

## APPENDIX C: TECHNICAL SUPPORTING DOCUMENTS

### APPENDIX C-11: CULTURAL HERITAGE EVALUATION REPORT

PART 5/6

Cultural Heritage Evaluation Report, 902 King Street East, Hamilton, Ontario

Cultural Heritage Evaluation Report, Recommendations 902 King Street East, Hamilton, Ontario

Metrolinx Interim Heritage Committee – Statement of Cultural Heritage Value, 902 King Street East,  
Hamilton, Ontario

Cultural Heritage Evaluation Report, 85 Paisley Avenue South, Hamilton, Ontario

Cultural Heritage Evaluation Report, Recommendations 85 Paisley Avenue South, Hamilton, Ontario

Cultural Heritage Evaluation Report (Part 1), 606 Aberdeen Ave, Hamilton, Ontario

Cultural Heritage Evaluation Report (Part 2), 606 Aberdeen Ave, Hamilton, Ontario





**METROLINX**

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

# **Cultural Heritage Evaluation Report 902 King Street East, Hamilton, Ontario**

**Prepared by AECOM  
for Metrolinx**

**April 7, 2017**

## Authors

### Report Prepared By:



Michael Greguol, MA  
Cultural Heritage Specialist



Emily Game, B.A.  
Heritage Researcher

### Report Reviewed By:



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

## Revision History

Revision #	Date	Revised By:	Revision Description
0	02/28/2017	C. Latimer	Draft to Metrolinx
1	04/07/2017	M. Greguol	Finalized based on comments received from Metrolinx Heritage Committee



# Statement of Qualifications and Limitations

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

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

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

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

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

Without in any way limiting the generality of the foregoing, any estimates or opinions regarding probable construction costs or construction schedule provided by AECOM represent AECOM's professional judgement in light of its experience and the knowledge and information available to it at the time of preparation. Since AECOM has no control over market or economic conditions, prices for construction labour, equipment or materials or bidding procedures, AECOM, its directors, officers and employees are not able to, nor do they, make any representations, warranties or guarantees whatsoever, whether express or implied, with respect to such estimates or opinions, or their variance from actual construction costs or schedules, and accept no responsibility for any loss or damage arising therefrom or in any way related thereto. Persons relying on such estimates or opinions do so at their own risk.

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

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

This Statement of Qualifications and Limitations is attached to and forms part of the Report and any use of the Report is subject to the terms hereof.

AECOM: 2015-04-13  
© 2009-2015 AECOM Canada Ltd. All Rights Reserved.

# Table of Contents

	page
<b>1. Executive Summary .....</b>	<b>1</b>
<b>2. Introduction.....</b>	<b>3</b>
2.1 Historical Summary.....	3
2.1.1 Context.....	3
2.1.2 Wentworth County.....	3
2.1.3 Barton Township .....	3
2.2 Description of Property .....	4
2.3 Current Context .....	4
<b>3. Methodology and Sources .....</b>	<b>5</b>
3.1 Study Approach .....	5
3.2 Secondary Sources.....	5
3.3 Primary Sources .....	5
3.4 Consultations.....	6
<b>4. Heritage Recognitions .....</b>	<b>7</b>
4.1 Municipal .....	7
4.2 Provincial.....	7
4.3 Federal .....	8
<b>5. Adjacent Lands.....</b>	<b>9</b>
<b>6. Archaeology.....</b>	<b>10</b>
<b>7. Community Input.....</b>	<b>11</b>
<b>8. Discussion of Historical or Associative Value.....</b>	<b>12</b>
8.1 Historic Theme/Cultural Pattern .....	12
8.1.1 Transportation.....	12
8.1.2 Hamilton Street Railway .....	12
8.2 Local History.....	13
8.2.1 Settlement History.....	13
8.2.2 Site History.....	14
8.3 Person/Event/Organization .....	15
<b>9. Discussion of Design or Physical Value.....</b>	<b>16</b>
9.1 Style/Type/Tradition.....	16
9.2 Function.....	17
9.3 Fabric.....	17

<b>10.</b>	<b>Discussion of Contextual Value.....</b>	<b>18</b>
10.1	Social Meaning .....	18
10.2	Environment.....	18
10.3	Formal Recognition.....	18
<b>11.</b>	<b>Data Sheet .....</b>	<b>19</b>
<b>12.</b>	<b>Photographs.....</b>	<b>21</b>
<b>13.</b>	<b>Figures.....</b>	<b>26</b>
<b>14.</b>	<b>Chronology.....</b>	<b>32</b>
<b>15.</b>	<b>Bibliography.....</b>	<b>33</b>
15.1	Telephone and Email Conversations .....	33
15.2	Primary Sources .....	33
15.3	Publications and Reports .....	33
15.4	Electronic Sources.....	34

## List of Figures

Figure 1:	Location of 902 King Street East.....	27
Figure 2:	Aerial Photograph showing the area surrounding 902 King Street East.....	28
Figure 3:	Location of 902 King Street East on the 1875 Historic Atlas Map (Page & Smith, 1875) .....	29
Figure 4:	Location of 902 King Street East on the 1905-1909 NTS Map .....	30
Figure 5:	Location of 902 King Street East on the 1938 NTS Map .....	31

## List of Tables

Table 7-1:	Community Input and Consultation Undertaken for 902 King Street East.....	11
Table 11-1:	Data Sheet for 902 King Street East.....	19

---

# 1. Executive Summary

---

AECOM Canada Ltd. (AECOM) was retained by Metrolinx to complete a Cultural Heritage Evaluation Report (CHER) for the property at 902 King Street East, in the City of Hamilton, Ontario. This work is being completed as part of the Hamilton Light Rail Transit (LRT) Project.

The Hamilton LRT Project B-Line alignment extends from McMaster University at Cootes Drive to the Main Street/Highway 403 Bridge. A proposed LRT-only bridge will allow the alignment to then extend along King Street West until King East Street intersects with Main Street East, where the alignment will continue along Main Street East to the Queenston Road traffic circle. As a part of the project, it is anticipated that building impacts may take place on the property at 902 King Street East.

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

The CHER was prepared according to the Metrolinx Interim Cultural Heritage Management Process and utilizes the criteria in Ontario Regulation 9/06 and Ontario Regulation 10/06, as required by the Ministry of Tourism, Culture, and Sport's (MTCS) *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). In addition, the CHER was prepared according to the Metrolinx Draft Terms of Reference for Consultants: *Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*. Consequently the recommendations as they relate to this CHER and the potential cultural heritage value or interest of the property at 902 King Street East are contained in a separate Cultural Heritage Evaluation Report Recommendations (CHERR) document.

As part of the reporting requirements for the Hamilton LRT Project, Archaeological Services Inc. (ASI) undertook a Cultural Heritage Screening Report (CHSR) for the alignment. The CHSR identified the requirement to conduct a CHER for the property located at 902 King Street East to assess the potential cultural heritage value or interest of the property. Where applicable, relevant background information has been utilized from the CHSR for project consistency.

The property located at 902 King Street East is a quadrangular lot on the southwest corner of King Street East and St. Clair Avenue. The structure on the property consists of a two-and-a-half storey residential structure, with a small one storey brick addition. The property was first developed in the 1920s, and the addition was added between 1940 and 1945.

Historical Fire Insurance Plans and Hamilton City Directories indicate that by the 1920s the residential structures located south of the subject property on St. Clair Avenue were constructed within the first decade of the 20<sup>th</sup> century; however, the subject property remained vacant until a decade later. It was not until the mid-1920s that the house was built. In the early 1940s, the one storey brick addition that now occupies most of the frontage along King Street East was constructed. The 1962 Fire Insurance Plan indicates that the addition was used for offices, likely medical in nature given the residents listed at the addresses throughout the 20<sup>th</sup> century.

A field review of the privately-owned property at 902 King Street East was undertaken on January 12, 2017 and February 3, 2017, by Michael Greguol and Emily Game of AECOM. An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

The property located at 902 King Street East is an example of domestic revival architecture between the First and Second World Wars that has drawn on classical design vocabulary. Although the house was built in the mid-1920s and is stylistically different from the adjacent houses on St. Clair Avenue, it includes a number of design elements such as the Classical details and Palladian windows that connect it to its suburban neighbourhood south of the property.

---

## 2. Introduction

---

### 2.1 Historical Summary

#### 2.1.1 Context

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

#### 2.1.2 Wentworth County

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

#### 2.1.3 Barton Township

Barton Township is described in detail in the *Illustrated Historical Atlas of the County of Wentworth of 1875*. The Township of Barton was surveyed in 1791 by Augustus Jones using the Single-Front survey system used by the colonial government between 1783 and 1818.<sup>1</sup> The survey was made up of concessions separated by road allowances. The concession was divided into lots of 200 acres and sideroad allowances were surveyed after every fifth lot. The first settlers arrived in Barton Township in 1791, many of whom were United Empire Loyalists or disbanded troops. The settlement of Barton Township began slowly, with only 102 families living in the township by 1815; most of the settlement was concentrated at the foot of the Niagara Escarpment. The township continued to grow and by 1823 it contained one sawmill and three gristmills. By 1841, the population grew to 1,434.<sup>2</sup> Barton Township was later amalgamated into the Regional Municipality of Hamilton-Wentworth, which today is known as the City of Hamilton.

---

<sup>1</sup> Smith, William H. *Smith's Canadian Gazetteer*. (Toronto: H. & W. Roswell. 1846).

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

## **2.2 Description of Property**

The property located at 902 King Street East is a quadrangular lot on the southwest corner of King Street East and St. Clair Avenue. The structure on the property consists of a 2½ storey residence, with a small 1-storey brick addition on the north side facing King Street. The property was first developed in the 1920s, and the addition was added between 1940 and 1945. Although the property was historically known as 902 King Street, as the business address, the majority of the frontage and the main façade for this property fronts onto St. Clair Avenue. The building is representative of a period of revivalism between the World Wars, partly in response to Modernism; however, it does include an eclectic collection of vernacular design elements built into the 1920s portion of the house.

## **2.3 Current Context**

The property is situated on the southwest corner of King Street East and St. Clair Avenue, on the eastern outskirts of downtown Hamilton. As a corner property, it has frontage along both streets, the majority of it fronting onto St. Clair Avenue. Although a part of the suburban residential properties south of the subject property on St. Clair Avenue, the property at 902 King Street East was built much later and is visually different from its surroundings. Nonetheless, the design incorporates classical details that connect it to the Edwardian foursquare houses that dominate the neighbourhood to the south of it. In scale, setback, and massing, it is harmonious with the overall character and contributes to the streetscape.



---

## 3. Methodology and Sources

---

### 3.1 Study Approach

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

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

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

Michael Greguol, Cultural Heritage Specialist, and Emily Game, Heritage Researcher for AECOM, conducted a site investigation to visually inspect and document the property on January 12 and February 3, 2017.

### 3.2 Secondary Sources

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

### 3.3 Primary Sources

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



following primary sources aided in the evaluation of the structures at 902 King Street East:

- *Illustrated Historical Atlas of the County of Wentworth*, 1875;
- Hamilton City Directories, issues 1931-1970;
- Fire Insurance Plans, 1927 (rev. 1933) – 1964; and,
- National Topographic Series, 1905-1938.

### **3.4 Consultations**

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

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

The following individuals and organizations were consulted:

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

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

---

## 4. Heritage Recognitions

---

### 4.1 Municipal

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

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

Hamilton's Heritage Volume 1 consists of a listing of properties that have been designated by municipal by-law. The volume includes properties that have been designated under Parts IV or V of the *Ontario Heritage Act*. In addition, the volume identifies properties for which the City of Hamilton holds a Heritage Easement for the property. Hamilton's Heritage Volume 2 is a compilation of the inventories of heritage structures and places of the six former municipalities that now make up the City of Hamilton. This volume contains approximately 7,000 properties that are of potential heritage interest, or value, but that are not formally protected under the *Ontario Heritage Act*. The Inventory is publically available; however, it is one that evolves over time and properties are added on a case-by-case basis, determined by staff at the City.

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

### 4.2 Provincial

As a review of applicable provincial heritage recognitions for the property or adjacent properties AECOM reviewed the OHT's Provincial Plaque Guide, and list of OHT easements. The property at 902 King Street East is neither the subject of a provincial plaque nor a provincial easement. In addition, an OHT staff person was contacted to review the *Ontario Heritage Act* Register to confirm that the property is not included on the register and that an OHT easement does not exist for the property.

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

Rosi Zirger, Heritage Planner for the MTCS also confirmed on March 10, 2017 that the property is not included on the MTCS list of provincial heritage properties and the MTCS is not aware of any previous evaluations related to the property.

## **4.3 Federal**

As a review of applicable federal heritage recognitions for the property or adjacent properties, AECOM reviewed the online searchable database for the Canadian Register of Historic Places as well as the Directory of Federal Heritage Designations. 902 King Street East and the adjacent properties are not subject to any existing federal heritage recognitions.

---

## 5. Adjacent Lands

---

The properties adjacent to 902 King Street East consist primarily of residential on St. Clair Avenue and commercial properties on King Street East. Located immediately to the west on King Street are a series of two storey commercial buildings, including a dental office immediately adjacent to the subject property. South of the subject property is a series of early 20<sup>th</sup> century 2½-storey residential structures that were built in the Edwardian style of architecture. While the details all vary on the structures, the majority of the properties all share a common form and design.

Consultation with the City of Hamilton indicated that the adjacent properties, 900 King Street East, and 14 St. Clair Avenue are not protected heritage properties.

---

## 6. Archaeology

---

ASI completed a Stage 1 Archaeological Assessment (AA) as part of the Rapid Transit Initiative and found that the property at 902 King Street East did not retain archaeological potential and confirmed that no known archaeological assessments have previously been completed within 50 metres (m) of the property. As such, at the time of production of the ASI report, no archaeological sites had been identified within or adjacent to the property. Additionally, the ASI Stage1 AA indicates that there is no land that retains archaeological potential within 50 m of 902 King Street East.

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

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

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

## 7. Community Input

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

**Table 7-1: Community Input and Consultation Undertaken for 902 King Street East**

Contact	Contact Information	Date	Notes
<b>Chelsey Tyers,</b> Heritage Planner City of Hamilton	905-546-2424 ext. 1202 <a href="mailto:chelsey.tyers@hamilton.ca">chelsey.tyers@hamilton.ca</a>	February 1, 2017	The City of Hamilton confirmed that 902 King Street East is listed on the City's <i>Inventory of Building of Architectural and/or Historical Interest</i> .
<b>Asiya Patel</b> Assistant Cultural Heritage Planner City of Hamilton	905-546-2424 ext. 7163 <a href="mailto:asiya.patel@hamilton.ca">asiya.patel@hamilton.ca</a>		
<b>Thomas Wicks</b> Heritage Planner Ontario Heritage Trust	416-314-5972 <a href="mailto:thomas.wicks@heritagetrust.on.ca">thomas.wicks@heritagetrust.on.ca</a>	February 1, 2017	The OHT confirmed that the property is not subject to an OHT conservation easement nor is it on their register.
<b>Rosi Zirger</b> Heritage Planner Ministry of Tourism, Culture, and Sport	416-314-7159 <a href="mailto:rosi.zirger@ontario.ca">rosi.zirger@ontario.ca</a>	February 1, 2017  March 10, 2017 (Response)	The MTCS confirmed on March 10, 2017 that the property is not included on the MTCS list of provincial heritage properties and the MTCS is not aware of any previous evaluations related to the property.

---

## 8. Discussion of Historical or Associative Value

---

### 8.1 Historic Theme/Cultural Pattern

#### 8.1.1 *Transportation*

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

Following the Crown surveys in Ontario, concession and side roads were opened on a grid that was dictated by the survey type that was used. The roads were cleared and made passable by the early land owners who built their dwellings adjacent to the concession roads. Despite being cleared, road conditions were often poor until the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The crown surveys, and later surveys of town and city plots were laid out in grid-like manners, which has left a visible imprint on rural and urban street grids today. Much of the pattern of these surveys can be seen in the grids of cities and townships in Ontario. Within Hamilton, this is visible in the parallel city streets and grid layout of the downtown core and outlying areas. Nonetheless, King Street has a visible curve in its orientation, swinging north just east of Wellington Street before swinging south again around Barnesdale Avenue. This curvature in the road is visible on historic maps of the township and can be attributed to its history as an indigenous trail that pre-dates European settlement in the Hamilton area. The historic trail has left a visible footprint on the early 19<sup>th</sup> century grid of the City.

