sport.

The results of the consultation efforts have been summarized in Section 7 (Community Input).

4. Heritage Recognitions

4.1 Municipal

As a review of applicable municipal heritage recognitions for the property or adjacent properties, AECOM reviewed the City of Hamilton's heritage inventories. The following inventories and registers were reviewed:

- Hamilton's Heritage Volume 1: List of Designated Properties and Heritage Conservation Easements under the *Ontario Heritage Act*, and,
- Hamilton's Heritage Volume 2: Inventory of Buildings of Architectural and/or Historical Interest.

Hamilton's Heritage Volume 1 consists of a listing of properties that have been designated by municipal by-law. The volume includes properties that have been designated under Parts IV or V of the *Ontario Heritage Act*. The volume also identifies properties for which the City of Hamilton holds a Heritage Easement for the property.

Hamilton's Heritage Volume 2 is a compilation of the inventories of heritage structures and places of the six former municipalities that now make up the City of Hamilton. This volume contains approximately 7,000 properties that are of potential heritage interest, or value, but are not formally protected under the *Ontario Heritage Act*. The inventory is publically available; however, it is one that evolves over time and properties are added on a case-by-case basis, determined by staff at the City.

Consultation efforts were undertaken to confirm levels of municipal heritage recognition, if any. The property was identified in the December 2016 CHSR as not being subject to any heritage recognitions. However, consultation with the City of Hamilton in January and February 2017 confirmed that the property is now listed in the City's *Inventory of Building of Architectural and/or Historical Interest*.

4.2 Provincial

As a review of applicable provincial heritage recognitions for the property or adjacent properties AECOM reviewed the OHT's Provincial Plaque Guide, and list of OHT easements. The property at 658-660 King Street East is neither the subject of a provincial plaque nor a provincial easement. In addition, OHT staff was contacted to review the *Ontario Heritage Act* Register to confirm that the property is not included on the register and that an OHT easement does not exist for the property.

Thomas Wicks, Heritage Planner for the OHT confirmed on February 9, 2017 that the property is not subject to an OHT conservation easement or on their register.

4.3 Federal

As a review of applicable federal heritage recognitions for the property or adjacent properties, AECOM reviewed the online searchable database for the Canadian Register of Historic Places as well as the

Directory of Federal Heritage Designations. 658-660 King Street East and the adjacent properties are not subject to any existing federal heritage recognitions.

5. Adjacent Lands

The properties adjacent to 658-660 King Street East are a similar three-storey apartment building to the east, and a single-detached residential property. The adjacent 662 King Street East is an apartment building built in the same massing and scale with slightly different design details to the subject property. The adjacent 656 King Street property is a two-storey residential structure that is set back from the subject property. The residential structure was built in 1910 and was one of the earliest buildings to have been built on this particular block.

Consultation with the City of Hamilton indicated that the adjacent property, 662 King Street East, and 656 King Street are both listed on the City's *Inventory of Building of Architectural and/or Historical Interest*.

6. Archaeology

ASI completed a Stage 1 Archaeological Assessment (AA) as part of the Rapid Transit Initiative and found that the property at 658-660 King Street East did not retain archaeological potential and confirmed that no known archaeological assessments have previously been completed within 50 metres (m) of the property. Consequently, at the time of production of the ASI report, no archaeological sites had been identified within or adjacent to the property; however, the ASI Stage 1 AA indicates that there is a small area of land that retains archaeological potential within 50 m of 658-660 King Street East at the northeast corner of the intersection of King Street East and Wentworth Avenue.

The results of the Stage 1 AA determined that a Stage 2 AA must be conducted for all land identified as retaining archaeological potential that will be impacted by the proposed Rapid Transit Initiative. Based on this assessment, ASI made the following recommendations:

- The King Street right-of-way (ROW) does not retain archaeological potential due to previous land disturbance. An additional AA is not required within the ROW and those portions of the study corridor can be cleared of further archaeological concern; and,
- A Stage 2 AA should be conducted on lands determined to have archaeological potential if the proposed project is to impact these lands. This work must be done in accordance with the MTCS' *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) in order to identify any archaeological remains that may be present.

It should be noted that ASI's recommendations for Stage 2 archaeological work references the MCL's 2006 draft *Standards and Guidelines for Consultant Archaeologists* (MCL 2006); however, further Stage 2 archaeological work must now be conducted in accordance with current archaeological standards and guidelines (*Standards and Guidelines for Consultant Archaeologists*, Ontario Government 2011). For complete details regarding the results of the Stage 1 AA, reference should be made to the *Stage 1 Archaeological Assessment, Rapid Transit Initiative, City of Hamilton, Ontario* (February 2009).

7. Community Input

As part of the consultation process for this report, AECOM undertook consultation with the City of Hamilton, the MTCS, and the OHT. The results of the consultation efforts are identified below in Table 7-1.

Table 7-1: Community Input and Consultation Undertaken for 658-660 King Street East

Contact	Contact Information	Date	Notes
Chelsey Tyers, Heritage Planner City of Hamilton	905-546-2424 ext. 1202 chelsey.tyers@hamilton.ca	February 1, 2017	The City of Hamilton confirmed that 658 King Street East is listed on the City's <i>Inventory of Building of Architectural and/or Historical Interest</i> .
Asiya Patel Assistant Cultural Heritage Planner City of Hamilton	905-546-2424 ext. 7163 asiya.patel@hamilton.ca	February 6, 2017 (Response)	
Thomas Wicks Heritage Planner Ontario Heritage Trust	416-314-5972 thomas.wicks@heritagetrust.on.ca	February 1, 2017 February 9, 2017 (Response)	The OHT confirmed that the property is not subject to an OHT conservation easement or on their register
Rosi Zirger Heritage Planner Ministry of Tourism, Culture, and Sport	416-314-7159 rosi.zirger@ontario.ca	February 1, 2017	Response pending.

8. Discussion of Historical or Associative Value

8.1 Historic Theme/Cultural Pattern

8.1.1 *Transportation*

The earliest roads in Ontario were typically military roads or colonization roads. These roads often followed aboriginal hunting trails or were dictated by the topography of the land which they crossed. The Dundas Road was opened to connect Toronto with the Thames River, in what is now London, Ontario, and the Kingston Road was designed to provide a military link between Toronto and Kingston. The Kingston Road was one of the earliest and still functioning roads in southern Ontario.

Following the Crown surveys in Ontario, concession and side roads were opened on a grid that was dictated by the survey type that was used. The roads were cleared and made passable by the early land owners who built their dwellings adjacent to the concession roads. Despite being cleared, road conditions were often poor until the late 19th and early 20th centuries. The crown surveys, and later surveys of town and city plots were laid out on a grid, which has left a visible imprint on rural and urban street grids today. Much of the pattern of these surveys can be seen in the grids of cities and townships in Ontario. Within Hamilton, this is visible in the parallel city streets and grid layout of the downtown core and outlying areas. King Street was a pre-existing road and has a visible curve in its orientation, swinging north just east of Wellington Street before swinging south again around Barnesdale Avenue. This curvature in the road is visible on historic maps of the township and can be attributed to its history as an indigenous trail that pre-dates European settlement in the Hamilton area. The historic trail has left a visible footprint on the European grid of the City.

Railway transportation, both passenger and freight, greatly improved the transportation network in Ontario beginning in the mid-1800s. The opening of the Grand Trunk Railway (GTR) between Montreal and Toronto in 1856 provided a link between the two cities and provinces that was more easily travelled in comparison to mid-19th century roads. The construction of the route from Montreal to Toronto, and then on to Sarnia by the end of the 1860s resulted in the construction of significant structures such as the Victoria Bridge over the St. Lawrence River, and the St. Clair Tunnel in Sarnia. The GTR was designed to enhance the St. Lawrence-Great Lakes shipping routes in response to the railroads and shipping networks in the United States. As a result it also strengthened the connection and link between the townships, and municipal and provincial economies in Ontario.

Various railway companies were formed in Ontario to create a vast network of rail lines that spread throughout the province by the early 20th century. Nonetheless, most of the companies were eventually merged with or purchased by the Canadian National Railway (CN) or the Canadian Pacific Railway (CP) by 1997.

8.1.1 Hamilton Street Railway

In 1873, the City of Hamilton incorporated the Hamilton Street Railway; the horse-drawn streetcar service began in May 1874 with six operating cars. The line extended along three miles of track from the GTR's passenger station east along Stuart Street South to James Street. The line travelled south to Gore Park and then east along King Street to Wellington Street. Due to popularity of the service, additional cars were added and the track was extended. New track was laid west along King Street to Locke Street and east to Wentworth Street.

The electrification process of the Hamilton Street Railway began in March 1892. A total of 12 miles of track were electrified and 15 horsecars were converted to electric street cars. Operation of the newly-electrified cars began on June 29, 1892.

At the end of the Second World War, Hamilton Street Railway sold the lines to Canada Coach for \$1.4 million. Immediately following the sale, Canada Coach announced plans to replace the street car service with busses. By 1951, the last street car was removed from service and replaced by electric trolley busses.³

The proposed B-Line follows the old streetcar route from King Street near McMaster University to Sherman Avenue; the old streetcar route turned south along Sherman Avenue and then continued east on Main Street to Kenilworth Avenue North.

8.2 Local History

658-660 King Street East is located within the City of Hamilton, Ontario. Historically the structures were located within Lot 11, Concession II, Barton Township in Wentworth County. The subsections below include historic information related to the settlement and growth of these areas.

8.2.1 Settlement History

As part of the establishment of Upper Canada, the province was divided into administrative Districts in 1792. As such, Wentworth County was one of several counties that made up the Home District. It was named in honour of Sir John Wentworth, Lieutenant Governor of Nova Scotia from 1792-1808. In 1816, the Home District was divided and reorganized and Wentworth County was included in the Gore District. By 1849, the original district system was abolished and replaced by a county council system and Wentworth County became an independent political entity. Townships that were included in Wentworth County at one time or another included Ancaster, Barton, Beverly, Binbrook, Caistor, Flamborough East and West, Glanford, Onondaga, Saltfleet, and Seneca. Between 1850 and 1854, Wentworth and Halton Counties were joined for government purposes into the United Counties of Wentworth and Halton; however, this change was short-lived. In 1973, Wentworth County was renamed the Regional Municipality of Hamilton-Wentworth and, in 2001, was amalgamated with six constituent municipalities into the City of Hamilton. The City of Hamilton has remained as the administrative seat or county town since the original creation of the Gore District nearly two centuries ago.

³Transit Toronto. <http://transit.toronto.on.ca/streetcar/4751.shtml>, consulted February 9, 2017.

Barton Township is described in detail in the *Illustrated Historical Atlas of the County of Wentworth of 1875*. The Township of Barton was surveyed in 1791 by Augustus Jones using the Single-Front survey system used by the colonial government between 1783 and 1818. The survey was made up of concessions separated by road allowances. The concession was divided into lots of 200 acres and sideroad allowances were surveyed after every fifth lot. The first settlers arrived in Barton Township in 1791, many of whom were United Empire Loyalists or disbanded troops. The Settlement of Barton Township began slowly, with only 102 families living in the township by 1815. Most of the settlement was concentrated at the foot of the Niagara Escarpment. The township continued to grow and by 1823 it contained one sawmill and three gristmills. By 1841, the population had grown to 1,434.

