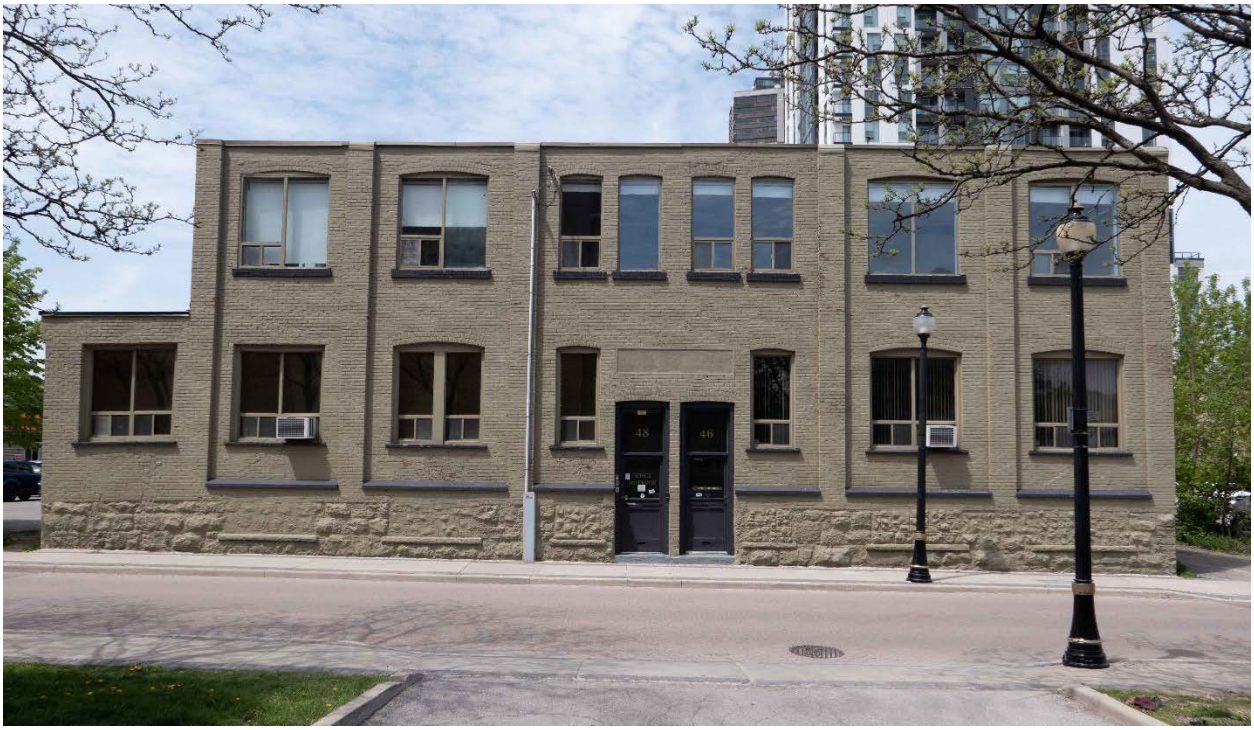

46-48 Ferguson Ave. S., Hamilton, ON

Radigan Building

CULTURAL HERITAGE IMPACT ASSESSMENT

Issued: July 2023
Rev. 1: November 24, 2023
Rev. 2: March 18, 2024

Prepared for: Ferguson Jackson Inc.

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TABLE OF CONTENTS

LIST OF FIGURES

1 EXECUTIVE SUMMARY

1.1 INTRODUCTION TO DEVELOPMENT PROJECT

This Cultural Heritage Impact Assessment (CHIA) is a requirement for the development proposed at 46-48 Ferguson Avenue South, Hamilton (subject property). The proposed project is a residential development which consists of a 30-storey residential tower on a three-storey podium. The tower will have setbacks at 7 and 13 storeys and contain a total of 403 units, 161 vehicle parking spaces and 206 bicycle parking spaces. Additionally, 4,307 sm of outdoor and indoor amenity space is proposed.

The subject property contains the Radigan Building, a two-storey brick building constructed c. 1905. The property is included on the City's Municipal Heritage Register as a non-designated property (listed). The building is proposed to be demolished with the north and east façades rebuilt, but shifted to accommodate widening of the existing laneway to the north and Ferguson Avenue South to the east.

1.1.1 CHIA OVERVIEW

The requirement for a Cultural Heritage Impact Assessment (CHIA) was identified during consultation between the proponent and municipality in March 2023 as part of the Site Plan Approval (SPA) process. It is a requirement of the proponent's site plan application and is based on the City of Hamilton's Cultural Heritage Impact Assessment Guidelines (January 19, 2023).

This CHIA includes a screening against the criteria in O. Reg. 9/06 to determine potential cultural heritage value or interest. The screening indicated that the subject property meets criterion 4. The property has historical or associative value because of direct associations with a theme and person that are significant to a community. Although this heritage-listed property does not meet the minimum requirements for designation under the current OHA (which requires two criteria), this building nevertheless possesses some limited (but non-statutory) heritage value. For the purposes of this report, this property will be considered and referenced as a "below-threshold" heritage resource. Its description and its impacts and mitigation strategies will follow the same CHIA guidelines as if the property had sufficient heritage value to be designated (even though it doesn't). As a result, a Statement of Cultural Heritage Value or Interest (SCVI) was drafted to inform measures to mitigate the impacts of the proposed undertaking.

The CHIA is required to identify and assess the impacts of the demolition of the existing building, construction of two towers connected by a three-storey podium and reconstruction of the building façade. The CHIA identifies the degree of impact (low, moderate, high) to the heritage values and attributes of the subject property and identifies measures that will mitigate these impacts.

1.1.2 PROJECT TEAM

David Eckler, B.E.S., B.Arch., OAA, MRAIC, APT, and Bruce Corley, HBA, MBA, Cert. Arch., CAHP of *AREA*, for which their curricula vitae and firm profile are attached (Appendix E), are the primary authors responsible for the overall preparation and recommendations of this CHIA. Historical research and assessment support were provided by Common Bond Collective (CB Collective, Appendix E). Photographs in the report are by either *AREA* or CB Collective from a site review May 2023 unless indicated.

1.1.3 METHODOLOGY

Primary and secondary research was conducted online and in person at the Hamilton Public Library. Abstract books were consulted, and a chain of title search is included as Appendix B. David Eckler and David Deo participated in a site review on May 12, 2023 and documented the interior and exterior of the building as well as the surrounding area.

1.1.4 HERITAGE RECOGNITION

The subject property contains the Radigan Building, a two-storey brick building constructed c. 1905. The property is included on Hamilton's Municipal Heritage Register as a non-designated (listed) property.

The properties at 46 and 48 Ferguson Avenue South were included in *Hamilton's Heritage*, *Volume 2* (September 2002). This document is now known as the 'Built Heritage Inventory' (BHI). In May 2014, the preliminary evaluations for the Downtown Built Heritage Inventory Project, recommended that both 46 and 48 Ferguson Avenue South be included on Hamilton's Municipal Heritage Register - each as a 'character-defining property'.

In September 2014, 46 Ferguson Avenue South was included on Hamilton's Heritage Register with the following preliminary evaluation[1]:

> **Preliminary Design Value**: 46 Ferguson Avenue South is a two-storey brick building constructed in 1905 for industrial and commercial purposes. The building, laid in Common bond, has a rectangular plan with a long façade and a flat roof. It contains two units (46 and 48) that each have their own elevator (originally hoists). The building has a single-stack brick chimney in the rear and a stone foundation with windows filled-in with concrete blocks, which were originally segmental in shape with brick voussoirs. There is an additional one-storey brick wing on the east end of the south side wall.
>
> The symmetrical front façade consists of five bays, separated by brick pilasters, composed of segmental windows with brick voussoirs and stone sills. The central bay contains two entrances, one for each unit, with segmental transoms with brick voussoirs. Above the entrances is a panel inscribed "RADIGAN BUILDING, 1905" with flower reliefs, which is flanked by a window on either side. There are four windows in the second storey of the centre bay. The outer four bays consist of double windows in segmental openings with stone lug sills.
>
> The north and south walls consist of six bays of double windows in segmental openings. The nine-over-nine hung windows and storm windows have been removed.
>
> **Preliminary Associative Value**: 46 Ferguson Avenue South, also known as the Radigan Building, was built in 1905 by tinsmith John Radigan when he started making furnaces and lanterns under the name John Radigan & Company. By 1910, John's son, Frank Radigan, joined in the family business and established a wholesale hardware business in the northern half of the building, while John Radigan & Co. Metal Works & Furnaces continued to operate in the southern half. Four of Frank's sons eventually joined the family business, renaming it the Radigan Brothers, and assumed control of the company in 1948.

[1]City of Hamilton, Cultural Heritage Resources Mapping. The GIS entry for 46 Ferguson indicates that 48 Ferguson and 173 Jackson Street East are other addresses associated with the property.

By that time, John Radian & Company had been replaced by the B.F. Goodrich Company Warehouse in the southern half of the building, which was later replaced by F. & M. Reproduction Limited in the 1960s, who dealt with blueprints. Radigan Brothers Limited branched out and became known for wholesale janitor supplies. The company now distributes industrial grade cleaning equipment and supplies throughout southern Ontario. The Radigan business has remained in the family for four generations and continues to operate out of 46 Ferguson Street South.

Preliminary Contextual Value: 46 Ferguson Avenue South is located on the southwest corner of Ferguson Avenue and the east-west alley that bisects the block bounded by Main, Ferguson, Jackson and Walnut Streets, fronting directly onto the public right-of-way. 46 Ferguson Avenue South was adjacent to the former railway track that ran along Ferguson Avenue.

The property is located in the Corktown Established Historical Neighbourhood (CEHN), one of Hamilton's early 'Mountainside' communities, Hamilton's earliest Irish community and an early inner suburb for the working and middle classes of Hamilton. The CEHN contains a number of cultural heritage resources and properties on the City's Municipal Heritage Register, both designated and non-designated. These are concentrated between Main Street East, Hunter Street East, James Street South and Wellington Street South.

1.2 PRESENT OWNER AND CONTACT INFORMATION

Ferguson Jackson Inc. c/o The Hi-Rise Group Inc., 25 Imperial St., Suite 200, Toronto, ON, M5P 1B9

1.3 DESCRIPTION OF PROPERTY

This section comprises a description of the subject property based on field review. A discussion of the building's evolution over time, and the building style / type is in Section 2.2.

1.3.1 SITE

The subject property is located in Hamilton's Corktown neighbourhood, on a corner lot adjoining Ferguson Avenue South and Jackson Street East. The block is bordered to the north by Main Street East and to the west by Walnut Street South.

The property comprises the Radigan Building in the northeast corner, with the balance of the site a large paved parking area. The Radigan Building is set directly against the east lot line, with no setback from the sidewalk (Figure 1). A curved strip of land adjacent to property at the southeast corner is grassed, containing trees and several benches.

Figure 1. Looking north at the Radigan Building, set directly against Ferguson Avenue South.

Exterior

The Radigan Building is an early 20th century industrial building, with a primary elevation facing east onto Ferguson Avenue South. It has a duplex design, allowing each side of the building to be accessed and used separately.

The building has a raised foundation of coursed masonry, with brick walls rising to a flat roof. The elevations are defined by regularly spaced bays with large window openings separated by brick pilasters (Figures 2 & 3). The main elevation presents a symmetrical five-bay elevation, centred by a pair of front doors with transom windows (Figure 4). Above the doors was a sign with the building's name, date of 1905 and two floral motifs, which has since been removed (Figure 5). Aside from the symmetry and former sign, there are few aesthetic embellishments to distinguish the façade as the main elevation.

Figure 2: Looking southwest at the Radigan Building, showing the bays that characterize the design.

Figure 3: View to the south and west elevations of the Radigan Building.

Figure 4: The Radigan Building's symmetrical main (east) elevation.

Figure 5: Original sign (since removed), as photographed in 2011.

The building has been enlarged and modified numerous times. Original window and door openings feature segmental arches, while modified openings have flat lintels (Figure 6). The windows are not original, being double aluminium types with small sliding sashes. A number of window or loading door openings have been infilled on the rear and side elevations, likely to accommodate new elevator technology (Figure 7). Previous window openings to the basement in the raised foundation have since been infilled with masonry block and struck with false masonry joints. Several seams are evident in the brickwork of the north, west and south elevations, suggesting which portions of the building preceded others. A three bay one-storey addition has also been added to the south elevation.

Figure 6: Non-original flat window openings seen on south end of the main elevation and south addition.

Figure 7: Infilled former window openings at the south end of the west elevation, on both stories.

Stretcher bond brickwork is used on the main east elevation, with common bond used on the sides and rear. Corbelling was used in several instances to reduce the profile of the building's corners (Figure 8).

Figure 8: Decorative corbelling transitioning chamfered northwest corner.

Interior

The interior includes basement, ground and second floor spaces. An early elevator in the northwest quadrant of the building serves all three levels. There is a combination of finished spaces, divided with partitions, and larger open areas with exposed structural components (including brick walls, beams, ceilings and posts).

The interior is loosely divided between the two addresses, although doors provide connections between the sides. The ground floor is accessed via a short flight of stairs from both front doors. At grade, the 48 Ferguson side contains a large former retail space on the east side, with several smaller partitioned rooms at its rear (Figures 9 & 10). The large space has exposed ceilings, walls and posts. Most posts are wood, which along with the beams are very substantial in size, being 13” timbers. The beams are wider. Most have been repurposed from an earlier building, as indicated by mortises, joist pockets, and other relief cuts that do not serve the current structure (Figure 11). The large space contains hardwood flooring, while the rear spaces contain a combination of hardwood, vinyl tiles, and metal diamond plate around a conveyor opening connected to the basement.

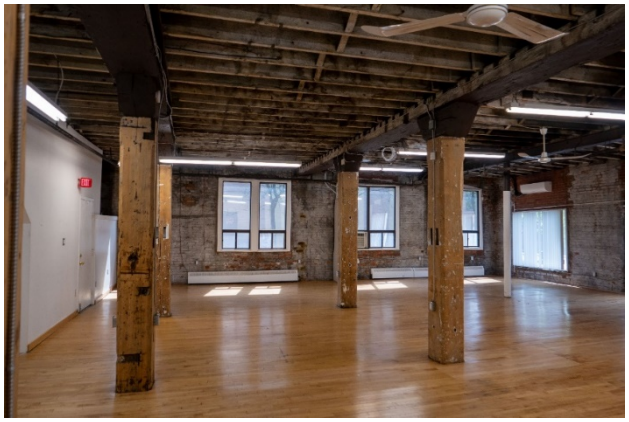

Figure 9: Ground floor of 48 Ferguson, showing salvaged timber posts and beams.

Figure 10: Smaller rooms at rear of 48 Ferguson use smaller posts and built-up beams.

Figure 11: Detail of salvaged wood posts and beams, showing unused joist pockets and tenons.

The 46 Ferguson side is divided between an office area and rear workshop at grade. The office is a finished space, with vertical wood panelling and several sections of elaborate, painted, pressed tin ceiling (Figures 12, 13 & 14). The area has a sage green and off-white colour scheme, pendant lamps, and a partially enclosed administrative room in the centre. The rear workshop has exposed structural finishes (Figure 15). The area contains a separate washroom, elevator and work bench area partially framed and shelved by reused wooden boxes (Figure 16). The elevator shaft is clad with rough horizontal boards, and the main machinery is exposed directly adjacent to the shaft. The shaft is accessed by wooden doors, behind which is a wooden barrier and the elevator cage (Figures 17 & 18). The elevator unit is topped by a beam advertising the Otis-Fensom Elevator Company (Figure 19).

Figure 12: View of wood strip paneling on walls and tin ceilings in the office.

Figure 13: Detail of tin panel ceiling.

Figure 14: Office details, including transom window and tin panel ceiling.

Figure 15: Rear workshop space of 46 Ferguson, with former filled in window openings visible at rear.

Figure 16: Re-used wooden boxes used as shelving and cladding in the rear workshop space.

Figure 17: View of the open elevator shaft from the first floor.

Figure 18: View of the elevator machinery on the west side of the shaft.

Figure 19: Otis-Fensom top beam of the elevator car.

The second storey contains four spaces to be independently occupied, accessed via central corridor with washrooms. These spaces contain full and partial partitions to suit various uses. Exposed wooden posts, beams and brick walls are found throughout the spaces (Figure 20).

Figure 20: View of party wall and wooden posts at the second floor level.

The basement is a full-height space containing four equally sized open spaces. There is no basement excavated beneath the one storey addition on the south side. Masonry foundations surround the building exterior, and also bisect the east-west and north-south walls (Figures 21 & 22). The southwest quadrant contains several sections of concrete block wall, presumably applied over the existing masonry foundations. The foundation walls contain former window openings, some of which have become disused with western extensions to the building, while others have been blocked-in on the exterior. In the latter case some of the historic wood window units remain extant. The basement has concrete floors throughout, with exposed piers, beams and ceilings. The posts are metal cylinders on the eastern (original) half of the basement, and substantial brick piers on the western half, some with chamfered corners (Figures 23 & 24). The beams on the eastern half are reused wooden beams, with a similar size and joist pockets to those in the former retail space. The joists on the eastern half may have also been salvaged from the same building, matching the 3” width of the joist pockets on the beams. Three of the beams on the western half are built up from four pieces of lumber, while the southern-most one is the single salvaged type.

Figure 21: Looking south from the northeast quadrant of the basement at the party wall separating 46 and 48 Ferguson. The former rear foundation wall is at right, with previous window openings visible.

Figure 22: Looking southwest from the southeast quadrant, past the original rear foundation wall and window openings.

Figure 23: Salvaged wood beams and round posts under the original portion of 48 Ferguson.

Figure 24: Brick posts supporting built-up beams in the southwest quadrant.

2 BACKGROUND RESEARCH AND ANALYSIS

2.1 HISTORICAL & ASSOCIATIVE ANALYSIS

This section expands on the preliminary historic and associative value identified in the city's listing for 46 Ferguson Avenue South.

2.1.1 THEME

The subject property has associations with the theme of Hamilton's industrial activity, particularly manufacturing between 1905 and 1945.

In the late 1820s, construction of the canal through Burlington Beach permitted schooners and steamers entry into Burlington Bay and transformed Hamilton into a significant port. It became an ideal location for mercantile houses, granaries and manufacturing establishments. A railway boom in the 1850s attracted stove and farm-implement foundries to Hamilton and industry flourished into the mid-20th century. Ready-made clothing and sewing-machine manufacture developed during the American Civil War, and by the 1890s the Hamilton Blast Furnace Company was producing pig iron.

Manufacturing in Hamilton was aided by two main railway lines - the Toronto, Hamilton & Buffalo Railway (THBR) which paralleled the base of the mountain and the Grand Trunk Railway (GTR) which more or less paralleled the waterfront. The THBR traversed the uptown residential district while the GTR traversed the city's industrial section.

The THBR existed between 1892 to 1987 and served the Hamilton area. It provided local businesses with a way to ship their products to Canadian customers in Toronto, Montreal and the west, as well as to American customers via its corporate parents the Canadian Pacific Railway and the New York Central. In 1987 the Canadian Pacific Railway (CPR) merged the THBR into its system.

The GTR officially opened between Sarnia (Ontario), and Portland (Maine) in 1859. In 1882, the GTR absorbed the Great Western Railway (GWR) including its line in Hamilton. Then in 1888, the GTR took over the Northern & North Western Railway (NNWR) including the line which ran down Ferguson Avenue South and past the Radigan Brothers property. Freight rail service continued running on Ferguson Avenue South until the mid-1980s. The GTR station on Ferguson Avenue South (at King Street East) is now Ferguson Station Park.

These two railways attracted businesses to Hamilton and helped make it a manufacturing centre. By 1901 there were over 180 manufacturing businesses producing metal, wood, leather, textiles, glass and pottery goods.[2] While many were local businesses, several American branch plants established themselves in Hamilton to serve Canada's prairie market, including the Otis-Fensom Company of New York. By 1913, Hamilton could boast of more than 400 industries including John Radigan & Company.

[2]The Industrial Recorder of Canada, *Hamilton: The Electric City*, 1901, p. 6.

John Radigan established a tinware factory in 1886 in a small building on Mary Street and then moved to a building at 42-46 Kelly Street c. 1900 and then to Ferguson Avenue South in 1906.[3] Although the company manufactured many tin products, Radigan focused on elevator buckets. Bucket elevators are mechanisms used for hauling bulk materials such as grain or sand vertically. The tin buckets manufactured by Radigan were:

> *…made of tin with irons bands, of a pattern that makes them particularly effective and are half an inch shorter across the belt on the bottom than at the top which gives them a free discharge and ensures the entire contents being emptied, in a way that is impossible with straight buckets. They are light, strong and durable and nest closely together thus occupying little space when packed for shipment and have the additional recommendation of being cheap.*[4]

The 1907 city directory lists John Radigan & Company as providing furnace work, elevator steel and tin buckets out of 48 Radigan Avenue South. It also lists Frank Radigan as a hardware jobber working out of 44-46 Ferguson Avenue South.[5] This is the earliest reference in the city directories to Frank as a hardware jobber, although the 1923 company catalogue states that the company was founded in 1902.[6] Frank continued the wholesale hardware business into the 1930s and then four of Frank's sons joined the family business. Joseph was president with brothers Bill, Bern and Jim all working in sales. They renamed the business Radigan Brothers in 1948. The company then concentrated on selling paint, floor wax, cleaning supplies and vacuums primarily to contractors and painters.

The metal works manufacturing continued at the property until at least 1933. The 1933 Fire Insurance Plan (Sheet 146) identifies John Radigan & Company Metal Works at 48 Ferguson Avenue South. The 1947 Fire Insurance Plan (Sheet 146) identifies Radigan Brothers occupying the first floor of 46-48 Ferguson with the B.F. Goodrich Warehouse occupying the second floor. Radigan Brothers continued to operate out of the property until c. 2010.[7]

2.1.2 PERSON/ORGANIZATION

The subject property has direct associations with John Radigan (person) as well as John Radigan & Company (organization) and the Radigan Brothers (organization) which operated out of the building for several generations (1906 - c. 2010).

John Radigan (b. 1854 - d. c. 1913) was a tinsmith by trade and manufactured tinware under the name John Radigan & Company. By 1901, Radigan and his wife Sabina had a family of eight children: Emma, John, Theresa, Mary, Gertrude, William, Edward, James.[8] The 1901 census lists both John [Sr.] and John [Jr.] with the occupation of tinsmith and working at a factory. The 1901 census does not contain an entry for Frank Radigan. It may be that John [Jr.] (b. 1881 - d. unknown) used the name Frank to distinguish himself from his father. The 1903 city directory, for instance, lists two John Radigans living at 113 Ferguson Avenue North[9].

Based on the city directories, John died c. 1913 as the 1912 city directory lists John as residing at 106 West Avenue South and the 1914 directory lists his wife Sabina as a widow.[10]

[3]Ibid, p. 19.
[4]Ibid.
[5]Vernon's Hamilton City Directory, 1907, p. 479.
[6]Frank Radigan Wholesale Hardware Jobber, Catalogue 159, p. 1.
[7]Mark K. Nolan, "Still Cleaning Up After 126 Years," *Hamilton Spectator*, July 30, 2010.
[8]Census of Canada, 1901. Province of Ontario, District 69 Hamilton City, p. 3. John Radigan's date of birth is listed as July 16, 1854, making him 46 years of age.
[9]Vernon's Hamilton CIty Directory, 1911, p. 457.
[10]Vernon's Hamilton City Directory 1912, p. 749. Other sources identify the date of John's death as

2.1.3 ARCHITECT

The architect for 46-48 Ferguson Avenue South is Edmund Brown Patterson (b. 1866 - d. 1946) who was active in Hamilton from 1895 until 1930.[11] Born in Ireland, Patterson emigrated to Canada and was educated at Central Collegiate and the Art School in Hamilton. He articled with William A. Edwards and opened his own office in 1896 specializing in the design of industrial buildings, private residences and walk-up apartment blocks. In 1897, Edmund's brother John was one of five Hamilton businessmen who established the Cataract Electric Power Company in an effort to bring low cost electricity to Hamilton. He hired his brother Edmund to design the turbine building at Decew Falls in St. Catherines. The large, brick building constructed in 1898 is extant.