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

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

#### 8.1.2 *Hamilton Street Railway*

In 1873, the City of Hamilton incorporated the Hamilton Street Railway; the horse-drawn streetcar service began in May 1874 with six operating cars. The line extended along three miles of track from the GTR's

passenger station east along Stuart Street South to James Street. The line travelled south to Gore Park and then east along King Street to Wellington Street. Due to popularity of the service, additional cars were added and the track was extended. New track was laid west along King Street to Locke Street and east to Wentworth Street.

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

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

The proposed B-Line follows the old streetcar route from King Street near McMaster University to Sherman Avenue; where the old streetcar route then turned south along Sherman Avenue and then continued east on Main Street to Kenilworth Avenue North. The new B-Line will carry on past Sherman until it reconnects to Main Street at the Delta, and continue east to the Queenston Road traffic circle.

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

## **8.2 Local History**

902 King Street East is located within the City of Hamilton, Ontario. Historically the structure was located within Lot 9, Concession II, Barton Township in Wentworth County. The subsections below include historic information related to the settlement and growth of these areas.

### **8.2.1 Settlement History**

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

Barton Township is described in detail in the *Illustrated Historical Atlas of the County of Wentworth of 1875*. The Township of Barton was surveyed in 1791 by Augustus Jones using the Single-Front survey

---

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



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

### **8.2.2 Site History**

902 King Street East was historically located in the southern part of Lot 9, Concession II in Barton Township when the crown survey for the township was undertaken. By 1875, the lot was subdivided amongst a number of landowners with 902 King Street East falling on a portion of the subdivided lot that is not listed to a landowner, but labelled as “48”. No structures are illustrated on the south side of King Street where 902 King Street East is located. At this time, urban development along this section of King Street East to the east of Wentworth Street South was not as extensive as the land to the west. Early urban roads around the subject property that were constructed by 1875 include: King Street East, Main Street East, Sherman Avenue South, Wentworth Street South, and Sanford Avenue South (Figure 3).

By the beginning of the 20<sup>th</sup> century, historic topographic mapping indicates that urban development was well underway surrounding the subject property and that urban expansion was spreading east of Wentworth Avenue South (Figure 4). Historic Fire Insurance Plans and Hamilton City Directories indicate that the residential structures located south of the subject property on St. Clair Avenue were constructed within the first decade of the 20<sup>th</sup> century; however, the subject property remained vacant until much later. It was not until the mid-1920s that the footprint of the main block of the house appeared on the plans. At the time however, it is only identified as 902 King Street East, regardless of its main frontage on St. Clair Avenue. In 1931, it was home to physician G.W. Houston. Houston remained in the house until the early 1940s when the ownership changed to Phillip and Laura Martin. Like G.W. Houston, Laura Martin was identified in the Hamilton City Directories as a physician, specifically identified later as a dermatologist. Also in the early 1940s, the one storey brick addition that now forms the King Street façade was built. The 1962 Fire Insurance Plan indicates that the addition was used for offices, likely medical in nature given the residents listed at the addresses throughout the 20<sup>th</sup> century.

Shortly after the addition was added to the main building, the addresses became listed both as 902 King Street East and 2 St. Clair Avenue. Both addresses were shown throughout the 20<sup>th</sup> century as being occupied by medical professionals. Based on the review of the directories, it appears that Laura Martin and Phillip Martin owned the property and likely lived in the house, while Laura's medical profession operated out of the brick addition onto King Street East. Her medical practice continued to be listed at the property well into the 1970s, and is listed alongside other medical professionals including P Yanover, and J.M. Woolner, both physicians listed at the address in the 1960s.

The property was purchased in 2015 by a group of neighbours who reside on St. Clair Avenue. Prior to their purchase, the house was converted into apartments and eventually fell into disrepair. The purchase of the property in 2015 was intended to restore the property. Since then, various heritage conservation professionals and contractors have been hired to rehabilitate the dwelling. A comparison of the exterior

of the dwelling between 2015 and February 2017 shows extensive improvement and heritage conservation efforts on the property.<sup>4</sup>

### **8.3 Person/Event/Organization**

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

---

<sup>4</sup> Hamilton Spectator, "MAHONEY: Hamilton neighbours don't like rundown building, so they buy it," July 27, 2015, <http://www.thespec.com/news-story/5751945-mahoney-hamilton-neighbours-don-t-like-rundown-building-so-they-buy-it/> (accessed February 2017).

---

## 9. Discussion of Design or Physical Value

---

### 9.1 Style/Type/Tradition

The property at 902 King Street East consists of a two-and-a-half storey brick and stucco residential building, designed during a late period of revivalism between the First and Second World Wars, in part a rejection of the new modernism in architecture. The house was built in the 1920s as a late addition to the residential neighbourhood on St. Clair Avenue. As a result, it is visually distinct from many of the Edwardian foursquare dwellings on the street, in spite of the fact that they all share certain classical motifs.

Architecturally, the house is rectangular in plan with a medium-pitched side-gable roof. The finish is brick on a concrete foundation on the ground floor and rough stucco on the exterior of the second floor. The structure itself is most likely frame. The main façade is three bays, symmetrical disposed with a central entrance. The centre bay is distinguished by the large entrance with sidelights, above which is a large Palladian<sup>5</sup> window, crowned by a classically proportioned gable at the roofline. The side bays have six-over-six double hung sash windows arranged in groups of three on the ground floor, and in pairs on the second. Two new dormers installed in the roof during the recent renovations are properly aligned with the windows below, maintaining the balance and symmetry of the design.

The proportions, balance and symmetry of the form establish its roots in the Classical tradition, which is further developed in the restrained use of features of the Tuscan order. The shallow porch comprises a pair of Tuscan columns supporting the simple entablature that defines the first storey and supports the second. During a previous series of renovations, the entablature was altered so that it no longer carries over the span of the porch itself. The simplicity of the fascia and cornice at the roofline are also in keeping with the Tuscan order. A subtle but revealing feature is that the window sills on the brick ground floor are rough-dressed stone, both materials suitable for the robust base and support for the lighter, more slender details of the second storey.

The north and south façades differ from one another, although each has a small Palladian window in the gable peak. The fenestration on the north side is not regular or symmetrical, but it is simple and could not be described as “eclectic” as often applies to Edwardian window design. The addition of the ground floor exterior building in the 1940s had no regard for the overall character of the building.

On the south façade, a small wing houses a solarium on the upper floor, and an enclosed porch on the ground floor. The wing is centred in the gable end wall, and matches the main block of the house in its principal details of finish and materials.

Extensive restoration efforts within the last year have altered some elements of the exterior including exterior stucco colouring and window rehabilitations; however, the restoration of the property has been in good keeping with heritage conservation efforts to preserve and enhance the architectural character and detail of the dwelling.

---

<sup>5</sup> An archway or window with three openings, the central one arched and wider than the others, usually associated with Palladio, also known as Serliana or Venetian window or arch. Nicholas Pevsner, et al.

The brick addition on the north side of the dwelling consists of a simple one-storey quadrangular brick building with a flat roof and no specific architectural design details. Former entrances to the addition appear to have been on the north side of the building. This addition was likely the portion of the building that housed the medical profession throughout the mid-20<sup>th</sup> century, and as a result it does not stylistically relate to the rest of the house.

## **9.2 Function**

The building located on the property at 902 King Street East was designed originally for residential purposes. Originally it appears that the house was designed as a single family residence in a rather stately manner; however, the property, including both addition and the house, appear to have been used for medical professional purposes, and most recently for apartment use. The planned future of the house is unclear; however, the rehabilitation efforts on the property appear to be supporting future residential apartment use.

## **9.3 Fabric**

The structure at 902 King Street East is constructed primarily of brick; however, various materials are evident in the execution and style of the historic building fabric. The ground floor exterior is visibly brick, while the second floor has been covered with rough cast exterior stucco. Built in the 1920s, the load-bearing structure could be frame, and the exterior materials would be veneer. In addition, the decorative design elements of the dwelling, including the front entrance, door surround, entablature, and cornice all consist of recently restored woodwork. Lastly, the windows in the dwelling also appear to be recently restored or replaced wood sash windows.

---

## 10. Discussion of Contextual Value

---

### 10.1 Social Meaning

The property located at 902 King Street East is an example of early/mid-20<sup>th</sup> century domestic architecture that has utilized a series of classical design elements. Although the house was built in the mid-1920s and is stylistically different from the adjacent houses on St. Clair Avenue, it includes a series of design elements such as the classical details and renditions of Palladian windows that connect it to its suburban neighbourhood south of the property. In its return to Classical ideals of balance, order, symmetry and proportion, the house reflects a late Revival trend that arose between the First and Second World Wars in part to counter Modernism.

### 10.2 Environment



The property located at 902 King Street East is relatively unique in its surroundings, in that it is a separation from the styles of residential dwellings located further south on St. Clair Avenue. The early suburban street is defined mostly by its two and a half storey brick foursquares built in the Edwardian style with an eclectic mix of design elements on each house. The properties are much narrower and the houses are built together and in similar forms. Unlike its neighbours, the property at 902 King Street East is a much larger example, and utilizes a series of classical design details. Although its Palladian window can be seen elsewhere on the street, in this context the motif is used within the appropriate vocabulary of classical forms and principals. As a corner property it is relatively different from its neighbours; however, there is a sense of cohesiveness that connects the property to its surroundings on St. Clair Avenue.

### 10.3 Formal Recognition

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

## 11. Data Sheet

Table 11-1: Data Sheet for 902 King Street East

FIELD	PROPERTY DATA
Municipal Address	902 King Street East
Municipality	Hamilton
Approximate Area (square metres)	445
Rail Corridor	Hamilton LRT B-Line
PIN	172020193
Ownership	Private
Aerial photo showing location and boundaries	
Exterior, street-view photo	
Date of construction of built resources (known or estimated and source)	1920s (Hamilton Fire Insurance Plans and Hamilton City Directories)



FIELD	PROPERTY DATA
<b>Date of significant alterations to built resources (known or estimated and source)</b>	Brick addition was added to the north side of the building between 1940-1945 (Hamilton City Directories)
<b>Architect/designer/builder</b>	Unknown
<b>Previous owners or occupants</b>	G.W. Houston, and Laura Martin, both physicians were identified as living in the house from between the 1930s to the 1970s. The added also appears to have functioned as a medical practice during the mid-20 <sup>th</sup> century
<b>Current function</b>	Residential and later Medical/Professional
<b>Previous function(s)</b>	Residential
<b>Heritage Recognition/Protection (municipal, provincial, federal)</b>	Listed on City's <i>Inventory of Building of Architectural and/or Historical Interest</i> .
<b>Local Heritage Interest</b>	Listed on City's <i>Inventory of Building of Architectural and/or Historical Interest</i> .
<b>Adjacent Lands</b>	No protected heritage properties
<b>Latitude or UTM Northing</b>	43.251238°
<b>Longitude or UTM Easting</b>	-79.839561°

## 12. Photographs



**Photograph 1: Online street imagery showing 902 King Street East prior to purchase and restoration in 2015 (Google, 2015)**



**Photograph 2: View looking east showing main façade of the residential dwelling and brick addition at right (AECOM, 2017)**





**Photograph 3: View looking southeast showing corner of King Street East and St. Clair Avenue (AECOM, 2017)**



**Photograph 4: View showing detail of three-bay facade and entablature and cornice wrapping around dwelling (AECOM, 2017)**



**Photograph 5: View showing detail of centre bay with front door surround and Palladian window above (AECOM, 2017)**



**Photograph 6: View looking north, showing south side of the building and recent restoration work being undertaken on the property (AECOM, 2017)**





**Photograph 7: View looking south showing brick addition fronting onto King Street East (AECOM, 2017)**



**Photograph 8: View showing detail of windows on north facade of the dwelling, including small Palladian window (AECOM, 2017)**