8.2.2 Site History

658-660 King Street East was historically located in the southern part of Lot 11, Concession II in Barton Township when the crown survey for the township was undertaken. By 1875, the lot was already subdivided as part of the early urbanization of Hamilton. Individual structures are not shown on the 1875 map; however, it is likely that urban development was beginning to take place within the area at the time.

Historically, the lot on which the subject property is located was bounded by early urban roads including Cannon Street to the north, Main Street to the south, Wentworth Street to the east, and Tisdale Street to the west. 658-660 King Street East is located on the south side of King Street East, which transects the southern part of Lot 11, Concession II (Figure 3).

By the beginning of the 20th century, historic topographic mapping indicates that urban development was well underway surrounding the subject property (Figure 4). Although the subject building had not yet been constructed on the property, neighbouring properties and surrounding blocks are shown as heavily developed. In 1911, the building footprint on the property is absent from the Fire Insurance Plans; however, at this time, the address at 660 King Street East had been assigned to an adjacent building at what is now 656 King Street East. The address numbering along this block of King Street East was changed around 1933 after the construction of the building at 658-660 King Street East.

Hamilton City Directories indicate that the construction of the building on the subject property was completed sometime between late 1931 and early 1932 as urban development expanded in Hamilton. By 1932, the building was complete and occupants included Wentworth Cleaners for 658 and Super-Service Shoe Rebuilders for 660. Six residential apartments listed under Avon Apartments were also occupied on the second and third floor of the building with the first residents including Dentist E.B. Nind, Gertrude Brown, C.K. Williams, Carl Pollock, Frederick Delves, and William Cooper. No further biographical information regarding the occupations or personal histories of these individuals or their families could be determined (Figure 5).

Throughout the 20th century, the property consistently remained under mixed commercial and residential use. Wentworth Cleaners remained at 658 into the 1970s as did Avon Apartments at 660. Avon Apartment was home to a variety of residents between 1932 and 1970, with Dentist E.B. Nind still residing in Unit 1. Although Super-Service Shoe Rebuilders appears to have remained at 660 into the 1960s, Williams Furniture and Stationary is listed in the 1970 Hamilton City Directory.

Most recently, the property at 658-660 King Street East does not appear to be currently used for commercial purposes and it could not be confirmed whether or not the rest of the building is being used for residential purposes. The ground floor of the building appears to have undergone recent alterations to function as a residential space. The apartments above appear to be in continuous use as residential properties.

8.3 Person/Event/Organization

The historic research undertaken for this CHER did not identify any significant people, events, or organizations that are directly related to or associated with the properties, and could contribute to the potential cultural heritage interest or value of the properties.

9. Discussion of Design or Physical Value

9.1 Style/Type/Tradition

The building located at 658-660 King Street East consists of a three-storey brick mixed-use building with two commercial premises on the ground floor, and two stories of apartments in the upper stories of the building. The structure is a typical example of early 20th century urban apartment construction, and reflects some design elements typical of the Art Deco style.

The exterior of the ground floor is the most altered component of the building. On this floor, the façade of the exteriors has been re-clad with a mix of white and brown siding. The form of the old shopfronts still exists under the modern siding, as does the leaded glass transom windows (minus one replaced section) that is continuous across both shops. The large display windows turn into the entrance on an angle, as was traditional design to avoid collisions with pedestrians. In the case of 660, the entrance porch has doors both to the shop and to the Avon Apartments stairway.

The second and third story exteriors are much more intact and retain the majority of the architectural details on the building. The most defining characteristics of the exterior are the two rows of three individual sash windows and the decorative concrete panels and surrounds that form the Art Deco details on the buildings. Four of the six windows appear to be wood sash windows, while the remaining two appear to be modern synthetic replacements. The concrete paneling and surrounds consist of a series of slim rectangular concrete panels that extend from the base of the second storey windows to the base of the concrete lintels on the third storey windows. In between each storey are three larger concrete panels, the middle of which includes the inscription "AVON". Historically, the block was known as the Avon Apartments. Above the third storey windows are stylized Art Deco voussoirs, a structural feature of traditional masonry windows.

9.2 Function

The building located at 658-660 King Street East was designed for both commercial and residential purposes. Throughout the 20th century, the uses remained commercial and residential. Recent exterior alterations to the building suggest that the building is now only used for residential purposes; however, this could not be confirmed.

9.3 Fabric

The structure of 658-660 King Street East is brick with concrete detailing. The majority of the exterior materials consists of the brick façade, and the brick west wall of the structure that is evident from the side of the property. The concrete on the structure is used primarily for decorative purposes. The concrete of the sills on the second storey wraps into the Art Deco details around and above both sets of windows on the second and third floors. There is a thin concrete coping crowning the façade. With the exception of the altered exteriors on the ground floor, the majority of the exterior materials appear to be historic building fabric.

10. Discussion of Contextual Value

10.1 Social Meaning

The property located at 658-660 King Street East is an example of early 20th century apartment construction with commercial space on the ground floor, and two stories of apartment space above. Although not the finest example of the style, the building includes subtle Art Deco details, primarily as part of the window surrounds on the second and third storeys. This style of apartment is one of many found in Hamilton, and can also be found elsewhere in Ontario municipalities.

10.2 Environment

The property located at 658-660 King Street East is one of a series of older buildings located along this portion of King Street in Hamilton. Although built as one of the last on this block, it was built to be of similar design and scale to the adjacent 662 King Street East. Together with its neighbour, the two properties form a substantial portion of the streetscape character on King Street East between Wentworth Street and Grant Avenue.



The blocks of King Street East from Wentworth Street west to Ashley Street have a degree of cohesion resulting from the many early brick buildings and the common scale, setback and character. Wentworth Street forms a boundary between the largely late 19th and early 20th century character in the block to the west from an open, parking-lot dominated streetscape to the east.

10.3 Formal Recognition

The property was identified in the December 2016 CHSR as not being subject to any heritage recognitions. However, consultation with the City of Hamilton in January and February 2017 confirmed that the property is now listed on the City's *Inventory of Building of Architectural and/or Historical Interest*.

11. Data Sheet

Table 11-1: Data Sheet for 658-660 King Street East

FIELD	PROPERTY DATA
Municipal Address	658-660 King Street East
Municipality	Hamilton
Approximate Area (square metres)	200
Rail Corridor	Hamilton LRT B-Line
PIN	171800226
Ownership	Private
Aerial photo showing location and boundaries	
Exterior, street-view photo	

FIELD	PROPERTY DATA
Date of construction of built resources (known or estimated and source)	ca. 1932 (Hamilton City Directories)
Date of significant alterations to built resources (known or estimated and source)	Unknown
Architect/designer/builder	Unknown
Previous owners or occupants	Wentworth Cleaners (1932-1970s); Super-Service Shoe Rebuilders (1932-1960s); Avon Apartments (1932-1970s); Williams Furniture and Stationary (1970s)
Current function	Undetermined. Appears to be primarily residential
Previous function(s)	Mixed use: residential and commercial
Heritage Recognition/Protection (municipal, provincial, federal)	None
Local Heritage Interest	None
Adjacent Lands	No protected heritage properties
Latitude or UTM Northing	43.252011°
Longitude or UTM Easting	-79.849403°

12. Photographs



Photograph 1: View looking south showing 658-660 King Street East



Photograph 2: View looking south across King Street East showing 658-660 King Street East in relation to the neighbouring 662 King Street East



Photograph 3: View showing details on ground floor of 658-660 King Street East



Photograph 4: View showing Art Deco details including concrete panels, surrounds and voussoir designs above windows

13. Figures

All figures pertaining to this CHER can be found on the following pages.

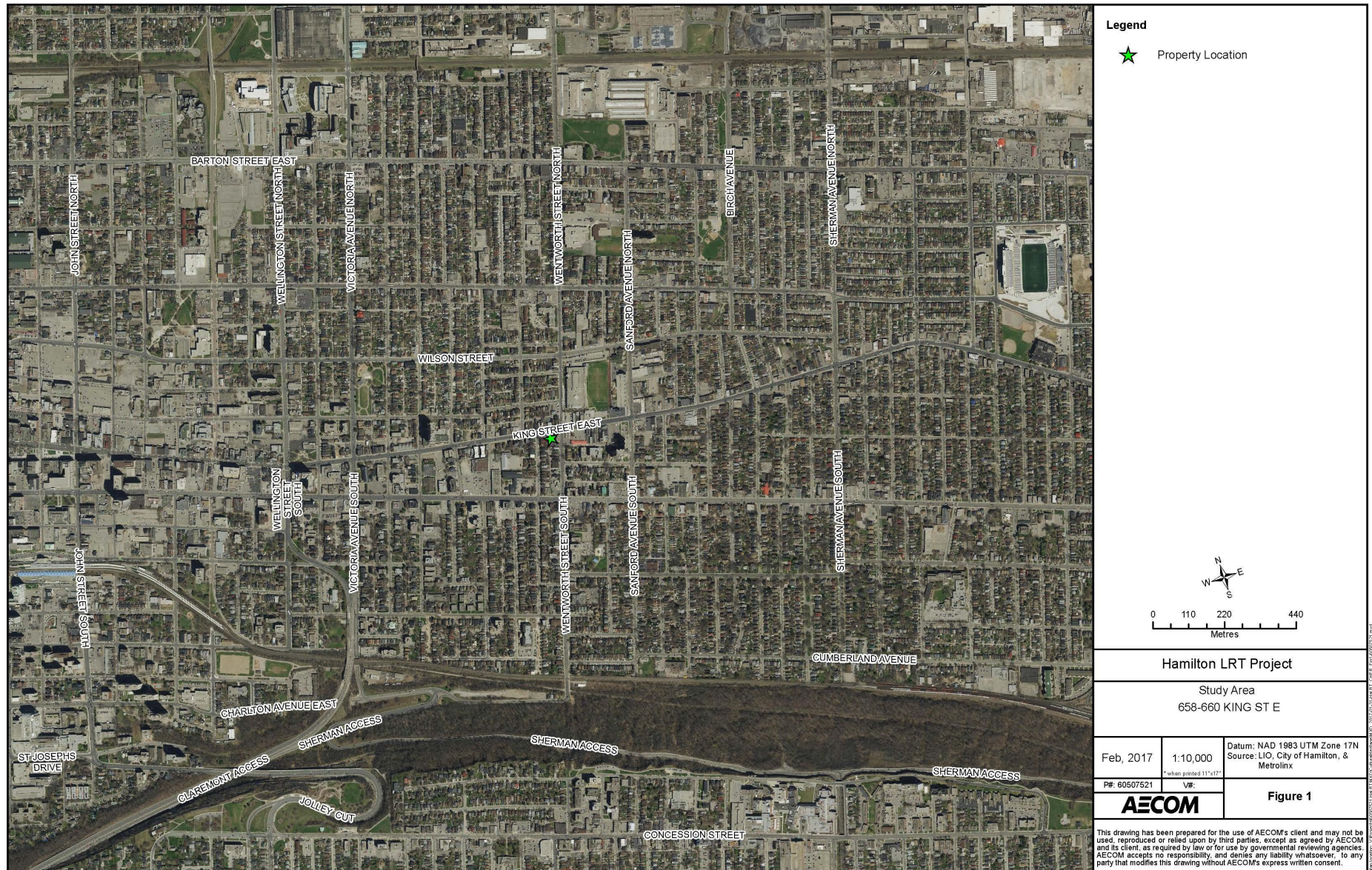


Figure 1: Location of 658-660 King Street East



Figure 2: Aerial Photograph showing the area surrounding 658-660 King Street East