In addition to 46-48 Radigan Avenue South, Patterson's other factory work in Hamilton was characterized by large manufacturing facilities including:

- Dowswell Brother & Company. Addition to factory, 1897. Murray Street West. Status - undetermined.
- Hoepfner Refining Company. Factory, 1899 and addition 1900. Biggar Avenue near Sherman Avenue North. Status - extant.
- Ontario Lantern Co. Factory addition, 1899. Cannon Street East. Status - not extant.
- National Cycle & Automotive. Factory, 1900, Emerald Street North. Status - Undetermined.
- Hamilton Cotton Co. Factory, 1900. Mary Street. Status - not extant.
- Imperial Cotton Co. Factory, 1900. Sherman Avenue North at Landway Avenue. Status - extant.
- International Harvester Co. Factory building, 1902-3. Sherman Avenue North at Burlington Street. Status - partially extant.
- Electric Parcel Delivery Co. Stable block, 1902-3. Walnut Street North near King William Street. Status - not extant.
- Dominion Cotton Belting Co. Building, 1903. Sherman Avenue North. Status - extant.
- Thomas Ramsay. Warehouse, 1911. Elgin Street. Status - undetermined.

The former Imperial Cotton Co. factory is notable as a successful adaptive reuse project which now houses creative professionals.

2.2 DESIGN & PHYSICAL ANALYSIS

This section describes the evolution of the subject property, along with any building types or material features pertinent to the property's potential for cultural heritage value. Refer to Section 1.3 Description of Property for a detailed description of the property, building, and related illustrations.

2.2.1 EVOLUTION OF THE SUBJECT PROPERTY

The subject property is located in Lot 13, Concession 3 Barton Township in Wentworth County (Figure 25). The lot was patented to Richard Springer in 1801, eventually passing to Oliver Jeffrey Springer in 1837. In 1860 Oliver Springer registered Plan 48, which shows eight city blocks containing six or more subdivided lots south of Main Street East (Figure 26). Ferguson Avenue

[11]"Patterson, Edmund Brown," Biographical Dictionary of Architects in Canada 1800-1950.

South is named Cherry Street on Plan 48, and Jackson Street East is Tyburn Street. The Radigan Building is located on a block bisected by a laneway, and located on Lot 7, north of Jackson Street East and West of Ferguson Avenue South.

Figure 25: 1847 plan of Barton Township, with Lot 13 Concession 6 shaded red (McMaster University Library).

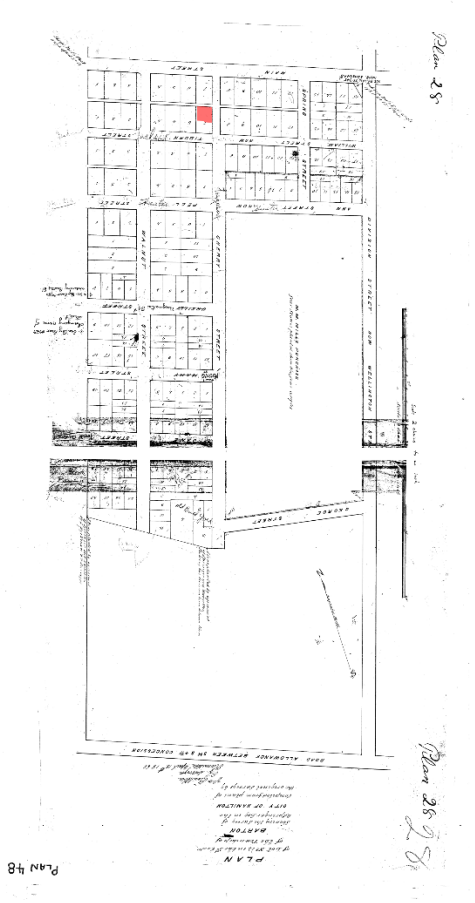

Figure 26: Subdivision Plan 48, showing a number of urban blocks and lots. The Radigan Building's location highlighted in red (onland.ca).

Maps provide some indication of the subject property's early development history. The subject property is part of a large area belonging to Richard Springer on an 1830 map (Figure 1830 Hamilton). Marcus Smith's 1851 Map of Hamilton shows the street and block layout reflected on Oliver Springer's later survey, along with building footprints (Figure 1851 Map). There are no buildings on the current footprint of the Radigan Building, but a smaller structure is shown on Lot 7 at the Ferguson and Jackson intersection. The remainder of the block is partially built, with lot-fronting buildings on Main and Jackson streets as well as outbuildings. An 1875 map from the county atlas only shows major buildings, with none included on the subject property's block (Figure 1875 Wentworth). This map does show the GTR line (then Hamilton and Lake Erie Railroad) along Ferguson Avenue, the depot of which is shown north of Main Street East.

Figure 27: 1830 map of Hamilton showing blocks laid out north and west of Lot 13, which is attributed to Richard Sterling. Location of Radigan Building outlined in red (McMaster University Library).

Figure 28: Marcus Smith's 1851 map of Hamilton shows the area around the subject property in an advanced state of development. Radigan Building outlined in red (York University Digital Library).

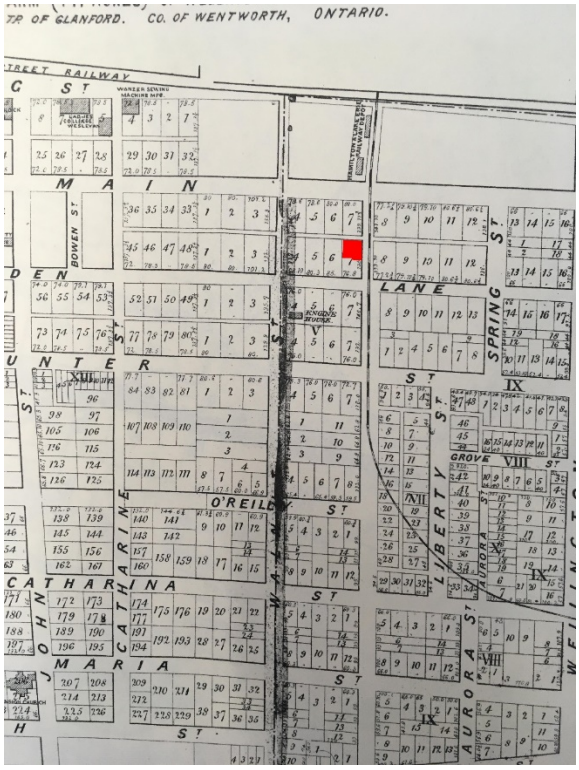

Figure 29: Map of Hamilton from the 1878 County Atlas showing block layouts and the adjacent railway line. Radigan Building outlined in red (1878 Illustrated Historical Atlas of the County of York.

Bird's eye sketches from 1876 and 1893 show the subject property's block being completely developed, along with surrounding areas (Figures 30 & 31). Both show that the Radigan Building was preceded by residential buildings facing onto Ferguson Avenue South. This matches the 1898 Fire Insurance Plan, which shows a wooden triplex on the site of the current building (Figure 32). The plan also shows Lot 7 containing another wooden duplex immediately south, and a brick dwelling facing Jackson Street East. The next Fire Insurance Plan is from 1911, and shows the Radigan Building having replaced the wooden triplex, built to its current extent (Figure 33).

Figure 30: 1876 bird's eye view of Hamilton showing the subject property in the midst of a developed, primarily residential area. Radigan Building outlined in red (McMaster University Library).

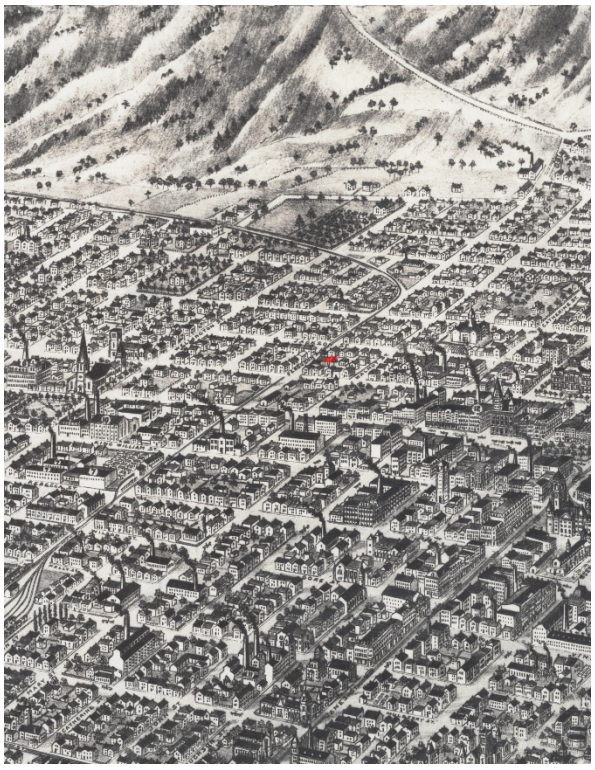

Figure 31: 1893 bird's eye view of Hamilton showing the subject property in the midst of a developed, primarily residential area. Radigan Building outlined in red (McMaster University Library.

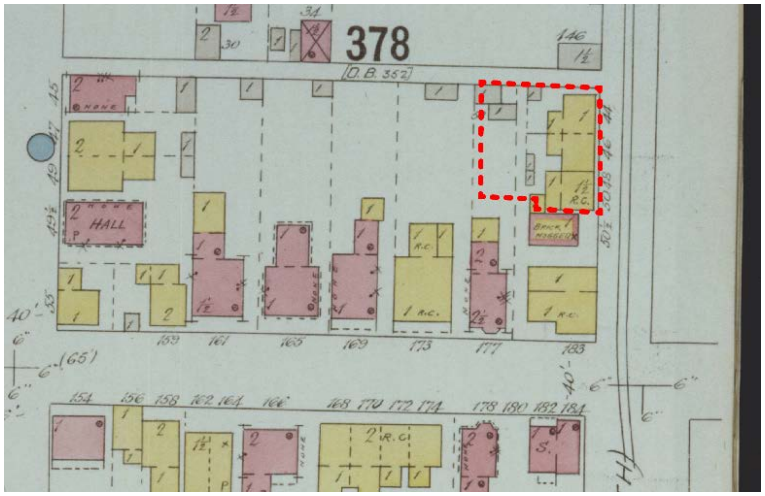

Figure 32: Detail of Sheet 58 of the 1898 Fire Insurance Plan, with red line approximating the outline of the Radigan Building (McMaster University Library).

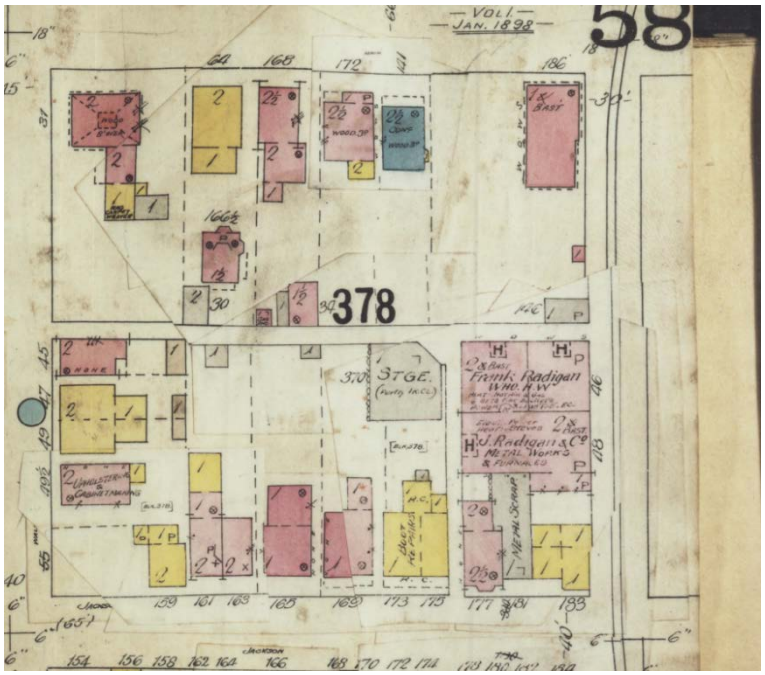

Figure 33: Detail of Sheet 58 of the 1911 Fire Insurance Plan, showing the Radigan Building with all additions (McMaster University Library).

Site review and background research reveal that the Radigan Building was constructed as four separate segments: Section A; Section B; Section C; and Section Z, as illustrated (Figure 34). Section A was identified as the original portion through site review, and the pair of addresses included in the 1907 city directory. The basement contains former foundations of Section A's west wall, including window openings. Former window openings on the west wall also remain evident at the ground and second floors. Section A also contains similar construction materials, in particular massive salvaged timber beams, posts and joists. In exposed floor assemblies of Sections B and C, the main beams are always built from four or more boards. The exception is the south beam of Section C in the basement, which matches the salvaged beams in Section A.

Figure 34: Diagram identifying different additions to the Radigan Building.

Section A is dated to 1906 through a reference to the building permit on May 3 in the Hamilton Evening Times: “E. B. Patterson, architect, brick factory on Ferguson avenue, between Main and Jackson streets, for J. Radigan & Co., to cost $3,000."[12] Sabina E. Radigan had purchased all of Lot 7 in December of 1905[13], and by August 1906 John Radigan was advertising ‘lumber joists, beams and timbers to be disposed of immediately,’ suggesting construction had been completed.[14]

Section’s B, C and Z were all subsequently constructed. Section B preceded Section C, illustrated by the merging of brick details on the west elevation (Figure 35), and Section B’s former exterior wall, which remains visible in the basement staircase (Figure 36).

[12]Hamilton Evening Times, 3 May 1906, p. 8.
[13]Wentworth County Land Registry Office, Book H14(2), folio 300.
[14]Hamilton Evening Times, 9 August 1906, p. 3.

Figure 35: Brick details of Section B (left) partially obscured by the subsequent Section C addition.

Figure 36: Former exterior wall shows water table and other brick details.

The relative chronology of Section Z is less certain, being a smaller addition, although exposed interior brickwork suggests it was built subsequent to Section A. There is no excavated basement beneath Section Z, although it has a raised foundation with similar masonry to Section A. A steel beam supported by posts carries the upper portion of Section A's original south wall (Figure 37).

Figure 37: View of Section Z addition interior space, with steel beam and different ceiling structure.

Sections B, C and Z were all built over a short period of time, between 1906 and 1911. Reference to two building permits were identified, which appear to apply to the Radigan Building:

- April 26, 1909: “E. B. Patterson, brick addition to fac-tory, 44 Ferguson avenue south, $800."[15]
- November 30, 1909: “E. B. Patterson, brick addition to factory building corner of Main and James streets, for J. Radigan, $1,200.”[16]

These building permits suggest that two building additions were completed in quick succession, likely in 1909 and 1910. Presumably the first addition pertained to Section B, and the second to Section C. The second project may have included Section Z as well, given the higher cost of the project, and that both projects pertain to the southern portion of the building.

A number of transactions in abstract books pertain to the Radigans in 1909 and 1910. Most notably, in May 1909, Frank Radigan purchased the eastern 52’ of Lot 6, and the following February sold the eastern 6’ of which to John Radigan.[17] Both parties contributed a 6’ strip to create a common 12’ laneway along the eastern edge of Lot 6, running between the existing laneway further north and Jackson Street East. This new laneway was presumably necessary to provide loading access to the buildings’ rears, which were extended to the western edge of Lot 7 through Sections B and C. Subsequently, abstract books contain transactions for Lots 6 & 7 between members of the Radigan family and the family company up until the sale of the land to Ferguson Jackson Inc. in 2022. A complete chain of title search is included as Appendix B.

Fire Insurance Plans show that the Radigan Building housed three elevators in 1911. Plans from 1933, 1947 and 1960 show only two elevators, both in the western portions of the building (Figures 38, 39 & 40). The 1911 plan also suggests that a portion of Section A’s rear wall had been removed following the addition of Section C, whereas it was retained adjacent to Section B as a functional partition.

[15]The Hamilton Times, 26 April 1909, p. 10.
[16]The Hamilton Times, 30 November 1909, p. 10. The reference to James Street is assumed to be an error, given a lack of factories shown on Fire Insurance Plans and Main and James streets, and no known interests of John Radigan at that location.
[17]Wentworth County Land Registry Office, Book H14(2), folio 299.

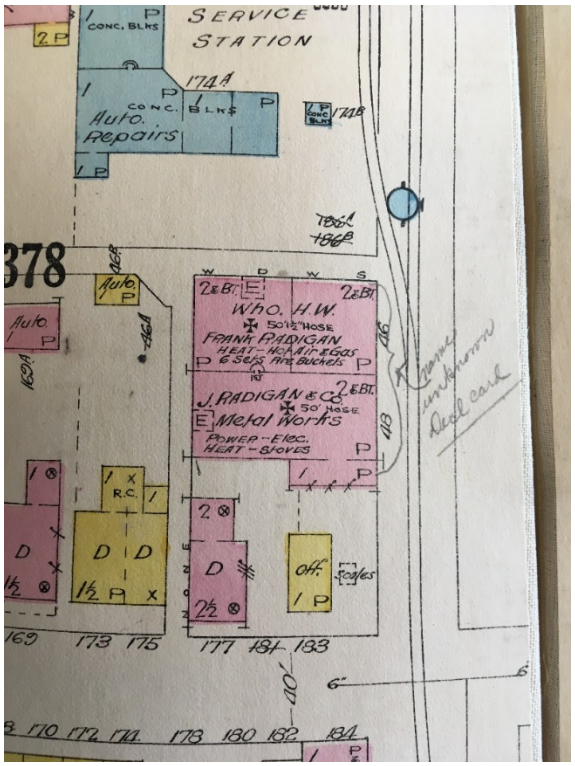

Figure 38: Detail of sheet 146 on 1933 Fire Insurance Plan (Hamilton Public Library).

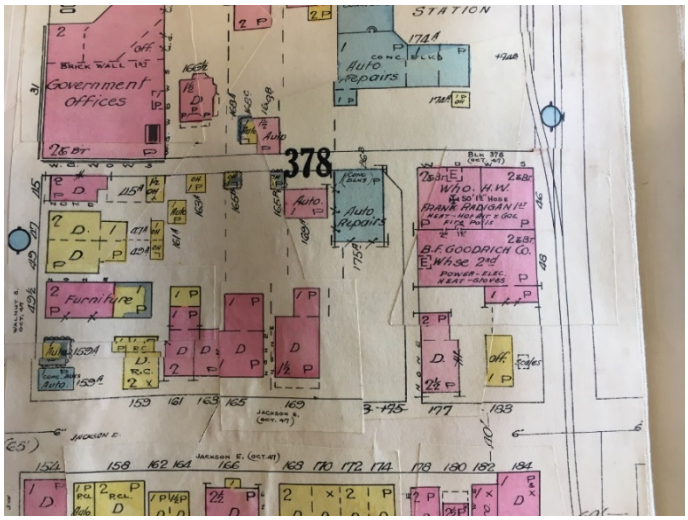

Figure 39: Detail of sheet 146 on 1947 Fire Insurance Plan (Hamilton Public Library).

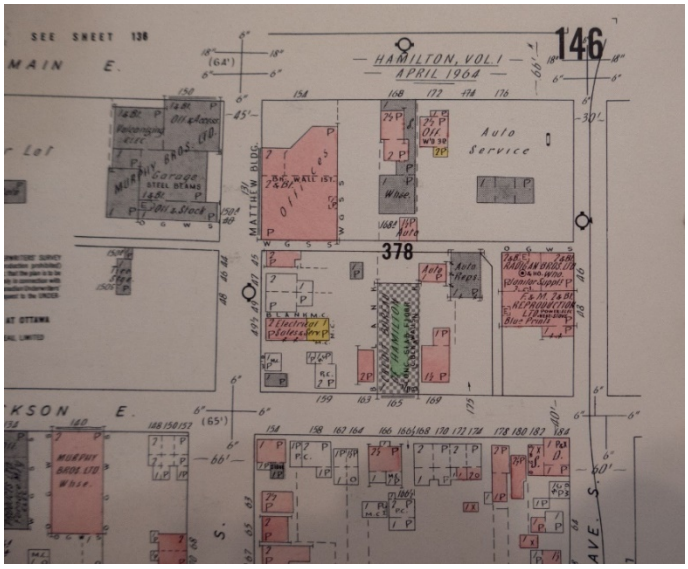

Figure 40: Detail of sheet 146 on 1960 Fire Insurance Plan (Hamilton Public Library).

20th century photographic records of the Radigan Building are scant, and limited to an aerial photograph from 1969 (Figure 41), and a corner photo of the east elevation from the 1970s (Figure 42). A promotional rendering of the Radigan Building is found in the 1923 catalogue, which shows a much-embellished version of the structure (Figure 43). The building shown is much taller, and wider than the actual Radigan Building, and features a substantial rear addition.

Figure 41: Detail of 1969 aerial photograph, sheet G7 (McMaster University Library).

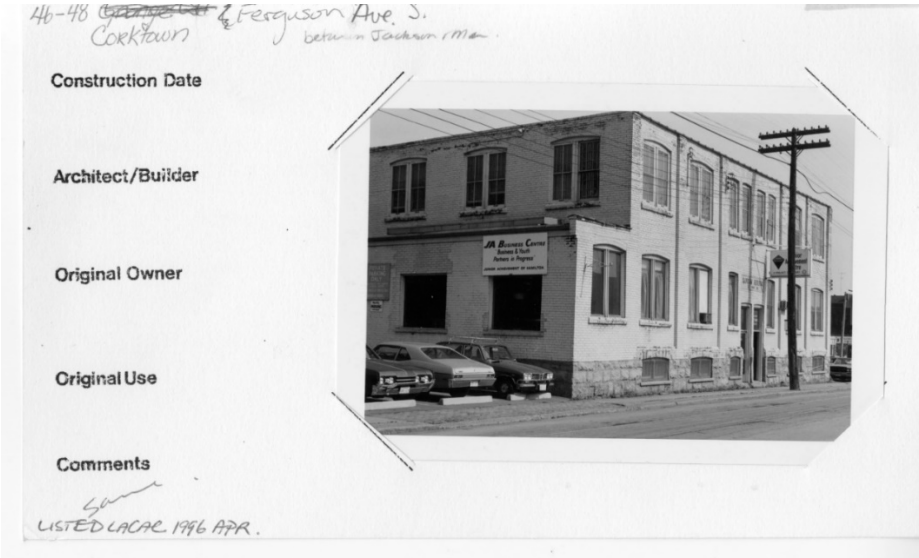

Figure 42: 1970s photograph showing northwest view of the Radigan Building (City of Hamilton).

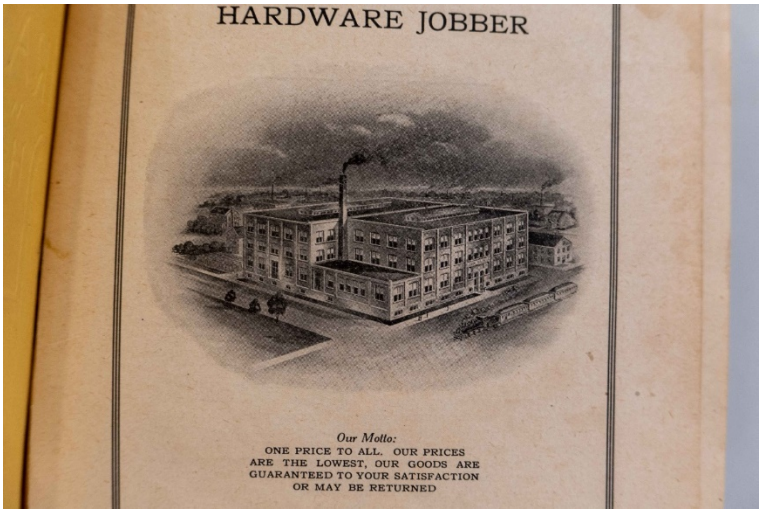

Figure 43: Rendering showing an enlarged version of the Radigan, as found in 1923 catalogue for Frank Radigan Wholesale Hardware Jobber (Toronto Reference Library).