**Photograph 9: View showing window and façade details on brick addition along King Street East (AECOM, 2017)**

---

## 13. Figures

---

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



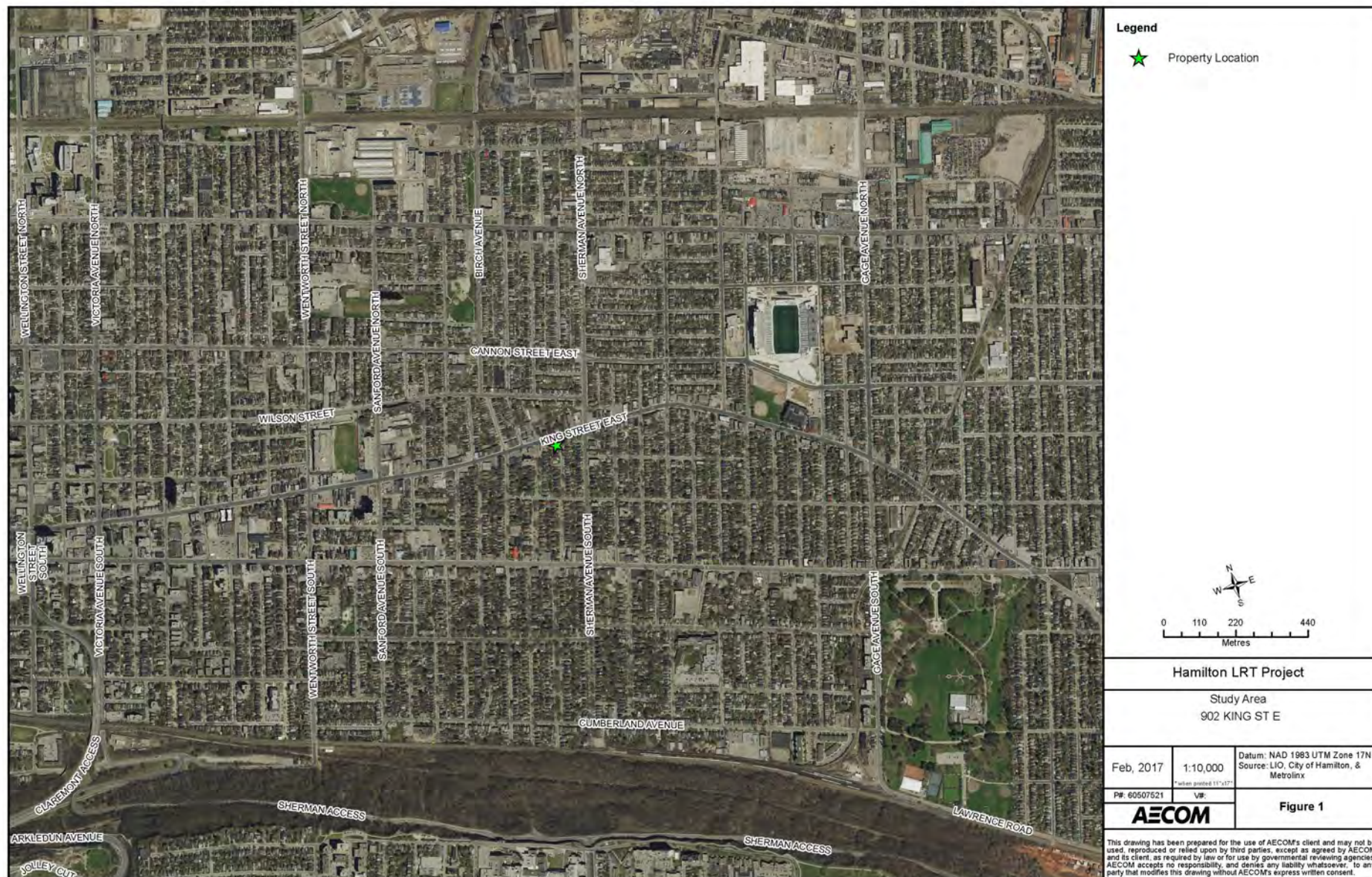


Figure 1: Location of 902 King Street East



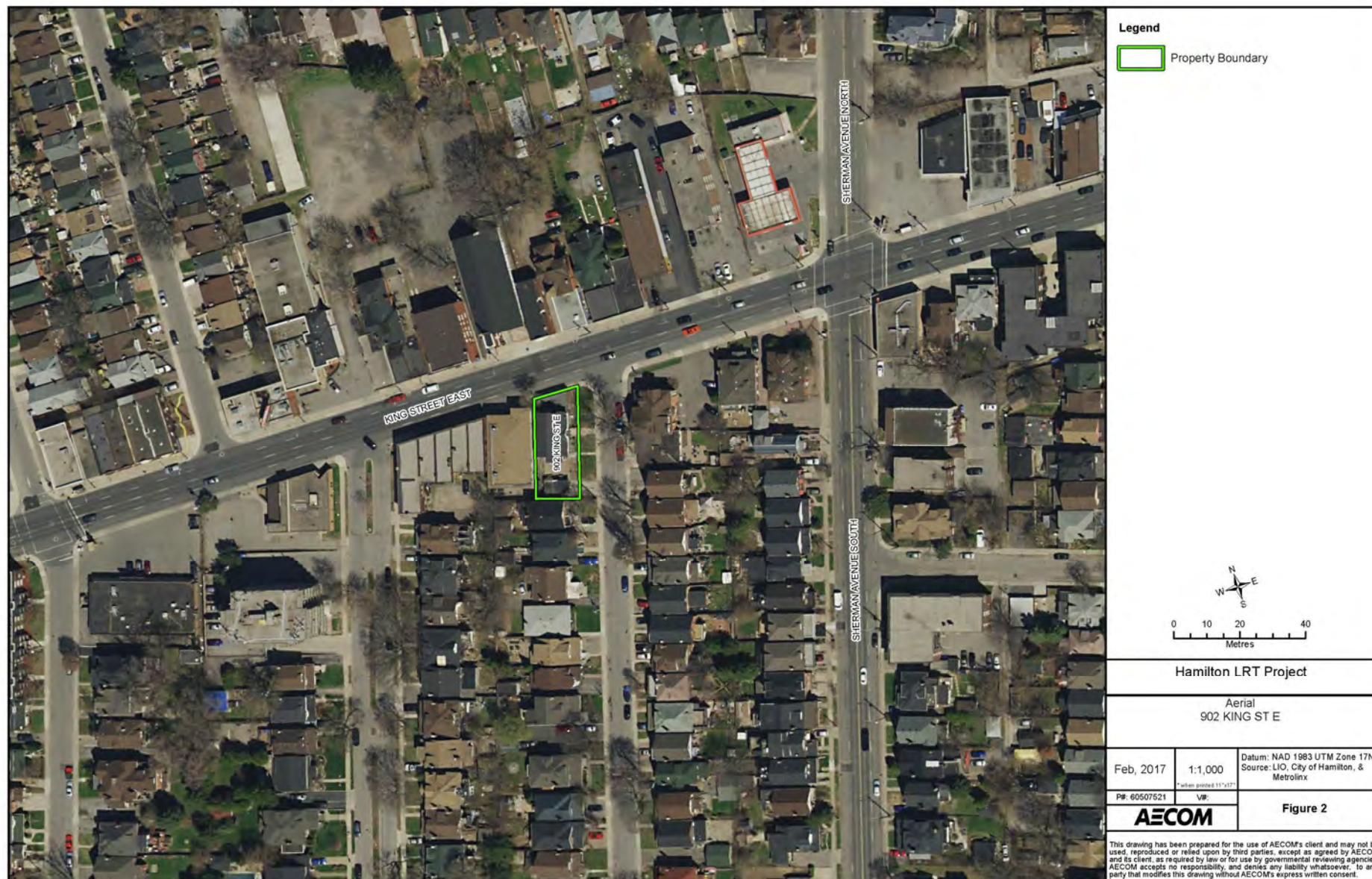


Figure 2: Aerial Photograph showing the area surrounding 902 King Street East



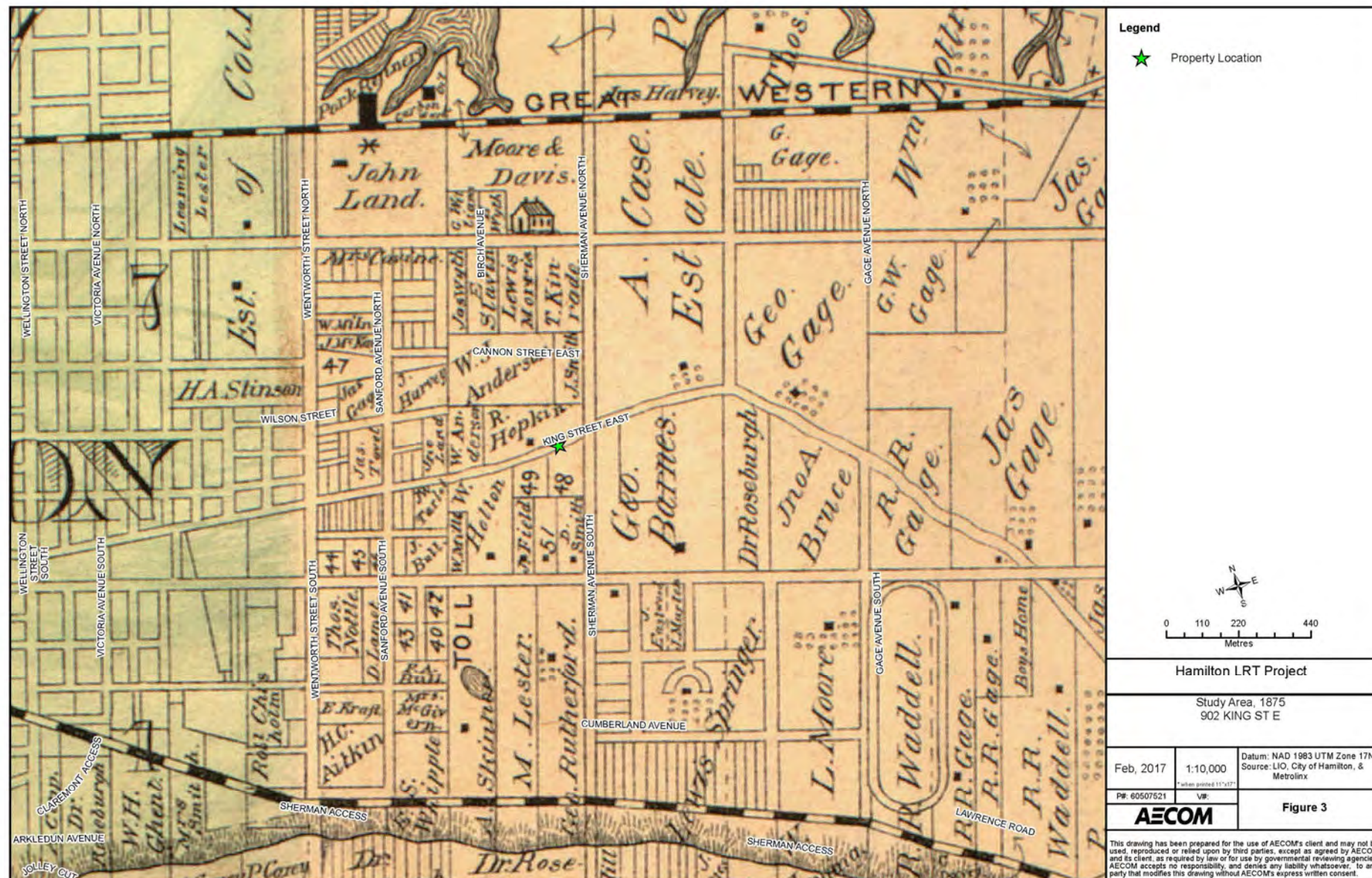


Figure 3: Location of 902 King Street East on the 1875 *Historical Atlas Map* (Page & Smith, 1875)



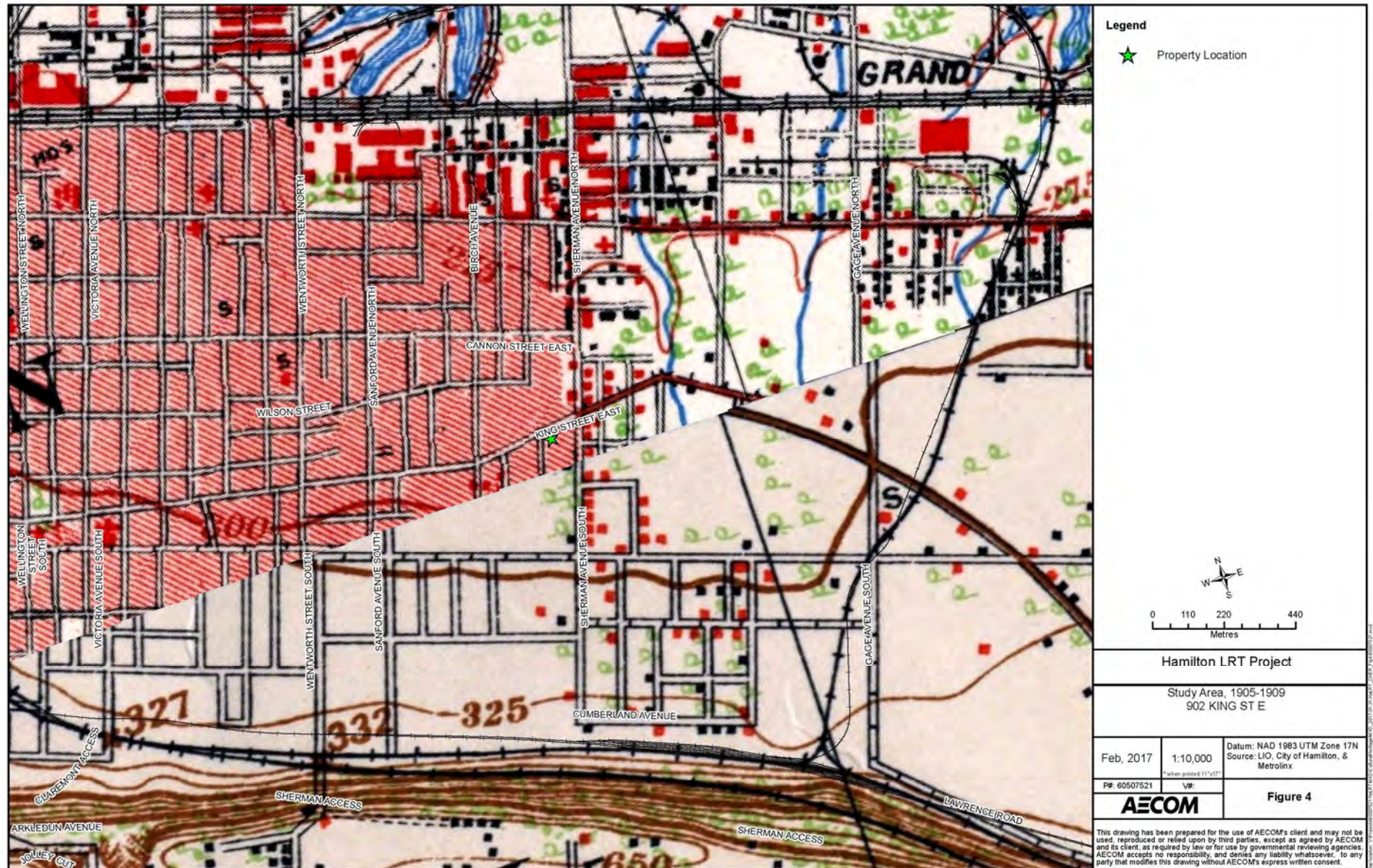


Figure 4: Location of 902 King Street East on the 1905-1909 NTS Map



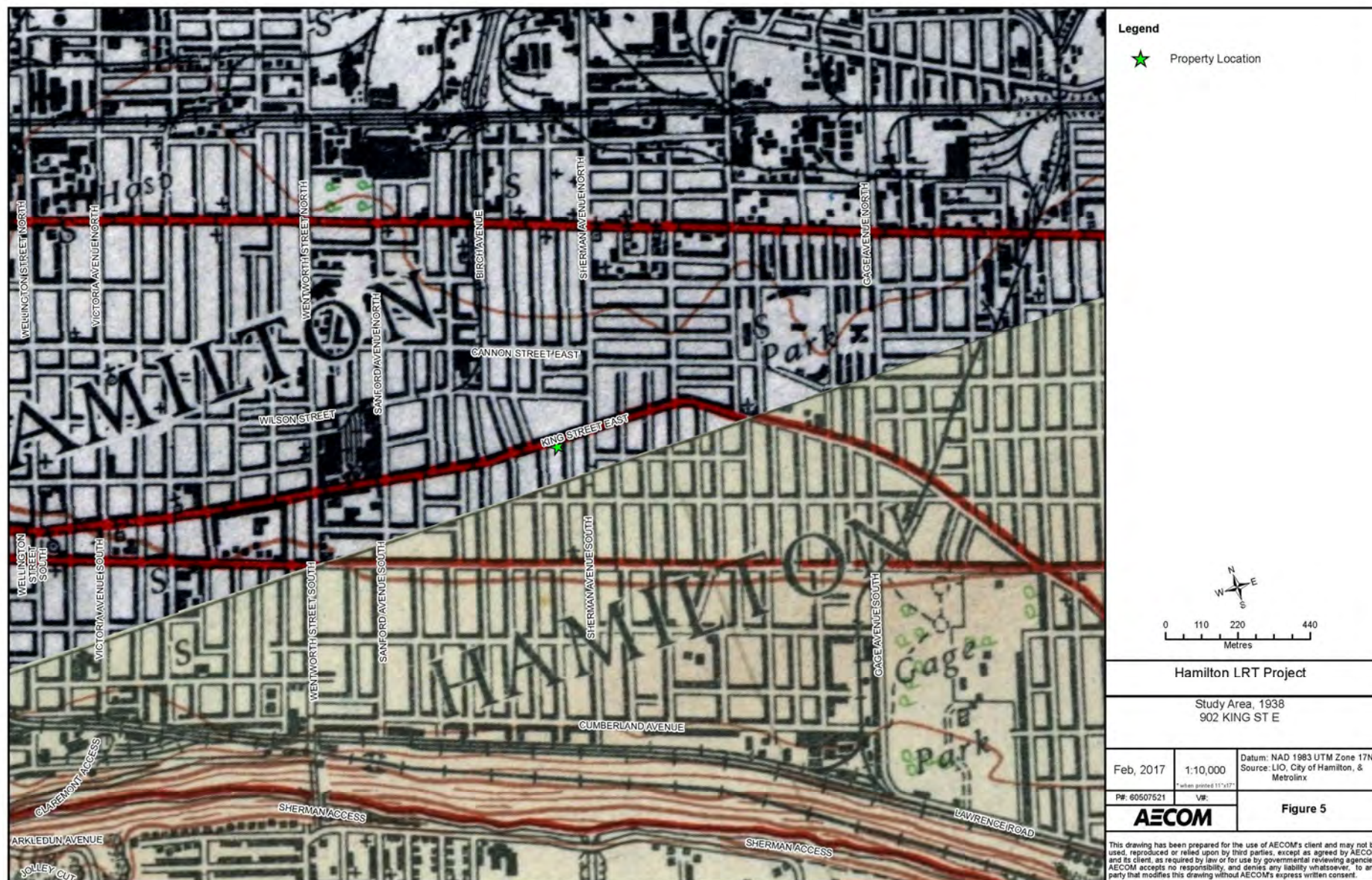


Figure 5: Location of 902 King Street East on the 1938 NTS Map

---

## 14. Chronology

---

1791	Barton Township was surveyed by Augustus Jones; the first settler arrived in the township.
1792	Province of Upper Canada divided into administrative districts.
1816	Home District divided and reorganized. As part of the reorganization, Wentworth was reorganized and included within the Gore District.
1850	Gore District was divided and Halton and Wentworth Counties were created.
1873	Incorporation of the Hamilton Street Railway.
1875	Property is depicted on the <i>Illustrated Historical Atlas</i> map as being subdivided as part of urban expansion; however, no structures are shown on the property at the time.
1920s	Residential building built on the property.
1931	Property is identified as belonging to G.W. Houston, a physician.
1940s	Brick addition is built onto the north side of the property along King Street East.
1940s	Laura Martin, physician, and Phillip Martin are listed and owning the property.
1940s-1970s	Numerous medical practices, including Martin's dermatology practice are listed as functioning on the property.
2015	Property is purchased by a group of neighbours on St. Clair Avenue with intent to restore the building.

---

## 15. Bibliography

---

### 15.1 Telephone and Email Conversations

Patel, Asiya. Assistant Cultural Heritage Planner, City of Hamilton. February 1 and 6, 2017.

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

Wicks, Thomas. Heritage Planner, City of Hamilton. February 1 and 9, 2017.

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

### 15.2 Primary Sources

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

*Illustrated Historical Atlas of the County of Wentworth*. Toronto: Page & Smith, 1875.

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

Vernon, Henry. *Vernon's City of Hamilton Directory*. Hamilton: Henry Vernon & Son Publishers, [1873]; issues 1909-1970.