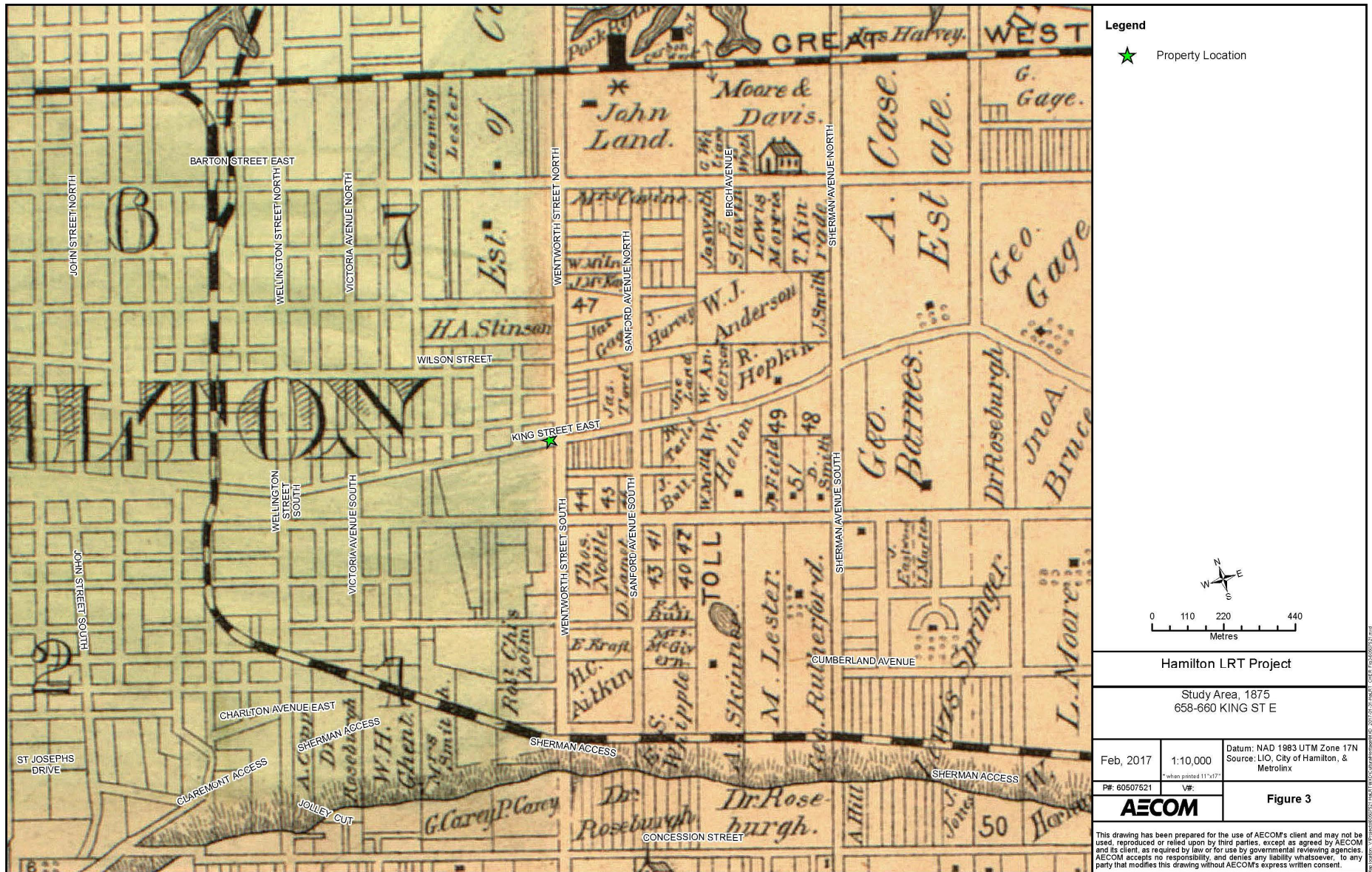
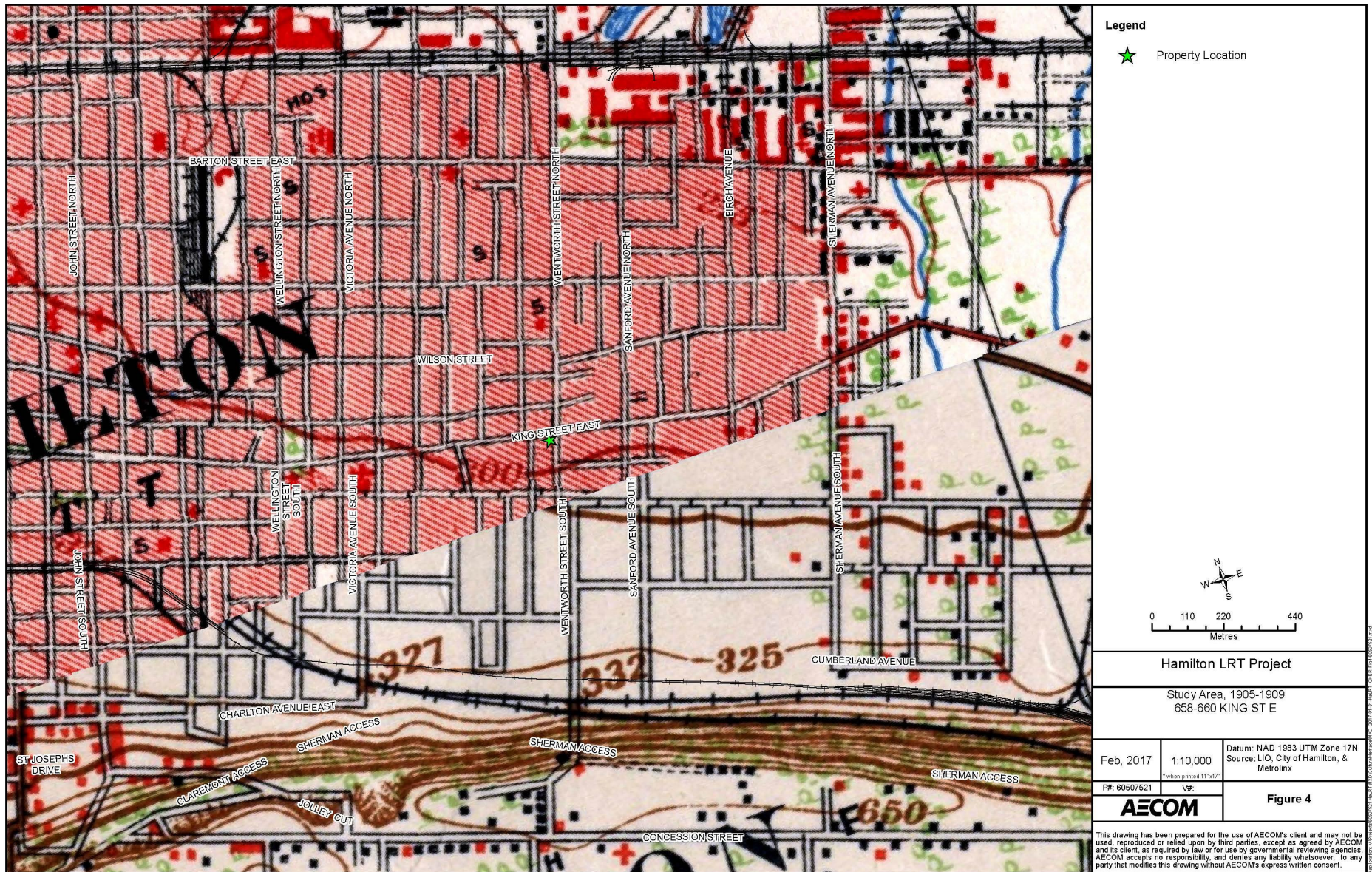


Figure 3: Location of 658-660 King Street East on the 1875 Historic Atlas Map (Page & Smith, 1875)



Legend

- ★ Property Location

0 110 220 440
Metres

Hamilton LRT Project

Study Area, 1905-1909
658-660 KING ST E

Feb, 2017	1:10,000	Datum: NAD 1983 UTM Zone 17N Source: LIO, City of Hamilton, & Metrolinx
P#: 60507521	V#:	

AECOM **Figure 4**

This drawing has been prepared for the use of AECOM's client and may not be used, reproduced or relied upon by third parties, except as agreed by AECOM and its client, as required by law or for use by governmental reviewing agencies. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that modifies this drawing without AECOM's express written consent.

Figure 4: Location of 658-660 King Street East on the 1905-1909 NTS Map



Figure 5: Location of 658-660 King Street East on the 1938 NTS Map

14. Chronology

- 1791 Barton Township was surveyed by Augustus Jones; the first settler arrived in the township.
- 1792 Province of Upper Canada divided into administrative districts.
- 1816 Home District divided and reorganized. As part of the reorganization, Wentworth was reorganized and included within the Gore District.
- 1850 Gore District was divided and Halton and Wentworth Counties were created.
- 1873 Incorporation of the Hamilton Street Railway.
- 1932 Construction of the building at 658-660 King Street East is complete and first occupants include Wentworth Cleaners at 658 and Super-Service Shoe Rebuilders and six residential apartments (Avon Apartments) at 660.
- 1970 658-660 King Street East is still under mixed commercial and residential use by Wentworth Cleaners and Avon Apartments; however, Super-Service Shoe Rebuilders has been replaced by Williams Furniture and Stationary.

15. Bibliography

15.1 Telephone and Email Conversations

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Wicks, Thomas. Heritage Planner, City of Hamilton. February 1 and 9, 2017.

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15.4 Electronic Sources

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Parks Canada. *Canadian Register of Historic Places*. www.historicplaces.ca (accessed January 2017).



Cultural Heritage Evaluation Report Recommendations 658-660 King Street East, Hamilton, Ontario

**Prepared by AECOM
for Metrolinx**

March 6, 2017

Authors

Report Prepared By:



Michael Greguol, MA
 Cultural Heritage Specialist



Emily Game, B.A.
 Heritage Researcher

Report Reviewed By:



Fern Mackenzie, MA, CAHP
 Senior Architectural Historian

Revision History

Revision #	Date	Revised By:	Revision Description
0	02/15/2017	C. Latimer	Draft to Metrolinx
1	03/06/2017	M. Greguol	Revised and finalized based on Metrolinx Heritage Committee comments

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1. Executive Summary

AECOM Canada Ltd. (AECOM) was retained by Metrolinx to complete a Cultural Heritage Evaluation Report (CHER) for the property at 658-660 King Street East, in the City of Hamilton, Ontario. This work is being completed as part of the Hamilton Light Rail Transit (LRT) Project.