The aerial photograph appears to show openings on the north and east elevations that were subsequently bricked-up. The 1970s photograph shows the original segmentally arched basement window openings, along with 9-over-9 sash windows with storm windows at the second story. Clay coping tiles are also seen at the tops of walls.

2.2.2 STYLE AND TYPE

2.2.2.1 Factory Buildings

Factories are buildings that support the production of manufactured products. They often supported other auxiliary functions, including offices, showrooms, or warehousing facilities.[18] Factory design was historically dictated by spatial relationships between machines and their power sources, as well as the need to maximize illumination of interiors.[19]

Factory buildings can be considered a loose building typology, with a number of variations over time and according to specific factory types. By the late 19th and early 20th centuries, factory buildings in Ontario demonstrated a number of characteristics consistent with contemporary factory buildings in the United States and Britain. The factory type included various gable forms as well as simpler, rectilinear massings that could be scaled greatly depending on the size of the operation. Roofs could be a variety of forms but were often flat. Clerestory or sawtooth structures were also used to permit additional light.

Such buildings initially featured load-bearing masonry walls, with an interior structure of wooden posts and beams providing large and flexible interior floor spaces.[20] This system permitted large window openings between the structural posts (often expressed as buttresses or pilasters on exterior walls) to maximize natural lighting on all elevations. The alternating pilaster - window arrangement provided the functional unit for extending the designs of buildings, ultimately ordering the elevations with the resulting number of bays (Figure 44).

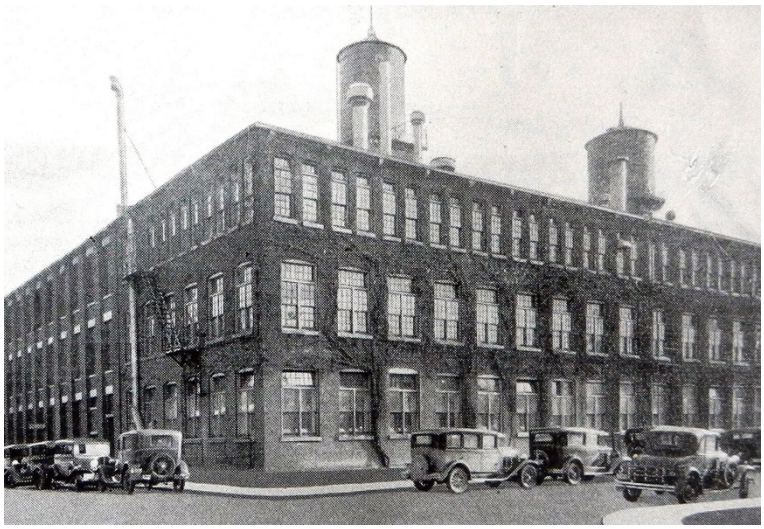

Figure 44: Photograph of the c.1911 American Can Company Factory, Hamilton, ON, showing the use of repeating bays as organizing principle (https://mackerel-semicircle-g65b.squarespace.com/american-can-company).

[18]Lynn Pearson, *Victorian and Edwardian British Industrial Architecture* (Marlborough: The Crowood Press Ltd., 2016) p. 14.
[19]Ibid, p. 9.
[20]Ibid, 20.

Aesthetically, factories could range from highly ornate buildings incorporating motifs from popular styles to highly functional buildings with little added ornament (Figure 45). Such choices were probably determined by the prominence and nature of a factory's location, and the identity of any associated companies (Figure 46). Brick and stonework provided the most opportunity for decoration on factory buildings. Pilasters, arches, parapets and corbels all provided occasion for added detail through polychromy as well as other embellishment (Figures 47 & 48). Raised foundations and main entrances also provided opportunities for finer details and gestures.

Figure 45: Photograph of the Cannon Knitting Mills complex, Hamilton, ON, showing several building styles employed as part of the same complex (Rural Roots - Harold Stiver).

Figure 46: The E. & C. Gurney and Co. foundry, Toronto (demolished) added an elaborate Second Empire style office and showroom to their facilities in 1875 (https://www.workerscity.ca/e-c-gurney-foundry).

Figure 47: The Firth Building, Hamilton, ON, employs masonry embellishments throughout its main elevation (Flickr - SteelCity905).

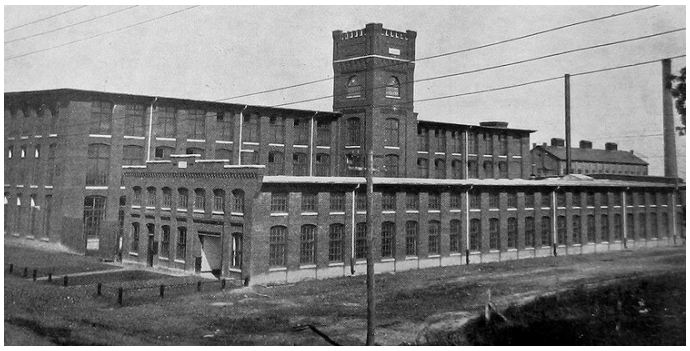

Figure 48: The Imperial Cotton Company Ltd.'s buildings, Hamilton, ON, built by E.B. Patterson in 1900, employs elaborate brickwork and a decorative tower to distinguish the facility.

Factory buildings were often sited in relation to transportation routes, usually being located near water or railway lines. Sometimes these could be prominent sites within city centres, while others could be industrial districts, with larger areas dedicated to similar uses.

Following the industrial revolution warehouses played an important role in the new economies, facilitating the storage and distribution of new types of goods that were being produced at unprecedented rates. Warehouse design is concerned with several objectives: efficiently receiving, storing and distributing goods; security (related to fire and theft); and branding or prestige.[21] In the 19th and early 20th centuries, warehouses were physically similar to industrial facilities in terms of size, design, materials, structure and context.

[21]Ibid.

2.2.2.2 The Radigan Building

The Radigan Building can be considered an industrial building, having supported both manufacturing and warehousing functions. The first directory entry for the building is from 1907, and references both John Radigan's elevator buckets operation and Frank Radigan's wholesale business. Thus, from an early stage, and possibly from the beginning, only part of the building was used for manufacturing operations. John Radigan was a tinsmith, and produced elevator buckets. There is little indication of highly specialized machines or processes related to this work that a factory would be designed to accommodate. The building lacks substantial smokestacks, or any other features related to intensive manufacturing activities.

It displays the typical characteristics of both factory and warehouse buildings. The structure and form are typical of an early 20th century factory, using masonry-bearing walls corresponding with an internal post and beam structure. The structure translates to the exterior through the articulation of elevations as bays of alternating window openings and pilasters, and a highly functional rectangular massing. The resulting interior spaces are open, flexible and well illuminated.

The building is modest in size, being two stories in height and measuring roughly 80' x 70'. The building lacks a particular style, being highly functional with very few decorative embellishments. The main defining features aesthetically are its symmetrical rhythm of bays, segmental arches, and coursed stone foundation. The distinguishing features of the principal elevation are the pair of front doors with transoms, and the sign above them that formerly identified the building by name.

2.2.2.3 Otis-Fensom Elevator

The Radigan Building has been served by several elevators over the course of its existence. These are first seen on the 1911 Fire Insurance Plan, which identifies two along the north wall, and a third on the southern portion of the west wall. The 1933 Fire Insurance Plan shows the eastern elevator on the north wall has been removed, an arrangement reflected in the 1947 and 1960 plans as well. The elevator on the west wall is no longer extant, having been removed sometime since 1960.

A 2010 *Hamilton Spectator* article suggests the surviving elevator is Hamilton's oldest, describing it as, "...a wooden 1905 Otis-Fensom lift, hand-operated with a braided cable."[22] The elevator is machine driven, and no other claims regarding the oldest elevators in Hamilton could be identified.

This date is incorrect, since the elevator is found in Section B of the building, which was likely built in 1909 subsequent to the original Section A. It is unclear whether the three elevators extant in 1911 were built individually as the building expanded, or whether all three were added together during the 1909 additions. The extant elevator therefore likely dates from 1909 when Section B was constructed. Current and bricked-in openings adjacent to the elevator shaft are taller than adjacent window openings, suggesting an exterior loading function related to the elevator (Figure 49). A door remains visible on the exterior at the second floor, whereas as grade the historic transom window remains visible from the interior (Figure 50). It remains possible that the elevator was added subsequent to 1909, with the openings modified accordingly, but it is more likely that they were built with the addition.

[22]Mary K. Nolan, "Still cleaning up after 126 years," *The Hamilton Spectator,* 30 July 2010.

Figure 49: Former openings taller than windows at grade, and the remnant door above suggest loading functions related to the elevator .

Figure 50: Former transom window remains visible inside Section B.

The elevator is located within a wooden framed shaft. It is an Otis-Fensom single-belt electric freight elevator. The maker is identified by the wooden top cross-beam (see Figure 51), which reads:

Manufactured By
Otis-Fensom Elevator Company Limited
Toronto, Ont.
Capacity [X]000lbs

Figure 51: Former transom window remains visible inside Section B.

The Otis-Fensom Elevator Company was created in 1905 with the merger of the Canadian Fensom Elevator Works and the Canadian Otis Elevator Company. The new company established corporate headquarters in Toronto, and built a substantial manufacturing facility in Hamilton.

The elevator uses a typical open freight car, with wood panelled sides covered by a mesh-wire top (Figure 52). The car is set between two compound wooden guide posts with guide strip (Figure 53), and counterweights are located at the second floor level (Figure 54). It is powered by a ceiling-mounted single-belt machine using a worm-gear apparatus.[23] A 1905 Otis Elevator Company catalogue illustrates (Figure 55) and describes single-belt electric freight elevators:

> *This type of Electric Freight Elevator is much used where moderate lifting capacity at low speed is all that is required, and as it costs less than direct-connected elevator of equal capacity it frequently commends itself to purchasers on that account.*
>
> *The winding machine and the electric motor can be placed either on the ceiling or the floor, but we show both attached to the ceiling, as this is the method of installation commonly adopted.*[24]

[23]John H. Jallings, *Elevators: a practical treatise on the development and design of hand, belt, steam, hydraulic, and electric elevators,* (Chicago: American Technical Society, 1916) pp. 43-44.
[24]Otis Elevator Company, *Otis Elevators,* 1905, p25.

Figure 52: View of the elevator's open freight car.

Figure 53: View of the elevator's wooden guide posts.

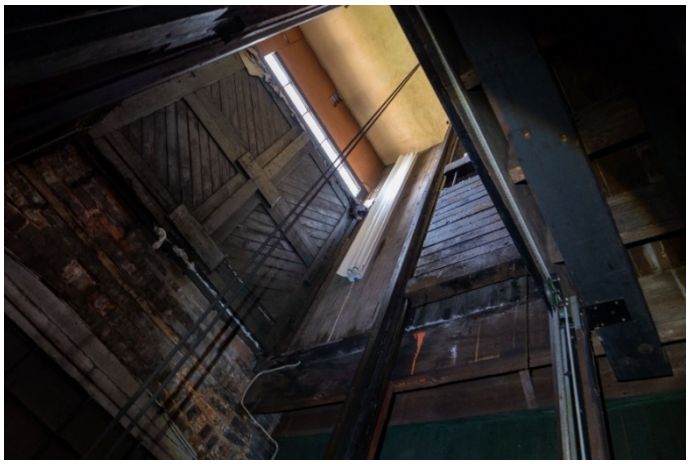

Figure 54: View of the elevator’s counterweights.

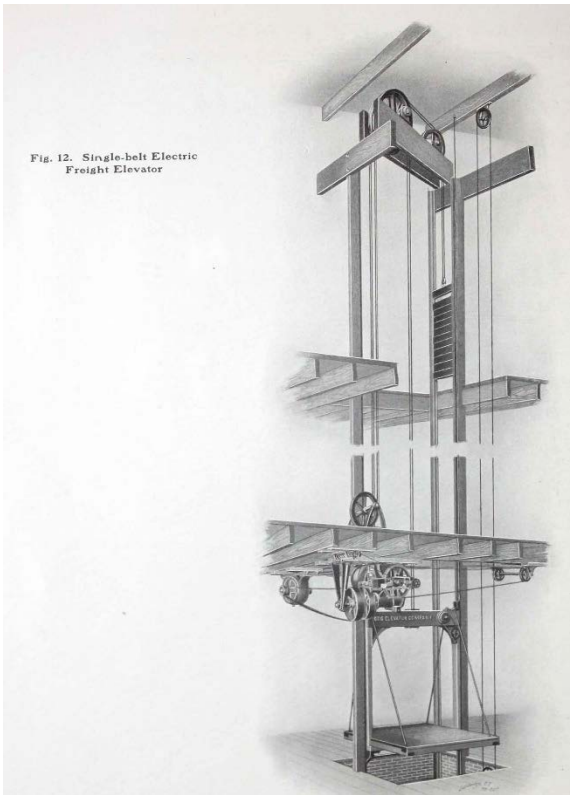

Figure 55: Rendering of a single-belt electric freight elevator system from a 1905 Otis publication (https://archive.org/details/OtisElevatorCompanyTheOtisElevatorIndustryComprisesLarge_574).

2.3 CONTEXTUAL ANALYSIS

The subject property is located in Hamilton's Corktown neighbourhood, on a corner lot adjoining Ferguson Avenue South and Jackson Street East. The block is bordered to the north by Main Street East and to the west by Walnut Street South.

Main Street East is a four-lane one-way thoroughfare, supporting a variety of uses, including residential, commercial and institutional uses (Figure 56). The rectangular blocks south of Main Street East contain a variety of uses and building types. There is a lack of consistent urban fabric or dominant character in the vicinity of the Radigan Building, with nearby structures including 20th century mid-rise residential buildings, modest 19th century brick dwellings, offices and automotive service centres (Figure 57).

Figure 56: Looking east along Main Street East from Ferguson Avenue South.

Figure 57: Looking east along Jackson Street East from Ferguson Avenue South.

In addition to the Radigan Building, the subject property's block also includes a high-rise condominium, and various low-rise structures including main street commercial, house form, a car rental dealership, and several former restaurants. There is a dedicated parking lot to the west. Ferguson Avenue South is very narrow along the property's block, being a two-lane road with brick pavers (Figure 58). There is a narrow laneway immediately north of the Radigan building providing access to the middle of the block.

Figure 58: Looking north along Ferguson Avenue South, showing the narrow width of the street and small setback of the Radigan Building.

Historically, a railway line was located on Ferguson avenues north and south, running between Barton and Hunter streets. A review of Fire Insurance Plans along Ferguson Avenue between Rebecca and Hunter streets shows that by 1898 there was a modest pattern of industrial facilities being located on properties and into blocks adjacent to the railway line. 1911 Fire Insurance Plans of the same areas show modest to significant industrial growth in the form of new facilities being established and existing facilities undergoing expansion.

A 1923 catalogue from Frank Radigan Wholesale Hardware Jobber boasts of ready access to rail shipping from Hamilton:

> *FREIGHT CHARGES have been a big item of expense to our customers in the East and West. We have gone very carefully into this matter and we find we can include our shipments in assorted cars that are being made up at Hamilton every day, for the East and West. In this way we can get carload freight rates and save considerable money, providing the freight is prepaid.*[25]

Any direct physical relationship between the Radigan Building and the railway line is not evident however, with the property never having had a spur line to load shipments. It is unclear whether the building's adjacency to the railway line afforded access to cheaper shipping rates, or if all businesses located near central Hamilton would have provided such advantages.

Despite being removed, the historic railway line has been interpreted through several urban design gestures since the City initiated improvements to Ferguson Avenue in the 1990s. These include the installation of permanently open railway crossing gates[26]; landscaping that interprets several former sections of track[27]; and Ferguson Station Park, featuring an open-air structure with a massing and roof evocative of a historic train station (Figures 59, 60 & 61).

[25]*Established 1902 Frank Radigan Wholesale Hardware Jobber Catalogue Number 159,* Hamilton, Ont., Canada, p. 2.
[26]Gates are located at Ferguson Avenue intersections with Cannon Street East, Wilson Street, King William Street, and King Street East.
[27]Located north of King Street East, and between King Street East and Main Street East.

Figure 59: View of the interpretive rail crossing sign north of Ferguson Avenue South on Main Street East.

Figure 60: View of interpretative railway tracks along Ferguson Avenue South between King Street East and King William Street (Google 2022).

Figure 61: View of the interpretive train station gazebo building in Ferguson Station Park (Google 2022).

2.4 ADJACENT PROPERTIES

The Urban Hamilton Official Plan defines 'adjacent' as: "those lands contiguous to, or located within 50 metres of, a *protected heritage property*."

The following table lists properties that are included on Hamilton's cultural heritage resources map as non-designated (listed) properties of cultural heritage value or interest and are directly adjacent (contiguous) to 46 Ferguson Avenue South.[28]

Address	Description	Image
168 Main Street East	The property contains a two-and-a-half storey brick building constructed for residential purposes c. 1876. At some point, a two-storey wing with a hipped roof was added to the rear of the building and c. 1950, a one-storey concrete block addition was constructed along the north and east façades. The property also contains a one-storey warehouse at the rear of the property. The DBHI identifies preliminary design and associative values. Preliminary design values are associated with the main façade which fronts Main Street and the side (east) façade. This includes the brick and subsequent stucco cladding, side gable roof, brick parapets projecting front eave with dentilated frieze decorative brackets, and second storey flat windows with stone lug sill and semi-circular awnings. Preliminary associative values are related to the commercial use of the property - both as offices and retail business.	

[28] City of Hamilton Heritage Register GIS

172 Main Street East	The property contains a two-and-a-half storey brick building constructed for residential purposes c. 1900. The building has a two-storey wood frame wing off the eastern end of the south wall and a one-storey brick addition. The DBHI identifies preliminary design and associative values. Preliminary design values are associated with the front façade facing Main Street. This includes: the rectangular plan with short façade, common bond, projecting front gable roof, single stack brick chimney, The building, laid in Common bond, has a rectangular plan with a short façade, a projecting front gable roof and a single-stack brick chimney, stone foundation, segmental windows, brick voussoirs, projecting three-window bay in the eastern end of the second storey, segmental window with brick voussoirs and a stone lug sill, first storey brick extension with a stone foundation and a flat roof, a pair of double windows in the front gable. Preliminary associative values are related to the commercial use of the property, primarily as offices.	

The following table lists properties that are included on Hamilton's cultural heritage resources map as non-designated (listed) properties of cultural heritage value or interest and are directly across the street from and within 50 metres of 46 Ferguson Avenue South.[29]

Address	Description	Image
182 and 184 Jackson Street East	The property contains a one-storey brick building constructed c. 1850 with a hipped roof & 1-storey brick addition. The DBHI identifies preliminary design and associative values. Preliminary design values are associated with the front façade facing Jackson Street East. These include: rectangular plan, short façade, low hip roof with projecting eaves, symmetrical three-bay front façade consisting of a main entrance with a flat transom in the centre bay flanked by flat windows with alternating brick voussoirs and lug sills. Preliminary associative value relates to the long-standing use of the building as a grocery store (from c.1850 to c.1970). Preliminary contextual value relates to the building's location at the southwest corner of Jackson Street East and Walnut Street	
180 Jackson Street East	The property contains a detached, two-and-a-half storey brick residential building constructed c. 1900. There is a two-storey brick wing with a hipped roof at the rear of the building. The DBHI identifies preliminary design and contextual values. Preliminary design value relates to the front façade which fronts Jackson Street. These include: rectangular plan, hipped roof with projecting front gable and window, brick laid in common bond, front façade consisting of three-window bay in the second storey, a segmental window with brick voussoirs and a	

[29] City of Hamilton Heritage Register GIS

	stone lug sill, raised main entrance with a segmental opening and alternating brick voussoirs to the west, open porch with a shed roof and moulded frieze supported by round columns on square brick bases, segmental hung windows with alternating brick voussoirs and stone lug sills on the east side wall. Preliminary contextual values relate to the deep setback from the Jackson Street East (in comparison to adjacent residential properties).	
178 Jackson Street East	The property contains a detached 2-storey brick residence constructed c. 1878 with a 1-storey rear wing. The DBHI identifies preliminary design values. Preliminary design values relate primarily to the front façade which faces Jackson Street East. These include: rectangular plan, modified hip roof with projecting eaves, single-stack brick chimney, cut-stone foundation with broken-course rock-faced finish, flat windows and rock-faced stone lintels, front façade of segmental windows with dichromatic-brick voussoirs, incised keystones and stone lug sills. The eastern half contains a two-storey projecting bay with a hip roof and a set of three windows in each storey with shared stone sills. There is a single window in the western bay of the second storey and a raised main entrance in the first storey, accented by a segmental stained-glass transom and decorative wood trim. A horizontal brick course connects the voussoirs in the second-storey windows and decorative brick work separates the first and second-storey windows. The west side wall is blank and the remaining walls are composed of segmental windows with brick voussoirs and stone lug sills.	

3 STATEMENT OF CULTURAL HERITAGE VALUE OR INTEREST

3.1 PROPERTY SCREENING

This section screens the property against the nine criteria in the OHA used for determining cultural heritage value or interest (O. Reg. 9/06). These screening results are provided solely for the purposes of informing the identification of impacts and mitigations measures related to the proposed development at 46-48 Ferguson Avenue South.

Criteria	Screening
1. The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.	No - The property contains the Radigan Building - an industrial building that employs a structure of load-bearing brick walls with an interior system of mostly wooden beams and posts. This highly functional system provides open, flexible and well illuminated interior spaces. It directly translates to the exterior form and design of the building, creating a commonplace – but not unique – rectangular massing and form, and repetitive bay structure that is associated with industrial architecture. The Radigan Building was historically used for manufacturing and warehousing operations, both of which were served by the building type. The building's subsequent additions are also reflective of industrial architecture, as are its incorporation of auxiliary uses, including office space. However, this is ordinary utilitarian construction. This industrial building is not a rare, early or representative example of a construction method or a style. (It doesn't really have a style.)
2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.	No - The Radigan Building is a modest industrial building, with a highly functional design. It lacks any elaborate features, decoration, or other materials considered to be notable for their craftsmanship.
3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.	No - The Radigan Building is a functional structure built to support relatively straightforward manufacturing and warehousing operations. No aspects of the building have been found to demonstrate a high degree of technical or scientific achievement.

	The extant elevator is not early enough to be considered a technical achievement, dating from c. 1909. Commercial elevator use in North America dates to the 1850s. In an Ontario context, known elevators dating to the 1890s and 1900s remain in use in Toronto. An audit of 1898 Fire Insurance Plans for the City of Hamilton found at least 10 hoists indicated on 6 sheets, suggesting elevators may have been not uncommon at that time, and are increasingly seen on the 1911 Fire Insurance Plan.
4. The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.	Yes - The property has direct associations with the theme of Hamilton's industrial activity, particularly between 1905 and 1945. The property reflects Hamilton's manufacturing history which saw both local and international companies engaged in primary and secondary manufacturing processes and producing everything from anchors to wheels.
5. The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.	TBD - Archaeological assessment could identify significance to other communities.
6. The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	No - The property is associated with architect Edmund B. Patterson. Patterson was active in Hamilton in the early 20th century and designed several notable industrial and manufacturing buildings/complexes and complexes in Hamilton. As a modest and more restrained example of his work, there is no indication that 46-48 Ferguson Avenue South reflects his ideas about industrial and manufacturing building and complexes that may be evident in his other work.
7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.	No - In the vicinity of the property, there is a lack of consistent urban fabric or dominant character, with nearby structures including 20th century mid-rise residential buildings, modest 19th century brick dwellings, offices and automotive service centres.
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.	No - There is no evidence that the property was physically or functionally connected to the GTR line that ran down Ferguson Avenue

	South. Historically, the property is on a block which was completely developed by 1893 with the Radigan Building replacing residential buildings facing onto Ferguson Avenue South. Visually, the surrounding area has a lack of consistent urban fabric with a variety of building types, styles and ages.
9. The property has contextual value because it is a landmark.	No - While the property may be known to local residents, the research conducted for this CHIA did not reveal evidence that the property is a landmark.