### 15.3 Publications and Reports

Archaeological Services Inc. *Hamilton Light Rail Transit Cultural Heritage Screening Report*. City of Hamilton, Ontario. 2016.

Archaeological Services Inc. *Stage 1 Archaeological Assessment, Rapid Transit Initiative*. City of Hamilton, Ontario. 2009.

Metrolinx. *Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*. April 2016.

Metrolinx. *Metrolinx Interim Cultural Heritage Management Process*. 2013.

Ontario. Ministry of Tourism, Culture, and Sport. *Standards and Guidelines for the Conservation of Provincial Heritage Properties*. 2010.

Pevsner, Nicholas, Hugh Honour, John Fleming. *The Penguin Dictionary of Architecture and Landscape Architecture, Fifth edition*. London: Penguin Books, 1999.



## 15.4 Electronic Sources

Hamilton, City of. Heritage Resources. <https://www.hamilton.ca/city-planning/heritageproperties/heritage-resources> (accessed January 2017).

Parks Canada. *Canadian Register of Historic Places*. [www.historicplaces.ca](http://www.historicplaces.ca) (accessed January 2017).

*The Spectator*. "MAHONEY: Hamilton neighbours don't like rundown building, so they buy it." July 27, 2015. <http://www.thespec.com/news-story/5751945-mahoney-hamilton-neighbours-don-t-like-rundown-building-so-they-buy-it/> (accessed February 2017).





**METROLINX**

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

# **Cultural Heritage Evaluation Report Recommendations 902 King Street East, Hamilton, Ontario**

**Prepared by AECOM  
for Metrolinx**

**April 7, 2017**

## Authors

### Report Prepared By:



Michael Greguol, M.A.  
Cultural Heritage Specialist



Emily Game, B.A.  
Heritage Researcher

### Report Reviewed By:



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

## Revision History

Revision #	Date	Revised By:	Revision Description
0	02/28/2017	C. Latimer	Draft to Metrolinx
1	04/07/2017	M. Greguol	Finalized based on comments received from the Metrolinx Heritage Committee



# Statement of Qualifications and Limitations

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

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

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

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

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

Without in any way limiting the generality of the foregoing, any estimates or opinions regarding probable construction costs or construction schedule provided by AECOM represent AECOM's professional judgement in light of its experience and the knowledge and information available to it at the time of preparation. Since AECOM has no control over market or economic conditions, prices for construction labour, equipment or materials or bidding procedures, AECOM, its directors, officers and employees are not able to, nor do they, make any representations, warranties or guarantees whatsoever, whether express or implied, with respect to such estimates or opinions, or their variance from actual construction costs or schedules, and accept no responsibility for any loss or damage arising therefrom or in any way related thereto. Persons relying on such estimates or opinions do so at their own risk.

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

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

This Statement of Qualifications and Limitations is attached to and forms part of the Report and any use of the Report is subject to the terms hereof.

AECOM: 2015-04-13  
© 2009-2015 AECOM Canada Ltd. All Rights Reserved.

# Table of Contents

	page
<b>1. Executive Summary .....</b>	<b>1</b>
<b>2. Ontario Regulation 9/06 Evaluation.....</b>	<b>3</b>
<b>3. Ontario Regulation 10/06 Evaluation.....</b>	<b>6</b>
<b>4. Recommended Outcome of Evaluation .....</b>	<b>8</b>
<b>5. Draft Statement of Cultural Heritage Value .....</b>	<b>9</b>
5.1 Description of the Property.....	9
5.2 Statement of Cultural Heritage Value.....	9
5.3 Heritage Attributes .....	10

## List of Tables

Table 2-1: O.Reg. 9/06 Evaluation for 902 King Street East.....	3
Table 3-1: O.Reg. 10/06 Evaluation for 902 King Street East.....	6

---

# 1. Executive Summary

---

AECOM Canada Ltd. (AECOM) was retained by Metrolinx to complete a Cultural Heritage Evaluation Report (CHER) for the property at 902 King Street East, in the City of Hamilton, Ontario. This work is being completed as part of the Hamilton Light Rail Transit (LRT) Project.

The Hamilton LRT Project B-Line alignment extends from McMaster University at Cootes Drive to the Main Street/Highway 403 Bridge. A proposed LRT-only bridge will allow the alignment to then extend along King Street West until King East Street intersects with Main Street East, where the alignment will continue along Main Street East to the Queenston Road traffic circle. As a part of the project, it is anticipated that building impacts may take place on the property at 902 King Street East.

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

The CHER was prepared according to the Metrolinx Interim Cultural Heritage Management Process and utilizes the criteria in Ontario Regulation 9/06 and Ontario Regulation 10/06, as required by the Ministry of Tourism, Culture, and Sport's (MTCS) *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). In addition, the CHER was prepared according to the Metrolinx Draft Terms of Reference for Consultants: *Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*. Consequently the recommendations as they relate to this CHER and the potential cultural heritage value or interest of the property at 902 King Street East are contained in a separate Cultural Heritage Evaluation Report Recommendations (CHERR) document.

As part of the reporting requirements for the Hamilton LRT Project, Archaeological Services Inc. (ASI) undertook a Cultural Heritage Screening Report (CHSR) for the alignment. The CHSR identified the requirement to conduct a CHER for the property located at 902 King Street East to assess the potential cultural heritage value or interest of the property. Where applicable, relevant background information has been utilized from the CHSR for project consistency.

The property located at 902 King Street East is a quadrangular lot on the southwest corner of King Street East and St. Clair Avenue. The structure on the property consists of a 2½- storey residential structure, with a small 1-storey brick addition. The property was first developed in the 1920s, and the addition was added between 1940 and 1945.

Historical Fire Insurance Plans and Hamilton City Directories indicate that by the 1920s, the residential structures located south of the subject property on St. Clair Avenue were constructed within the first decade of the 20<sup>th</sup> century; however, the subject property remained vacant until a decade later. It was not until the mid-1920s that the house was built. In the early-1940s, the one storey brick addition that now occupies most of the frontage along King Street East was constructed. The 1962 Fire Insurance Plan indicates that the addition was used for offices, likely medical in nature given the residents listed at the addresses throughout the 20<sup>th</sup> century.

A field review of the privately-owned property at 902 King Street East was undertaken on January 12, 2017 and February 3, 2017 by Michael Greguol and Emily Game of AECOM. An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

The property located at 902 King Street East is an example of domestic revival architecture between the First and Second World Wars that has drawn on classical design vocabulary. Although the house was built in the mid-1920s and is stylistically different from the adjacent houses on St. Clair Avenue, it includes a number of design elements such as the Classical details and Palladian windows that connect it to its suburban neighbourhood south of the property.

The application of O. Reg. 9/06 and O.Reg. 10/06 concluded that 902 King Street East met two of the nine O.Reg. 9/06 criteria. However, it did not meet the criteria outlined in O.Reg 10/06. Therefore, this CHERR recommends that the property at 902 King Street East is considered a Provincial Heritage Property (PHP).

## 2. Ontario Regulation 9/06 Evaluation

*Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest* (O. Reg. 9/06) provides criteria to apply to a potential heritage property to evaluate its heritage value. If a privately-owned property meets one or more of the following criteria it may be designated by a municipality under Section 29 of the *Ontario Heritage Act*. For the purposes of this CHER, O. Reg. 9/06 considers the evaluation of the property as part of the community context. The *Standards and Guidelines for the Conservation of Provincial Heritage Properties* state that a property may be considered a Provincial Heritage Property (PHP) if it meets one or more of the criteria under O. Reg. 9/06. The application of the criteria for 902 King Street East is included in Table 2-1 below.

**Table 2-1: O.Reg. 9/06 Evaluation for 902 King Street East**

Criterion	Response (Yes/No)	Rationale
<b>1) The property has design or physical value because it:</b>		
i) Is a rare, unique, representative, or early example of a style, type, expression, material, or construction method;	Yes	The proportions, balance and symmetry of the form establish its roots in the Classical tradition, which is further developed in the restrained use of features of the Tuscan order. In its return to Classical ideals of balance, order, symmetry and proportion, the house reflects a late Revival trend that arose between the wars in part to counter the new Modernism. As such, the property appears to be a good representative example of an early 20 <sup>th</sup> century Classical Revival style in domestic architecture. The heritage attributes for the property have been little altered.
ii) Displays a high degree of craftsmanship or artistic merit; or	No	Although the building is well built and currently undergoing a high quality of extensive heritage conservation efforts, the property does not represent a high degree or craftsmanship or artistic merit.

Criterion	Response (Yes/No)	Rationale
iii) Demonstrates a high degree of technical or scientific achievement.	No	The property is a residential structure with little technical or scientific achievement. Therefore it does not display a high degree of technical or scientific achievement.
<b>2) The property has <i>historic or associative value</i> because it:</b>		
i) Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	No	The property was occupied and used throughout most of the 20 <sup>th</sup> century by medical professionals. Although medical practices seemed to be associated with the property, no significant direct associations with a theme, event, belief, person, activity, organization, or institution could be associated with the property.
ii) Yields, or has the potential to yield information that contributes to an understanding of a community or culture; or	No	The property does not have potential to yield information that contributes to an understanding of a community or culture.
iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.	No	A specific architect, artist, builder, designer, or theorist could be not be determined for the property.
<b>3) The property has <i>contextual value</i> because it:</b>		
i) Is important in defining, maintaining, or supporting the character of an area;	Yes	The property plays a role in maintaining and supporting the character of its surrounding neighbourhood. Although the building on the property is visually distinct from the other properties on St. Clair Avenue, the overall design is sympathetic to the other properties on the street. As a larger corner property, it plays a role in defining the streetscape of the residential street. However, the brick addition fronting onto King Street East is vernacular in nature and does not contribute to

Criterion	Response (Yes/No)	Rationale
		the streetscape of King Street.
ii) Is physically, functionally, visually, or historically linked to its surroundings; or	No	The property forms a part of the corner of King Street East and St. Clair Avenue, and was built following completion of the historic neighbourhood to the south of the property. However, the property is not significantly linked to its surroundings.
iii) Is a landmark.	No	The property at 902 King Street East is not considered a landmark.

### 3. Ontario Regulation 10/06 Evaluation

*Ontario Regulation 10/06, Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance* (O. Reg. 10/06), provides criteria against which to assess a property to determine if the property holds provincial heritage significance. The *Standards and Guidelines for the Conservation of Provincial Heritage Properties* state that Ministries and prescribed public bodies shall apply the criteria in O. Reg. 10/06 to determine whether a property is of provincial significance. Therefore, for the purpose of this CHER O. Reg 10/06 considers the evaluation of the property as a part of the provincial context. If the property meets the criteria, it may be considered a Provincial Heritage Property of Provincial Significance (PHPPS). The application of the criteria for 902 King Street East is in Table 3-1, below.

**Table 3-1: O.Reg. 10/06 Evaluation for 902 King Street East**

Criterion	Response (Yes/No)	Rationale
1. The property represents or demonstrates a theme or pattern in Ontario's history.	No	902 King Street East does not represent a theme or pattern in Ontario's history. Residential structures of this nature are found elsewhere in Ontario.
2. The property yields, or had the potential to yield, information that contributes to an understanding of Ontario's history.	No	902 King Street East does not yield, and is not anticipated to yield information that contributes to an understanding of Ontario's history.
3. The property demonstrates an uncommon, rare, or unique aspect of Ontario's cultural heritage.	No	902 King Street East does not demonstrate an uncommon, rare, or unique aspect of Ontario's cultural heritage. The form and massing of the structure along with its details can be found elsewhere in Ontario.
4. The property is of aesthetic, visual, or contextual importance to the province.	No	902 King Street East property is not of aesthetic, visual, or contextual importance to the province. Although architecturally, the dwelling represents particular design details from various architectural styles, they are not of aesthetic, visual, or contextual importance to Ontario.
5. The property demonstrates a high degree of excellence or	No	902 King Street East does not demonstrate a high degree of



Criterion	Response (Yes/No)	Rationale
creative, technical, or scientific achievement at a provincial level in a given period.		excellence or creative, technical, or scientific achievement at a provincial level.
6. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province.	No	902 King Street East does not have a strong or special association with the entire province or with a community that is found in more than one part of the province. Although the building is well built and currently undergoing a high quality of extensive heritage conservation efforts, the property does not represent a high degree or craftsmanship or artistic merit.
7. The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.	No	902 King Street East does not have strong or special associations with the life or work of a person, group, or organization of importance to the province or with an event of importance to the province. The property was occupied and used throughout most of the 20 <sup>th</sup> century by medical professionals. Although medical practices seemed to be associated with the property, no associations with the life of a person, group, or organization that is of importance to the province could be determined.
8. The property is located in an unorganized territory and the Minister determines that there is a provincial interest in the protection of the property.	No	902 King Street East is not located in an unorganized territory.

---

## 4. Recommended Outcome of Evaluation

---

The application of O. Reg. 9/06 and O.Reg. 10/06 concluded that 902 King Street East met two of the nine O.Reg. 9/06 criteria. However, it did not meet the criteria outlined in O.Reg 10/06. Therefore, this CHERR recommends that the property at 902 King Street East is considered a Provincial Heritage Property (PHP).

---

## 5. Draft Statement of Cultural Heritage Value

---

### 5.1 Description of the Property

The property located at 902 King Street East is a rectangular shaped lot on the southwest corner of King Street East and St. Clair Avenue. The structure on the property consists of a 2½- storey residential structure, with a small 1-storey brick addition. The property was first developed in the 1920s, and the addition was added between 1940 and 1945. Although the property was historically known as 902 King Street, the majority of the frontage and the main façade for this property fronts onto St. Clair Avenue. The building is not representative of a particular style or period of architecture; however, it does include an eclectic collection of vernacular design elements built into the 1920s portion of the house.

### 5.2 Statement of Cultural Heritage Value

The property at 902 King Street East consists of a two-and-a-half storey brick and stucco residential building, designed during a late period of revivalism between the wars, in part a rejection of the new modernism in architecture. The house was built in the 1920s as a late addition to the residential neighbourhood on St. Clair Avenue. As a result, it is visually distinct from many of the Edwardian foursquare dwellings on the street in spite of the fact that they all share certain classical motifs.

Architecturally, the house is rectangular in plan with a medium-pitched side-gable roof. The finish is brick on a concrete foundation on the ground floor, rough stucco on the exterior of the second floor. The structure itself is most likely frame. The main façade is three bays, symmetrical disposed with a central entrance. The centre bay is distinguished by the large entrance with sidelights, above which is a large Palladian<sup>1</sup> window, crowned by a classically proportioned gable at the roofline. The side bays have six-over-six double hung sash windows arranged in groups of three on the ground floor, and in pairs on the second. Two new dormers installed in the roof during the recent renovations are properly aligned with the windows below, maintaining the balance and symmetry of the design.

The proportions, balance and symmetry of the form establish its roots in the Classical tradition, which is further developed in the restrained use of features of the Tuscan order. The shallow porch comprises a pair of Tuscan columns supporting the simple entablature that defines the first storey and supports the second. During a previous series of renovations, the entablature was altered so that it no longer carries over the span of the porch itself. The simplicity of the fascia and cornice at the roofline are also in keeping with the Tuscan order. A subtle but revealing feature is that the window sills on the brick ground floor are rough-dressed stone, both materials suitable for the robust base and support for the lighter, more slender details of the second storey.

The north and south façades differ from one another, although each has a small Palladian window in the gable peak. The fenestration on the north side is not regular or symmetrical, but it is simple and could not be described as “eclectic” as often applies to Edwardian window design. The addition of the ground floor exterior building in the 1940s had no regard for the overall character of the building.

---

<sup>1</sup> An archway or window with three openings, the central one arched and wider than the others, usually associated with Palladio, also known as Serliana or Venetian window or arch. Nicholas Pevsner, et al.

On the south façade, a small wing houses a solarium on the upper floor, and an enclosed porch on the ground floor. The wing is centred in the gable end wall, and matches the main block of the house in its principal details of finish and materials.

### 5.3 Heritage Attributes

Heritage Attributes as described in the *Standards and Guidelines* are the physical features or elements that contribute to a property's cultural heritage value or interest, and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting. The Heritage Attributes for the property at 902 King Street East relate to its design and contextual value. This is demonstrated by the following Heritage Attributes:

- Two and a half storey scale, form and massing with frontage onto St. Clair Avenue;
- Three bay symmetrical façade;
- Double-hung wood sash windows in groupings of two and three on the ground floor and second storey;
- Ground floor brick, and second storey rough cast stucco exterior finishes;
- Palladian windows on the south, east, and north facades;
- Front entrance door surrounds including columns, dentils, and entablature;
- Cornice extending around the facades; and
- Cornice returns in end gables.