The Hamilton LRT Project B-Line alignment extends from McMaster University at Cootes Drive to the Main Street/Highway 403 Bridge. A proposed LRT-only bridge will allow the alignment to then extend along King Street West until King East Street intersects with Main Street East, where the alignment will continue along Main Street East to the Queenston Road traffic circle. As a part of the project, it is anticipated that building impacts may take place on the property at 658-660 King Street East.

The project impacts will be assessed following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation (O. Reg.) 231/08, Transit Projects and Metrolinx Undertakings under the Environmental Assessment Act. As part of the TPAP Amendment, an Environmental Project Report (EPR) Amendment will be prepared for public review.

The CHER was prepared according to the Metrolinx Interim Cultural Heritage Management Process and utilizes the criteria in Ontario Regulation 9/06 and Ontario Regulation 10/06, as required by the Ministry of Tourism, Culture, and Sport's (MTCS) *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). In addition, the CHER was prepared according to the Metrolinx Draft Terms of Reference for Consultants: *Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*. Consequently, the recommendations as they relate to this CHER and the potential cultural heritage value or interest of the property at 658-660 King Street East are contained in a separate Cultural Heritage Evaluation Report Recommendations (CHERR) document.

As part of the reporting requirements for the Hamilton LRT Project, Archaeological Services Inc. (ASI) undertook a Cultural Heritage Screening Report (CHSR) for the alignment. The CHSR identified the requirement to conduct a CHER for the property located at 658-660 King Street East to assess the potential cultural heritage value or interest of the properties. Where applicable, relevant background information has been utilized from the CHSR for project consistency.

The property located at 658-660 King Street East consists of a rectangular shaped lot on the south side of King Street East between Grant Avenue and Wentworth Street. The structure on the property consists of a three-storey apartment building with commercial space on the ground floor. The overall scale and massing of the apartment building appears to be relatively unaltered from its original construction in the 1930s.

Hamilton City Directories indicate that the construction of the building on the subject property was completed sometime between late 1931 and early 1932 as urban development expanded in Hamilton. By 1932, the building was complete and occupants included Wentworth Cleaners for 658 and Super-Service Shoe Rebuilders for 660. Six residential apartments under Avon Apartments were also occupied on the second and third floor of the building.

A field review of the privately owned property at 658-660 King Street East was undertaken on January 12, 2017 and February 3, 2017 by Michael Greguol and Emily Game of AECOM. An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment. The property located at 658-660 King Street East is an example of early 20th century apartment construction with commercial space on the ground floor, and two stories of apartment space above. Although not the finest example of the style, the building includes subtle Art Deco details, primarily as part of the window surrounds on the second and third storeys. This style of apartment is one of many found in Hamilton and can also be found elsewhere in Ontario municipalities.

The application of O.Reg 9/06 and O.Reg. 10/06 concluded that 658-660 King Street East met none of the nine O.Reg. 9/06 criteria. Neither did it meet the criteria outlined in O.Reg. 10/06. Therefore, this CHERR recommends that the property at 658-660 King Street East is not considered a Provincial Heritage Property (PHP).

2. Ontario Regulation 9/06 Evaluation

Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest (O. Reg. 9/06) provides criteria to apply to a potential heritage property to evaluate its heritage value. If a privately-owned property meets one or more of the following criteria it may be designated by a municipality under Section 29 of the *Ontario Heritage Act*. For the purposes of this CHER, O. Reg. 9/06 considers the evaluation of the property as part of the community context. The *Standards and Guidelines for the Conservation of Provincial Heritage Properties* state that a property may be considered a Provincial Heritage Property (PHP) if it meets one or more of the criteria under O. Reg. 9/06. The application of the criteria for 658-660 King Street East is included in Table 2-1 below.

Table 2-1: O.Reg. 9/06 Evaluation for 658-660 King Street East

Criterion	Response (Yes/No)	Rationale
1) The property has design or physical value because it:		
i) Is a rare, unique, representative, or early example of a style, type, expression, material, or construction method;	No	The property is a typical example of mid-20th century multi-storey urban apartment construction. Although it does include some details related to the Art Deco style, it not a rare, unique, representative, or early example of a style, type, expression, material or construction method.
ii) Displays a high degree of craftsmanship or artistic merit; or	No	The property is of common design and does not display a high degree of craftsmanship or artistic merit.
iii) Demonstrates a high degree of technical or scientific achievement.	No	The property is a common commercial/residential structure and does not display a high degree of technical or scientific achievement.
2) The property has historic or associative value because it:		
i) Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	No	No theme, event, belief, person, activity, organization or institution that is significant to a community was found to be directly associated with this property.

Criterion	Response (Yes/No)	Rationale
ii) Yields, or has the potential to yield information that contributes to an understanding of a community or culture; or	No	The property does not have potential to yield information that contributes to an understanding of a community or culture.
iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.	No	A specific architect, designer, or builder could not be determined for this property. As such no significant historic or associative value could be determined based on this criterion.
3) The property has <i>contextual value</i> because it:		
i) Is important in defining, maintaining, or supporting the character of an area;	No	The property at 668-660 King Street East is a positive contributing component of the streetscape character, shown in its era, scale, materials and function along this portion of King Street East. Nonetheless, the streetscape on the south side of King Street East in this location is not consistent and the ground floor of the subject property in particular is not intact, and does not contribute to the streetscape character. Finer examples of the streetscape can be seen on the north side of the street.
ii) Is physically, functionally, visually, or historically linked to its surroundings; or	No	The building is one of a series of commercial and residential buildings located along this portion of King Street East. Although it has been a part of the streetscape since 1932, it does not appear to be physically, functionally, visually, or historical linked to its surroundings.
iii) Is a landmark.	No	The property at 658-660 King Street East is not considered a landmark.

3. Ontario Regulation 10/06 Evaluation

Ontario Regulation 10/06, *Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance* (O. Reg. 10/06), provides criteria against which to assess a property to determine if the property holds provincial heritage significance. The *Standards and Guidelines for the Conservation of Provincial Heritage Properties* state that Ministries and prescribed public bodies shall apply the criteria in O. Reg. 10/06 to determine whether a property is of provincial significance. Therefore, for the purpose of this CHER O. Reg 10/06 considers the evaluation of the property as a part of the provincial context. If the property meets the criteria, it may be considered a Provincial Heritage Property of Provincial Significance (PHPPS). The application of the criteria for 658-660 King Street East is in Table 3-1, below.

Table 3-1: O.Reg. 10/06 Evaluation for 658-660 King Street East

Criterion	Response (Yes/No)	Rationale
1. The property represents or demonstrates a theme or pattern in Ontario's history.	No	658-660 King Street East does not represent a theme or pattern in Ontario's history. Commercial and residential structures similar to this are found elsewhere in Hamilton and throughout towns and cities in Ontario.
2. The property yields, or had the potential to yield, information that contributes to an understanding of Ontario's history.	No	658-660 King Street East does not yield, and is not anticipated to yield information that contributes to an understanding of Ontario's history.
3. The property demonstrates an uncommon, rare, or unique aspect of Ontario's cultural heritage.	No	658-660 King Street East does not demonstrate an uncommon, rare, or unique aspect of Ontario's cultural heritage. The form and massing of the structures are commonly found in Ontario.
4. The property is of aesthetic, visual, or contextual importance to the province.	No	658-660 King Street East property is not of aesthetic, visual, or contextual importance to the province. Although it contributes to the streetscape character of this portion of Hamilton, it is not of visual, aesthetic, or contextual importance to the province.
5. The property demonstrates a high degree of excellence or	No	Although the design details are representative of a particular style

Criterion	Response (Yes/No)	Rationale
creative, technical, or scientific achievement at a provincial level in a given period.		they do not represent a particularly high degree of technical or scientific achievement.
6. The property 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.	No	658-660 King Street East does not have a strong or special association with the entire province or with a community that is found in more than one part of the province.
7. The property 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.	No	658-660 King Street East does not have strong or special associations 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.
8. The property is located in an unorganized territory and the Minister determines that there is a provincial interest in the protection of the property.	No	658-660 King Street East is not located in an unorganized territory.

4. Recommended Outcome of Evaluation

The application of O.Reg 9/06 and O.Reg. 10/06 concluded that 658-660 King Street East did not meet any of the nine O.Reg. 9/06 or O.Reg. 10/06 criteria. Therefore, this CHERR recommends that the property at 658-660 King Street East is not considered a Provincial Heritage Property (PHP).

As a result, a Statement of Cultural Heritage Value or Interest and Heritage Attributes has not been prepared for this property.



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Cultural Heritage Evaluation Report 662 King Street East, Hamilton, Ontario

**Prepared by AECOM
for Metrolinx**

March 6, 2017

Authors

Report Prepared By:



Michael Greguol, MA
 Cultural Heritage Specialist



Emily Game, B.A.
 Heritage Researcher

Report Reviewed By:



Fern Mackenzie, M.A., CAHP
 Senior Architectural Historian

Revision History

Revision #	Date	Revised By:	Revision Description
0	02/16/2017	C. Latimer	Draft to Metrolinx
1	03/06/2017	M. Greguol	Revised and finalized based on Metrolinx Heritage Committee comments

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1. Executive Summary

AECOM Canada Ltd. (AECOM) was retained by Metrolinx to complete a Cultural Heritage Evaluation Report (CHER) for the property at 662 King Street East, in the City of Hamilton, Ontario. This work is being completed as part of the Hamilton Light Rail Transit (LRT) Project.

The Hamilton LRT Project B-Line alignment extends from McMaster University at Cootes Drive to the Main Street/Highway 403 Bridge. A proposed LRT-only bridge will allow the alignment to then extend along King Street West until King East Street intersects with Main Street East, where the alignment will continue along Main Street East to the Queenston Road traffic circle. Much of this route follows former street railway lines built by the Hamilton Street Railway Company after 1873 (removed 1951). As a part of the project, it is anticipated that building impacts may take place on the property at 662 King Street East.

The project impacts will be assessed following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation (O. Reg.) 231/08, Transit Projects and Metrolinx Undertakings under the *Environmental Assessment Act*. As part of the TPAP Amendment, an Environmental Project Report (EPR) Amendment will be prepared for public review.

The CHER was prepared according to the Metrolinx Interim Cultural Heritage Management Process and utilizes the criteria in Ontario Regulation 9/06 and Ontario Regulation 10/06, as required by the Ministry of Tourism, Culture, and Sport's (MTCS) *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). In addition, the CHER was prepared according to the Metrolinx Draft Terms of Reference for Consultants: *Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*. Consequently the recommendations as they relate to this CHER and the potential cultural heritage value or interest of the property at 662 King Street East are contained in a separate Cultural Heritage Evaluation Report Recommendations (CHERR) document.