3.2 DRAFT STATEMENT OF CULTURAL HERITAGE VALUE

The property screening indicated that 46-48 Ferguson Avenue South met O. Reg. 9/06 criterion 4 alone. The property has historical or associative value because of direct associations with a theme and person that are significant to a community.

Under the *More Homes Built Faster Act, 2022*, changes have occurred in regards to how non-designated properties may be included in a municipality's heritage register. Specifically, to include a non-designated property in the register, the property will be required to meet prescribed two criteria for determining whether property is of cultural heritage value or interest. *O. Reg. 9/06* as amended by *O. Reg. 569/22* – in force and effect 1 January 2023 – identifies the criteria for determining cultural heritage value or interest under Part IV, Section 29 of the *OHA* and is used to create a Statement of Cultural Heritage Value or Interest (SCHVI). *O. Reg 569/22* revokes Section 1 and 2 of the previous *O. Reg. 9/06*, substituting nine criteria which are based on the previous *O. Reg. 9/06*. But different than the previous regulation, the new legislation requires that two criteria must be met to designate a property under Section 29 of the *OHA*.

Although this heritage-listed property does not meet the minimum requirements for designation under the OHA, this building nevertheless possesses some limited (but non-statutory) heritage value. For the purposes of this report, this property will be considered and referenced as a “below-threshold” heritage resource. Its description and its impacts and mitigation strategies will follow the same CHIA guidelines as if the property had sufficient heritage value to be designated (even though it doesn’t). The following draft Statement of Cultural Heritage Value reflects the limited below-threshold heritage value of this property and has been prepared to identify impacts and mitigation measures.

Description of Place

The subject property is a 0.23 hectare property at the northwest corner of Ferguson Avenue South and Jackson Street East. It is located in the Corktown Established Historical Neighbourhood (CEHN). The property contains the Radigan Building (built 1906) at its northeast, as well as a large, paved parking area. The Radigan Building is a two-storey brick industrial building, with a primary east elevation facing onto Ferguson Avenue South. It has a simple rectangular massing, and is characterized by repeating bays with large window openings, interspersed by brick pilasters on the north and east elevations.

Heritage Value

The subject property contains the Radigan Building, a modest, early 20th century vernacular factory and warehouse building. The building's rectangular form, simple massing, and repeating bay design all express the interior structure of load-bearing masonry walls with interior posts and beams. The Radigan Building's modest size and restrained aesthetic reflects the activities of smaller businesses and industrial enterprises in Hamilton. However, this building represents an ordinary utilitarian structure which does not possess a rare, unique or representative construction method or style.

The subject property has direct associations with the theme of Hamilton's industrial activity, particularly manufacturing between 1905 and 1945. The property reflects Hamilton's manufacturing history which saw both local and international companies engaged in primary and secondary manufacturing processes and producing everything from anchors to wheels.

John Radigan (b. 1854 - d. c. 1913) established a tinware factory in 1886 in a small building on Mary Street and then moved to a building at 42-46 Kelly Street c. 1900 and finally to Ferguson Avenue South in 1906.[30] Although John Radigan & Company manufactured many metal products, it was known for its elevator buckets which were used for hauling bulk materials, such as grain or sand, vertically. Metal works manufacturing continued on the property until at least 1933. The property is also associated with Frank Radigan Wholesale Hardware (c. 1907 - c. 1948) and the Radigan Brothers (c. 1948 - c. 2010).

Heritage Attributes

As an example of a modest, early 20th century vernacular factory and warehouse building, the property's heritage attributes (although not to the level of designation under the OHA) would be as follows:

-the simple, rectangular two-storey massing and minimal setback to Ferguson Avenue South;
-the raised masonry foundations and brick walls, with stretcher bond on the east elevation, and common bond on others;
-the design of the original primary east elevation, including symmetrical five bay design with paired doors with transoms, signage location, and bays of windows separated by pilasters;
-the design of the secondary north elevation, including bays of windows and loading doors separated by pilasters;
-the consistent use of segmental arches for all window and door openings;
-the remaining double wood loading doors, and related 2-by-10 light transom windows.

[30]Ibid, p. 19.

4 DESCRIPTION OF PROPOSED SITE DEVELOPMENT

4.1 PROPOSED SITE DEVELOPMENT

The proposed development at 46-48 Ferguson Avenue South, Hamilton comprises a residential development which consists of a 30-storey residential tower on a three-storey podium. The tower will have setbacks at 7 and 13 storeys and contain a total of 403 units, 161 vehicle parking spaces and 206 bicycle parking spaces. Additionally, 4,295 m^2 of outdoor and indoor amenity space is proposed. Hamilton's City Public Works Engineering Services has requested a road widening of Ferguson Avenue South in relation to the development, and a southward extension of the laneway directly north is also proposed. Both widenings would extend into the existing footprint of the Radigan Building.

4.2 RATIONALE, PURPOSE AND ALIGNMENT WITH MUNICIPAL AUTHORITY

This section provides the heritage policy context.

4.2.1 ONTARIO HERITAGE ACT

The *Ontario Heritage Act* (OHA) is the key piece of legislation for the conservation of cultural heritage resources in the province. Among other things, it regulates how municipal councils can identify and protect heritage resources including archaeological sites within their boundaries.

The OHA permits municipal clerks to maintain a register of properties that are of cultural heritage value of interest. The City of Hamilton's Heritage Register includes: individual properties that have been designated under subsection 29 (1) of the OHA; properties in a heritage conservation district designated under subsection 41 (1) of the OHA; and properties that have not been designated, but that City Council believes to be of cultural heritage value or interest under subsection 27 (3) of the OHA.

Subsection 27 (9) requires a property owner to provide at least 60 days notice in writing of the owner's intention to demolish or remove a building or structure on a property that is included on a heritage register (but not designated).

The OHA includes nine criteria that are used for determining cultural heritage value or interest (O. Reg. 0/9):

1. The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.
2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.
3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.
4. The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.
5. The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.
6. The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.
9. The property has contextual value because it is a landmark. O. Reg. 569/22, s. 1.

Based on changes to the OHA (effective 1 January 2023), a property may be included on a heritage register under subsection 27 (3) if it meets one or more of these criteria. In order to be designated under subsection 29 (1) of the OHA, a property must meet two or more criteria.

Regarding property included on the register under subsection 27 (3):

“the council of a municipality shall remove the property from the register if the council of the municipality does not give a notice of intention to designate the property under subsection 29 (1) on or before the second anniversary of the day the property was included in the register,” on or after the day subsection 3 (4) of Schedule 6 to the More Homes Built Faster Act, 2022 comes into force (1 January 2023).

Further, the council of the municipality shall remove property included on the register under subsection 27 (3) “if the council of the municipality has given a notice of intention to designate the property under subsection 29 (1) and any of the following circumstances exist:

1. The council of the municipality withdraws the notice of intention under subsection 29 (7).

2. The council of the municipality does not withdraw the notice of intention, but does not pass a by-law designating the property under subsection 29 (1) within the time set out in paragraph 1 of subsection 29 (8).

3. The council of the municipality passes a by-law designating the property under subsection 29 (1) within the time set out in paragraph 1 of subsection 29 (8), but the by-law is repealed in accordance with subclause 29 (15) (b) (i) or (iii). 2022, c. 21, Sched. 6, s. 3 (4).”

4.2.2 URBAN HAMILTON OFFICIAL PLAN (AUGUST 2013)

https://www.hamilton.ca/build-invest-grow/planning-development/official-plan/urban-hamilton-official-plan

Based on comments from the City of Hamilton Heritage Staff regarding the proposed development, the following sections of the Urban Hamilton Official Plan apply:

Section B.3.4.1.3 “Ensure that all new development, site alterations, building alterations and additions are contextual appropriate and maintain the integrity of all on-site or adjacent cultural heritage resources.” and,

Section B.3.4.2.1(g) “Ensure that conservation and protection of cultural heritage resources in planning and development matters subject to the Planning Act either through appropriate planning and design measures or as conditions of development approvals.”

Section B.3.4.2.12 requires that a CHIA be submitted with any future application.

4.2.3 DOWNTOWN HAMILTON SECONDARY PLAN

Based on comments from the City of Hamilton Heritage Staff regarding the proposed development, the following sections of the Downtown Hamilton Secondary Plan apply:

Section 6.1.3.1(a) “Conserve and enhance the built heritage resources and cultural heritage landscapes of Downtown Hamilton,” and,

Section 6.1.3(b) “Ensure that new development is compatible with the design of surrounding built heritage resource buildings.”

4.2.4 PROVINCIAL POLICY STATEMENT

Based on comments from the City of Hamilton Heritage Staff, the following sections of the Provincial Policy Statement apply:

Section 2.6.1 “*Significant built heritage resources* and *significant cultural heritage landscapes* shall be *conserved*.

5 IMPACT OF PROPOSED SITE DEVELOPMENT

5.1 IMPACTS TO SUBJECT PROPERTY

The following list of impacts is based on Ministry of Culture's InfoSheet #5 Heritage Impact Assessments and Conservation Plans.

1) Destruction of any, or part of any, *significant heritage attributes* or features.

Description**:** The proposed development requires removal of the existing building to permit the construction of the podium and two towers. Demolition of the Radigan Building represents a high level of direct impacts to this below-threshold cultural heritage resource. Alternatives and mitigation measures are required to reduce impacts, and are addressed in Section 6.0 below.

2) Alteration that is not sympathetic or is incompatible with the historic fabric and appearance.

Description**:** N/A - Alteration is addressed under impacts related to Destruction discussed above.

3) Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden.

Description**:** The proposed development is not anticipated to cast shadows that directly affect the heritage resource or alter its appearance. No impacts are identified related to shadows.

4) Isolation of a *heritage attribute* from its surrounding environment, context or a *significant* relationship.

Description**:** No significant contextual relationships were identified between the heritage attribute and its surroundings, within or beyond the property.

5) Direct or indirect obstruction of *significant* views or vistas within, from, or of built and natural features.

Description: No significant views or vistas were identified within the property or from other built features.

6) A change in land use such as rezoning a battlefield from open space to residential use, allowing new *development* or *site alteration* to fill in the formerly open spaces

Description: A change in land use is required for the proposed development that will impact the open parking spaces around the Radigan Building. However, those parking spaces have not been identified as heritage attributes, or otherwise significant to the site's cultural heritage value.

7) Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an *archaeological resource*.

Description: N/A - This CHIA pertains to build heritage features, and impacts to potential archaeological resources would be determined through archaeological assessment.

5.2 IMPACTS TO ADJACENT PROPERTIES

There are two properties that are directly adjacent to the 46-48 Ferguson Avenue South: 168 Main Street East and 172 Main Street East. The preliminary design and contextual values (see Section 2.4) all pertain to the Main Street elevations/façades of the properties. Neither of these properties will be impacted through destruction or alteration of its heritage attributes or features, be isolated or obstructed or have a change in land use. Shadows from towers on the property are not anticipated to impact the Main Street East elevations of the properties.

There are three properties that are directly across the street from 46-48 Ferguson Avenue South: 182 and 184 Jackson Street East, 180 Jackson Street East and 178 Jackson Street East. The preliminary design values (see Section 2.4) all pertain to the front/main elevations of the properties. Based on these preliminary values, none of these properties will be impacted through destruction or alteration of its heritage attributes or features, be isolated or obstructed or have a change in land use. Shadows from the proposed towers could have some impact on the adjacent properties but those aspects will be discussed by the consulting planner and design architect in a separate Shadow Study.

6 ALTERNATIVES OR MITIGATION MEASURES

6.1 ALTERNATIVE DEVELOPMENT APPROACHES

The subject property has been identified as a potential cultural heritage resource and should be conserved in accordance with Urban Hamilton Official Plan, Downtown Secondary Plan, and Provincial Policy Statement. In order to retain the integrity of the cultural heritage resource, the following alternative development approaches have been explored and assessed regarding their feasibility. These development approaches represent mitigation options which attempt to offset the development impact as an alternative conservation measure. Cultural Heritage Planning staff from the City have requested, in their comments and from a meeting, that the CHIA more fully explore the feasibility to completely or partially retain and integrate the built heritage resource into the proposed development which will be discussed in this section.

6.1.1 OPTION 1: FULL RETENTION OF CULTURAL HERITAGE RESOURCE

This Option 1 explores retaining and conserving the Radigan Building in its entirety while focusing the development on lands adjacent to the building. This would have the least impact on the cultural heritage resource and retain the full interior and exterior integrity of the building. This option represents a rehabilitation conservation treatment on the building, along with the opportunity to undertake restoration of a number of former features, including the previous 9-over-9 wood sash windows, front signage, the historic brick water table, and reinstatement of bricked-up door or window openings.

However, the north portion of the existing building projects into what is proposed to be an enlarged 6 m lane (Figure 65, yellow dash line). The proposed design includes vehicular access to the underground parking garage via the existing municipal laneway, which connects to Ferguson Avenue South on the north side of the property. The laneway will be assumed by the proponent, becoming part of the subject site, but will still function with an enlarged width for vehicular access. This laneway, which is currently 3.65 m, will be enlarged by incorporating the proponent's land to be widened into 6 m (Figure 66). The laneway will also provide access for service vehicles, where private garbage collection will service an indoor garbage room. To enhance functionality, the laneway will undergo improvements, including repaving to achieve a 6.0-meter-wide pavement width, allowing for adequate accommodation of two-way travel for site traffic and servicing vehicles. This lane expansion has been demonstrated to be necessary from a traffic operations perspective to ensure the safe and efficient movement of traffic along Ferguson Avenue South in the vicinity of the site. The proponent's transportation consultant Stantec Consulting Ltd. ('Stantec'), prepared a letter *Re: Clearzone Requirements for Proposed Laneway at 48 Ferguson Avenue South, City of Hamilton*, March 12, 2024 (Appendix C) with the recommendation that "the proposed 6.0-metre-wide pavement and clearzone width along the laneway be maintained, free of obstruction (i.e., no façade intrusion) for safe and efficient movement of servicing and resident vehicles. Any physical intrusion into the laneway resulting in a reduced pavement and clearzone width would require additional widening of the laneway, or relocation of the servicing and resident vehicular access points to directly off Ferguson Avenue South or Jackson Street East." The north portion of the existing building projects into this 6 m laneway which would not allow for the functional circulation for vehicles accessing parking and service trucks.The Traffic Impact Study includes a vehicle swept path analysis to illustrate the necessary turning movements of a private garbage collection vehicle entering the laneway, servicing the indoor garbage room, and then exiting the laneway (Figures 62 & 63).

The analysis results indicate that there is no excess clearzone space available in the laneway to accommodate a physical intrusion, such as the north portion of the existing building and its façade. As well, the proposed 6.0-metre-wide laneway is required for the two-way resident traffic accessing and egressing the below-grade parking garage as per the industry standard Transportation Association of Canada (TAC) Geometric Design Guide (Appendix C). Any intrusion in the 6 m lane by the north building façade would obstruct the required maneuverability of service vehicles and the two-way traffic access to the garage. Such a projection into the required 6 m lane width would necessitate additional widening of the laneway to compensate or a relocation of the servicing access. Such a laneway widening on the north side to provide 6 m from the existing building's north façade of course is not possible because it would require land allocation from the neighbouring property owner.

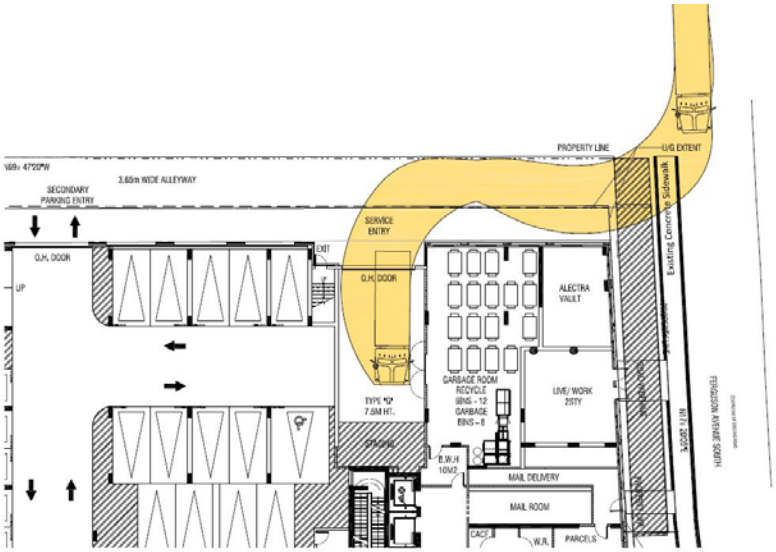

Figure 62: Vehicle swept path analysis to illustrate the necessary turning movements of a private garbage collection vehicle from Ferguson Avenue within the 6 m wide laneway, (Source: Stantec)

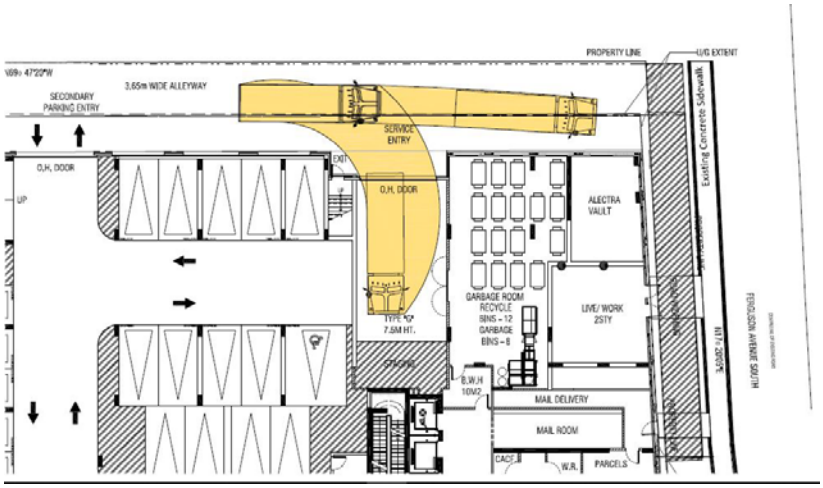

Figure 63: Vehicle swept path analysis to illustrate the necessary turning movements of a private garbage collection vehicle within the required 6 m wide laneway, (Source: Stantec)

The laneway and its widening were incorporated as an urban design strategy (not merely a transportation initiative). It is considered a net benefit, from an urban design viewpoint, to remove the service and parking access from the adjacent main streets. As explained in the Stantec letter, “relocation of the servicing access [or]…resident access to directly off Jackson Street East or Ferguson Avenue South,…is not supported from an Urban Design perspective.” Furthermore, service access on one of the adjacent main streets would require servicing vehicles to reverse onto the public roadway after completing their tasks, which is also not supported from an Urban Design perspective.

The Urban Design Brief (UDB): Jackson and Ferguson, Whitehouse Urban Design (‘Whitehouse'), November 2023, that was submitted with the SPA, explains the value of locating the parking and service access in the rear lane (rather than from the public road allowance). For this explanation about service access, the UDF references UHOP B.3.3.2.5.(a), (g) & (j):

> *Places that are safe, accessible, connected and easy to navigate shall be created by…*
>
> *(a) connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, pathways, and trails (OPA 167);…*
> *(g) designing streets and promoting development that provides real and perceived safety for all users of the road network;*
> *(j) creating places and spaces which are publicly visible and safe.*

The UDB goes on to explain: “The proposal also makes use of existing alleyways as secondary access points for ingress and egress of vehicles for the parking areas located on site. The northern alleyway seeks to facilitate commercial loading and garbage collection vehicles via the placement of the loading area as close as possible to Ferguson Avenue.” The urban design strategy of locating the service and parking access in the rear lane –instead of only on the main street – addresses the above UHOP policy by creating a pedestrian-oriented road network and publicly visible and safe streetscape. Certainly, the street frontages would be less safe and would have poorer public-oriented visibility if the vehicular service access was along Jackson Street East or Ferguson Avenue South. From an urban design perspective, in fact, the street frontages, without two of the vehicular access points, more closely replicates the traditional character of a heritage roadway.

This option will not allow for the widening of Ferguson Avenue South and the north laneway both being transportation-related initiatives but which also provide beneficial urban design strategies in the new development. The evaluation of this Mitigation Option 1 identifies the transportation aspects, but more importantly, the development approach is premised on the urban design benefits of the vehicular access in the proposed design. This option’s impediment to locating the vehicular access through the rear laneway represents an overall disadvantage in creating a streetscape that would be interrupted with vehicular access and, hence, would deviate from the traditional pedestrian character that the UHOP is seeking. The transportation-related urban design strategy of the rear laneway responds to UHOP policies related to safety, public space and pedestrian-orientation of the municipal road allowances. Due to these City-mandated planning approaches and to fulfil the urban design policies of the UHOP, the development approach of Option 1 is not feasible.

6.1.2 OPTION 2: PARTIAL RETENTION OF CULTURAL HERITAGE RESOURCE

A second option involves demolishing a portion of the Radigan Building to permit additional room for the development, while still retaining and conserving a part of the cultural heritage resource. In this case, it would be preferable to demolish the additions and retain the original portion of the building. Most heritage attributes are concentrated in the original portion, and its principal elevations define the cultural heritage resource within the streetscape and public realm. This option represents a rehabilitation conservation treatment on the building, along with the opportunity to undertake restoration of a number of former features, including the previous 9-over-9 wood sash windows, front signage, the historic brick water table, and reinstatement of bricked-up door or window openings.

Similar assessment concerns about the previous Mitigation Option 1 are also applicable to this alternative development approach. But the additional consequences from this mitigation option relate to the method for retaining the façades of the existing building. The applicant's construction manager, SG Constructors, and their shoring engineers, HC Matcon Inc., have developed a preliminary drawing of the bracing for the existing building's façades (Figure 64). The proposed Facade Retention System requires steel bracing, in a sort-of vertical truss, extending approximately 4 m away from the face of the building. Retaining these heritage façades poses significant challenges due to the following reasons:

1. The line of the new caisson wall shoring and excavation for the below-grade garage is along the same alignment as the existing building's north façade making it impossible for full retention to occur. Attempting to preserve it under these circumstances would create unsafe conditions, which cannot be approved by the construction manager's shoring engineers.
2. Attempting to retain this façade would require a large steel bracing structure which would shut down the laneway and one lane (west side) on Ferguson Avenue and the adjacent sidewalk. This would impede the adjacent building parking lot and the flow of traffic elsewhere in the area for the minimum three years of construction.
3. The current façade is in poor structural condition. The proposed façade retention design comprises the steel bracing structure on the exterior side only. Such a one-sided retention structure is commonly used for façades that are structural stable and self-supporting. However, the compromised structure of these façades would require framing on the interior face of these exterior walls which is not possible for the proposed sub-grade design. The interior face of these exterior walls will be positioned over the excavation or shoring (i.e. empty space) and cannot be supported.

To further elaborate on these challenges, the close proximity and/or corresponding alignment of the façades to be retained with the excavation and shoring (items '1' & '3') would mean that these exterior walls would be at high risk of damage or, in the worst case, complete collapse, from the construction-causing ground movement and vibration. The construction manager and their shoring engineers, of course, will not risk the latter for which reason they will not approve the façade retention (item '1'). The traffic concerns from the bracing obstructions (item '2'), although temporary, would still extend over a long period of construction. This transportation issue is remarked upon by the transportation consultant's letter (Appendix C): "Even under temporary conditions (i.e., during construction) it is industry practice to maintain a temporary lane width of no less than 3.0-metres-wide for each direction of travel." The laneway would be completely obstructed during the construction period which is contrary to Stantec's professional recommendation.