A Division of METROLINX  
Une Division de METROLINX

## **Metrolinx Interim Heritage Committee – Statement of Cultural Heritage Value**

### **Property Name: 902 King Street East, Hamilton (Hamilton LRT)**

#### **Description of property:**

The property located at 902 King Street East is a rectangular shaped lot on the southwest corner of King Street East and St. Clair Avenue. The structure on the property consists of a two and a half storey residential structure, with a small one storey brick addition. The property was first developed in the 1920s, and the addition was added between 1940 and 1945. Although the property was historically known as 902 King Street, the majority of the frontage and the main façade for this property fronts onto St. Clair Avenue. The building is not representative of a particular style or period of architecture; however, it does include an eclectic collection of vernacular design elements built into the 1920s portion of the house.

It is recommended that Metrolinx/GO Transit proceed with identifying 902 King Street East as a Conditional Metrolinx Heritage Property.

#### **Cultural Heritage Value:**

The property at 902 King Street East consists of a two-and-a-half storey brick and stucco residential building, designed during a late period of revivalism between the wars, in part a rejection of the new modernism in architecture. The house was built in the 1920s as a late addition to the residential neighbourhood on St. Clair Avenue. As a result, it is visually distinct from many of the Edwardian foursquare dwellings on the street In spite of the fact that they all share certain classical motifs.

Architecturally, the house is rectangular in plan with a medium-pitched side-gable roof. The finish is brick on a concrete foundation on the ground floor, rough stucco on the exterior of the second floor. The structure itself is most likely frame. The main façade is three bays, symmetrical disposed with a central entrance. The centre bay is distinguished by the large entrance with sidelights, above which is a large Palladian window, crowned by a classically proportioned gable at the roofline. The side bays have six over-six double hung sash windows arranged in groups of three on the ground floor, and in pairs on the second. Two new dormers installed in the roof during the recent renovations are properly aligned with the windows below, maintaining the balance and symmetry of the design.

The proportions, balance and symmetry of the form establish its roots in the Classical tradition, which is further developed in the restrained use of features of the Tuscan order. The shallow porch comprises a pair of Tuscan columns supporting the simple entablature that defines the first storey and supports the second. During a previous series of renovations, the entablature was altered so that it no longer carries over the span of the porch itself. The simplicity of the fascia and cornice at the roofline are also in keeping with the Tuscan order. A subtle but revealing feature is that the window sills on the brick ground floor are rough-dressed stone, both materials suitable for the robust base and support for the lighter, more slender details of the second storey.

The north and south façades differ from one another, although each has a small Palladian window in the gable peak. The fenestration on the north side is not regular or symmetrical, but it is simple and

could not be described as “eclectic” as often applies to Edwardian window design. The addition of the ground floor exterior building in the 1940s had no regard for the overall character of the building.

On the south façade, a small wing houses a solarium on the upper floor, and an enclosed porch on the ground floor. The wing is centred in the gable end wall, and matches the main block of the house in its principal details of finish and materials.

### **Heritage Attributes:**

Key elements that define the subject property’s heritage character include:

1. Two and a half storey scale, form and massing with frontage onto St. Clair Avenue;
2. Three bay symmetrical façade;
3. Double-hung wood sash windows in groupings of two and three on the ground floor and second storey;
4. Ground floor brick, and second storey rough cast stucco exterior finishes;
5. Palladian windows on the south, east, and north facades;
6. Front entrance door surrounds including columns, dentils, and entablature;
7. Cornice extending around the facades; and
8. Cornice returns in end gables.

### **Metrolinx Heritage Property Location:**

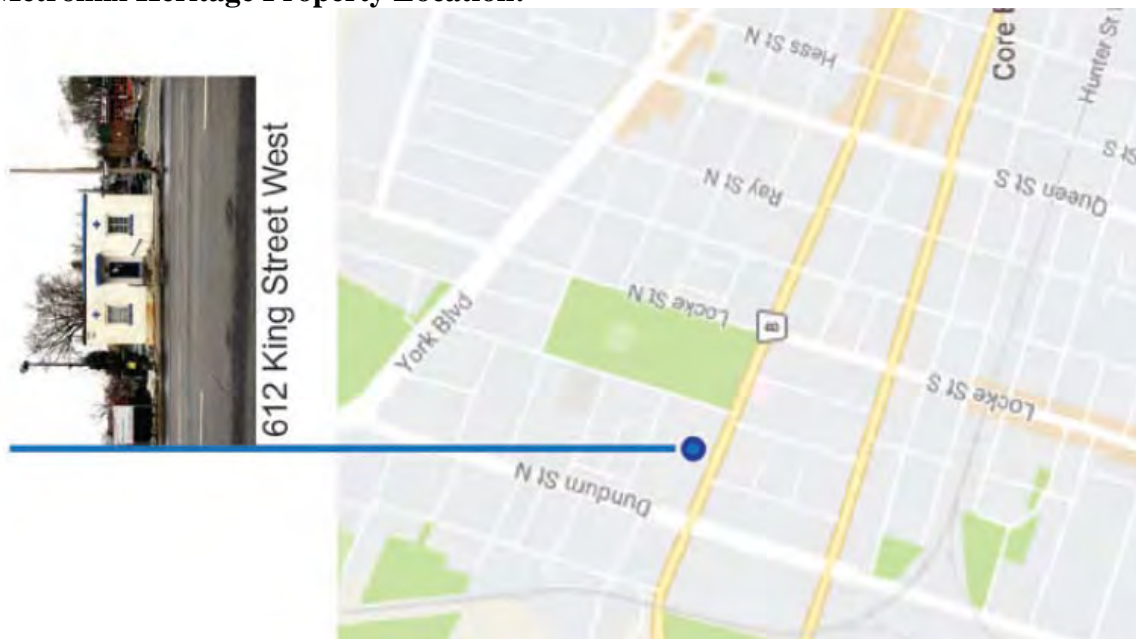


Figure showing the location of 902 King Street East.



**METROLINX**

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

# **Cultural Heritage Evaluation Report 85 Paisley Avenue South, Hamilton, Ontario**

**Prepared by AECOM  
for Metrolinx**

**April 7, 2017**



## Authors

### Report Prepared By:



Michael Greguol, MA  
Cultural Heritage Specialist



Emily Game, B.A.  
Heritage Researcher

### Report Reviewed By:



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

## Revision History

Revision #	Date	Revised By:	Revision Description
0	03/10/2017	C. Latimer	Draft to Metrolinx
1	04/10/2017	M. Greguol	Finalized based on comments received from Metrolinx

# Statement of Qualifications and Limitations

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

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

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

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

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

Without in any way limiting the generality of the foregoing, any estimates or opinions regarding probable construction costs or construction schedule provided by AECOM represent AECOM's professional judgement in light of its experience and the knowledge and information available to it at the time of preparation. Since AECOM has no control over market or economic conditions, prices for construction labour, equipment or materials or bidding procedures, AECOM, its directors, officers and employees are not able to, nor do they, make any representations, warranties or guarantees whatsoever, whether express or implied, with respect to such estimates or opinions, or their variance from actual construction costs or schedules, and accept no responsibility for any loss or damage arising therefrom or in any way related thereto. Persons relying on such estimates or opinions do so at their own risk.

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

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

This Statement of Qualifications and Limitations is attached to and forms part of the Report and any use of the Report is subject to the terms hereof.

AECOM: 2015-04-13  
© 2009-2015 AECOM Canada Ltd. All Rights Reserved.

# Table of Contents

	page
<b>1. Executive Summary .....</b>	<b>1</b>
<b>2. Introduction.....</b>	<b>3</b>
2.1 Historical Summary.....	3
2.1.1 Context.....	3
2.1.2 Wentworth County.....	3
2.1.3 Barton Township .....	3
2.2 Description of Property .....	4
2.3 Current Context .....	4
<b>3. Methodology and Sources .....</b>	<b>5</b>
3.1 Study Approach .....	5
3.2 Secondary Sources.....	5
3.3 Primary Sources .....	5
3.4 Consultations.....	6
<b>4. Heritage Recognitions .....</b>	<b>7</b>
4.1 Municipal .....	7
4.2 Provincial.....	8
4.3 Federal .....	8
<b>5. Adjacent Lands.....</b>	<b>9</b>
<b>6. Archaeology.....</b>	<b>10</b>
<b>7. Community Input.....</b>	<b>11</b>
<b>8. Discussion of Historical or Associative Value.....</b>	<b>12</b>
8.1 Historic Theme/Cultural Pattern .....	12
8.1.1 Transportation.....	12
8.1.2 Hamilton Street Railway .....	12
8.2 Local History.....	13
8.2.1 Settlement History.....	13
8.2.2 Westdale .....	14
8.2.3 Site History.....	14
8.3 Person/Event/Organization .....	15
<b>9. Discussion of Design or Physical Value.....</b>	<b>16</b>
9.1 Style/Type/Tradition.....	16
9.2 Function.....	16
9.3 Fabric.....	16

<b>10.</b>	<b>Discussion of Contextual Value.....</b>	<b>17</b>
10.1	Social Meaning .....	17
10.2	Environment.....	17
10.3	Formal Recognition.....	17
<b>11.</b>	<b>Data Sheet .....</b>	<b>18</b>
<b>12.</b>	<b>Photographs.....</b>	<b>20</b>
<b>13.</b>	<b>Figures.....</b>	<b>23</b>
<b>14.</b>	<b>Chronology.....</b>	<b>29</b>
<b>15.</b>	<b>Bibliography.....</b>	<b>30</b>
15.1	Telephone and Email Conversations .....	30
15.2	Primary Sources .....	30
15.3	Publications and Reports .....	30
15.4	Electronic Sources.....	30

## List of Figures

Figure 1:	Location of 85 Paisley Avenue South.....	24
Figure 2:	Aerial Photograph showing the area surrounding 85 Paisley Avenue South .....	25
Figure 3:	Location of 85 Paisley Avenue South on the 1875 Historical Atlas Map (Page & Smith, 1875) .....	26
Figure 4:	Location of 85 Paisley Avenue South on the 1909 NTS Map .....	27
Figure 5:	Location of 85 Paisley Avenue South on the 1938 NTS Map .....	28

## List of Tables

Table 7-1:	Community Input and Consultation Undertaken for 85 Paisley Avenue South.....	11
Table 11-1:	Data Sheet for 85 Paisley Avenue South .....	18

---

# 1. Executive Summary

---

AECOM Canada Ltd. (AECOM) was retained by Metrolinx to complete a Cultural Heritage Evaluation Report (CHER) for the property at 85 Paisley Avenue South, in the City of Hamilton, Ontario. This work is being completed as part of the Hamilton Light Rail Transit (LRT) Project.

The Hamilton LRT Project B-Line alignment extends from McMaster University at Cootes Drive to the Main Street/Highway 403 Bridge. A proposed LRT-only bridge will allow the alignment to then extend along King Street West until King East Street intersects with Main Street East, where the alignment will continue along Main Street East to the Queenston Road traffic circle. As a part of the project, it is anticipated that building impacts may take place on the property at 85 Paisley Avenue South (Figure 1).

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

The CHER was prepared according to the Metrolinx Interim Cultural Heritage Management Process and utilizes the criteria in Ontario Regulation 9/06 and Ontario Regulation 10/06, as required by the Ministry of Tourism, Culture, and Sport's (MTCS) *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). In addition, the CHER was prepared according to the Metrolinx Draft Terms of Reference for Consultants: *Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*. Consequently the recommendations as they relate to this CHER and the potential cultural heritage value or interest of the property at 85 Paisley Avenue South are contained in a separate Cultural Heritage Evaluation Report Recommendations (CHERR) document.

As part of the reporting requirements for the Hamilton LRT Project, Archaeological Services Inc. (ASI) undertook a Cultural Heritage Screening Report (CHSR) for the alignment. In March 2017, AECOM prepared a Gap Analysis of ASI's CHSR and Identification of Additional Screening Requirements Memorandum and from this prepared a Memorandum of Additional Screening Sheets for the CHSR (AECOM, March 2017). The Additional Screening Sheets for the CHSR (March 2017) memorandum identified the requirement to conduct a CHER for the property located at 85 Paisley Avenue South to assess the potential cultural heritage value or interest of the property.

The property at 85 Paisley Avenue South consists of a quadrangular lot on the northeast corner of Main Street West and Paisley Avenue South. Two structures are located on the property: a 2½-storey structure that is used for residential purposes; and a 1-storey brick and concrete garage. The property was developed in 1929 and has undergone few changes, retaining its characteristics of an early to mid-20<sup>th</sup> century Edwardian foursquare house.

85 Paisley Avenue South was historically located within the northern portion of Lot 21, Concession III in the Township of Barton, Wentworth County (Figure 3). By 1875, Main Street West had been constructed transecting the lot into north and south parts. The north part of the lot was subdivided into three land parcels owned, from west to east, by F. Ashborough, D. Nicholson, and Wand J. Hancock. 85 Paisley Street South is located on the north side of Main Street West on the portion of the lot then owned by D. Nicholson. Structures are illustrated on the adjacent land parcels in 1875; however, no structures are

shown on the parcel at 85 Paisley Avenue South. In 1875, significant urban development had not yet reached this part of Barton Township west of present-day Dundurn Street.

By the beginning of the 20<sup>th</sup> century, historical topographic mapping indicates that although urban development in Hamilton was continuing to expand, land to the west of present-day Paradise Road remained primarily under agricultural use (Figure 4). However by 1938, historical topographic mapping indicates that the north part of Lot 21 had been developed into a large residential subdivision historically known as Westdale, which included development along Paisley Avenue (Figure 5).

Hamilton City Directories and Fire Insurance Plans indicate that a two-and-a-half storey brick dwelling and a one storey wood frame structure were present on the property by 1929. The first resident was R.M. Dandie. The property continued to be used as a residential dwelling well into the late 20<sup>th</sup> century.

The property appears to remain under use as a residential dwelling and has maintained its overall appearance c. 1929. The original wood frame auto garage at the back of the property has been replaced by a brick and concrete garage.

A field review of the privately owned property at 85 Paisley Avenue South was undertaken on March 3, 2017 by Michael Greguol of AECOM. An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

---

## 2. Introduction

---

### 2.1 Historical Summary

#### 2.1.1 Context

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

#### 2.1.2 Wentworth County

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

#### 2.1.3 Barton Township

Barton Township is described in detail in the *Illustrated Historical Atlas of the County of Wentworth of 1875*. The Township of Barton was surveyed in 1791 by Augustus Jones using the Single-Front survey system used by the colonial government between 1783 and 1818.<sup>1</sup> The survey was made up of concessions separated by road allowances. The concession was divided into lots of 200 acres and sideroad allowances were surveyed after every fifth lot. The first settlers arrived in Barton Township in 1791, many of whom were United Empire Loyalists or disbanded troops. The settlement of Barton Township began slowly, with only 102 families living in the township by 1815; most of the settlement was concentrated at the foot of the Niagara Escarpment. The township continued to grow and by 1823 it contained one sawmill and three gristmills. By 1841, the population grew to 1,434.<sup>2</sup> Barton Township was later amalgamated into the Regional Municipality of Hamilton-Wentworth, which today is known as the City of Hamilton.

---

<sup>1</sup> William H. Smith, *Smith's Canadian Gazetteer*. (Toronto: H. & W. Roswell. 1846).

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



## **2.2 Description of Property**

The property at 85 Paisley Avenue South consists of a quadrangular lot on the northeast corner of Main Street West and Paisley Avenue South (Photograph 1). Two structures are located on the property: a 2½-storey structure that is used for residential purposes; and a 1-storey brick and concrete garage. The property, developed in 1929, has undergone few changes and retains its characteristics of an early to mid-20<sup>th</sup> century Edwardian foursquare house (Photograph 2).

## **2.3 Current Context**

The property is situated on the northeast corner of Main Street West and Paisley Avenue South in the western portion of Hamilton. The corner property retains frontage along Paisley Avenue South as well as Main Street West where the property includes a small, one-storey garage constructed of brick and concrete. The properties to the north of the structure are of a similar style and were likely built at the same time (Photograph 1). The property is on the southeastern edge of the Westdale subdivision, one of North America's first planned subdivisions. The subject property was developed in the late 1920s at the peak of the construction in Westdale.