As part of the reporting requirements for the Hamilton LRT Project, Archaeological Services Inc. (ASI) undertook a Cultural Heritage Screening Report (CHSR) for the alignment. The CHSR identified the requirement to conduct a CHER for the property located at 662 King Street East to assess the potential cultural heritage value or interest of the property. Where applicable, relevant background information has been utilized from the CHSR for project consistency.

By the beginning of the 20th century, historic topographic mapping indicates that urban development was well underway surrounding the subject property. Hamilton City Directories indicate that the building at 662 King Street E was constructed by 1910 with the first resident listed as George E. Wright. By 1911, the building housed a shoe repair shop and a barber shop with apartments on the second and third floors. No residents for the apartments are listed in the directory. In 1920, East End Shoe Repair is located on the main floor and F.A. Fraser is listed as a resident. The 1930 directory indicates that the Sanitary Barber Shop and Super Service Shoe Rebuilders were operating out of the main floor, while one apartment above is occupied by G.W. Olliver and the other remains vacant.

By 1940, there are no longer any commercial businesses listed in the city directory. At this time, the building is listed as having one vacant apartment and five residents: Alex French, William Johnson, Joseph Auld, Wilburt Walker, and James Harding. It is unclear as to whether or not any commercial businesses were present during this time. A decade later, commercial businesses returned to the

building and included R.C. Inkster, Jeweler, and G. Harkins, Barber. S.G. Matthews and William Wallace are listed as residents. In 1961, jeweler R.C. Inkster was still operating out of the building and was also listed as a resident along with F.L. Lang. Carm and Vilma's Coffee Shop replaced the space where the barber shop once operated. The building at 662 King Street East appears to have remained under mixed use through to the 1970s, housing various residents and businesses.

Most recently, the property at 662 King Street East retains storefront doors. However, the property does not appear to be currently used for commercial purposes, but instead appears to be converted to residential use.

A field review of the privately owned property at 662 King Street East was undertaken on February 3, 2017 by Emily Game of AECOM. An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

2. Introduction

2.1 Historical Summary

2.1.1 Context

The subject property is located within the municipal boundaries of the City of Hamilton, Ontario. Prior to the incorporation of the current municipality, the property was located within the boundaries of Barton Township, in Wentworth County.

2.1.2 Wentworth County

As part of the establishment of Upper Canada, the province was divided into administrative Districts in 1792. As such, Wentworth County was one of several counties that made up the Home District. It was named in honour of Sir John Wentworth, Lieutenant Governor of Nova Scotia from 1792-1808. In 1816, the Home District was divided and reorganized and Wentworth County was included in the Gore District. By 1849, the original district system was abolished and replaced by a county council system and Wentworth County became an independent political entity. Townships that were included in Wentworth County at one time or another included Ancaster, Barton, Beverly, Binbrook, Caistor, Flamborough East and West, Glanford, Onondaga, Saltfleet, and Seneca. Between 1850 and 1854, Wentworth and Halton Counties were joined for government purposes into the United Counties of Wentworth and Halton; however, this change was short-lived. In 1973, Wentworth County was renamed the Regional Municipality of Hamilton-Wentworth and, in 2001, was amalgamated with six constituent municipalities into the City of Hamilton. The City of Hamilton has remained the administrative seat or county town since the original creation of the Gore District nearly two centuries ago.

2.1.3 Barton Township

Barton Township is described in detail in the *Illustrated Historical Atlas of the County of Wentworth of 1875*. The Township of Barton was surveyed in 1791 by Augustus Jones using the Single-Front survey system used by the colonial government between 1783 and 1818.¹ The survey was made up of concessions separated by road allowances. The concession was divided into lots of 200 acres and sideroad allowances were surveyed after every fifth lot. The first settlers arrived in Barton Township in 1791, many of whom were United Empire Loyalists or disbanded troops. The settlement of Barton Township began slowly, with only 102 families living in the township by 1815; most of the settlement was concentrated at the foot of the Niagara Escarpment. The township continued to grow and by 1823 it contained one sawmill and three gristmills. By 1841, the population grew to 1,434.² Barton Township was later amalgamated into the Regional Municipality of Hamilton-Wentworth, which today is known as the City of Hamilton.

¹ William H. Smith. *Smith's Canadian Gazetteer*. Toronto: H. & W. Roswell. 1846.

² D'Arcy Boulton. *Sketch of His Majesty's Province of Upper Canada*. London: C. Rickaby. 1805. pp. 48-49.

2.2 Description of Property

The property located at 662 King Street East consists of a quadrangular lot on the south side of King Street East, between Grant Avenue and Wentworth Street (Figure 2). The structure on the property consists of a three-storey apartment building with commercial space on the ground floor. The overall scale and massing of the building appears to be relatively unaltered from its original construction in 1910. The exterior on the ground floor has undergone alterations in the early 21st century which resulted in the removal of a series of plate glass windows that extends along the front of the façade. The windows and storefronts were removed for a series of large glass doors and windows surrounded by solid walls with a red exterior stucco finish. However, the exterior on the second and third storeys has remained relatively unaltered with the exception of window replacements. The configuration of the windows, the brick detailing, and classical design details, along a projecting cornice are all still retained on the façade of the building.

2.3 Current Context

The property is situated on the south side of King Street East, on the eastern outskirts of downtown Hamilton. The apartment building is one of a series of structures located on the south side of King Street that were built in the early 20th century. Although similar in form to its neighbour at 658-660 King Street East, 662 King Street East was built in 1910 and predates the immediately adjacent properties. The bank building at 668 King Street East was built in 1921, while the other three-storey apartment building at 658-660 King Street was not built until 1932. Similar to the other properties on the south and north sides of King Street East in this area, 662 King Street East was designed to have commercial space at street level and apartment/residential space above.

3. Methodology and Sources

3.1 Study Approach

This CHER was prepared in accordance with Metrolinx's Interim Cultural Heritage Management Process (Fall 2013) and the MTCS *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). The CHER was also undertaken according to the guidelines presented in the Metrolinx document, *Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations* (April 2016) and outlined in the following tasks:

- Research and Documentation Gathering – gathered from various sources including existing heritage studies, Metrolinx records, public archives, and published materials;
- Writing – an illustrated report based on gathered background history and site investigation materials, and the application of O.Reg. 9/06 and 10/06; Evaluation, Recommendations, and Statement of Cultural Heritage Value – a summary of the applicable evaluation, and recommendations regarding whether the property meets the criteria for being a provincial heritage property, a provincial heritage property of provincial significance, or neither.

As outlined in the Draft Terms of Reference, the heritage evaluation is separated into two stand-alone components: a CHER and a CHERR. The Cultural Heritage Evaluation Report includes research conducted for the CHER and is intended to address the criteria set out in O.Reg. 9/06 and 10/06. The CHERR includes the results of the applied evaluation, and the recommended outcome of the evaluation.

Emily Game, Heritage Researcher for AECOM, conducted a site investigation to visually inspect and document the property on February 3, 2017.

3.2 Secondary Sources

A series of secondary sources were reviewed for the purposes of data collection and analysis as part of the CHER. The relevant guidelines and reference documents cited above served as a framework for undertaking the study. The *Hamilton Light Rail Transit Cultural Heritage Screening Report, City of Hamilton, Ontario* (CHSR) prepared by ASI in December 2016, provided a preliminary review of the rail corridor and the potential heritage properties identified along the corridor. Background information and applicable research was gathered from the report for the purposes of the CHER. In addition, a series of published materials including published histories pertaining to the history of Hamilton were consulted. A complete list of the sources reviewed for the report is contained in Section 15 (Bibliography).

3.3 Primary Sources

Where available, primary source material was consulted to provide a historical context for the evaluation of the potential heritage value of the property. Primary source research was undertaken at the Local History and Archives Department of the Hamilton Public Library, the Mills Memorial Library at McMaster University, and at the Map and Data Centre at the University of Western Ontario. A review of the following primary sources aided in the evaluation of the structures at 662 King Street East:

- Illustrated Historical Atlas of the County of Wentworth, 1875;
- Hamilton City Directories, issues 1910-1970;
- Fire Insurance Plans, 1911, 1927 (rev. 1933), 1960-1964; and,
- National Topographic Series, 1909-1938.

3.4 Consultations

As part of the identification of recognized and potential cultural heritage resources for the CHSR, ASI undertook consultation with the City of Hamilton, the Ontario Heritage Trust (OHT) and the MTCS. Consultation during the CHSR process took place between August and October, 2016.

As part of this CHER, AECOM undertook property-specific consultation with the same municipal and provincial staff and agencies in order to identify or confirm any existing heritage recognitions or interest in the subject properties.

The following individuals and organizations were consulted:

- Thomas Wicks, Heritage Planner, OHT;
- Chelsey Tyers, Cultural Heritage Planner, City of Hamilton;
- Asyia Patel, Assistant Cultural Heritage Planner, City of Hamilton; and,
- Rosi Zirger, Heritage Planner, MTCS.

The results of the consultation efforts have been summarized in Section 7 (Community Input).

4. Heritage Recognitions

4.1 Municipal

As a review of applicable municipal heritage recognitions for the property or adjacent properties, AECOM reviewed the City of Hamilton's heritage inventories. The following inventories and registers were reviewed:

- *Hamilton's Heritage Volume 1: List of Designated Properties and Heritage Conservation Easements under the Ontario Heritage Act*, and,
- *Hamilton's Heritage Volume 2: Inventory of Buildings of Architectural and/or Historical Interest*.

Hamilton's Heritage Volume 1 consists of a listing of properties that have been designated by municipal by-law. The volume includes properties that have been designated under Parts IV or V of the *Ontario Heritage Act*. The volume also identifies properties for which the City of Hamilton holds a Heritage Easement for the property. *Hamilton's Heritage Volume 2* is a compilation of the inventories of heritage structures and places of the six former municipalities that now make up the City of Hamilton. This volume contains approximately 7,000 properties that are of potential heritage interest, or value, but are not formally protected under the *Ontario Heritage Act*. The Inventory is publically available; however, it is one that evolves over time and properties are added on a case-by-case basis, determined by staff at the City. Consultation efforts were undertaken to confirm levels of municipal heritage recognition, if any. The property was identified in the December 2016 CHSR as not being subject to any heritage recognitions. However, consultation with the City of Hamilton in January and February 2017 confirmed that the property is now listed in the City's *Inventory of Building of Architectural and/or Historical Interest*.

4.2 Provincial

As a review of applicable provincial heritage recognitions for the property or adjacent properties, AECOM reviewed the OHT's Provincial Plaque Guide, and list of OHT easements. The property at 662 King Street East is neither the subject of a provincial plaque nor a provincial easement. In addition, OHT staff was contacted to review the *Ontario Heritage Act* Register to confirm that the property is not included on the register and that an OHT easement does not exist for the property.

A response from Thomas Wicks, Heritage Planner for OHT confirmed that the property is not subject to an OHT conservation easement or on their register.

4.3 Federal

As a review of applicable federal heritage recognitions for the property or adjacent properties, AECOM reviewed the online searchable database for the Canadian Register of Historic Places as well as the Directory of Federal Heritage Designations. 662 King Street East and the adjacent properties are not subject to any existing federal heritage recognitions.