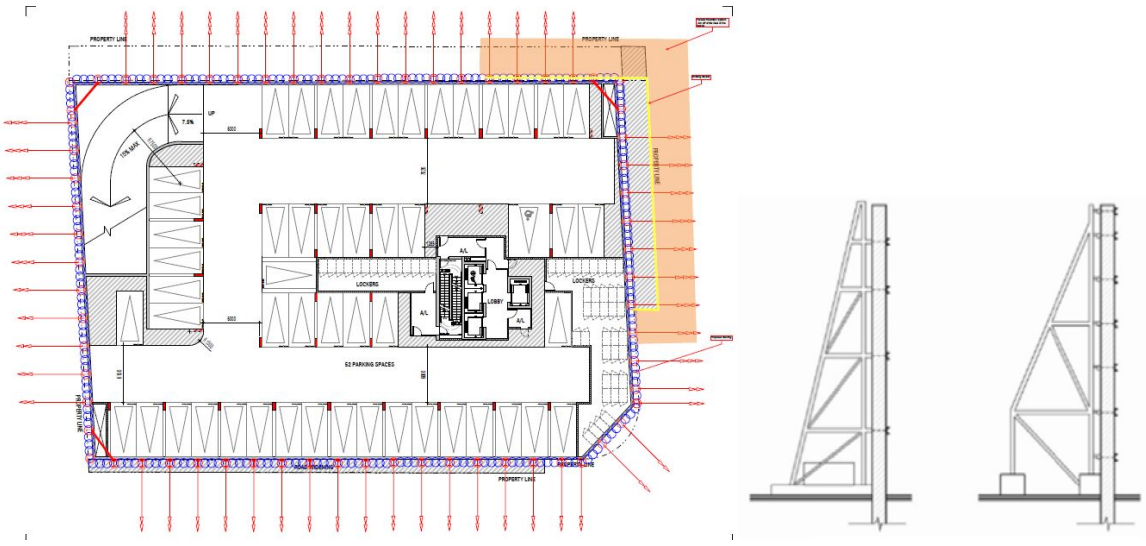

Figure 64: Facade Retention System approx. 4m off of the face of the façade shown on P4 Underground Floor Plan and conceptual façade bracing section by G+C Architects (Source: SG Constructors, HC Matcon Inc.)

Another assessment concern about this Mitigation Option 2 relates to the close proximity of the existing Ferguson Avenue façade to the street curb; this concern is also applicable to the previous option as well. The urban design consultant and landscape architects for the project, Whitehouse Urban Design prepared a letter, *Re: Urban Design Implications Specific to Existing 2-storey Building at Ferguson*, February 27, 2024 (Appendix D) that describes that the existing tight roadway width of Ferguson Avenue South would result in non-conformance of the City's accessibility guidelines which constitute Hamilton's Urban Design Policies (UHOP B.3.3). For this explanation about barrier-free accessibility, the Whitehouse letter references UHOP B.3.3.2.5.(b), (e) & (h):

> *Places that are safe, accessible, connected and easy to navigate shall be created by…*
>
> *(b) providing connections and access to all buildings and places for all users, regardless of age and physical ability;…*
> *(e) providing appropriate way-finding signage considering size, placement, and material that clearly identifies publicly accessible landmarks, pathways, intersections, cycling and transit routes, and significant natural and cultural heritage features; (OPA 167);…*
> *(h) including urban braille components in streetscape improvements;…*

The urban designer's letter goes on to explain that "a key component of…the City of Hamilton Barrier Free Design Guidelines is the City's Urban Braille design guideline document. City of Hamilton standard urban braille details require a minimum of 1500mm clear-way, and a shoreline on each side of 150mm. Within the clearway there can be no vertical obstructions including light poles, trees, stop signs, ramps/curb depression, utility boxes, and fire hydrants…Existing ROW conditions and the existing building façade at Ferguson Ave preclude the ability to meet the noted policies above." The City's standard urban braille sidewalk (Figure 65) is also discussed more fully in the UDB, and its details are incorporated in the Landscape Architectural drawings submitted for SPA. The existing sidewalk width from the building face to the curb and light standards does not currently provide sufficient width to accommodate even the minimum 1.8 m of this braille walkway standard (excluding a boulevard and the curb). The only alternatives would be to reduce the road asphalt vehicular width (for the sidewalk to use some of this roadway allowance) or abandon the braille walkway standard for this streetscape. The urban design strategy of incorporating the braille sidewalk standard, like the rear laneway, creates a pedestrian-oriented – and universally accessible – public roadway. This improved streetscape must be considered as a compatible civic-minded setting for the heritage façade that will be re-constructed with a more generous sidewalk for having proper access, views, mobility, safety and character. From an urban design perspective and simply to comply with the UHOP policies, the streetscapes' incorporation of the more generous and accessible sidewalk will showcase the heritage façades within the public roadway space.

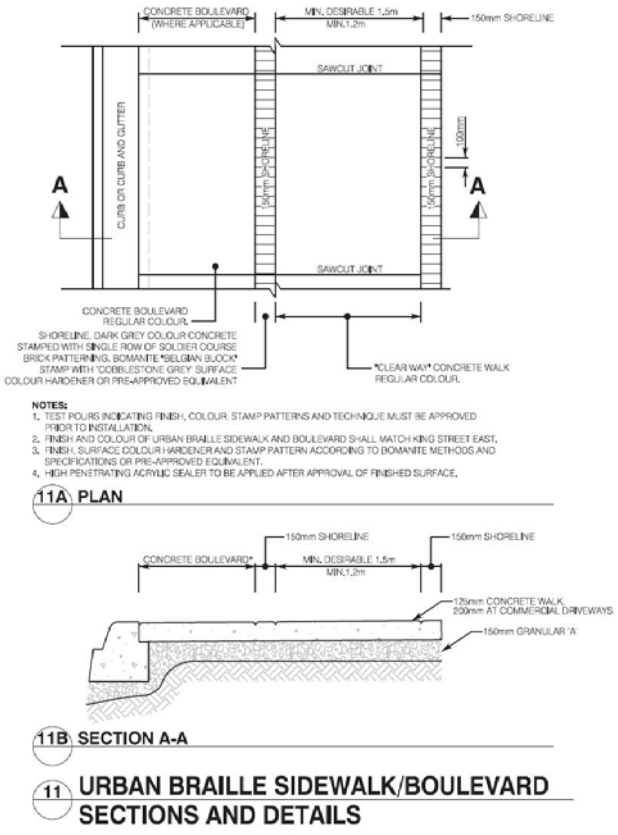

Figure 65: Urban Braille System Design Guideline Sidewalk Detail, incorporated in UDB and Landscape Architectural Drawings by Whitehouse (Source: City of Hamilton)

This option will have an inherent high structural risk and will compromise pedestrian accessibility requirements along Ferguson Avenue South which are an urban design imperative of the new development. The evaluation of this Mitigation Option 2 considers the shoring issues of the building façade retention but, more importantly, the development approach is premised on the urban design imperative of public-oriented accessibility in the proposed design. This option's restriction in allowing for full barrier-free accessibility would result in an overall deficient public road allowance that should be providing an appropriate setting for the re-constructed heritage façade. The façade bracing system will not meet structural requirements nor the City and TAC transportation standards. Furthermore, the existing street-fronting façade location is positioned so as it will not allow compliance with the UHOP policies related to accessibility and pedestrian-oriented circulation which therefore will provide a compromised and substandard setting for the heritage façade. Due to the structural risks and the City-mandated urban design requirements for accessibility in the UHOP, this development approach of Option 2 is not feasible.

6.1.3 OPTION 3: DISASSEMBLY & RE-CREATION OF CULTURAL HERITAGE RESOURCE

Because Options 1 and 2 are not feasible (for the reasons cited above), a final Mitigation Option 3 involves demolition of the building, with the integration of reconstructed elevations within the new development. This option preserves the least heritage fabric, but creates opportunities for salvage disassembly, while also permitting the elevations to be relocated to accommodate the necessary widening of adjacent roads and laneways. This option provides the laneway for vehicular circulation so that the street frontages will comply with the City urban design policies of the UHOP with respect to safe, accessible and pedestrian-oriented public roadways. This option also allows for vehicular circulation in the laneway and in the full width of Ferguson Avenue South during the minimum three years of construction. Most importantly, this Option 3 creates the "appropriate setting" – which is a conservation mitigation terminology that is discussed below (see Section 7.0) – for the heritage building frontage with a proper wide, accessible and civic-minded sidewalk and streetscape as will be discussed below. The reconstruction of elevations also represents a rehabilitation conservation treatment on the building, along with the opportunity to undertake restoration and reproduction of the previous 9-over-9 wooden sash windows, re-creation of the brick water table, and reinstatement of the bricked-up door or window openings.

Alternatives for the massing configuration of the proposed development should be considered, as the design is developed, to minimize the visual impacts of the new construction on the cultural heritage resource. Alternatives for coordinated cladding of podiums, and step-backs for development massing should be considered to ensure the Radigan Building's form and massing remain legible.

6.2 MITIGATION MEASURES FOR IMPACTS

6.2.1 MITIGATION OPTION 1 IMPACTS

Option 1 would avoid the impacts identified in Section 5.1 related to destruction. Impacts related to the retained building would be mitigated through following conservation best practices, particularly related to rehabilitation and restoration conservation treatments.

6.2.2 MITIGATION OPTION 2 IMPACTS

Option 2 would mitigate some of the impacts identified in Section 5.1 through the retention of a portion of the Radigan Building. If Option 2 were adopted, impacts would be further mitigated through completion of a Documentation and Salvage Plan in accordance with City of Hamilton guidelines,[31] and by following conservation best practices. The entire Radigan Building would be documented with photographs, and the portions to be demolished would receive additional documentation through drawings. Aside from brick, all heritage attributes identified in the SCHVI should be salvaged, with a focus on previously re-used wood posts and beams, remnant wood doors or transom windows from former elevator openings, and surviving water table bricks.

6.2.3 MITIGATION OPTION 3 IMPACTS

For Option 3 to be adopted – which this report recommends –, impacts should be mitigated through completion of a Documentation and Salvage Plan in accordance with City of Hamilton guidelines[31], and by following conservation best practices (see Section 7.0 below). Prior to demolition, the building should be documented through photographs and drawings. All heritage attributes identified in the SCHVI should be salvaged. Any materials that will be reconstructed (including masonry such as stone sills, doors/transoms, and selective windows) should be disassembled and salvaged using appropriate methods, marked and stored securely. Other historic elements from the interiors – such as heavy-timber wood posts and beams and the former elevator cab – should be disassembled, carefully removed, salvaged and safely stored, until an appropriate use or destination has been identified. Reconstruction of the east façade, on its own, at a location which permits the widening of Ferguson Avenue South provides limited mitigation. Reconstruction of the east and north façades, in conjunction with the above mitigation measures, would mitigate the impact from ‘high’ to ‘moderate’ as conserving two façades helps visually to conserve the original form and massing of the building.

6.3 CONSERVATION APPROACH

6.3.1 CONSERVATION BEST PRACTICES

Under Provincial and City policies and regulations interventions or alterations to a property designated under the Ontario Heritage Act (OHA) should be undertaken in compliance with the *Standards and Guidelines for the Conservation of Historic Places in Canada (SGCHPC)*, the Department of Canadian Heritage, Parks Canada, 2010 (2nd edition). These standards have been used to evaluate the impact on the heritage structure from the new development in a manner which will, at the same time, satisfy the other concerns and constraints of the current construction environment. It is noted that this specific property has not been designated under the OHA and therefore is not defined as a “protected heritage property” under the Provincial Policy Statement, 2020 (PPS) and is not governed by the OHA. Nevertheless, the *SGCHPC* can still be used as a reference for the applicable conservation approaches for even a “below-threshold” heritage resource, such as the subject property. This project will involve primarily ‘Restoration’ since the heritage resource of the exterior façades will, for the most part, be recreated through reproduction.

[31]City of Hamilton, Cultural Heritage Impact Assessment - Documentation and Salvage Plan.

Best practices should be followed when designing the proposed development, by adhering to the Standards 11 and 12 from the Standards and Guidelines.[32] Additionally, if undertaking restoration of former materials, a restoration period should be established for the building. Heritage attributes should be repaired where possible, but if replacement is necessary, they should be replaced with forms, materials and details based on physical evidence and which avoid conjecture. Evidence can be found on the 1970s archival photograph provided by the City of Hamilton, which shows basement window openings, wooden window types, and the historic brick water course. Evidence can also be found where surviving features have been preserved, such as inside bricked up window / door openings (which may contain doors, or transom windows with 2x10 lights), and on the former exterior south wall of Section B (which contains the historic brick water table).

6.3.2 BALANCING CONSERVATION WITH NEEDED INTERVENTIONS

The re-use of the façade elements must inevitably be a compromise with other requirements for the development within the overall planning regulatory framework. This compromise approach toward heritage and other criteria is fundamental to planning legislation and is also acknowledged by the *SGCHPC* (underlines added for emphasis) which describes "a need to strike a reasonable balance between…health and safety, accessibility, energy efficiency, and ecological concerns while respecting heritage value." This compromise approach forms the philosophical underpinning for the incorporation of the façade within the new development in a manner which will, at the same time, satisfy the other concerns and constraints of current building and planning requirements. As discussed, the reconstruction of the heritage façades at new locations is necessary to address issues of safety, security and accessibility with respect to vehicular and pedestrian circulation.

In particular, the Rehabilitation Standards will be applicable to certain conservation work of this project because of the need to incorporate new construction requirements balanced with preserving the heritage value of a historic building. The conservation design approach to the Rehabilitation Standards, to quote from the *SGCHPC*, recognizes that "some alterations to an historic place may be needed to assure its continued use" and *AREA*, as the heritage consultant, will "find creative solutions that balance health, safety, security, accessibility, sustainability and other regulations, and the preservation of the character-defining elements of an historic place." (underlines added for emphasis). These identified (underlined) reasons for the reconstruction strategy of the heritage resource and our team's approach to these requirements of present-day policies, codes and regulations were discussed in the previous sections. The proposed reconstruction of the building's façades will accommodate a balance between conservation and development, and is therefore recommended by this CHIA. This approach will allow the recovery of the building's historic form, while also permitting viability for its reconstruction, relocation and integration within the proposed residential development.

6.3.3 INTERPRETATION AND COMMEMORATION

Another mitigation measure is to complete an Interpretation and Commemoration Strategy which would communicate the property's longstanding association with the Radigan family. The strategy should consider approaches such as displays or plaques that are accessible to the public. Research material obtained for this CHIA, such as the Frank Radigan Wholesale Hardware Company catalogues, could aid in the development of this strategy and inform its content. Additionally, interviews with members of the Radigan family may provide further information and historic materials.

[32]Parks Canada, *Standards and Guidelines for the Conservation of Historic Places in Canada, Second Edition*, Her Majesty the Queen in Right of Canada, 2012, p. 23.

7 CONSERVATION STRATEGY

It is proposed that the conservation strategy would be to reconstruct the original portion of the building to ensure that the heritage attributes of the building are still visible and contribute to the character of the streetscape on which it fronts (Figures 66 & 67).

With the mitigation strategy of reconstruction, a new location for the heritage building is feasible and provides an urban design rationale. The building will be moved further from the road thereby maintaining the visual relationship while further activating the street. The heritage building's setbacks will generate pedestrian activity and provide a vibrant streetscape.

This is an instance where a planning initiative conflicts with the logistics of retaining a historic building in its location. The conflict between urban design benefits and conservation policies is discussed in the Ontario Ministry of Culture's Architectural Conservation Notes, "Note #6: Heritage Conservation Principles for Land-use Planning" (underlines added for emphasis):

> *Where negative impacts are unavoidable, effective mitigation must be applied including…moving to an appropriate setting, commemoration on site or elsewhere, or recording the resource before any negative changes are made.*

Therefore, the heritage value of the property is deemed to be conserved through another mitigation alternative of reconstruction in a more "appropriate setting" on the new widened street line. While the high-rise development adheres to a planning policy required to achieve transit supportive density, the intermittent punctuation of a historic building will provide variety and relief within the streetscape, as well as serving as a reminder of the area's history.

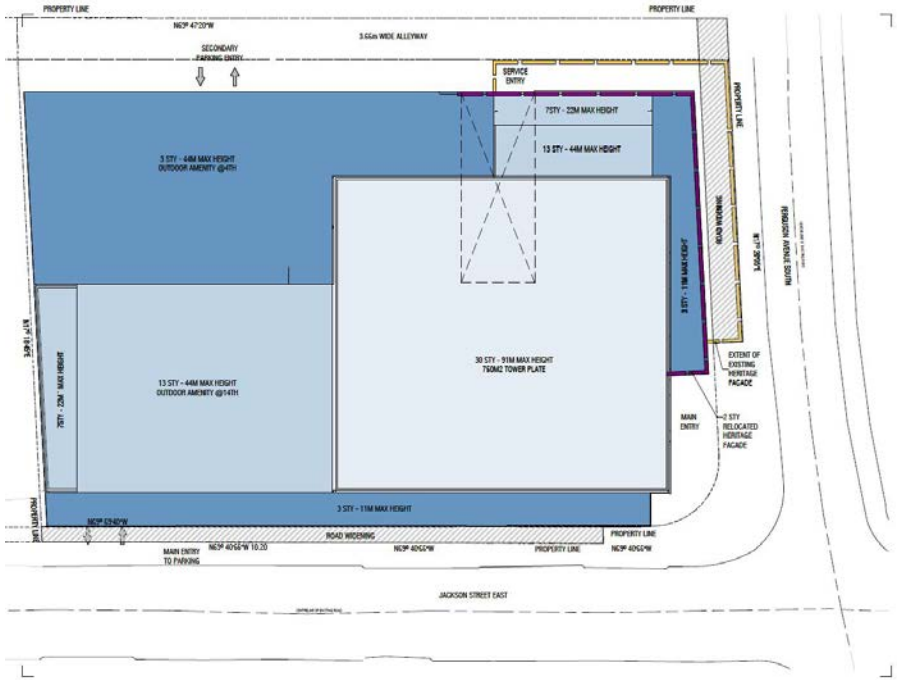

Figure 66: Conceptual Site Plan by G+C Architects indicating the heritage portion of the original building (shown in yellow dash line) to be reconstructed (shown in purple dash line).

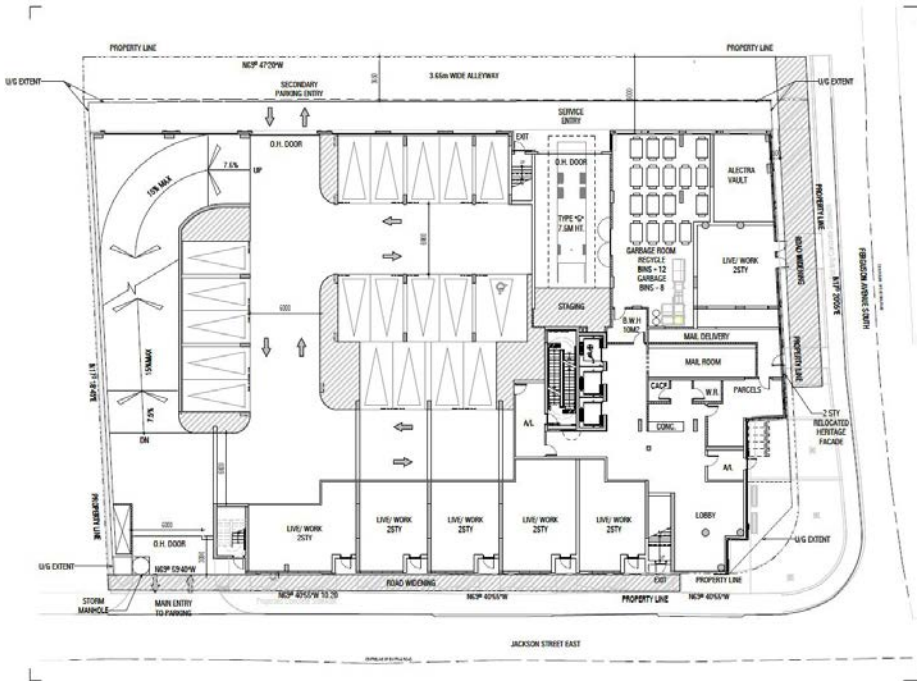

Figure 67: Conceptual Ground Floor Plan by G+C Architects indicating the heritage portion of the original building to be reconstructed.

7.1 RATIONALE FOR SELECTIVE DISASSEMBLY AND RECONSTRUCTION

Reconstruction involves the "re-creation of an…original...and may include even the use of traditional building techniques, but often...will be built on a modern framework of structure and utilities." (Well-Preserved, 2006). This mitigation strategy will permit the reconstructed heritage structure to be adaptively reused on its interior while retaining its exterior features which constitute its heritage attributes.

Disassembly and reconstruction of the east (principal), and portions of the north elevation excluding the modern enclosure for the porch will reinforce the heritage character of the Corktown Established Historical Neighbourhood (CEHN). Relocating the front façade of the building to the new widened street line will put emphasis on its heritage features and create a focal point along Ferguson Avenue South. By placing the Radigan Building facade at the northeast corner of the site, it becomes a transition piece, integrated with the massing of the new development.

The reconstruction process will introduce a ‘modern framework of structure and utilities’ that will permit and ensure code-approved construction. This reconstruction strategy will result in the prolonged lifespan of the heritage building facade, thereby also increasing its long-term value, while decreasing costs for maintenance. Reconstruction of the original structure will protect it and its associated heritage attributes from further deterioration.

7.2 METHODOLOGY FOR RECONSTRUCTION

7.2.1 SELECTIVE DISASSEMBLY

It is proposed that the Radigan Building façade be disassembled and reconstructed at an alternate location. The building must be stabilized to ensure structural integrity, and the safety of workers and the general public. The materials that comprise the building's exterior that are in good condition should be salvaged for re-integration in the new structure.

Unlike demolition, the process of selective disassembly (also known as 'deconstruction' or 'dismantling') treats the structure, like a ruin or an artifact, and is a common strategy in conservation. While demolition involves the straightforward tearing-down of a structure, disassembly aims to salvage all removed materials, typically for re-use.

a. **Examine**	The success of selective disassembly is dependent on the full understanding of the existing heritage structure. Its type of construction materials, components, and manner of assembly must be thoroughly documented and assessed before carefully disassembling to efficiently implement the principle of "Last On, First Off" ('LOFO'). Only a limited amount of the brick masonry is in good condition and can be salvaged for re-use. New historic-reproduction matching brick will need to be used for most of the façade reconstruction. The stone lug sills and some selective windows (e.g. transoms), door/window frames, etc. however, can be salvaged as models for the reinstated reproduction windows and doors.
b. **Prepare**	Prior to disassembly, the original portions of the building should be braced to prevent movement, settlement, or collapse of areas to be disassembled. As part of the preparation process, temporary access ways, barricades, and other forms of protection are installed. Routes and access areas are also established to assign the location and path of demolition equipment, construction debris, and salvaged materials.
c. **Required Permits**	The disassembly of the east and north elevations and the removal of the other portions of the heritage structure will require a Demolition Permit Application (DPA). The DPA would require permission from the City's Heritage Staff, and may therefore require drawings for the reconstruction structure. The City Heritage Staff will require more detailed information relating to the heritage components in Conservation Plan Drawings
d. **Disassemble**	LOFO is implemented as the systematic manner of selective disassembly in a sequence for deconstruction of the various components.

Disassembly requires precise and selective removal procedures compared to demolition. It involves the reverse order of assembly, wherein components installed last, are to be removed first. Its careful sequence helps preserve the original, intact portions of the structure. It permits material salvage, although it does not necessarily allow high material recovery rate. Hazardous materials may also be encountered, such as asbestos-containing materials, that would require specialized hauling and disposal procedures. Overall, site logistics must be planned to conduct a successful disassembly process. Site locations for immediate material retrieval, material quality inspection, cleaning, segregation and cataloguing, and storage must be prepared.