---

## 3. Methodology and Sources

---

### 3.1 Study Approach

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

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

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

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

### 3.2 Secondary Sources

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

### 3.3 Primary Sources

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

History and Archives Department of the Hamilton Public Library, the Mills Memorial Library at McMaster University, and at the Map and Data Centre at the University of Western Ontario. A review of the following primary sources aided in the evaluation of the structure at 85 Paisley Avenue South:

- *Illustrated Historical Atlas of the County of Wentworth*, 1875;
- Hamilton City Directories, issues 1925-1970;
- Fire Insurance Plans, 1927 (rev. 1933) -1960; and,
- National Topographic Series, 1909-1938.

### **3.4 Consultations**

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

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

The following individuals and organizations were consulted:

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

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

---

## 4. Heritage Recognitions

---

### 4.1 Municipal

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

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

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

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

Consultation efforts were undertaken to confirm levels of municipal heritage recognition, if any. Consultation with the City of Hamilton in March 2017 did not confirm whether or not the property is listed on the City's *Inventory of Building of Architectural and/or Historical Interest*.

The City of Hamilton did note in March 2017 correspondence that the property is located within the City of Hamilton's Ainslie Wood Westdale Secondary Plan (SP). This SP land uses development standards and provisions regarding cultural heritage, urban design, and transportation to guide the development and/or redevelopment of lands located within the Ainslie Wood Westdale Secondary Plan area. The SP identifies goals and objectives to conserve cultural heritage resources within the SP and includes the following policies:

*"The heritage character associated with the Ainslie Wood Westdale residential areas shall be preserved and enhanced by a number of means, as outlined in Section B.6.2. 12 – Urban Design Policies and B.6.2. 13 – Cultural Heritage Policies of the Secondary Plan, including:*

- i. *retention of buildings and areas which have been designated or listed as having historical or architectural significance; and*
- ii. *recognition of cultural heritage landscapes. The three Cultural Heritage Landscapes identified on Map B.6.2-2 – Ainslie Wood Westdale Cultural Heritage Landscapes are:*
  1. *The planned suburb of Westdale, a commercial core and residential;*

2. *The Veteran's Housing Area, a post-war housing area south of Main; and*
3. *The Burke Survey, an early 20<sup>th</sup> century survey."*

The property at 85 Paisley Avenue South is on the southeastern boundary of the Westdale Original Subdivision Cultural Heritage Landscape (CHL) as identified in the Ainslie Wood Westdale Secondary Plan.

## **4.2 Provincial**

As a review of applicable provincial heritage recognitions for the property or adjacent properties, AECOM reviewed the OHT's Provincial Plaque Guide and list of OHT easements. The property at 85 Paisley Avenue South is neither the subject of a provincial plaque nor a provincial easement. In addition, OHT staff was contacted to review the *Ontario Heritage Act* Register to confirm that the property is not included on the register and that an OHT easement does not exist for the property.

A response from Thomas Wicks, Heritage Planner for the OHT to confirm if the property is subject to an OHT conservation easement or on their register is pending.

Rosi Zirger, Heritage Planner for the MTCS also confirmed on March 10, 2017 that the property is not included on the MTCS list of provincial heritage properties and the MTCS is not aware of any previous evaluations related to the property.

## **4.3 Federal**

As a review of applicable federal heritage recognitions for the property or adjacent properties, AECOM reviewed the online searchable database for the Canadian Register of Historic Places as well as the Directory of Federal Heritage Designations. 85 Paisley Avenue South and the adjacent properties are not subject to any existing federal heritage recognitions.

---

## 5. Adjacent Lands

---

The properties adjacent to 85 Paisley Street South consist of commercial and residential properties, with Paisley Avenue South being used solely for residential purposes. The north and south sides of Main Street West are a combination of residential and commercial properties including apartment buildings, restaurants as well as vacant lots. Along Main Street West, the rear of the subject property is adjacent to a mid-20<sup>th</sup> century commercial building that is currently being used for a printing and publishing business.

The adjacent properties are located within the Ainslie Wood Westdale Secondary Plan area but are not protected heritage properties.

---

## 6. Archaeology

---

ASI completed a Stage 1 Archaeological Assessment (AA) as part of the Rapid Transit Initiative and found that the property at 85 Paisley Avenue South did not retain archaeological potential and confirmed that no known archaeological assessments have previously been completed within 50 metres (m) of the property. Consequently, at the time of production of the ASI report, no archaeological sites had been identified within or adjacent to the property. Additionally, the ASI Stage1 AA indicates that there is no land that retains archaeological potential within 50 m of 85 Paisley Avenue South.

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

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

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



## 7. Community Input

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

**Table 7-1: Community Input and Consultation Undertaken for 85 Paisley Avenue South**

Contact	Contact Information	Date	Notes
<b>Chelsey Tyers, Heritage Planner City of Hamilton</b>	905-546-2424 ext. 1202 <a href="mailto:chelsey.tyers@hamilton.ca">chelsey.tyers@hamilton.ca</a>	March 3, 2017 March 10, 2017	The City of Hamilton confirmed that 85 Paisley Avenue South is within the boundaries of the Original Westdale Subdivision.
<b>Asiya Patel Assistant Cultural Heritage Planner City of Hamilton</b>	905-546-2424 ext. 7163 <a href="mailto:asiya.patel@hamilton.ca">asiya.patel@hamilton.ca</a>		
<b>Thomas Wicks Heritage Planner Ontario Heritage Trust</b>	416-314-5972 <a href="mailto:thomas.wicks@heritagetrust.on.ca">thomas.wicks@heritagetrust.on.ca</a>	March 10, 2017	Response pending.
<b>Rosi Zirger Heritage Planner Ministry of Tourism, Culture, and Sport</b>	416-314-7159 <a href="mailto:rosi.zirger@ontario.ca">rosi.zirger@ontario.ca</a>	March 10, 2017	The MTCS confirmed that the property is not included on the MTCS list of provincial heritage properties and the MTCS is not aware of any previous evaluations related to the property.

---

## 8. Discussion of Historical or Associative Value

---

### 8.1 Historic Theme/Cultural Pattern

#### 8.1.1 *Transportation*

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

Following the Crown surveys in Ontario, concession and side roads were opened on a grid that was dictated by the survey type that was used. The roads were cleared and made passable by the early land owners who built their dwellings adjacent to the concession roads. Despite being cleared, road conditions were often poor until the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The crown surveys, and later surveys of town and city plots were laid out on a grid, which has left a visible imprint on rural and urban street grids today. Much of the pattern of these surveys can be seen in the grids of cities and townships in Ontario. Within Hamilton, this is visible in the parallel city streets and grid layout of the downtown core and outlying areas. As a pre-existing road, King Street has a visible curve in its orientation, swinging north just east of Wellington Street before swinging south again around Barnesdale Avenue. This curvature in the road is visible on historic maps of the township and can be attributed to its history as an indigenous trail that pre-dates European settlement in the Hamilton area. The historic trail has left a visible footprint on the 19<sup>th</sup> century grid of the City.

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

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

#### 8.1.2 *Hamilton Street Railway*

In 1873, the City of Hamilton incorporated the Hamilton Street Railway; the horse-drawn streetcar service began in May 1874 with six operating cars. The line extended along three miles of track from the GTR's

passenger station east along Stuart Street South to James Street. The line travelled south to Gore Park and then east along King Street to Wellington Street. Due to popularity of the service, additional cars were added and the track was extended. New track was laid west along King Street to Locke Street and east to Wentworth Street.

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

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

The proposed B-Line follows the old streetcar route from King Street near McMaster University to Sherman Avenue. The original line turned south along Sherman Avenue and then continued east on Main Street to Kenilworth Avenue North. The B-Line will carry on King Street east of Sherman until it reconnects with Main Street East at the Delta and proceeds to the Queenston Road traffic circle.

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

## **8.2 Local History**

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

### **8.2.1 Settlement History**

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

Barton Township is described in detail in the *Illustrated Historical Atlas of the County of Wentworth of 1875*. The Township of Barton was surveyed in 1791 by Augustus Jones using the Single-Front survey

---

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

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

## **8.2.2 Westdale**

The subject property is located on the southern edge of the Westdale area of Hamilton. Westdale was the first planned community to be built in Canada. It was initiated as a result of private planning initiatives and massive land-assembly projects where contractors and builders received federal funding through a provincial and city-run program in the mid and late 1920s to assist with city building and home building efforts in Hamilton. A prototypical "A1" Hamilton bungalow was designed for the suburb. By the mid-1920s, larger blocks of dwellings were rapidly built. The suburb was planned to have a central commercial and business street from which the residential streets radiated outward, connecting successive "ring" streets around the centre. This design is still evident in the Westdale the main "village" centre along King Street West, with residential streets encircling the hub.

In addition to the design innovations of the suburb, the plan had a less progressive social aspect that reflects the level of racial discrimination that was fairly widespread and accepted during the early 20<sup>th</sup> century. The area was marketed and sold as "an enclave of middle-class Protestant Hamilton, adding to the segregated land use of the modern city."<sup>4</sup> In addition to the parkland along Coote's Paradise and the opening of McMaster University in the 1930s, Westdale became an appealing part of Hamilton for the City's more affluent home-owners. Westdale Village has become much more diverse as attitudes have progressed.

The subject property is included within the Original Westdale Subdivision. Forming the corner lot at Paisley Avenue South and Main Street West, the subject property was developed in the late 1920s at the peak of the construction in Westdale.

## **8.2.3 Site History**

85 Paisley Avenue South was historically located within the northern portion of Lot 21, Concession III in the Township of Barton, Wentworth County (Figure 3). By 1875, Main Street West was constructed transecting the lot into north and south parts. The north part of the lot was subdivided into three land parcels owned, from west to east, by F. Ashborough, D. Nicholson, and Wand. J. Hancock. 85 Paisley Street South is located on the north side of Main Street West on the part of the lot owned by D. Nicholson. Structures are illustrated on the adjacent land parcels in 1875; however, no structures are shown on the parcel at 85 Paisley Avenue South. In 1875, significant urban development had not yet reached the part of Barton Township west of present-day Dundurn Street.

By the beginning of the 20<sup>th</sup> century, historical topographic mapping indicates that although urban development in Hamilton was continuing to expand, land to the west of present-day Paradise Road remained primarily under agricultural use (Figure 4). By 1938, historical topographic mapping indicates

---

<sup>4</sup> John C. Weaver, *Hamilton: An Illustrated History*, (Toronto: James Lorimer & Company, Publisher 1982), p. 141.

that the north part of Lot 21 had been developed into the planned community of Westdale, which included development along Paisley Avenue (Figure 5).

Hamilton City Directories and Fire Insurance Plans indicate that a two and a half storey brick dwelling and a one storey wood frame structure were present on the property by 1929. The first resident was R.M. Dandie. The documentary sources indicate that the property continued to be used as a residential dwelling well into the late 20<sup>th</sup> century, and by all indications it continues to remain a residential dwelling maintaining its overall appearance c. 1929. The original wood frame auto garage at the back of the property has since been replaced by a brick and concrete garage.

### **8.3 Person/Event/Organization**

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



---

## 9. Discussion of Design or Physical Value

---

### 9.1 Style/Type/Tradition

The house located at 85 Paisley Avenue North consists of a two-and-a-half storey residential structure that was built c. 1929. The residential structure was designed as an Edwardian foursquare dwelling. This type of structure was commonly used in suburban expansions in cities and towns across Ontario from the early 20<sup>th</sup> century until the mid-20<sup>th</sup> century. The form is simple, compact and versatile, and makes good use of the available lot. These houses also incorporated design features that address the need for fresh air, good sanitation (indoor plumbing) and modern materials. Typically the plan is square, or nearly square, of two storeys with a regular, but not necessarily symmetrical main façade. The roof is usually hipped, but gable roofs were used on narrower examples. Dormers extended usable space into the attic, or upper half-storey. A full verandah is also a typical feature.

The main frontage of the house is on Paisley Avenue South. The west façade incorporates many characteristics associated with foursquare design principles. The main floor façade features a full verandah (now enclosed) with a hipped roof and a side entrance in the north bay (Photograph 2). The second floor consists of a three bay façade with a large, central window opening with two smaller window openings on either side. The house has a hipped roof with a dormer on the east façade (Photograph 3). In its style it is an example of the very simple aesthetic of the 1920s and 1930s, using textured variegated brick, rusticated stone or concrete sills and lintels, and contrasting brickwork panels.

### 9.2 Function

The structure at 85 Paisley Avenue South has functioned as a private residence since its construction c. 1929. Prior to the construction of the structure, this section of Lot 21, Concession III appears to have been vacant.

### 9.3 Fabric

The structure at 85 Paisley Avenue South consists of a two-and-a-half-storey structural brick house on a stone foundation. According to the 1927 (rev. 1933) Fire Insurance Maps, the house was originally constructed with a shingle on board roof, the present shingles are of modern manufacture. The windows and doors have been replaced with modern window sashes, the rusticated stone sills and lintels however, are contemporary to the structure.

---

## 10. Discussion of Contextual Value

---

### 10.1 Social Meaning

The property at 85 Paisley Avenue South is a typical example of early 20<sup>th</sup> century suburban domestic architecture. As a suburban dwelling built on the foursquare model, the property represents the suburban expansion of the City of Hamilton in the period between the wars. There are several very similar houses north along Paisley Avenue South, and individually 85 Paisley Avenue South is not remarkable. More important is that the Westdale Subdivision development as a whole represented a turning point in Canadian urban planning. This is recognized in the *Ainslie Wood Westdale Secondary Plan*, in which the Westdale Village planned community is acknowledged as a Cultural Heritage Landscape.

### 10.2 Environment



The property located at 85 Paisley Avenue South consists of one of the many suburban dwellings located within Westdale in general, and specifically along Paisley Avenue South. The property is one of several varying foursquare and vernacular dwellings on the street. As a result of its connection to the history and development of the suburb, it is representative of early 20<sup>th</sup> century innovations in suburban planning and expansion in Hamilton.

### 10.3 Formal Recognition

Consultation with the City of Hamilton in March 2017 confirmed that the property is within the City's Original Westdale Subdivision.