5. Adjacent Lands

The properties adjacent to 662 King Street East consist of a similar three-storey apartment building to the west, and the former Toronto-Dominion Bank building at 668 King Street East. The adjacent 658-660 King Street East is an apartment building built in the same massing and scale with slightly different design details from the subject property. Built in 1932, this adjacent property came much later and was likely built in a similar scale and massing in order to be consistent with 662 King Street East. To the east, structure on the property at 668 King Street East is the former bank building that was purpose-built for the Dominion Bank in the 1920s.

Consultation with the City of Hamilton indicated that the adjacent properties at 668 King Street East and 658-660 King Street East are both listed on the City's *Inventory of Building of Architectural and/or Historical Interest*.

6. Archaeology

ASI completed a Stage 1 Archaeological Assessment (AA) as part of the Rapid Transit Initiative and found that the property at 662 King Street East did not retain archaeological potential and confirmed that no known archaeological assessments have previously been completed within 50 metres (m) of the property. Consequently, at the time of production of the ASI report, no archaeological sites had been identified within or adjacent to the property; however, the ASI Stage1 AA indicates that there is a small area of land that retains archaeological potential within 50 m of 662 King Street East at the northeast corner of the intersection of King Street East and Wentworth Avenue.

The results of the Stage 1 AA determined that a Stage 2 AA must be conducted for all land identified as retaining archaeological potential that will be impacted by the proposed Rapid Transit Initiative. Based on this assessment, ASI made the following recommendations:

- The King Street right-of-way (ROW) does not retain archaeological potential due to previous land disturbance. An additional AA is not required within the ROW and those portions of the study corridor can be cleared of further archaeological concern; and,
- A Stage 2 AA should be conducted on lands determined to have archaeological potential if the proposed project is to impact these lands. This work must be done in accordance with the MTCS' *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) in order to identify any archaeological remains that may be present.

It should be noted that ASI's recommendations for Stage 2 archaeological work references the MCL's 2006 draft *Standards and Guidelines for Consultant Archaeologists* (MCL 2006); however, further Stage 2 archaeological work must now be conducted in accordance with current archaeological standards and guidelines (*Standards and Guidelines for Consultant Archaeologists*, Ontario Government 2011) . For complete details regarding the results of the Stage 1 AA, reference should be made to the *Stage 1 Archaeological Assessment, Rapid Transit Initiative, City of Hamilton, Ontario* (February 2009).

7. Community Input

As part of the consultation process for this report, AECOM undertook consultation with the City of Hamilton, the MTCS, and the OHT. The results of the consultation efforts are identified below in Table 7-1.

Table 7-1: Community Input and Consultation Undertaken for 662 King Street East

Contact	Contact Information	Date	Notes
Chelsey Tyers, Heritage Planner City of Hamilton	905-546-2424 ext. 1202 chelsey.tyers@hamilton.ca	February 1, 2017 February 6, 2017 (Response)	The City of Hamilton confirmed that 662 King Street East is listed on the City's <i>Inventory of Buildings of Architectural and/or Historical Interest</i> .
Asiya Patel Assistant Cultural Heritage Planner City of Hamilton	905-546-2424 ext. 7163 asiya.patel@hamilton.ca		
Thomas Wicks Heritage Planner Ontario Heritage Trust	416-314-5972 thomas.wicks@heritagetrust.on.ca	February 1, 2017 February 9, 2017 (Response)	OHT does not hold a conservation easement for the property at 662 King Street East.
Rosi Zirger Heritage Planner Ministry of Tourism, Culture, and Sport	416-314-7159 rosi.zirger@ontario.ca	February 1, 2017	No response.

8. Discussion of Historical or Associative Value

8.1 Historic Theme/Cultural Pattern

8.1.1 *Transportation*

The earliest roads in Ontario were typically military roads or colonization roads. These roads often followed aboriginal hunting trails or were dictated by the topography of the land which they crossed. The Dundas Road was opened to connect Toronto with the Thames River, in what is now London, Ontario, and the Kingston Road was designed to provide a military link between Toronto and Kingston. The Kingston Road was one of the earliest and still functioning roads in southern Ontario.

Following the Crown surveys in Ontario, concession and side roads were opened on a grid that was dictated by the survey type that was used. The roads were cleared and made passable by the early land owners who built their dwellings adjacent to the concession roads. Despite being cleared, road conditions were often poor until the late 19th and early 20th centuries. The crown surveys, and later surveys of town and city plots were laid out on a grid, which has left a visible imprint on rural and urban street grids today. Much of the pattern of these surveys can be seen in the grids of cities and townships in Ontario. Within Hamilton, this is visible in the parallel city streets and grid layout of the downtown core and outlying areas. As a pre-existing road, King Street has a visible curve in its orientation, swinging north just east of Wellington Street before swinging south again around Barnesdale Avenue. This curvature in the road is visible on historic maps of the township and can be attributed to its history as an indigenous trail that pre-dates European settlement in the Hamilton area. The historic trail has left a visible footprint on the European grid of the City.

Railway transportation, both passenger and freight, greatly improved the transportation network in Ontario beginning in the mid-1800s. The opening of the Grand Trunk Railway (GTR) between Montreal and Toronto in 1856 provided a link between the two cities and provinces that was more easily travelled in comparison to mid-19th century roads. The construction of the route from Montreal to Toronto, and then on to Sarnia by the end of the 1860s resulted in the construction of significant structures such as the Victoria Bridge over the St. Lawrence River, and the St. Clair Tunnel in Sarnia. The GTR was designed to enhance the St. Lawrence-Great Lakes shipping routes in response to the railroads and shipping networks in the United States. As a result, it also strengthened the connection and link between the townships, and municipal and provincial economies in Ontario.

Various railway companies were formed in Ontario to create a vast network of rail lines that spread throughout the province by the early 20th century. Nonetheless, most of the companies were eventually merged with or purchased by the Canadian National Railway (CN) or the Canadian Pacific Railway (CP).

8.1.2 Hamilton Street Railway

In 1873, the City of Hamilton incorporated the Hamilton Street Railway; the horse-drawn streetcar service began in May 1874 with six operating cars. The line extended along three miles of track from the GTR's passenger station east along Stuart Street South to James Street. The line travelled south to Gore Park and then east along King Street to Wellington Street. Due to popularity of the service, additional cars were added and the track was extended. New track was laid west along King Street to Locke Street and east to Wentworth Street.

The electrification process of the Hamilton Street Railway began in March 1892. A total of 12 miles of track were electrified and 15 horsecars were converted to electric street cars. Operation of the newly-electrified cars began on June 29, 1892.

At the end of the Second World War, Hamilton Street Railway sold the lines to Canada Coach for \$1.4 million. Immediately following the sale, Canada Coach announced plans to replace the street car service with busses. By 1951, the last street car was removed from service and replaced by electric trolley busses.³

The proposed B-Line follows the old streetcar route from King Street near McMaster University to Sherman Avenue; where the old street car route then turned south along Sherman Avenue and then continued east on Main Street to Kenilworth Avenue North.

The present-day Hamilton transit company operates under the name of Hamilton Street Railway Company.

8.2 Local History

662 King Street East is located within the City of Hamilton, Ontario. Historically the structures were located within Lot 11, Concession II, Barton Township in Wentworth County. The subsections below include historic information related to the settlement and growth of these areas.

8.2.1 Settlement History

As part of the establishment of Upper Canada, the province was divided into administrative Districts in 1792. As such, Wentworth County was one of several counties that made up the Home District. It was named in honour of Sir John Wentworth, Lieutenant Governor of Nova Scotia from 1792-1808. In 1816, the Home District was divided and reorganized and Wentworth County was included in the Gore District. By 1849, the original district system was abolished and replaced by a county council system and Wentworth County became an independent political entity. Townships that were included in Wentworth County at one time or another included Ancaster, Barton, Beverly, Binbrook, Caistor, Flamborough East and West, Glanford, Onondaga, Saltfleet, and Seneca. Between 1850 and 1854, Wentworth and Halton Counties were joined for government purposes into the United Counties of Wentworth and Halton; however, this change was short-lived. In 1973, Wentworth County was renamed the Regional Municipality of Hamilton-Wentworth and, in 2001, was amalgamated with six constituent municipalities into the City of Hamilton. The City of Hamilton has remained as the administrative seat or county town since the original creation of the Gore District nearly two centuries ago.

³Transit Toronto. <http://transit.toronto.on.ca/streetcar/4751.shtml>, consulted February 9, 2017.

Barton Township is described in detail in the *Illustrated Historical Atlas of the County of Wentworth of 1875*. The Township of Barton was surveyed in 1791 by Augustus Jones using the Single-Front survey system used by the colonial government between 1783 and 1818. The survey was made up of concessions separated by road allowances. The concession was divided into lots of 200 acres and sideroad allowances were surveyed after every fifth lot. The first settlers arrived in Barton Township in 1791, many of whom were United Empire Loyalists or disbanded troops. The Settlement of Barton Township began slowly, with only 102 families living in the township by 1815. Most of the settlement was concentrated at the foot of the Niagara Escarpment. The township continued to grow and by 1823 it contained one sawmill and three gristmills. By 1841, the population had grown to 1,434.

8.2.2 Site History

662 King Street East was historically located in the southern part of Lot 11, Concession II in Barton Township when the crown survey for the township was undertaken. By 1875, the lot was already subdivided as part of the early urbanization of Hamilton. Individual structures are not shown on the 1875 map; however, it is likely that urban development was beginning to take place within the area at the time.

Historically, the lot on which the subject property is currently located was bounded by early urban roads including Cannon Street to the north, Main Street to the south, Wentworth Street to the east, and Tisdale Street to the west (Figure 3).

By the beginning of the 20th century, historic topographic mapping indicates that urban development was well underway surrounding the subject property (Figure 4). Hamilton City Directories indicate that the building at 662 King Street E was constructed by 1910 with the first resident listed as George E. Wright. By 1911, the building housed a shoe repair shop and a barber shop with apartments on the second and third floors. No residents for the apartments are listed in the directory. In 1920, East End Shoe Repair is located on the main floor and F.A. Fraser is listed as a resident. The 1930 directory indicates that the Sanitary Barber Shop and Super Service Shoe Rebuilders were operating out of the main floor, while one apartment over top was occupied by G.W. Olliver and the other remained vacant.

By 1940, there are no longer any commercial businesses listed in the city directory. At this time, the building is listed as having one vacant apartment and five residents: Alex French, William Johnson, Joseph Auld, Wilburt Walker, and James Harding. It is unclear as to whether or not any commercial businesses were present during this time. A decade later, commercial businesses return to the building and included R.C. Inkster, Jeweler, and G. Harkins, Barber. S.G. Matthews and William Wallace are listed as residents. In 1961, jeweler R.C. Inkster was still operating out of the building and was also listed as a resident along with F.L. Lang. Carm and Vilma's Coffee Shop replaced the space where the barber shop once operated. The building at 662 King Street East appears to have remained under mixed use through to the 1970s, housing various residents and businesses.