7.2.2 INSPECTION, DOCUMENTATION, SELECTION, AND SALVAGE OF MATERIALS

In disassembling the original heritage structure, all salvaged materials intended to be retained must be inspected and labelled, with a brief documentation of their conditions before and after disassembly operations. These materials are then sorted, salvaged, and restored for re-integration in the reconstructed structure.

e. **Material Inventory**

All materials and assemblies will be inspected and documented. Material properties, including size or dimension, quantity, colour, type, location on heritage structure, are recorded to complete a comprehensive set of material inventory sheets, to be archived and to be referenced for subsequent conservation processes. A "Reassembly Brick Coursing Guide" will be incorporated in *AREA*'s Conservation Methods for Reconstruction (Figure 67) to guide masonry specialists in assigning identification numbers for each historic brick unit found on the original elevations. Although it should be re-emphasized that only a limited amount of brick will be salvaged for re-use and will probably only be used on one portion, such as the water table courses.

f. **Material Quality**

Salvaged materials could be tested with representative samples subjected to ASTM and CSA standards. For bricks, properties such as absorption rate, coefficient of saturation, and compressive strength will be considered prior to re-use in the reconstructed façades. Re-usable bricks are to be cleaned only to halt deterioration. The 'patina', or the traces of its ageing, must be preserved. Residues of old mortar are also to be removed using the gentlest cleaning method possible.

7.2.3 RECONSTRUCTION WITH NEW STRUCTURAL ASSEMBLY

g. **New Wall Assembly**

A veneer wall assembly will replace the exterior walls' current solid, double-wythe masonry wall. The veneer wall assembly constitutes the "modern framework of structure and assemblies" (see definition of reconstruction, Sub-section 7.1).

The installation of a veneer wall assembly will ensure the structural integrity of the reconstructed elevations as it would allow code-approved construction, involving upgraded types of insulation, water eradicating systems, and other moisture control barriers. The veneer wall assembly will still allow the heritage structure to be clad with the salvaged and matching new brick units to maintain the existing aesthetic of the outer wythe. Salvaged bricks will be re-integrated together with the new reproduction masonry units but will be tied more securely into the veneer wall assembly.

h. **Segmented Arches**

Regarding this brick wall assembly, all door and window openings, found on the east block portion, are installed with segmental arch voussoirs (Figure 69) comprised of the soldier coursing of the brick units. Its

construction would require bricks to be specifically formed and cut in such a way that the mortar-joints between them radiated to the centres from which the curves are struck. Segmental gauged arches typically have a key-brick, located exactly in the centre. The arches should be reassembled to replicate their traditional masonry construction.

i. Otis-Fensom Lift

The Otis-Fensom lift from the existing building, being the oldest surviving elevator in Hamilton, can provide a character-defining artifact to be salvaged for display on the building's interior. The lift cab can be incorporated, as part of the new development's lobby, amenity space or other common area which will be integrated with an interpretive panel.

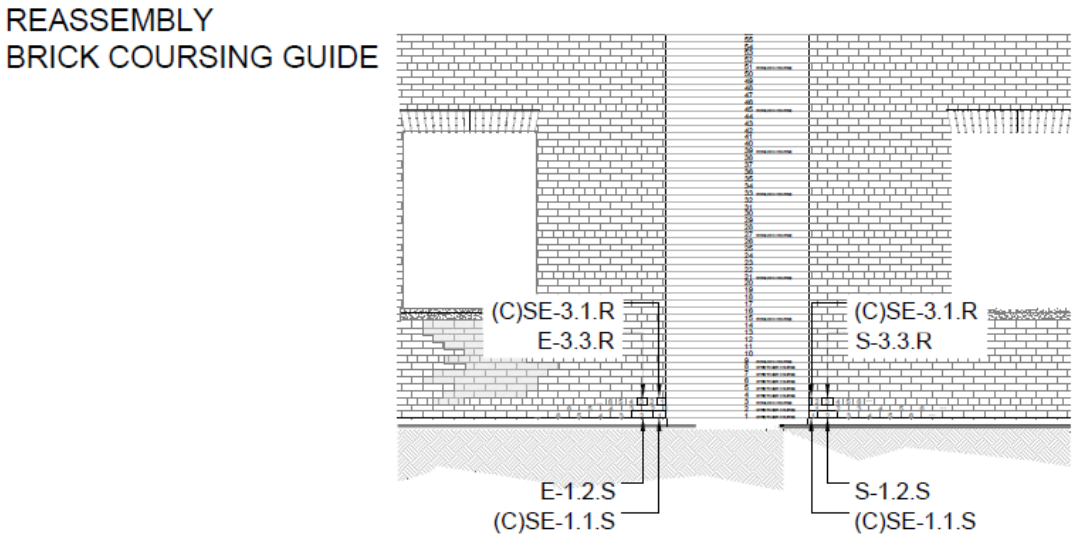

Figure 68: Reassembly Brick Coursing Guide (*AREA*, October 2018)

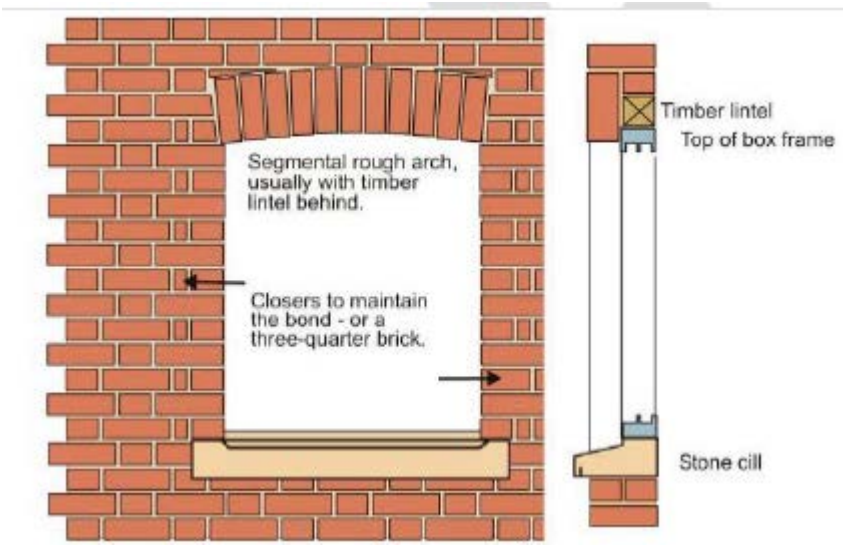

Figure 69: Segmental Gauge Arch, Construction Detail

7.3 CONSERVATION PLAN AND REUSE STRATEGY

7.3.1 CONSERVATION PLAN DRAWING

A Conservation Plan may also be prepared to demonstrate the proposed conservation strategy. Conservation Plan Drawings would typically accompany a full planning application. It is a set of drawings that describes “repairs, stabilization and preservation activities as well as long term conservation, monitoring and maintenance measures” required to preserve a heritage resource. The Conservation Plan may comprise components that include, but are not limited to the following:

1. Drawings and “Outline” Specifications

2. Building Material Inventory

A Building Material Inventory (‘BMI’) may be required and submitted to document the methods and materials used for original and later construction. The BMI could form part of the Conservation Plan submission. With the BMI, the types of building assemblies, their components, conditions, and joining techniques are documented, not only for archival purposes, but to create a proper sequence of disassembly tasks.

3. Cost Estimate

4. Other submittals to fulfil planning requirements, such as a Heritage Building Protection Plan (HBPP)

Overall, Conservation Plan Drawings will present the conditions assessment of the building through a general overview of the critical exterior elevations and their portions that would require restoration work. The description of the conservation work, or the “outline” specification, for each exterior element will address the architectural features that are “character-defining” and of particular heritage value. This outline will serve as a guide to be developed, but not to be treated as a construction document.

The Conservation Plan and its components will demonstrate the range of measures that will be undertaken to protect the heritage structure during the approvals and development processes. The Conservation Plan therefore represents a first step in upgrading the building exterior, and discusses the building’s conditions on a ‘macro’ level. It forms the implementing submission intended to guide the future specifications and drawings which will outline the detailed restoration methods.

7.3.2 ADAPTIVE REUSE OF THE HERITAGE ENVELOPE

As indicated in the design drawings, the Radigan Building will be integrated into the proposed multi-residential condominium development (Figures 70-73). Adaptive reuse of a property can be beneficial to the heritage structure by reviving it and reintegrating it within the area. This strategy is sustainable as is reduces the structure's embodied energy by minimizing waste and extraction of new building materials. Giving the space a new purpose will revitalize the heritage structure within the built context of the Corktown Established Historical Neighbourhood (CEHN). The built context surrounding the property varies from residential dwellings to mid-rise commercial buildings, and multiple storey mixed use developments. Currently the site is designated as "Downtown Mixed-Use Area" in the Urban Hamilton Official Plan (UHOP), as "Downtown Mixed Use" in the Downtown Hamilton Secondary Plan, and are zoned "Downtown Central Business District (D1) Zone, H17, H19, and H20" in the City of Hamilton Zoning By-law No. 05-200. Re-using and integrating the Radigan Building facades in the new multi-residential development would be within the permitted uses listed in the Zoning By-Law.

Figure 70: East Elevation of the proposed development showing the reconstructed façade of Radigan Building, G+C Architects, November 2023.

Figure 71: North Façade of the Radigan Building, integrated into the proposed multi-residential condominium development, G+C Architects, November 2023.

Figure 72: East Elevation enlarged detail of the proposed development showing the reconstructed façade of Radigan Building, G+C Architects, November 2023.

Figure 73: North Elevation enlarged detail of the proposed development showing the reconstructed façade of Radigan Building, G+C Architects, November 2023.

7.3.3 COMMEMORATIVE PLAQUE

The proposed redevelopment of the subject property should integrate the commemorative value of the history of the building and the entirety of the block as well. A detailed Interpretation Plan will comprise a commemorative plaque on the exterior and an interpretive panel on the interior, both of which would incorporate information on the history of the building including its context, uses and ownership will be prepared and placed at the site of the new development. The plaque and panel will help to highlight both the salvaged components and the intangible historical association that the heritage building had with its surroundings. The plaque should discuss the subject property's built heritage within the context of the Corktown Established Historical Neighbourhood (CEHN), along with the date, history and circumstances of the building's construction. The panel will focus more on the salvaged artifacts displayed in the interior including historical photographs of the site will provide residents and visitors with insight on the visual appearance of this building and Corktown in the mid 1800's to early 1900's.

7.3.4 INTEGRATION OF OTHER SALVAGE COMPONENTS

The Otis-Fensom lift from the existing building, being the oldest surviving elevator in Hamilton, can provide a character-defining artifact to be salvaged for display on the building's interior. The lift cab can be incorporated, as part of the new development's lobby, amenity space or other common area which will be described by the interpretive panel.

The heavy-timber posts and beams in the building interior will be removed, retained and re-used as part of the new development's lobby, amenity space or other common area which will also be referenced in the interpretive panel. These timber components are not typical of today's modern construction methods, and they can be used as furniture, trim, steps or other fitments which can be educational and informative for the public. Some of these interior original materials might not be used in the current development and, in that case, can be offered to third parties for re-use in other heritage-related projects.

7.3.5 OTHER SUBMISSIONS

As part of the Conservation Plan, detailed construction documents – comprising drawings and specifications – will need to be prepared for each component of the determined reconstruction of the building façades. To undertake the proposed reproduction and restoration work, the Conservation Plan drawings must be submitted to the City's Heritage Planning Section. For the subsequent submission of a Building Permit Application (BPA), the City Heritage staff will require more detailed information relating to the heritage components in the Conservation Plan, prescribing the following construction specifications:

1. design detailing,
2. materials and colours,
3. reproduction windows,
4. door replacements,
5. masonry replacement products, and
6. stone sill re-use and rehabilitation.

The Conservation Plan will be part of a future submission for Heritage Planning Staff review. This CHIA accompanies and forms part of the SPA application and once approved, the future Conservation Plan would be delegated to Heritage Planning Staff for review to ensure consistency with this CHIA and accepted heritage conservation standards. Following Heritage Planning staff review and approval, the Conservation Plan will be attached to a Site Plan Agreement, which is the method used to ensure works are completed in conformance with heritage conservation standards. The City will be collecting securities for the project that are partially based on the cost estimate of the work (i.e. rebuilding the structure).

7.4 IMPACTS OF DEVELOPMENT ON HERITAGE ATTRIBUTES

7.4.1 IMPACT OF SELECTIVE DISASSEMBLY AND RECONSTRUCTION

When reconstructing a heritage property, the degree of authenticity poses an issue in terms of the reconstruction methodology. Reconstruction of a heritage property falls under the category of intrusive intervention which can create issues with maintaining the building's authentic integrity. Reconstruction has the intent to reinstate the building's former state as accurately as possible and to replicate its original construction. The process of reconstruction should exclude unsympathetic and un-original modifications and additions made to the property throughout its lifetime.

It is imperative that the reconstruction of the Radigan Building elevations be based on thorough and trustworthy research, along with in depth documentation of the original construction process. As a testament to the original structure, the materials from the disassembly should be salvaged and integrated into the new structure.

By reconstructing the façade on the property line of the site the orientation of the building facing Ferguson Avenue South will not be compromised (Figure 74). The building's heritage attributes are contained within the exterior wall assemblies of the facade which would be reconstructed fully. Through reconstruction, the building will continue to contribute to the historical character of Corktown Established Historical Neighbourhood (CEHN) while still retaining its original historical qualities.

7.4.2 IMPACT OF ADAPTIVE RE-USE

As indicated in the heritage assessment and evaluation of this report, the majority of the building's heritage value lies in the intangible historical associations with the community. Repurposing the interior of the facade will have no impact on the heritage attributes associated with it and will aid in reviving the building and integrating it within the new development.

7.4.3 IMPACT OF PROPOSED DEVELOPMENT ON STREETSCAPE

The Ferguson Avenue South streetscape will physically be altered and improved by the proposed landscape upgrades and the shift of the building façade further away from the street edge. The modifications and development will provide the site with a modern aesthetic while integrating seamlessly through material compatibility with the existing heritage value of the area. By incorporating the heritage building into the development, it will reinforce the character of Corktown Established Historical Neighbourhood (CEHN) by acting as an anchor. The development is expected to have a positive impact on the Ferguson Avenue South streetscape by providing a pedestrian friendly space around the site and the existing heritage buildings while also highlighting the historic attributes of the street.

The Whitehouse UDB describes many of the streetscape and design features which integrate the development with the incorporated heritage building façades and the CEHN character. Some of the design features to integrate the new design with the heritage building and context are as follows:

Site Planning

- Street frontages comply with the City urban design policies of the UHOP with respect to safe, barrier-free accessible and pedestrian-orientation to emulate the traditional historic roadway character.
- Service area is accessed from within the northern alleyway and, as such, is set back from the streetscape so as to not interfere with the pedestrian experience along Ferguson Avenue.

Massing

- Three-storey podium is in keeping with the general height of existing mature development in the area. The restored heritage facade and 3-storey podium of the development ensures the overall design complements the streetscape and positively supports the pedestrian realm.

- Re-construction and restoration of the heritage facade along Ferguson Avenue, working with browns, greys, and brick in the podium detailing, respect the Corktown character found within the neighbourhood.

Pedestrian-Orientation

- Setback from the street is tight to create a continuous streetwall along Jackson Street and Ferguson Avenue. This streetwall brings the points of ingress and egress close to the street and immediately into the sidewalk, activating the pedestrian realm within the streetscape.
- Plaza style entryway at the corner of Ferguson Avenue and Jackson Street will announce the main entrance to the building.
- Urban Braille System along the Ferguson Avenue provides connection with the pedestrian streetscape downtown.
- Streetscape pedestrian orientation provides an “appropriate setting” – which is a conservation mitigation terminology for the heritage building frontage with a proper wide, accessible and civic-minded sidewalk and setback.

Materials

- Darker colours on lower storeys and lighter colours and materials on higher storeys reflects the rhythm and character of other tall buildings in the area.
- Podium base is comprised of red and brown brick, reflective of Corktown's traditional neighbourhood character.
- Pedestrian pathways are comprised of distinct permeable paving materials, red-brown interlock pavers, which are compatible with the brick masonry façades and walking surfaces in the Corktown area of downtown.

Figure 74: Perspective southwest view, conceptual, of the reconstructed heritage facades in the proposed new development (G+C Architects, November 2023)

8 CONCLUSIONS AND RECOMMENDATIONS

The property screening heritage evaluation indicated that 46-48 Ferguson Avenue South met only the single heritage criterion of historical or associative value based on its direct associations with a theme and person that are significant to a community. The new legislation of *O. Reg 569/22* requires that two criteria must be met to designate a property under Section 29 of the *OHA*, and this property does not achieve the statutory threshold for heritage designation. Although this heritage-listed property does not meet the minimum requirements for designation under the *OHA*, this building nevertheless possesses some limited (but non-statutory) heritage value. Because this property is considered a “below-threshold” heritage resource, the proposed mitigation strategy comprises the alternative development approach of disassembly and reconstruction of the east and north elevations integrated into the new development. This mitigation strategy will shift the façade to accommodate the transportation-related and urban design requirements of widening of the existing laneway to the north and Ferguson Avenue South to the east. These laneway and roadway initiatives and upgrades are not only for transportation purposes. Rather, they provide an “appropriate setting” for the heritage façades with a pedestrian-oriented, barrier-free accessible and civic-minded traditional historic roadway character.

This CHIA report proposes the selective disassembly and reconstruction as the most viable conservation strategy for the heritage structure. Reconstruction is demonstrated as a conservation strategy that will appropriately protect the heritage attributes of the Radigan Building while providing positive site planning of the property for the urban design features of the proposed development. This mitigation method will create a harmonious integration of the built heritage of Corktown Established Historical Neighbourhood (CEHN) with the new development that aims to revitalize the area.

It is recommended that:

1. The existing façades along the east and north elevations should be disassembled and reconstructed on the street line of the site;
2. The demolition process will involve selective salvaging of identified heritage elements of the original portions of the building;
3. The salvaged elements be retained by the property owner for potential reproduction or incorporation into the reconstruction of the two original façades;
4. Other salvaged components from the interiors, comprising the Otis-Fensom lift and heavy timber posts and beams, are to be repurposed for interior display and/or fixtures; and
5. Commemorative plaque and panel with information on the history of the building including its context, uses and ownership and describing the salvaged components should be prepared and placed at the site of the new development.

To undertake the proposed reconstruction and restoration work, several permit applications, such as a Demolition Permit Application (DPA), and a Building Permit Application (BPA), must be submitted to the City, for review and approval by its Heritage Staff to ensure consistency with this CHIA and heritage conservation standards. A Conservation Plan will be submitted as part of the planning approvals for review and approval by Heritage Planning staff.

9 APPENDICES

9.1 APPENDIX A: BIBLIOGRAPGHY & REFERENCES

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http://dictionaryofarchitectsincanada.org/

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Wentworth County Land Registry Office, Book 13

Wentworth County Land Registry Office, Book H14(1)

Wentworth County Land Registry Office, Book H14(2)

Wentworth County Land Registry Office, Book H14(3)

Wentworth County Land Registry Office, BookH174

9.2 APPENDIX B: CHAIN OF TITLE SEARCH

Torkin Manes
Barristers & Solicitors

CHAIN OF TITLE SEARCH

CLIENT: Ferguson Jackson Inc.	**FILE NO.:** 47975.0001
MATTER: Ferguson-Jackson Condominium Project	
REVIEW DATE: May 29, 2023	**REVIEWED BY:** Noah Ciglen/Seth Zuk/Grammy Tien
PROPERTY ADDRESS: 46-48 Ferguson Avenue South, Hamilton, Ontario 165-169 Jackson Street East, Hamilton, Ontario	
PIN: 17169-0391 (LT)	**DATE OF PIN:** May 29, 2023
LEGAL DESCRIPTION: FIRSTLY: PART ALLEYWAY PLAN 48 SOUTH SIDE MAIN STREET (CLOSED BY BYLAW WE1628073), PART 2 PLAN 62R21195; SUBJECT TO AN EASEMENT IN GROSS AS IN WE1633051; SUBJECT TO AN EASEMENT IN GROSS AS IN WE1633602; SECONDLY: PART LOTS 6-7 PLAN 48 NORTH SIDE JACKSON STREET, PART 1 PLAN 62R21195; THIRDLY: PART LOTS 5-6 PLAN 48 NORTH SIDE JACKSON STREET, PARTS 1 & 2 PLAN 62R9883; CITY OF HAMILTON	

INSTRUMENT NO.	REGISTRATION DATE	TRANSFEROR	TRANSFEREE
PIN 17169-0391 (LT) – *current PIN, consolidation from PINs 17169-0389, 17169-0010 and 17169-0009 (please refer to individual sections below)*			
WE1650529	12/12/2022	Radigan Holdings Ltd.	Ferguson Jackson Inc.
WE1672048	27/02/2023	True North Properties Inc.	Ferguson Jackson Inc.
PIN 17169-0389 (LT) – PART ALLEYWAY PLAN 48 SOUTH SIDE MAIN ST			
Note: lands are designated as an alleyway on Plan 48 showing the survey of O. Spring Esq. in the City of Hamilton compiled from plans of the original surveys dated April 12, 1860.			
INSTRUMENT NO.	**REGISTRATION DATE**	**TRANSFEROR**	**TRANSFEREE**
PIN 17169-0208 (R): PT ALLEYWAY, PL 48 , S/S MAIN ST; LYING BTN WALNUT ST & FERGUSON AV ; HAMILTON *This parcel was created based on information contained in Document(s) PL48 (Plan of Subdivision).*			
Converted to Land Titles – December 21, 2009			
PIN 17169-0007 (LT) – *division from PIN 17169-0208 (R)*			
WE1334819 (Transfer)	01/24/2019	City of Hamilton	1970703 Ontario Inc.