## 11. Data Sheet

Table 11-1: Data Sheet for 85 Paisley Avenue South

FIELD	PROPERTY DATA
Municipal Address	85 Paisley Avenue South
Municipality	Hamilton
Approximate Area (square metres)	283
Rail Corridor	Hamilton LRT B-Line
PIN	174650040
Ownership	Private
Aerial photo showing location and boundaries	
Exterior, street-view photo	

FIELD	PROPERTY DATA
Date of construction of built resources (known or estimated and source)	ca. 1929 (Hamilton City Directories)
Date of significant alterations to built resources (known or estimated and source)	Unknown
Architect/designer/builder	Unknown
Previous owners or occupants	R.M. Dandie (1929), William Livingstone (1930s), H.A. Greenhill (1940-), Tony Pryma (1950-), George Simpson (1960-), M.J. Martino (1970-)
Current function	Residential
Previous function(s)	Residential
Heritage Recognition/Protection (municipal, provincial, federal)	Listed on City's <i>Inventory of Buildings of Architectural and/or Historical Interest</i> .
Local Heritage Interest	Listed on City's <i>Inventory of Buildings of Architectural and/or Historical Interest</i> .
Adjacent Lands	No protected heritage properties
Latitude or UTM Northing	43.258984°
Longitude or UTM Easting	-79.904576°

---

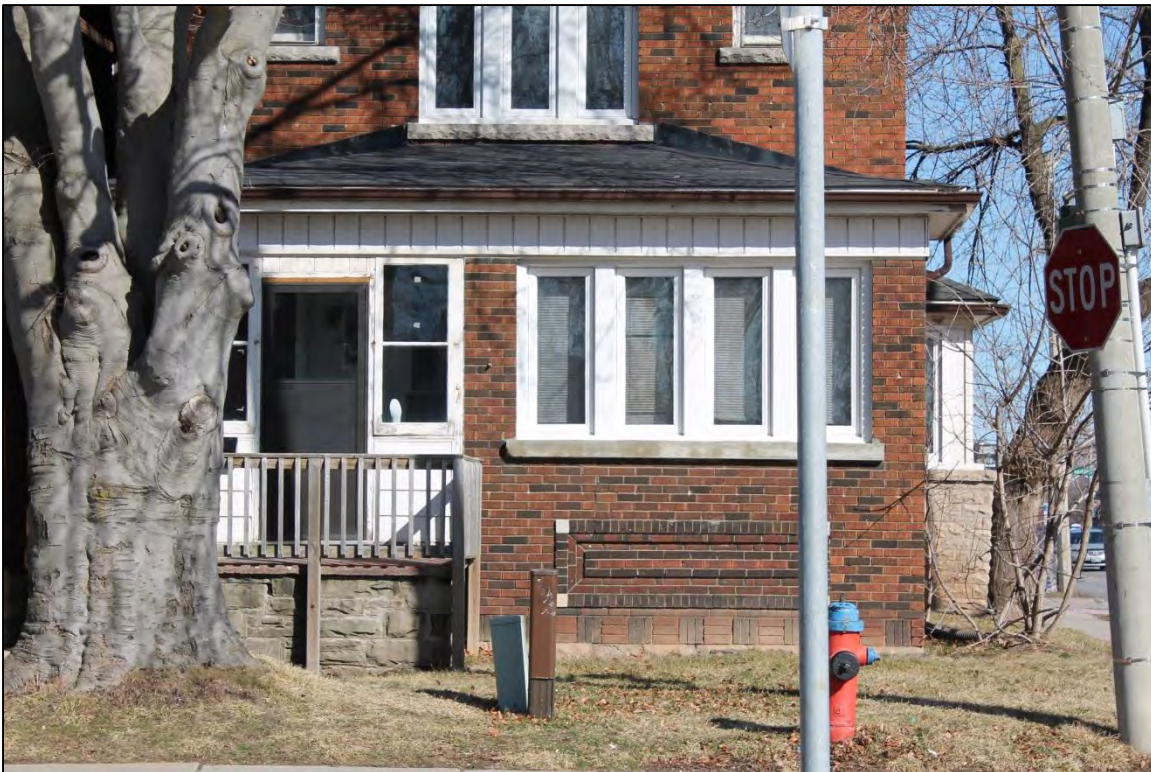
## 12. Photographs

---





**Photograph 1: View eastwards across Paisley Avenue South, subject property is on the right (AECOM, 2017)**



**Photograph 2: Main floor of 85 Paisley Avenue South (AECOM, 2017)**





**Photograph 3: Upper storeys of 85 Paisley Avenue South (AECOM, 2017)**

---

## 13. Figures

---

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





**Figure 1: Location of 85 Paisley Avenue South**





Figure 2: Aerial photograph showing the area surrounding 85 Paisley Avenue South





Figure 3: Location of 85 Paisley Avenue South on the 1875 Historical Atlas Map (Page & Smith, 1875)



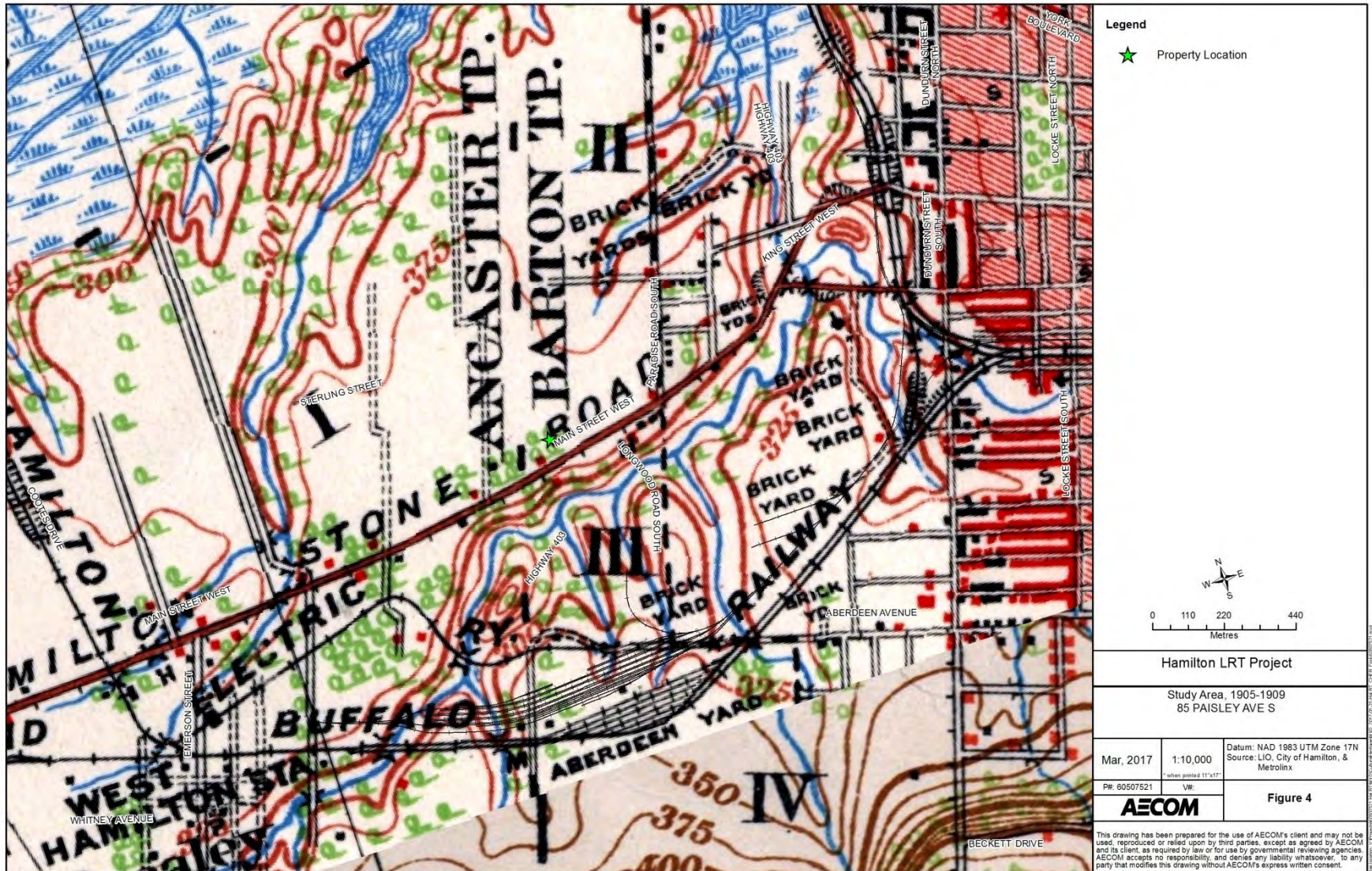


Figure 4: Location of 85 Paisley Avenue South on the 1909 NTS Map



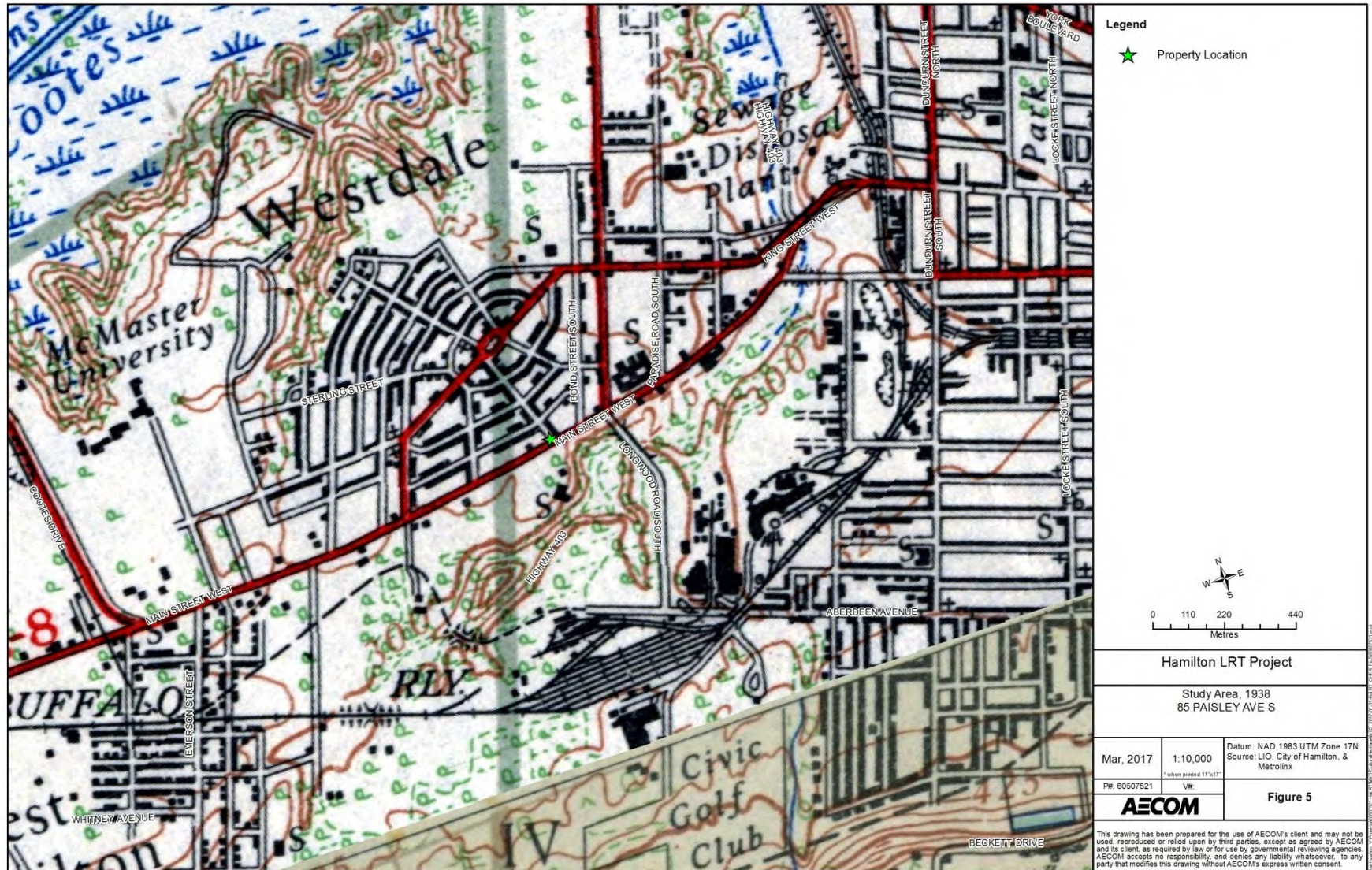


Figure 5: Location of 85 Paisley Avenue South on the 1938 NTS Map

---

## 14. Chronology

---

1791	Barton Township was surveyed by Augustus Jones; the first settler arrived in the township.
1792	Province of Upper Canada divided into administrative districts.
1816	Home District was divided and reorganized. As part of the reorganization, Wentworth was reorganized and included within the Gore District.
1850	Gore District was divided and Halton and Wentworth Counties were created.
1873	The Hamilton Street Railway was incorporated.
1892	Twelve miles of the Hamilton Street Railway was electrified and cars were updated.
1929	85 Paisley Avenue South was constructed; R.M. Dandie is listed as the first occupant.
1930	The Hamilton City Directory lists William Livingstone as the occupant of 85 Paisley Avenue South.
1940	H.A. Greenhill is listed as the occupant of 85 Paisley Avenue South.
c. 1945	The Hamilton Street Railway was sold to Canada Coach.
1950	85 Paisley Avenue South is occupied Tony Pryma.
1951	Streetcars were removed from service and replaced with electric bus trolleys
1960	George Simpson is listed as the occupant of 85 Paisley Avenue South.
1970	85 Paisley Avenue South is occupied by M.J. Martino.
1977	Conrail's interest in the TH&B was sold to the Canadian Pacific Railway (CPR).
1987	TH&B was fully integrated into the CPR system.



---

## 15. Bibliography

---

### 15.1 Telephone and Email Conversations

Tyers, Chelsey. Heritage Planner, City of Hamilton. March 3, 2017.

Wicks, Thomas. Heritage Planner, City of Hamilton. March 10, 2017.

Zirger, Rosi. Heritage Planner, Ministry of Tourism, Culture, and Sport. March 10, 2017.

### 15.2 Primary Sources

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

*Illustrated Historical Atlas of the County of Wentworth*. Toronto: Page & Smith, 1875.

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

Vernon, Henry. *Vernon's City of Hamilton Directory*. Hamilton: Henry Vernon & Son Publishers, [1873]; issues 1909-1970.

### 15.3 Publications and Reports

Archaeological Services Inc. *Hamilton Light Rail Transit Cultural Heritage Screening Report*. City of Hamilton, Ontario. 2016.

Archaeological Services Inc. *Stage 1 Archaeological Assessment, Rapid Transit Initiative*. City of Hamilton, Ontario. 2009.

Metrolinx. *Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*. April 2016.

Metrolinx. *Metrolinx Interim Cultural Heritage Management Process*. 2013.

Ontario. Ministry of Tourism, Culture, and Sport. *Standards and Guidelines for the Conservation of Provincial Heritage Properties*. 2010.

### 15.4 Electronic Sources

Hamilton, City of. Heritage Resources. <https://www.hamilton.ca/city-planning/heritageproperties/heritage-resources> (accessed January 2017).

McMaster University. *Goad's Fire Insurance Plans*. <http://percec.mcmaster.ca/maps/apindex/> (accessed February 2017).



Parks Canada. *Canadian Register of Historic Places*. [www.historicplaces.ca](http://www.historicplaces.ca) (accessed January 2017).

Transit Toronto. *A Short History of the Hamilton Street Railway's Streetcar and Trolley Bus Operations*. <http://transit.toronto.on.ca/streetcar/4751.shtml>, consulted February 9, 2017. (Accessed February 2017).



**METROLINX**

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

# **Cultural Heritage Evaluation Report Recommendations 85 Paisley Avenue South, Hamilton, Ontario**

**Prepared by AECOM  
for Metrolinx**

**April 7, 2017**

## Authors

### Report Prepared By:



Michael Greguol, MA  
Cultural Heritage Specialist



Emily Game, B.A.  
Heritage Researcher

### Report Reviewed By:



Fern Mackenzie, MA, CAHP  
Senior Architectural Historian

## Revision History

Revision #	Date	Revised By:	Revision Description
0	03/10/2017	C. Latimer	Draft to Metrolinx
1	04/07/2017	M. Greguol	Finalized based on comments received from Metrolinx Heritage Committee

# Statement of Qualifications and Limitations

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

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

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

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

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

Without in any way limiting the generality of the foregoing, any estimates or opinions regarding probable construction costs or construction schedule provided by AECOM represent AECOM's professional judgement in light of its experience and the knowledge and information available to it at the time of preparation. Since AECOM has no control over market or economic conditions, prices for construction labour, equipment or materials or bidding procedures, AECOM, its directors, officers and employees are not able to, nor do they, make any representations, warranties or guarantees whatsoever, whether express or implied, with respect to such estimates or opinions, or their variance from actual construction costs or schedules, and accept no responsibility for any loss or damage arising therefrom or in any way related thereto. Persons relying on such estimates or opinions do so at their own risk.

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

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

This Statement of Qualifications and Limitations is attached to and forms part of the Report and any use of the Report is subject to the terms hereof.

AECOM: 2015-04-13  
©2009-2015 AECOM Canada Ltd. All Rights Reserved.

# Table of Contents

	page
<b>1. Executive Summary .....</b>	<b>1</b>
<b>2. Ontario Regulation 9/06 Evaluation.....</b>	<b>3</b>
<b>3. Ontario Regulation 10/06 Evaluation.....</b>	<b>5</b>
<b>4. Recommended Outcome of Evaluation .....</b>	<b>7</b>

## List of Tables

Table 2-1: O.Reg. 9/06 Evaluation for 85 Paisley Avenue South.....	3
Table 3-1: O.Reg. 10/06 Evaluation for 85 Paisley Avenue South.....	5



---

# 1. Executive Summary

---

AECOM Canada Ltd. (AECOM) was retained by Metrolinx to complete a Cultural Heritage Evaluation Report (CHER) for the property at 85 Paisley Avenue South, in the City of Hamilton, Ontario. This work is being completed as part of the Hamilton Light Rail Transit (LRT) Project.

The Hamilton LRT Project B-Line alignment extends from McMaster University at Cootes Drive to the Main Street/Highway 403 Bridge. A proposed LRT-only bridge will allow the alignment to then extend along King Street West until King East Street intersects with Main Street East, where the alignment will continue along Main Street East to the Queenston Road traffic circle. As a part of the project, it is anticipated that building impacts may take place on the property at 85 Paisley Avenue South.