Most recently, the property at 662 King Street East retains storefront doors. However, the property does not appear to be currently used for commercial purposes, but instead appears to be converted to residential use.

8.3 Person/Event/Organization

The historic research undertaken for this CHER did not identify any significant people, events, or organizations that are directly related to or associated with the property, and could contribute to the potential cultural heritage interest or value of the property.

9. Discussion of Design or Physical Value

9.1 Style/Type/Tradition

The apartment building at 662 King Street East consists of a three storey structural brick building with a two-bay façade. The early 20th century mixed-use vernacular building draws on details from the classical tradition. The windows on the upper storeys are accentuated by vertical brick “columns” and horizontal architrave with stylized square concrete capitals. A frieze extends across the top of the façade that features triglyphs and metopes an element of the Doric Order, and above the frieze is a metal cornice. The single window that retains its original glazing has a three-light group, each with a fixed pane in the upper third and a traditional sash window below that remain functional. The original wooden frames are obscured behind modern aluminum storm windows.

9.2 Function

The building on the property was designed and built as combined commercial and residential premises in 1910, and it continues to be used for those purposes. This is a common form of housing with business below that is a ubiquitous feature of 19th and early 20th century urban areas.

9.3 Fabric

According to mid-20th century Fire Insurance Maps, the building at 662 King Street East was constructed of structural brick, much of which is visible on the second floor of the building today, despite extensive modifications to the exterior of the ground floor.

The ground floor is much altered and does not consist of many of the original building fabric materials. The exterior on the ground floor of the building has been remodeled and clad in modern red stucco as a veneer. The original plate glass window has been removed and replaced with double doors. The unbalanced appearance of the first floor façade is likely related to the odd lot line that lies diagonally across the footprint of 662 King East (Table 11-1). It is unclear what impact this has had on the evolution of the structure.

The original brick masonry has survived on the second and third storey of the building. The second and third floors each have two large window openings; the concrete sills are contemporary with the construction of the building. The structure has a flat roof in keeping with the adjacent 652-654 King Street East. Only one of the four windows retains its original glazing, which is obscured behind the modern aluminum storm window.

10. Discussion of Contextual Value

10.1 Social Meaning

The structure at 662 King Street East is one of many low-rise apartment buildings with commercial space on the ground floor that were constructed in cities across Ontario. Built in the early 20th century, the property represents a common type of residential building within the City of Hamilton. The main floor façade has been much altered but the second and third floors of the building retain many of its original architectural features and as a result, the building has contextual value.

10.2 Environment


The house located at 662 King Street East is one of a series of older buildings located along this portion of King Street East in Hamilton. To the east is a commercial bank building that was constructed c. 1920 and to the west is a series of buildings ranging in dates from 1910 to the 1920s. In addition, the north side of the street is populated with a variety of buildings of differing ages and architectural styles and forms. In this context, the property is a positive contributing element in the character of the neighbourhood.


10.3 Formal Recognition

The property was identified in the December 2016 CHSR as not being subject to any heritage recognitions. However, consultation with the City of Hamilton in January and February 2017 confirmed that the property is now listed on the City's *Inventory of Building of Architectural and/or Historical Interest*.

11. Data Sheet

Table 11-1: Data Sheet for 662 King Street East

FIELD	PROPERTY DATA
Municipal Address	656 King Street East
Municipality	Hamilton
Approximate Area (square metres)	240
Rail Corridor	Hamilton LRT B-Line
PIN	171800227
Ownership	Private
Aerial photo showing location and boundaries	

FIELD	PROPERTY DATA
Exterior, street-view photo	
Date of construction of built resources (known or estimated and source)	ca. 1910
Date of significant alterations to built resources (known or estimated and source)	Unknown
Architect/designer/builder	Unknown
Previous owners or occupants	Various commercial and residential tenants throughout 20 th century (See Section 8)
Current function	Residential
Previous function(s)	Mixed use: residential and commercial
Heritage Recognition/Protection (municipal, provincial, federal)	Listed on the City's <i>Inventory of Building of Architectural and/or Historical Interest</i> .
Local Heritage Interest	Listed on the City's <i>Inventory of Building of Architectural and/or Historical Interest</i> .
Adjacent Lands	666 King Street East and 652-654 King Street East are listed on the City's <i>Inventory of Building of Architectural and/or Historical Interest</i> .
Latitude or UTM Northing	43.251995°
Longitude or UTM Easting	-79.849310°

12. Photographs



Photograph 1: View looking south showing streetscape of King Street East with 662 King Street East second from the left (AECOM, 2017)



Photograph 2: Main floor of 662 King Street East (AECOM, 2017)



Photograph 3: Second floor of 662 King Street East (AECOM, 2017)

13. Figures

All figures pertaining to this CHER can be found on the following pages.