PIN 17169-0382 (LT) – *division from PIN 17169-0007 (LT)*			
PIN 17169-0389 (LT) – *division from 17169-0382 (LT)*			
WE1634509 (Transfer)	19/09/2022	City of Hamilton	Radigan Holdings Ltd.
WE1650529 (Transfer)	12/12/2022	Radigan Holdings Ltd.	Ferguson Jackson Inc.
PIN 17169-0010 (LT) – PART LOTS 6-7 PLAN 48 N/S JACKSON STREET			
INSTRUMENT NO.	**REGISTRATION DATE**	**TRANSFEROR**	**TRANSFEREE**
Historical Book H14(2) – Lot 7, Page 300			
10005 (B.S.)	13/11/1873	Elizabeth Williams	William Williams
21044 (B.S.)	28/01/1880	William Williams	John Webb
59765 (B.S.)	07/08/1895	John Webb	Will R. Webb
88308 (B.S.)	20/12/1905	Will R. Webb	Sabina Radigan
109847 (B.S.)	26/11/1909	Sabina Radigan & John Radigan	Frank Radigan
111307 (Agreement)	03/11/1910	Sabina Radigan & John Radigan	Frank Radigan
111308 (B.S.)	03/11/1910	Sabina Radigan	John Radigan
Historical Book H14(2) – Lot 6, Page 299			
13400 (Will)	03/06/1875	Alexander Rutherford	
107185 (Mortgage)	27/05/1909	Christina, Lucy, Jane, Edith & James Rutherford	John, Will & Myrtle Horsley
107186 (Mortgage)	27/05/1909	John, Will, & Myrtle Horsley	Frank Radigan
111311 (B.S)	03/03/1910	Frank Radigan (unmarried)	John Radigan
Historical Book H14(2) – Lot 7, Page 319 *No related transfer.* *Continued from Page 300, Book 14(2)*			
Historical Book H14(3) – Lot 6, Page 25 *Continued from Page 299, Book 14(2)*			
31787 N.S. (Transfer) *no prior transfer document available*	28/12/1936	Will Radigan	Frank Radigan
Historical Book H14(3) – Lot 7, Page 26 *Continued from Page 319, Book 14(2)*			
166809 (Release)	20/09/1915	Emma M. Toote, John F. Radigan, Hannon, Mary S.	Sabina Radigan

		Gertude, William J. Edward and James Radigan	
31786 N.S. (Conce)	28/12/1936	Frank & Will Radigan, Executors of Sabina Radigan	Frank and Will Radigan
31787 N.S. (Transfer)	28/12/1936	Will Radigan	Frank Radigan
Historical Book H14(3) – Lot 6, Page 195 *Continued from Page 25, Book 14(3)*			
19345NS (Transfer)	13/08/1957	Frank Radigan	Radigan Bros. Limited
Historical Book H14(3) – Lot 7, Page 196 *Continued from Page 26, Book 14(3)*			
19345NS (Transfer)	13/08/1957	Frank Radigan	Radigan Bros. Limited
Historical Book H174 (Part 1) - Lot 6, NS Jackson Street, PL 48 *continued from Page 195, Book 14(3)*			
388202AB (Transfer) *As in 45358NS*	05/09/1975	Radigan Bros Limited	Joseph J. Radigan et. Al
251016CD (Transfer) *as in 388202AB*	14/07/1983	Bernard C. Radigan Herta Radigan	Mary L. Radigan
437747CD (Transfer)	30/11/1987	Roy Manford Hodgson Annie Hodgson	Joseph Thomas Radigan Paul Joseph Radigan James Robert Radigan Mary Luella Radigan
Historical Book H174 (Part 1) - Lot 7, NS Jackson Street, PL 48 *continued from Page 196, Book 14(3)*			
388202AB (Transfer)	05/09/1975	Radigan Bros Limited	Joseph J. Radigan et. Al
251016CD (Transfer) *as in 388202 AB*	14/07/1987	Estate of Bernard C. Radigan	Mary L. Radigan
424993CD (Transfer) 46 Ferguson Avenue South *as in 388202 AB*	25/08/1987	William Gerald Radigan	Paul Joseph Radigan
44944 (Transfer) 181 Jackson Street East; Part 3 on Plan 62R-11032	26/04/1990	City of Hamilton	Joseph Thomas Radigan Paul Joseph Radigan James Robert Radigan Mary Luella Radigan
PIN 17169-0211 (R): PART LOTS 6-7 PLAN 48 N/S JACKSON STREET *This parcel was created based on information contained in VM65847.*			
Converted to Land Titles – *December 21, 2009*			
PIN 17169-0010 (LT) – *re-entry from 17169-0211 (R)*			
VM65847 (Transfer) *Legal Description: Part of Lot 6 & 7 NS Jackson Street on Plan 48*	31/10/1990	Joseph Thomas Radigan Paul Joseph Radigan James Robert Radigan Mary Luella Radigan	Radigan Bros. Limited
WE1610667	02/06/2022	Radigan Bros. Limited	Radigan Holdings Ltd.

(Application to Change Name)			
WE1650529 (Transfer)	12/12/2022	Radigan Holdings Ltd.	Ferguson Jackson Inc.
PIN 17169-0009 (LT): PT LT 5-6 PL 48 N/S JACKSON ST			
INSTRUMENT NO.	**REGISTRATION DATE**	**TRANSFEROR**	**TRANSFEREE**
Historical Book 14(2) – Lot 5, Page 298			
111632 (Bill of Sale)	29/07/1876	John Patterson	George Thomas
112187 (LH)	14/04/1910	Alexander Thomas	Jane S. Thomas
Historical Book 14(3) – Lot 5, Page 24 *Continued from Page 298, Book 14(2)*			
147522 (Grant)	09/06/1913	Jane S. Thomas, Mary Thomas, etc.	Will C. Reid
294085 (Consent & Release of Dower, etc.)	08/03/1927	Ida Reid Executor of Will C. Reid	Frances Sinden
Historical Book 14(3) – Lot 5, Page 63 *Continued from Page 24, Book 14(3)*			
72347 NS (Transfer)	06/11/1942	Frances Sinden	Francis A. Brimacombe
76562 NS (Agreement for Sale)	17/05/1943	Francis A. Brimacombe	George G. Kay and his wife Hazel S. Kay
Historical Book 14(3) – Lot 5, Page 204 *Continued from Page 63 in Book 14(3)*			
198948 NS (Transfer)	18/12/1951	National Trust Company Limited as Executor of Francis A. Brimacombe, George G. Kay and his wife Hazel S. Kay	Hamilton Credit Exchange Limited
Historical Book 14(3) – Lot 5, Page 268 *Continued from Page 204 in Book 14(3)*			
Historical Book H174 (Part 1) - Lot 5, NS Jackson Street, PL 48 *Continued from Page 268 in Book 14(3)*			
52577AB (Transfer)	30/05/1967	Hamilton Credit Exchange Limited	The Canadian Society of Laboratory Technologists
178593 CD (Transfer)	02/02/1981	The Canadian Society of Laboratory Technologists	Fixed Investments Limited
Historical Book 14(3) – Lot 6, Page 299			
13400 (Will)	03/06/1875	Alexander Rutherford	
Historical Book 14(3) – Lot 6, Page 25 *Continued from Page 299 in Book 14(2)*			
139519 (Transfer)	08/03/1912	Christina Rutherford and as surviving Executor of Alex	Charles J. Bird

		Rutherford, Lucy J.; Mary R.; and James A. Rutherford	
139518 (Transfer)	08/03/1912	Charles J. Bird	Jane Robertson
185749 (Conveyance)	19/04/1915	James Chisholm, Executor of Estate of Jane Robertson	James Hamilton & Catharine (his wife) as joint tenants
Historical Book 14(3) – <u>Lot 6,</u> Page 195 *Continued from Page 25 in Book 14(3)*			
68285NS (Transfer)	18/06/1942	Douglas A. Mosher & William E. Griffin, executors of Catherine Hamilton (otherwise Kate Hamilton) and Anne L. Woodcroft	Mary Leon
102883HL (Transfer)	22/09/1959	Mary Leon	Robert McGhee & Alice McGhee (his wife)
Historical Book H174 (Part 1) - <u>Lot 6,</u> NS Jackson Street, PL 48 *Continued from Page 195 in Book 14(3)*			
165392AB (Transfer)	03/04/1970	Robert C. McGhee Estate	The Canadian Society of Laboratory Technologists
178593 CD (Transfer)	02/02/1981	The Canadian Society of Laboratory Technologists	Fixed Investments Limited
PIN 17169-0210 (R) *This parcel was created based on information contained in CD496194*			
Converted to Land Titles – *December 21, 2009*			
PIN 17169-0009 (LT) *Re-entry from 17169-0210 (R)*			
CD496194 (Transfer)	27/02/1989	Fixed Investments Limited	Samax Holdings Inc.
WE1614437 (Transfer)	20/06/2022	Samax Holdings Inc.	1792058 Ontario Limited
WE1631004 (Transfer)	31/08/2022	1792058 Ontario Limited	True North Properties Inc.
WE1662778 (Transfer)	27/02/2023	True North Properties Inc.	Ferguson Jackson Inc.

9.3 APPENDIX C: LETTER RE LANEWAY AT 48 FERGUSON AVE. S., STANTEC

Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

March 12, 2024

Project/File: 165001342

Spencer Mckay
Hi-Rise Group Inc.
200-25 Imperial Street
Toronto, Ontario
M5P 1B9

Dear Spencer Mckay,

Reference: Clearzone Requirements for Proposed Laneway at 48 Ferguson Avenue South, City of Hamilton

Background

Stantec Consulting Ltd. has been retained by The Hi-Rise Gorup Inc. to complete the required Traffic Impact Study for the proposed 30-storey residential rental building at the property municipally known as 173 Jackson Street East and 43 Ferguson Avenue South (northwest corner of the intersection of Jackson Street East at Ferguson Avenue South), in the downtown of the City of Hamilton. The building is proposed to include 403 rental apartment units and 161 parking spaces in an underground parking garage. Pedestrian access will be available at the main doors (lobby) at the southwest corner of the building, located at the northwest corner of the intersection of Ferguson Avenue South and Jackson Street East.

Vehicular access to the underground parking garage is proposed off an existing municipal laneway which connects to Ferguson Avenue South on the north side of the property. That laneway will be assumed by the proponent, becoming part of the subject site. The laneway will also provide access to the service entrance, where private garbage collection will service an indoor garbage room. The condition of the laneway will be improved, including re-paved with a 6.0-metre-wide pavement width to appropriately accommodate two-way travel for site traffic and servicing vehicles.

Widening of the Ferguson Avenue South road allowance is required by the City Transportation Planning and is considered desirable from a traffic operations standpoint for the safe and efficient movement of traffic along Ferguson Avenue South in the vicinity of the site.

Impacts of Façade Intrusion into Laneway

It is our understanding that the City has requested the proponent consider retaining the existing building façade, thus requiring bracing for façade retention. Maintaining the existing façade on the north face of the building and an associated retention system would intrude into the laneway. This physical intrusion into the laneway would result in a clearzone width of less than 6.0 metres wide.

As part of the Traffic Impact Study, vehicle swept path analysis has been completed to demonstrate the required turning movements of a private garbage collection vehicle entering the laneway, servicing the indoor garbage room, and then exiting the laneway. The results of the analysis are appended. As shown,

Reference: Clearzone Requirements for Proposed Laneway at 48 Ferguson Avenue South, City of Hamilton

there is expected to be no excess clearzone space available for a physical intrusion (i.e., façade) into the laneway. Any such intrusion would result in a physical obstruction to the required maneuverability of service vehicles, and would therefore require additional widening of the laneway to compensate for the physical intrusion, or a relocation of the servicing access to directly off Jackson Street East or Ferguson Avenue South which is not desirable as servicing vehicles would be required to reverse onto the public roadway after servicing the indoor garbage room, and is also not supported from an Urban Design perspective.

Furthermore, the proposed 6.0-metre-wide pavement width and clearzone is required for safe and efficient travel of two-way resident traffic accessing and egressing the parking garage. As per the industry standard Transportation Association of Canada (TAC) Geometric Design Guide, it is recommended an urban travel lane have a minimum width of 3.0 metres for design speeds of 60 km/h or less,[1] thus requiring the full 6.0-metre-wide pavement width for two-way travel. Even under temporary conditions (i.e., during construction) it is industry practice to maintain a temporary lane width of no less than 3.0-metres-wide for each direction of travel. A physical intrusion into the 6.0-metre-wide laneway would require additional widening of the laneway to compensate, or a relocation of the resident access to directly off Jackson Street East or Ferguson Avenue South, which is not supported from an Urban Design perspective.

Closing

For the reasons described above, it is Stantec's recommendation that the proposed 6.0-metre-wide pavement and clearzone width along the laneway be maintained, free of obstruction (i.e., no façade intrusion) for safe and efficient movement of servicing and resident vehicles. Any physical intrusion into the laneway resulting in a reduced pavement and clearzone width would require additional widening of the laneway, or relocation of the servicing and resident vehicular access points to directly off Ferguson Avenue South or Jackson Street East.

Should you have any questions, please don't hesitate to contact the undersigned.

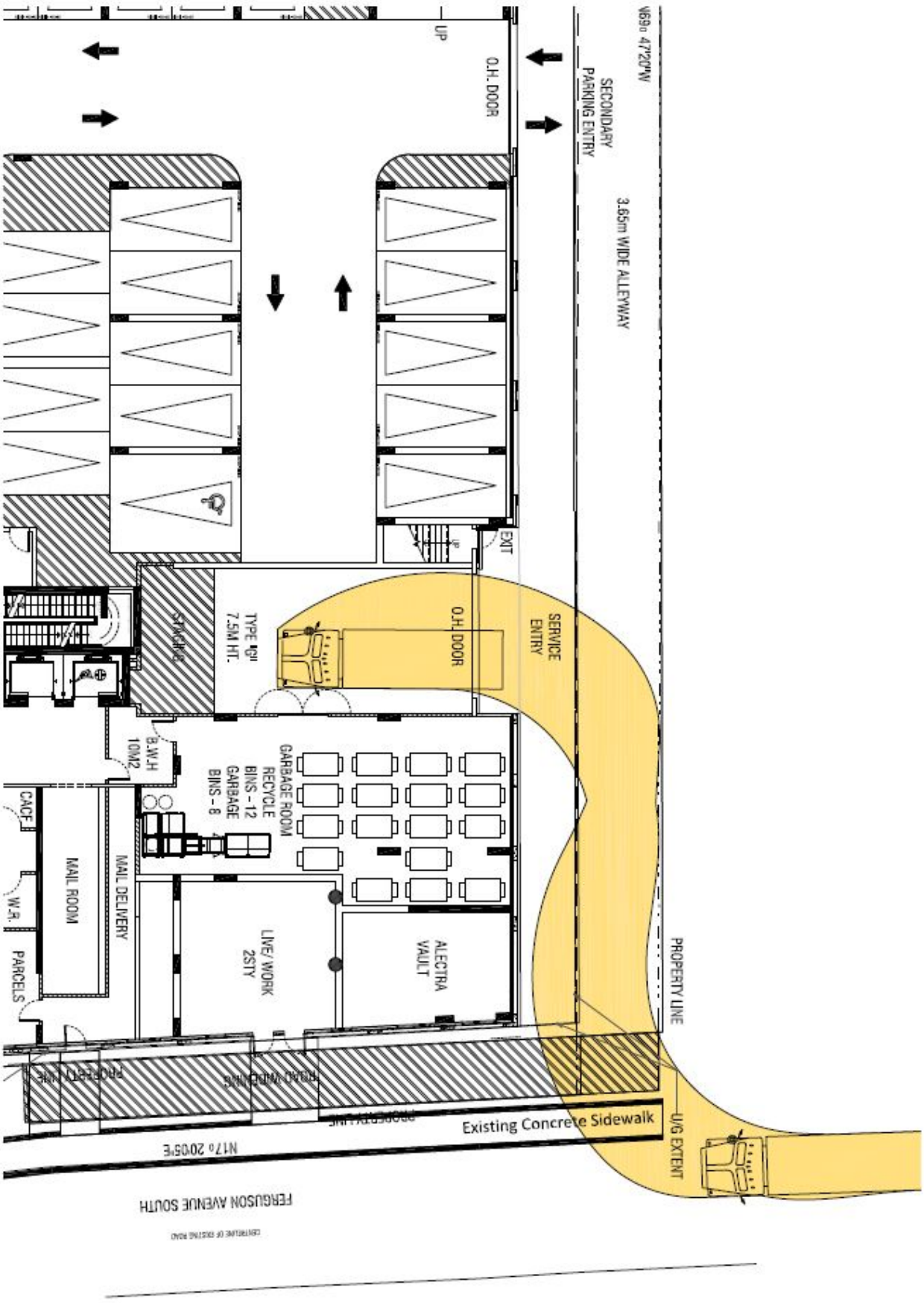
Best regards,

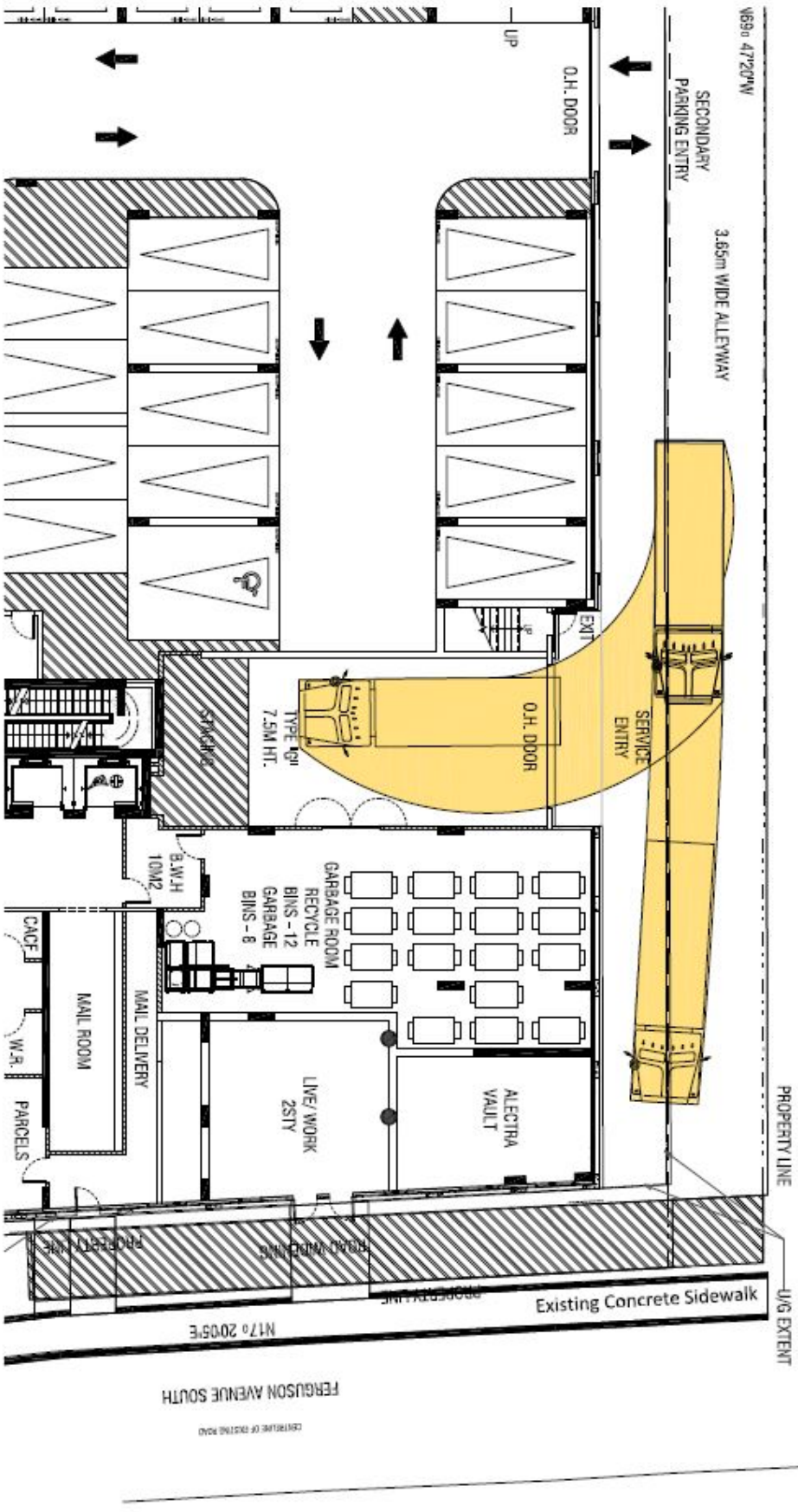
STANTEC CONSULTING LTD.

Adam Mildenberger B.A., C.E.T.
Municipal Market Leader, Transportation
Phone: 905-381-3271
Mobile: 905-818-2542
adam.mildenberger@stantec.com

stantec.com

[1] Table 4.2.3. Geometric Design Guide for Canadian Roads. Transportation Association of Canada. 2017.


V69° 47'20"W
SECONDARY PARKING ENTRY
3.65m WIDE ALLEYWAY
UP
O.H. DOOR
EXIT
SERVICE ENTRY
O.H. DOOR
TYPE 'G'
7.5M HT.
STAIRS
B.W.H
10M2
GARBAGE ROOM
RECYCLE BINS - 12
GARBAGE BINS - 8
CACF
MAIL ROOM
MAIL DELIVERY
W.R.
PARCELS
LIVE/ WORK
2STY
ALECTRA VAULT
PROPERTY LINE
U/G EXTENT
Existing Concrete Sidewalk
N17° 20'05"E
FERGUSON AVENUE SOUTH


V69o 47'20"W
SECONDARY PARKING ENTRY
3.65m WIDE ALLEYWAY
UP
O.H. DOOR
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O.H. DOOR
TYPE 'G"
7.5M HT.
STAIRS
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10M2
GARBAGE ROOM
RECYCLE BINS - 12
GARBAGE BINS - 6
CAGE
MAIL ROOM
MAIL DELIVERY
W.R.
PARCELS
LIVE/ WORK 2STY
ALECTRA VAULT
PROPERTY LINE
U/G EXTENT
Existing Concrete Sidewalk
N17o 20'05"E
FERGUSON AVENUE SOUTH

9.4 APPENDIX D: LETTER RE URBAN DESIGN IMPLICATIONS OF EXISTING 2-STOREY BUILDING, WHITEHOUSE

WHITEHOUSE URBAN DESIGN
LANDSCAPE ARCHITECTS & URBAN DESIGNERS

February 27, 2024

The Hi-rise Group
c/o Urban Solutions Planning and Land Development Consultants
Attn: Scott Beedie, MCIP, RPP
By email to: sbeedie@urbansolutions.info

Re: Jackson – Ferguson Development
Urban Design Implications Specific to Existing 2-storey Building at Ferguson

Within please find comments which speak to urban design policy considerations specific to the existing 2-storey commercial building at east frontage.

UHOP B.3.3 Urban Design Policies

Urban design polices in the UHOP speak to how urban design plays a vital role in upgrading and maintaining a city's civic image, economic potential, and quality of life, noting that a city that values good urban design is a city that is successful socially, economically, and environmentally.

The intent of the polices is to create compact and interconnected, pedestrian-oriented, and transit-supportive communities within which all people can attain a high quality of life. Key to achieving this is attention to how the public and private realms work together. Achieving this vision requires careful attention to urban design in both the public and private realms with attention to how those realms work together. All criteria must be considered in balance. No one criterion out ways all others. Applicable policies and comments are provided below.

The urban design policies must be read in context with the function, scale, and design intent described in the policies of Chapter E – Urban Systems and Designations. Comments on Chapter E are provided below.

Policy

B.3.3.1.3	Create pedestrian oriented places that are safe, accessible, connected, and easy to navigate for people of all abilities.

B.3.3.2.4	Quality spaces physically and visually connect the public and private realms. Public and private development and redevelopment should create quality spaces by: d) creating streets as public spaces that are accessible to all.

B.3.3.2.5	Places that are safe, accessible, connected and easy to navigate shall be created by using the following design applications, where appropriate:

WHITEHOUSE URBAN DESIGN
LANDSCAPE ARCHITECTS & URBAN DESIGNERS

	a) connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, pathways, and trails; (OPA 167); b) providing connections and access to all buildings and places for all users, regardless of age and physical ability; c) ensuring building entrances are visible from the street and promoting shelter at entrance ways; e) providing appropriate way-finding signage considering size, placement, and material that clearly identifies publicly accessible landmarks, pathways, intersections, cycling and transit routes, and significant natural and cultural heritage features; (OPA 167); g) designing streets and promoting development that provides real and perceived safety for all users of the road network; h) including urban braille components in streetscape improvements; j) creating places and spaces which are publicly visible and safe.

B.3.3.11	Barrier free access to services, facilities, and amenities is essential to achieving an efficient and equitable City. The City has established the Advisory Committee for Persons with Disabilities and implements the City of Hamilton Barrier Free Design Guidelines to ensure that all residents of Hamilton can live in a barrier free environment.

B.3.3.11.1	All newly constructed and/or renovated City of Hamilton owned, leased, or operated facilities, parks and open spaces, infrastructure, and any other space that are accessible to the public, shall comply with the City of Hamilton Barrier Free Design Guidelines.

B.3.3.11.3	The City shall pursue the implementation of an Urban Braille network throughout the Downtown Urban Growth Centre and other existing and planned Nodes, as appropriate. Urban Braille installation may be required as part of new development and redevelopment and shall be implemented through the site plan approval process.

Comment

Pursuant to creating a city with pedestrian spaces that are safe accessible, connected and easy to navigate for people of all abilities the City of Hamilton developed Barrier Free Design Guidelines. These Guidelines serve as a framework by which the Advisory Committee for Persons with Disabilities assesses and advises on development/redevelopment proposals. A key component of this is the City's Urban Braille design guideline document.