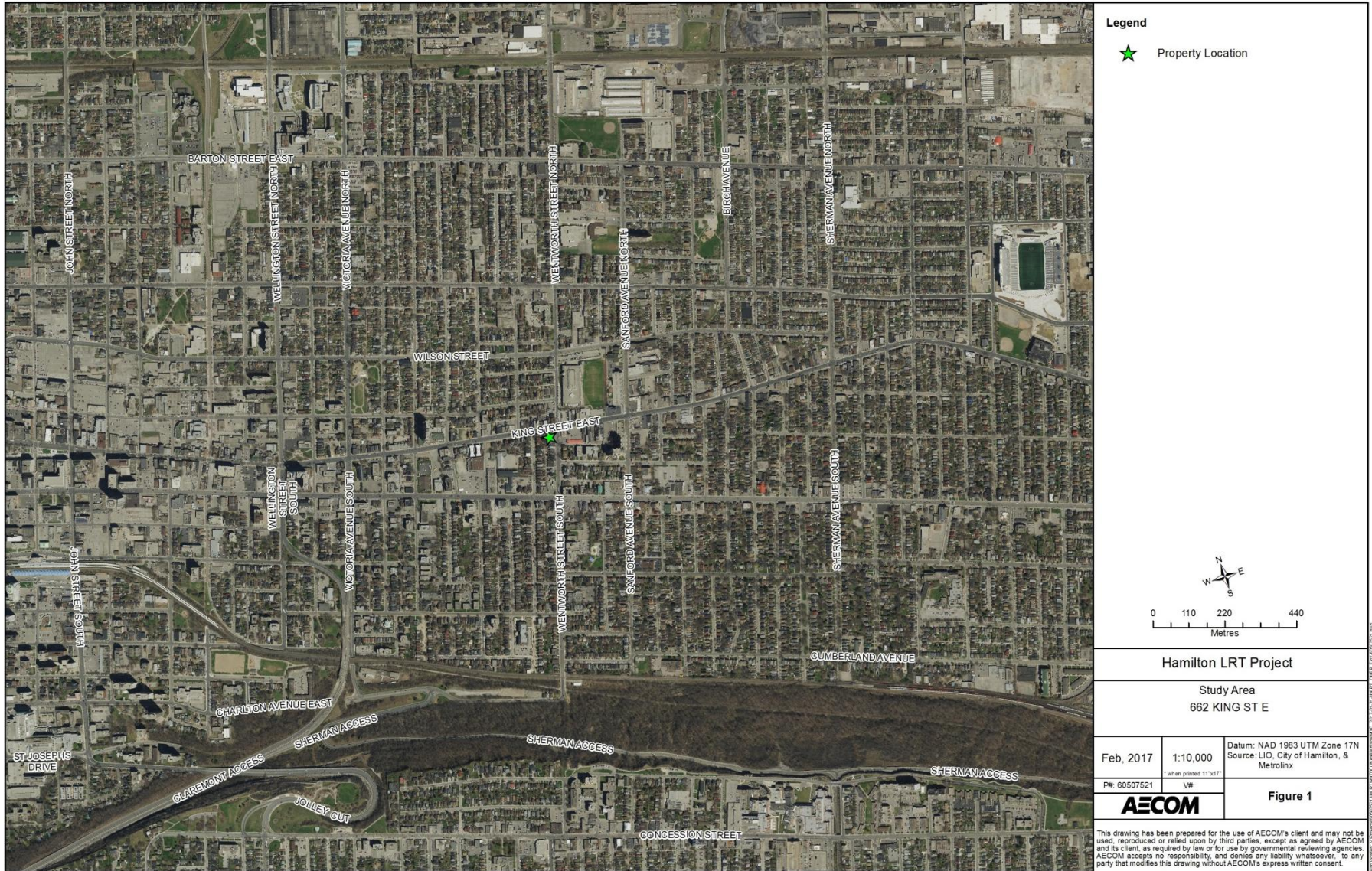


Figure 1: Location of 662 King Street East

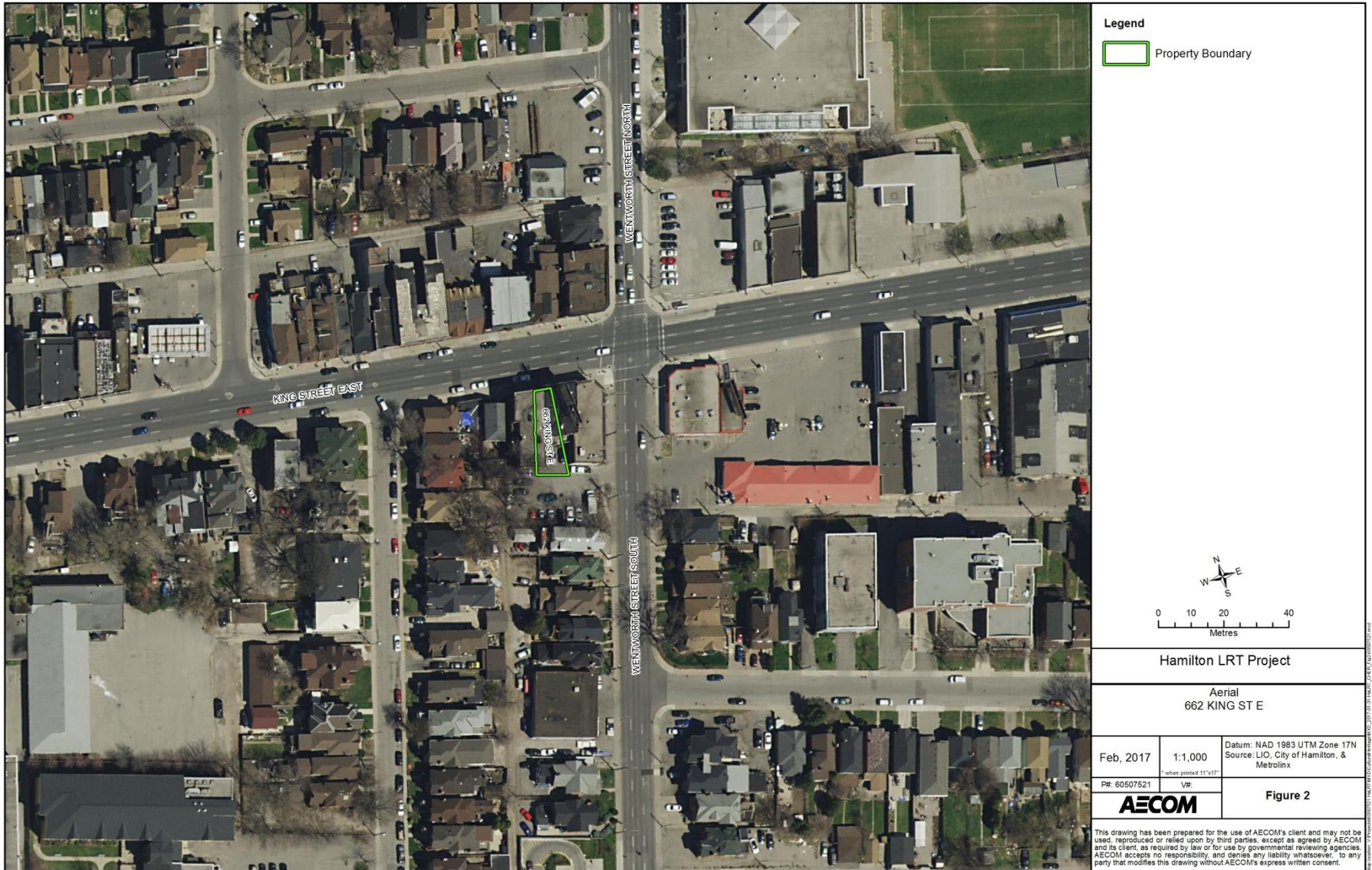


Figure 2: Aerial Photograph showing the area surrounding 662 King Street East

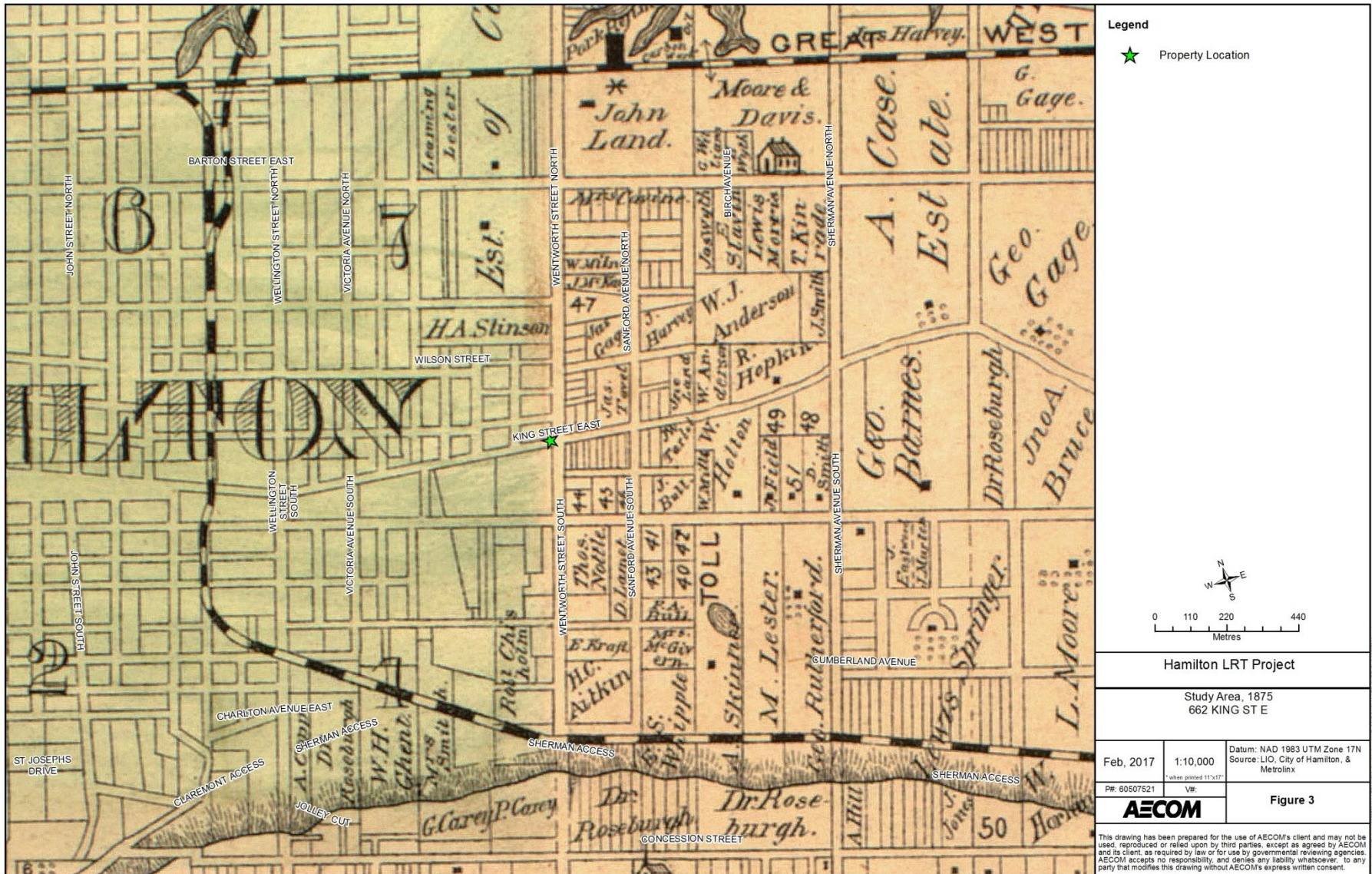


Figure 3: Location of 662 King Street East on the 1875 Historical Atlas Map (Page & Smith, 1875)

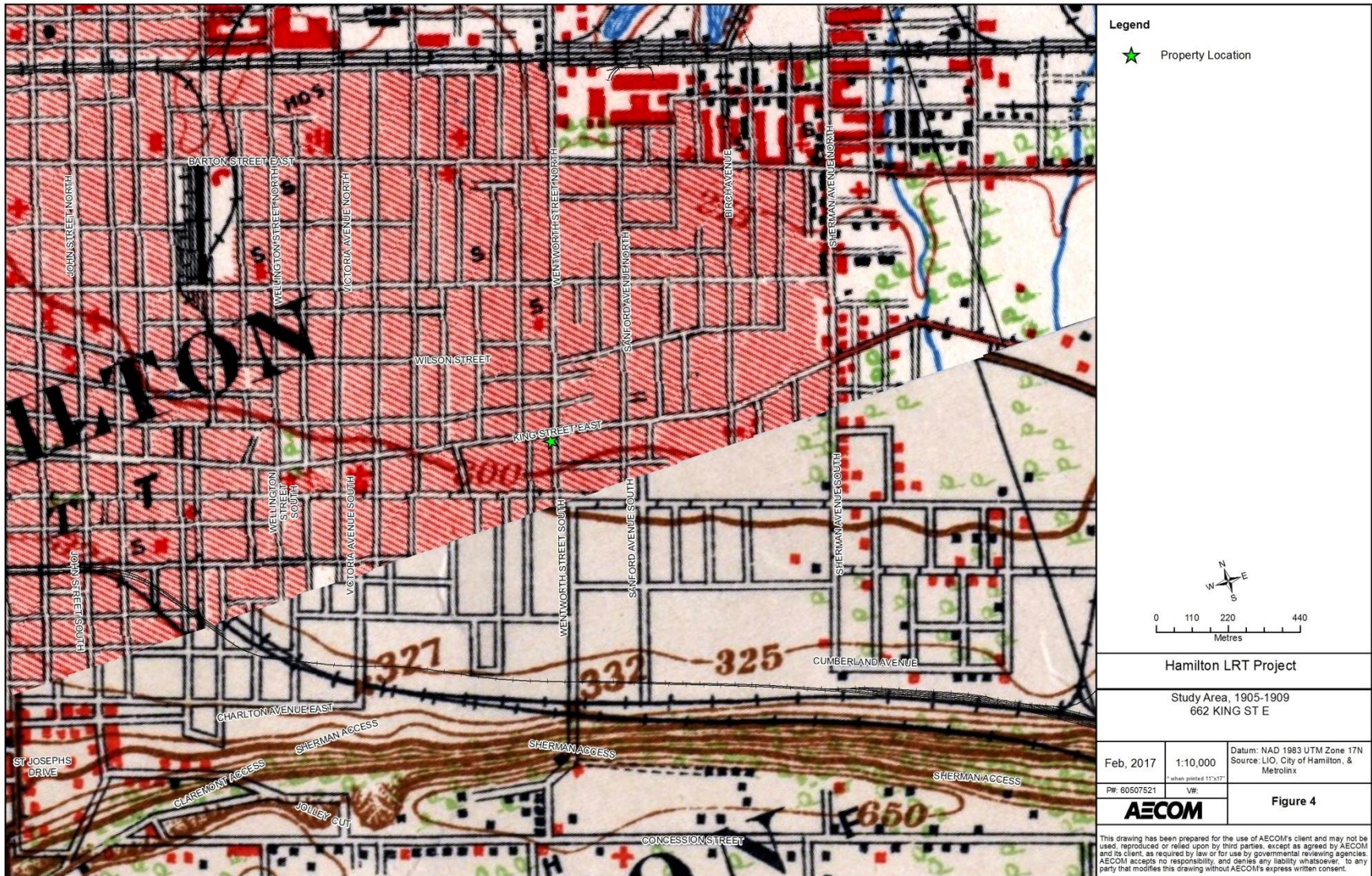


Figure 4: Location of 662 King Street East on the 1909 NTS Map



Figure 5: Location of 662 King Street East on the 1938 NTS Map

14. Chronology

- 1791 Barton Township was surveyed by Augustus Jones; the first settler arrived in the township.
- 1792 Province of Upper Canada divided into administrative districts.
- 1816 Home District divided and reorganized. As part of the reorganization, Wentworth was reorganized and included within the Gore District.
- 1850 Gore District was divided and Halton and Wentworth Counties were created.
- 1873 The Hamilton Street Railway was incorporated.
- 1892 Twelve miles of the Hamilton Street Railway was electrified and cars were updated.
- 1910 Construction of the building at 662 King Street East is complete. George E. Wright is identified as the first resident.
- 1911 A shoe repair and barber shop are illustrated on the main floor with apartments over top in the City's 1911 Fire Insurance Plan.
- 1920 The East End Shoe Repair is located on the main floor and F.A. Fraser is listed as a resident.
- 1930 The Sanitary Barber Shop and Super Service Shoe Rebuilders were operating out of the main floor. One apartment is vacant while the other is listed to G.W. Olliver.
- 1940 Building is listed to five residents with one vacancy: Alex French, William Johnson, Joseph Auld, Wilburt Walker, and James Harding.
- c. 1945 The Hamilton Street Railway was sold to Canada Coach.
- 1950 Commercial businesses include a jeweler and a barber. S.G. Matthews and William Wallace are listed as residents.
- 1951 Streetcars were removed from service and replaced with electric bus trolleys.
- 1961 Carm and Vilma's Coffee Shop and a jeweler occupy the main floor and F.L. Lang is listed as a resident.

15. Bibliography

15.1 Telephone and Email Conversations

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