City of Hamilton standard urban braille details require a minimum of 1500mm clear-way, and a shoreline on each side of 150mm. Within the clearway there can be no vertical obstructions including light poles, trees, stop signs, ramps/curb depression, utility boxes, and fire hydrants. Components such as these are to be placed between the urban braille shoreline and the curb, within the public ROW.

Existing ROW conditions and the existing building façade at Ferguson Ave preclude the ability to meet the noted policies above.

Policy

B.3.3.9.4	Landscaped walkways shall be provided along buildings, particularly in areas with high levels of pedestrian traffic. Walkways shall be connected to other pedestrian routes on the site and linked to pedestrian entry points at the street, and where appropriate to adjacent developments.

Comment

This policy addresses the requirement to accommodate pedestrian traffic, and the provision of connections to other pedestrian routes. This policy does not speak directly to accessibility, but policies addressing accessibility above are understood to apply.

Policy

B.3.3.1.6	Create places that are adaptable and flexible to accommodate future demographic and environmental changes, including the impacts of a changing climate. (OPA 167)

B.3.3.2.4	Quality spaces physically and visually connect the public and private realms. Public and private development and redevelopment should create quality spaces by: a) organizing space in a logical manner through the design, placement, and construction of new buildings, streets, structures, and landscaping; b) recognizing that every new building or structure is part of a greater whole that contributes to the overall appearance and visual cohesiveness of the urban fabric; e) creating a continuous animated street edge in urban environments; f) including transitional areas between the public and private spaces where possible through use of features such as landscaping, planters, porches, canopies, and/or stairs;

B.3.3.2.6	Where it has been determined through the policies of this Plan that compatibility with the surrounding areas is desirable, new development and redevelopment should enhance the character of the existing environment by: c) allowing built form to evolve over time through additions and alterations that are in harmony with existing architectural massing and style.

B.3.3.2.7	Places that are adaptable in accommodating future change are desirable and should be created by: a) designing buildings, sites, and public spaces that can be used for a variety of uses in the future in response to changing social, economic, and technological conditions; b) encouraging design that accommodates the changing physical needs of people and their lifestyles through all stages of their lives.

B.3.3.2.10	Streets shall be designed not only as a transportation network but also as important public spaces and shall include, where appropriate: a) adequate and accessible space for pedestrians, active transportation, as well as transit, other vehicles, and utilities (OPA 167). b) continuous sidewalks.

Comment

Embedded within various policies of the UHOP is the goal to support the City's evolution by supporting and encouraging development that adapts to and meets the needs of the growing city that it is. These policies work together to plan growth, to acknowledge that existing conditions of one site do not take precent over the aggregate impact of site development within the city, and that redevelopment is an opportunity to work toward the city's modern and growing requirements.

An example found at this site where existing conditions represent the thinking and requirements of a previous city is placement of the east building façade such that requirements of a modern public right-of-way cannot be achieved. From an urban design perspective, the policies noted within this correspondence cannot be met should the façade remain in situ. Of particular note are the polices stipulating: the creation of a continuous street edge in urban environments, that each building contributes to visual cohesiveness along the public realm, providing transitions between private and public realms, and providing continuous accessible sidewalks. Decisions at the site level must support and work together to achieve the overall vision.

Policy

B.3.3.2.1	The physical design of a site shall: b) enhance the function of the applicable urban structure element described in Section E.2.0 – Urban Structure. c) be in accordance with the applicable policies of Chapter E – Urban Systems and Designations, secondary plans, specific design studies and other plans or studies that make specific design recommendations.

Comment

Please refer to other specific design studies and other plans that make specific design recommendations with respect to development of this site, such as the Traffic Impact Study and Cultural Heritage Impact Assessment.

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Policy

B.3.3.3.5	Built form shall create comfortable pedestrian environments by: b) including ample glazing on ground floors to create visibility to and from the public sidewalk.

Comment

The existing painted brick 2-storey commercial building façade does not contribute to the creation of a comfortable pedestrian environment through design elements such as ground floor glazing which offers visibility to and from the public sidewalk.

Policy

B.3.3.3.4	New development shall define the street through consistent setbacks and building elevations. Design directions for setbacks and heights are found in Chapter E – Urban Systems and Designations and in the Zoning By-law.

B.3.3.5.2	Views and vistas shall be achieved through alignment of rights-of-way, layout of pedestrian circulation and open space systems, and the siting of major features, public uses, and built form.

Comment

In consideration of defining the street edge, and view alignment along the public right-of-way, protrusion of the east building façade toward the curb line is out of line with existing and planned alignment along Ferguson. Provision of the desired pedestrian clearway would contribute to meeting the requirements of these policies. The City's planned road widening will contribute to meeting these policies.

UHOP Chapter E – Urban Systems and Designations

Chapter E of the UHOP addresses how Hamilton has evolved from seven municipalities to become an amalgamated city where these core areas are connected by roads, railways, and transit lines. Around the core areas, between and along the transportation spines are neighbourhoods, and open spaces that reflect this evolution.

In this section of the UHOP the City commits to managing growth in a sustainable and comprehensive way that recognized a balance between the economy, the environment, and the community's social needs. The section notes that growth and development within Hamilton requires balancing all of these facets.

WHITEHOUSE URBAN DESIGN
LANDSCAPE ARCHITECTS & URBAN DESIGNERS

Policy

E.4.4.10	The Downtown Mixed Use area shall be designed as a pedestrian focused area with a high level of pedestrian comfort and amenities. Buildings shall generally be situated close to and oriented to the street. Retail buildings shall have store-fronts and other active uses opening onto the sidewalk. On the pedestrian focus streets, new development shall enhance pedestrian comfort and street activity and where possible increase the built block face. New development in other areas of the Downtown Mixed Use area should create a comfortable pedestrian environment.

Comment

The section of Chapter E – Urban Systems and Designations that is applicable to this site and addresses urban design implications is noted above. The bulk of this policy speaks to function and permitted uses. Policies within Chapter B – Communities that speak to design, stipulate adherence to Chapter E. These policies align in their requirements to provide a comfortable pedestrian focused streetscape, which would be supported with removal of the existing façade at Ferguson Ave.

Sincerely,
WHITEHOUSE URBAN DESIGN

Le' Ann Whitehouse Seely, OALA, CSLA
Principal
Whitehouse Urban Design

9.5 APPENDIX E: QUALIFICATIONS OF *AREA* & RESUMES

QUALIFICATIONS OF *AREA*

AREA ARCHITECTS RASCH ECKLER ASSOCIATES LTD.

FIRM PROFILE | HERITAGE & MUSEUM WORK

AREA is a full service firm, based in Toronto and operating across Canada, which specializes in the restoration and adaptive re-use of historic buildings, urban design for heritage streetscapes and approvals under the Ontario Heritage Act. The firm has a history extending over 30 years of practice, and is managed by 2 principals and 8 technical staff – including intern architects, interior designers and architectural technologists – with experience in the documentation and restoration of historic buildings and sites. Although we are qualified for heritage and museum projects, the members of our firm have also undertaken a wide range of institutional and commercial projects often involving the integration of historic components into new developments.

AREA and its staff are members of various heritage associations and advisory boards across Canada. David Eckler, B.E.S., B.Arch., OAA, MRAIC is an active member in many heritage associations including the Architectural Conservancy of Ontario Advisory Board. He is a former Vice-Chair of Heritage Toronto, which advised Toronto City Council on heritage matters as a LACAC under the Heritage Act. Bernard Rasch, B.Arch., PPOAA, FRAIC, ARIBA has served on a number of heritage committees and boards including the Markham District Historical Society and City of York Historical Committee and the Metro Board of Management for The Guild from 1984 to 1998 where he served in many positions including Chair & Vice-Chair of the Board.

Historical Façade Improvement Guidelines & Heritage Districts

- Stouffville Main Street Revitalization, 1998, DEA was presenter at workshop
- Yonge Street Commercial Façade Improvement Program, 1996, received City approval of grant
- Woodstock Façade Improvement Program, 1995, DEA initiated program for City
- Hazelton-Yorkville Area Heritage Conservation District Study, City-sponsored study
- Fergus Downtown Community Masterplan & Design Guidelines

Historic Museums, Institutional & Cultural Buildings

- Officers' Quarters (1830), Military & Naval Establishment, Discovery Harbour, Penetanguishene
- Spence Half-Way House Restoration (c. 1850), Muskoka Pioneer Village, Huntsville
- Sharon Temple Compound (1821), Sharon, York Region
- Heliconian Hall (first Olivet Sunday Schoolhouse, circa 1876), (Yorkville)
- Cedar Ridge Studio Gallery (1918), 225 Confederation Drive, (Scarborough)
- Aurora Historical Society Museum (1886 school), 22 Church Street, Aurora
- The Niagara Institute (early 20th.c), 9 Weatherstone Crt., Niagara on the Lake
- St. Lawrence Hall (1840) – renovations of town hall to accommodate National Ballet School

Historic House Restorations

- Jacob Ross House Restoration (1852), 108 Stayner Ave.
- William Wonch House Restoration (1840), 2777 Woodbine Ave., Markham
- Robert Milroy House Restoration (c. 1833), 7111 Reesor Rd., Markham
- McDougall Farmhouse (1893) Heritage Assessment, James Snow Parkway, Milton, ON
- Devonian House Restoration & Addition (circa 1923), 144 John St. E., Niagara on the Lake
- Savage House & Blacksmith Shop (c.1840), 1480 Derry Rd. E., Mississauga

Converted Historic Residences

- Old Post Inn (c. 1830), 367 Kingston Road East, Ajax
- Valley Halla Villa (Jackson Residence, 1922), Toronto Zoo, Rouge Valley, Scarborough
- Armour Heights Officer's Mess (1913, 'Strathrobyn'), Canadian Forces College, 215 Yonge Blvd.
- Bellevue Daycare Centre (1887), 95 Bellevue Ave.
- Gerrard & Bay Historic Houses (1860-1890), 68-84 Gerrard St. W.
- Toronto French School Restoration (Sifton Estate, 1923), 294 - 318 Lawrence Ave. E.

DAVID ECKLER, *AREA*

AREA

EDUCATION

University of Waterloo
B.Arch (1985)
B.E.S. (1982)

MEMBERSHIPS

Ontario Association of Architects
(Former Councillor & Chair Awards Committee)

Royal Architectural Institute of Canada

Canadian Standards Association (CSA)

Architectural Conservancy of Ontario Advisory Board

Society for the Study of Architecture in Canada

Heritage Canada Foundation

Ontario Historical Society

CAREER SUMMARY

AREA, Architects Rasch Eckler Associates Ltd.
President
2001 to Present

David Eckler Architect
1991 – 2001

Page & Steele Architects
1989 – 1991

Arthur Erickson Architects
1986 – 1989

DAVID ECKLER BES, B.Arch., OAA, MRAIC

AREA, Architects Rasch Eckler Associates Ltd.
President & Principal – Senior Heritage Architect

David Eckler is the firm's principal and is responsible for the design, construction drawings, specifications and construction administration of all heritage projects in the office. Mr. Eckler has over 25 years experience in the conservation, restoration and adaptive reuse of heritage structures for government, non-profit agencies and private sector owners and developers. Mr. Eckler directs the Concept Design, Design Development and Contract Documents phases of heritage projects and authors many of the firm's heritage assessment reports.

Mr. Eckler established a specialization in heritage conservation beginning in 1992 with his previous firm *David Eckler Architect (DEA)* and continuing in his current practice, *AREA Architects*. His architectural heritage services include feasibility studies, preservation planning, infill projects within historic districts, adaptive re-use and building restoration. David is an active member in many architectural and heritage associations including the *Architectural Conservancy of Ontario Advisory Board*. He is a past member of the *Canadian Association of Professional Heritage Consultants* and is a former Vice-Chair of *Heritage Toronto*, which advised Toronto City Council on heritage matters under the Heritage Act and as an advisory board for the city's museums.

Mr. Eckler has particular experience in the restoration of heritage properties within public parks and cultural landscapes. An example of a heritage attraction in a park setting is the restoration of the Officers' Quarters within the *Discovery Harbour* museum in Penetanguishene. He has most recently worked on the restoration of the historic site of the *1910 Allan Gardens Conservatory*.

RELEVANT EXPERIENCE: Toronto location unless indicated

Heritage Adaptive Re-use

- **Goldring Student Centre (Wymilwood, 1954)** – 150 Charles St. W., Toronto
- **Warwick Office Building (1905)** – 401-409 King St. W.
- **Church of Christ, Scientist (1928)**, Condominium Redevelopment, 70 High Park
- **Eglinton Hunt Club (1929)** – Condominiums, 1355 Kingston Rd.
- **Hutton House (1853)** – Community Centre, Ardmore Park, St. Marys
- **Bellevue Daycare Centre (1887)** – 95 Bellevue Avenue

Restoration of Institutional Historic Buildings

- **Allan Gardens Conservatory Complex (1910)** – 160 Gerrard St. E.
- **Aurora Historical Society Museum (Church Street School, 1886)**
- **Toronto French School (Sifton Estate, 1924)** – 306 Lawrence Ave E
- **Armour Heights Officers' Mess ('Strathrobyn' 1913)** – 215 Yonge Blvd.
- **Medical Arts Building Restoration (circa 1929)**
- **Officers' Barracks (1830)** – Discovery Harbour, Penetanguishene
- **Heliconian Hall (first Olivet Church, 1876)** – 35 Hazelton Ave.

Heritage Planning, Parks & Streetscape Design

- **Cookstown Heritage Conservation District** – Innisfil, ON.
- **Old Pickering Village Planning & Heritage Study, Ajax**
- **Yorkville-Hazelton Avenue Heritage Conservation District**
- **Limehouse Kilns Heritage Masterplan, Halton Hills**
- **Confederation Commemorative Park, Charlottetown, PEI**
- **Gerrard & Bay Historic Houses (1860-1890)**

BRUCE J.F. CORLEY, *AREA*

AREA

EDUCATION & PROFESSIONAL DEVELOPMENT

Ontario Building Officials Association (2005), Registered and qualified to design Small Buildings

Ryerson Polytechnic University (2004), Certificate in Architecture

Building Owners and Managers Institute (2002) Real Property Administer

Ivey Business School, University of Western Ontario (2001), Masters in Business Administration

Ontario Real Estate Association (1995), Registered Member with Toronto Real Estate Board

Huron College, University of Western Ontario (1985), Honours Bachelors of Arts & Science in History

MEMBERSHIPS & DIRECTORSHIPS

Canadian Association of Heritage Professionals (2007), Registered Professional Member

Historica Foundation of Canada (2005-07), Past Council Member

Canadian Warplane Heritage Museum (2002-9) Board of Directors

BRUCE J.F. CORLEY HBA, MBA, Cert. Arch., CAHP

AREA, Architects Rasch Eckler Associates Ltd.
Heritage Consultant, Site Coordinator & Recorder

Bruce Corley is an associate consultant of AREA and specializes in the documentation and restoration of historic buildings many of which become incorporated into adaptive reuse redevelopment projects. Mr. Corley has over 12 years experience in the conservation, restoration and adaptive reuse of heritage structures for government, non-profit agencies and private sector owners and developers.

Mr. Corley has provided detailed measured drawings, photographs and conditions reports to numerous owners, developers, planners and municipalities for over 50 heritage properties. These assessments and documentation assignments have allowed the heritage buildings to be restored, adapted, reused, removed, rebuilt or replicated. Mr. Corley's process involves measuring, researching and documenting heritage structures to a high degree of accuracy and completeness in order to understand the information provided by the buildings. The property information is derived from published works, civil records and oral history to ascertain when, how and by whom the buildings were constructed.

RELEVANT EXPERIENCE: Toronto location unless indicated

Heritage Restoration, Cultural & Museum Facilities
- Allan Gardens Conservatory Complex (1910), 160 Gerrard St. E.
- Dalziel-Schmidt Barn, Black Creek Pioneer Village
- Montgomery Inn, Etobicoke
- Club House (1918), Royal Canadian Yacht Club

Masonry Restoration, Churches & Office Buildings
- Warwick Office Building (1905) Restoration, 401-409 King St. W.
- Kingsway-Lambton United Church (1937), 85 The Kingsway
- Emmanuel Howard Park United Church, 214 Wright Ave.
- Timothy Eaton United Church, 230 St. Clair Ave. West

Heritage Retail & Commercial Development
- Warwick Office Building (1905) Restoration, 401-409 King St. W.
- Old Fire Hall Redevelopment, 23 King St.., Niagara-on-the-Lake
- Retail Restoration (1910), Baby Point area
- Retail building (1912) adaptive reuse, Bloor West Village
- Prescott Harbour, development financing, Prescott
- First London Centre: Rezoning & financing

Measured Drawings of Heritage Residences
- Henhoefer House (Italianate), Fisher Hallman Rd. Kitchener
- Becker House (1850, Fisher Hallman Rd. Kitchener
- Napier Simpson House, Caledon Hills
- Hall House (Classical Revival), Hallstone Rd. Brampton
- Tudor Revival House, The Kingsway
- Home Smith House, The Kingsway
- Harrison House, Gore Road, Brampton
- Laidlaw House, Winston Churchill, Georgetown

ELLEN KOWALCHUK, *COMMON BOND COLLECTIVE*

ELLEN KOWALCHUK

M.A., CAHP (Historian)

Partner, Common Bond Collective

EDUCATION

- Master of Arts (Canadian History, Carleton University.
- Bachelor of Arts (Hon. History), Queen's University.

WORK EXPERIENCE

- Common Bond Collective, Partner (2017 - present)
- Taylor Hazell Architects, Associate & Manager of Heritage Planning (2012 - 2017)
- Infrastructure Ontario, Cultural Heritage Specialist (2007 - 2012)
- Contentworks Inc., Historian and Policy Specialist (2001 - 2007)
- Consulting Heritage Specialist (1994 - 2000)

PROFESSIONAL DEVELOPMENT

- Canadian Association of Heritage Professionals - Ontario Chapter Secretary (2015-present)
- Project Management Certification I & II (March-May 2013) University of Waterloo.

LECTURES & PANELS

- "From Space to Place: The Role of the Intangible in Identifying Significance," Architectural Conservancy of Ontario Symposium, April 2019.
- Technical Experts Panel, Toronto Citywide Heritage Survey, Heritage Preservation Services, 2018.

Ellen draws on 25 years of experience in the public and private sectors, providing expert advice to clients in the cultural heritage field. She is a founding partner of Common Bond Collective, a Toronto-based heritage planning firm. Ellen specializes in project management, stakeholder consultation, public speaking, heritage policy, evaluation, research and writing. She routinely collaborates with architects, planners, landscape architects, urban designers and engineers to identify and conserve cultural heritage landscapes of local, provincial and national significance. Ellen is a faculty associate at the Willowbank School for Restoration Arts and a lecturer at the Turner Fleischer Academy.

PROFESSIONAL EXPERIENCE

COMMON BOND COLLECTIVE, PARTNER

Project management and heritage planning, including:

- *West Toronto Junction Historic Context Statement* for Toronto Heritage Preservation Services, in process.
- *Oakville Harbour Cultural Heritage Landscape Evaluation and Conservation Plan* for Town of Oakville, in process.
- *Interpretative Panels, SoHo Square* (London) for SHIFT, in process.
- *Eglinton West Planning and Streetscape Study: Cultural Heritage Assessment* for Perkins+Will/City of Toronto, 2019.
- *2365 Bayview Avenue, Toronto (Crescent School) Heritage Impact Assessment* for Perkins+Will, 2019.
- *Bowmanville Urban Centre Secondary Plan Update* for SvN/ Municipality of Clarington, Phase 1, 2019.
- *Midtown in Focus Phase II Heritage Recommendations* for Heritage Preservation Services, 2018.
- 61-69 Niagara Street, *Toronto Cultural Heritage Evaluation* for Private Client, 2018.
- *37-39 Mutual Street, Toronto Cultural Heritage Evaluation* for Private Client, 2018.
- *901 Lawrence Ave. W., Toronto (Columbus Centre) Cultural Heritage Evaluation* for Heritage Preservation Services, *2017.*

TAYLOR HAZELL ARCHITECTS, ASSOCIATE AND MANAGER OF HERITAGE PLANNING

Project management, stakeholder consultation, public presentations, research and report writing.

- *Bloor Street West Avenue Study*, 2017.
- *Kensington Market National Historic Site Heritage Conservation District (HCD) Study*, 2017.
- *Midtown in Focus Cultural Heritage Screening*, 2017.
- *Downsview Park Cultural Heritage Master Plan*, 2017.
- *Distillery District National Historic Site HCD Study*, 2016.
- *King-Spadina Districts HCD Study & Plan*, 2016.
- *Bathurst Street Avenue Study*, 2015.

COMMON BOND COLLECTIVE

DAVID DEO, *COMMON BOND COLLECTIVE*

DAVID DEO

B.A., Dipl. Heritage Conservation

CAHP (Historian)

Partner, Common Bond Collective

EDUCATION

- 2015 Diploma Heritage Conservation, Willowbank School for Restoration Arts
- 2012 Bachelor of Arts, (History), Concordia University

WORK EXPERIENCE

- Common Bond Collective, Partner (October 2017 - present)
- Taylor Hazell Architects, Heritage Specialist (October 2015 - August 2017)
- Freelance Heritage Consultant, Niagara Falls (March 2015 - August 2015)
- McMichael Canadian Art Collection, Project Assistant to the CEO (October 2014 - March 2015)
- Vitreous Glassworks, Stained Glass Conservator, Assistant (February 2014 - June 2014)

PROFESSIONAL DEVELOPMENT

- Lectured at Willowbank School on approaches to cultural landscapes (2017, 2018)
- Student Participant in the Canada Research Chair, Built Heritage's annual round-table on heritage issues, Montreal. (2012)

As a graduate of Willowbank, Cultural Landscape theory was the foundation of his education and remains central to his thinking as a professional. With five years of experience as a heritage specialist, his work involves all aspects of the heritage planning process. He is well-versed in diverse traditional architecture and building materials and has extensive experience documenting, assessing and evaluation sites. He has worked with rural and urban sites of local and international significance, in addition to numerous National Historic Sites. David has returned to Willowbank as a lecturer, teaching about approaches to cultural landscapes.

PROFESSIONAL EXPERIENCE

COMMON BOND COLLECTIVE, PARTNER

Historical research, writing, heritage evaluations and impact assessments. Projects include:

- *West Toronto Junction Historic Context Statement* (Toronto) for Heritage Preservation Services, in process.
- *Oakville Harbour Cultural Heritage Landscape Evaluation and Conservation Plan* for Town of Oakville, in process.
- *Eglinton West Planning and Streetscape Study: Cultural Heritage Assessment* (Toronto) for Perkins+Will/City of Toronto, 2019.
- *Midtown in Focus Phase II Cultural Heritage Evaluations* (Toronto) for Heritage Preservation Services, 2018.
- *Knox College Conditions Assessment* (University of Toronto) for Michael Scott Architect, 2018.
- *37-43 Mutual Street Cultural Heritage Evaluation* (Toronto) for Private Client/HPS, 2018.
- *Cultural Heritage Landscape Impact Assessment for Residential Infill* (Mississauga) for Private Client, 2018.
- *Heritage Impact Assessment for Residential Infill* (Mississauga) Private Client, 2018.
- *Western Fair District Cultural Heritage Evaluation and Heritage Impact Assessment* (London) for Timmins Martelle, 2018.
- *UTM Cultural Heritage Landscape Impact Assessment* (Mississauga) for Robyn Huether Architect, 2018.

TAYLOR HAZELL ARCHITECTS, HERITAGE SPECIALIST

Heritage planning, research and evaluation projects:

- Kensington Market National Historic Site Heritage Conservation District (HCD) Study, 2017.
- Distillery District National Historic Site Heritage Conservation District (HCD) Study, 2017.
- Guild Park and Gardens HIA, 2017
- Bloor West Village Avenue Study for DTAH, 2016.
- Union Station Rail Corridor & Bathurst Street Bridge Cultural Heritage Evaluation Reports, 2016
- Dominion Public Building, 1 Front Street Heritage Advisory Services, 2016.

COMMON BOND COLLECTIVE