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

The CHER was prepared according to the Metrolinx Interim Cultural Heritage Management Process and utilizes the criteria in Ontario Regulation 9/06 and Ontario Regulation 10/06, as required by the Ministry of Tourism, Culture, and Sport's (MTCS) *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2010). In addition, the CHER was prepared according to the Metrolinx Draft Terms of Reference for Consultants: *Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations*. Consequently the recommendations as they relate to this CHER and the potential cultural heritage value or interest of the property at 85 Paisley Avenue South are contained in a separate Cultural Heritage Evaluation Report Recommendations (CHERR) document.

As part of the reporting requirements for the Hamilton LRT Project, Archaeological Services Inc. (ASI) undertook a Cultural Heritage Screening Report (CHSR) for the alignment. In March 2017, AECOM prepared a Gap Analysis of ASI's CHSR and Identification of Additional Screening Requirements Memorandum and from this prepared a Memorandum of Additional Screening Sheets for the CHSR (AECOM, March 2017). The Additional Screening Sheets for the CHSR (March 2017) memorandum identified the requirement to conduct a CHER for the property located at 85 Paisley Avenue South to assess the potential cultural heritage value or interest of the property. Where applicable, relevant background information has been utilized from the CHSR for project consistency.

The property at 85 Paisley Avenue South consists of a quadrangular lot on the northeast corner of Main Street West and Paisley Avenue South. Two structures are located on the property: a 2½-storey structure that is used for residential purposes; and a 1-storey brick and concrete garage. The property was developed in 1929 and has undergone few changes, retaining its characteristics of an early to mid-20<sup>th</sup> century Edwardian foursquare house.

85 Paisley Avenue South was historically located within the northern portion of Lot 21, Concession III in the Township of Barton, Wentworth County. By 1875, Main Street West was constructed transecting the lot into north and south parts. The north part of the lot was subdivided into three land parcels owned, from west to east, by F. Ashborough, D. Nicholson, and Wand J. Hancock. 85 Paisley Street South is located on the north side of Main Street West on the part of the lot owned by D. Nicholson. Structures are illustrated on the adjacent land parcels in 1875; however, no structures are shown on the parcel at 85

Paisley Avenue South. In 1875, significant urban development had not yet reached this part of Barton Township west of present-day Dundurn Street.

By the beginning of the 20<sup>th</sup> century, historical topographic mapping indicates that although urban development in Hamilton was continuing to expand, land to the west of present-day Paradise Road remained primarily under agricultural use. However by 1938, historic topographic mapping indicates that the north part of Lot 21 had been developed into a large residential subdivision historically known as Westdale, which included development along Paisley Avenue.

Hamilton City Directories and Fire Insurance Plans indicate that a 2½-storey brick dwelling and a 1-storey wood frame structure were present on the property by 1929. The first resident was R.M. Dandie. The property continued to be used as a residential dwelling well into the late 20<sup>th</sup> century.

The property appears to remain under use as a residential dwelling and has maintained its overall appearance ca. 1929. The original wood frame auto garage at the back of the property has been replaced by a brick and concrete garage.

A field review of the privately owned property at 85 Paisley Avenue South was undertaken on March 3, 2017 by Michael Greguol of AECOM. An assessment was not completed on the interior of the structures due to the timing constraints for the TPAP Amendment.

The application of O.Reg. 9/06 and O.Reg. 10/06 concluded that 85 Paisley Avenue South does not meet O.Reg. 9/06 or O.Reg. 10/06, as it did not satisfy any of the nine criteria. Therefore, this CHERR recommends that the property at 85 Paisley Avenue South is not considered a Provincial Heritage Property (PHP).

## 2. Ontario Regulation 9/06 Evaluation

*Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest* (O. Reg. 9/06) provides criteria to apply to a potential heritage property to evaluate its heritage value. If a privately-owned property meets one or more of the following criteria it may be designated by a municipality under Section 29 of the *Ontario Heritage Act*. For the purposes of this CHER, O. Reg. 9/06 considers the evaluation of the property as part of the community context. The *Standards and Guidelines for the Conservation of Provincial Heritage Properties* state that a property may be considered a Provincial Heritage Property (PHP) if it meets one or more of the criteria under O. Reg. 9/06. The application of the criteria for 85 Paisley Avenue South is included in Table 2-1 below.

**Table 2-1: O.Reg. 9/06 Evaluation for 85 Paisley Avenue South**

Criterion	Response (Yes/No)	Rationale
<b>1) The property has design or physical value because it:</b>		
i) Is a rare, unique, representative, or early example of a style, type, expression, material, or construction method;	No	The property includes a building that is a typical example of an early 20 <sup>th</sup> century Edwardian foursquare structure in Hamilton and elsewhere in Ontario. The exterior of the front of the house has been modified with the enclosure of the front porch.
ii) Displays a high degree of craftsmanship or artistic merit; or	No	The property is of common design and does not display a high degree of craftsmanship or artistic merit.
iii) Demonstrates a high degree of technical or scientific achievement.	No	The property is a common residential structure and does not display a high degree of technical or scientific achievement.
<b>2) The property has historic or associative value because it:</b>		
i) Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	No	The historic research undertaken for this CHER did not identify any significant people, events, or organizations that are directly related to or associated with the property, and could contribute to the potential cultural heritage

Criterion	Response (Yes/No)	Rationale
ii) Yields, or has the potential to yield information that contributes to an understanding of a community or culture; or	No	The property does not have potential to yield information that contributes to an understanding of a community or culture.
iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.	No	A specific architect or builder for the property could not be determined.
<b>3) The property has <i>contextual value</i> because it:</b>		
i) Is important in defining, maintaining, or supporting the character of an area;	No	The property is one of many dwellings that are part of the Westdale Village, the first planned suburb in Canada, which is a milestone in urban planning. As such, the property contributes positively to the character of the community; however it is not an individually significant property in defining, maintaining, or supporting the character of the area.
ii) Is physically, functionally, visually, or historically linked to its surroundings; or	No	The property is historically linked to its surrounding in that it is a part of the Original Westdale Subdivision. However, its connection to the area is a result of it being one of the many residential structures in the area and therefore its connection is not contextually significant.
iii) Is a landmark.	No	The property at 85 Paisley Avenue South is not considered a landmark.



### 3. Ontario Regulation 10/06 Evaluation

*Ontario Regulation 10/06, Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance* (O. Reg. 10/06), provides criteria against which to assess a property to determine if the property holds provincial heritage significance. The *Standards and Guidelines for the Conservation of Provincial Heritage Properties* state that Ministries and prescribed public bodies shall apply the criteria in O. Reg. 10/06 to determine whether a property is of provincial significance. Therefore, for the purpose of this CHER O. Reg 10/06 considers the evaluation of the property as a part of the provincial context. If the property meets the criteria, it may be considered a Provincial Heritage Property of Provincial Significance (PHPPS). The application of the criteria for 85 Paisley Avenue South is in Table 3-1, below.

**Table 3-1: O.Reg. 10/06 Evaluation for 85 Paisley Avenue South**

Criterion	Response (Yes/No)	Rationale
1. The property represents or demonstrates a theme or pattern in Ontario's history.	No	85 Paisley Avenue South does not represent a theme or pattern in Ontario's history. Residential structures similar to this are found throughout towns and cities in Ontario.
2. The property yields, or had the potential to yield, information that contributes to an understanding of Ontario's history.	No	85 Paisley Avenue South does not yield, and is not anticipated to yield information that contributes to an understanding of Ontario's history.
3. The property demonstrates an uncommon, rare, or unique aspect of Ontario's cultural heritage.	No	85 Paisley Avenue South does not demonstrate an uncommon, rare, or unique aspect of Ontario's cultural heritage. The form and massing of the structures are commonly found in Ontario.
4. The property is of aesthetic, visual, or contextual importance to the province.	No	85 Paisley Avenue South is not of aesthetic, visual, or contextual importance to the province.
5. The property demonstrates a high degree of excellence or creative, technical, or scientific achievement at a provincial level in a given period.	No	85 Paisley Avenue South does not demonstrate a high degree of excellence or creative, technical, or scientific achievement at a provincial level.
6. The property has a strong or special association with the entire	No	85 Paisley Avenue South does not have a strong or special

Criterion	Response (Yes/No)	Rationale
province or with a community that is found in more than one part of the province.		association with the entire province or with a community that is found in more than one part of the province.
7. The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.	No	85 Paisley Avenue South does not have strong or special associations with the life or work of a person, group, or organization of importance to the province or with an event of importance to the province.
8. The property is located in an unorganized territory and the Minister determines that there is a provincial interest in the protection of the property.	No	85 Paisley Avenue South is not located in an unorganized territory.

---

## 4. Recommended Outcome of Evaluation

---

The application of O.Reg 9/06 and O.Reg. 10/06 concluded that 85 Paisley Avenue South does not meet O.Reg. 9/06 or O.Reg. 10/06, as it did not satisfy any of the nine criteria. Therefore, this CHERR recommends that the property at 85 Paisley Avenue South is not considered a Provincial Heritage Property (PHP).

As a result, a Statement of Cultural Heritage Value or Interest and Heritage Attributes have not been prepared for this property.





# 606 Aberdeen Avenue

## **CULTURAL HERITAGE EVALUATION REPORT - PART 1**

606 Aberdeen Ave  
Hamilton, ON  
L8P 2T1

Project # 14-087-20M  
Prepared by GS / TT / AG

**ERA**





**PREPARED FOR:**

METROLINX  
c/o Rodney Yee  
Project Coordinator, GO Transit  
20 Bay Street, Suite 600  
Toronto, Ontario M5J 2W3  
416.202.4516

**PREPARED BY:**

ERA Architects Inc.  
10 St. Mary Street, Suite 801  
Toronto, Ontario M4Y 1P9  
416-963-4497

**Submitted: 2016-11-10**

Cover Image/Above: Former Westinghouse Plant at 606 Aberdeen Avenue, September 2016 (ERA Architects)

# CONTENTS

Executive Summary	ii
<b>1 Introduction</b>	<b>1</b>
1.1 Scope of the Report	
1.2 Present Owner Contact	
<b>2 Description of Property</b>	<b>2</b>
2.1 Site Location & Context	
2.2 Structure Description	
2.3 Current Heritage Recognition	
2.4 Adjacent Lands	
2.5 Property Data Sheet	
<b>3 Historical Research</b>	<b>7</b>
3.1 Overview	
3.2 History: 1910s - 1950s	
3.3 History: 1960 - present	
3.4 Context: Canadian Westinghouse	
3.5 Context: Industrial Architecture and Engineering	
<b>4 Community Engagement</b>	<b>15</b>
<b>5 Photographic Documentation</b>	<b>16</b>
<b>6 Historical Figures</b>	<b>26</b>
<b>7 Sources</b>	<b>31</b>
<b>8 Appendices</b>	<b>32</b>

## EXECUTIVE SUMMARY

The purpose of this Cultural Heritage Evaluation Report (CHER) – Part 1 is to provide research and analysis of the property at 606 Aberdeen Avenue as a basis for evaluating the site’s potential heritage significance. An evaluation of the property’s cultural heritage value and subsequent recommendations are contained in Part 2 of this report.

The subject property is located west of Hamilton’s downtown, north of Aberdeen Avenue and is bounded by the McMaster Innovation Park to the west, the 403 Highway to the north, and light industrial properties to the east. It formed part of the Canadian Westinghouse Company Ltd.’s West Plant, which was established in 1913. The property’s extant structure housed manufacturing operations from 1924 to 1986.

The structure consists of multiple adjoining parts. It was initially built in 1924 as a foundry and pattern shop for Canadian Westinghouse’s production of electrical equipment, and was converted in 1963 for use as a Westinghouse appliance and shipping warehouse, and the Switchgear Division’s manufacturing facility. The foundry and pattern shop have undergone relatively few significant alterations since they opened in 1924. Although elements of the original foundry programming have been removed and updated and secondary structures have been added and removed, the overall form and features have been maintained. Westinghouse phased out their activities and sold the subject property in 1986, and the subject property is currently used for industrial storage and distribution.

The subject property is not listed on the City of Hamilton’s Heritage Register or Inventory of Buildings of Architectural and/or Historical Interest. It is not currently identified as a Provincial Heritage Property or as a Provincial Heritage Property of Provincial Significance.

# 1 INTRODUCTION

## 1.1 Scope of the Report

With respect to the heritage evaluation of 606 Aberdeen Avenue, Metrolinx has retained ERA Architects Inc. as a Heritage Consultant.

ERA Architects has prepared this Cultural Heritage Evaluation Report (CHER) in accordance with Ontario Heritage Act Regulations 9/06 and 10/06, the Ministry of Tourism, Culture, and Sport's Standards and Guidelines for the Conservation of Provincial Heritage Properties, and Parks Canada's Standards and Guidelines.

The purpose of a CHER is to assess built heritage and cultural heritage landscape resources, determine the level of significance, and develop an argument for or against identification as a Provincial Heritage Property. This CHER was undertaken as part of a Metrolinx initiative to evaluate its current and potential properties in accordance with the Standards and Guidelines for the Conservation of Provincial Heritage Properties, and to establish a basis for guiding future capital projects.

## 1.2 METROLINX Contact

20 Bay Street, Suite 600  
Toronto, Ontario M5J 2W3  
Rodney Yee, Project Coordinator, GO Transit  
rodney.yee@gotransit.com  
416.202.4516

## 1.2 Present owner Contact

Samee Metals  
606 Aberdeen Ave  
Hamilton, ON L8P 2T1  
905.528.3311



## 2 DESCRIPTION OF PROPERTY

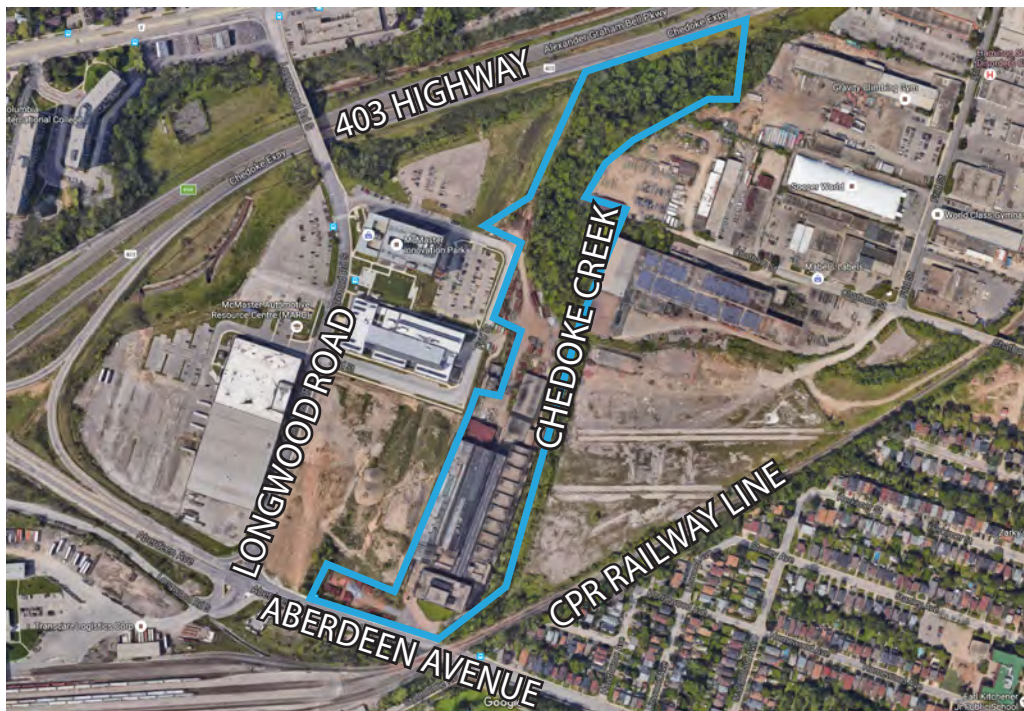
## 2.1 Site Location

The subject property, municipally known as 606 Aberdeen Avenue, in Hamilton, comprises 15 acres extending north of Aberdeen Avenue and bounded by McMaster Innovation Park to the west, the 403 Highway to the north, and light industrial properties to the east (Figure 1).

The property is situated within the Chedoke Creek valley and adjacent to the Canadian Pacific Railway (CPR) line to the east, which terminates at a rail yard directly south of Aberdeen Avenue. Chedoke Creek was diverted along the eastern edge of the property in the late twentieth century, and the property's extant structure sits over the creek's former culvert. Chedoke Creek continues through a treed, steeply sloped ravine in the north end of the property, which a regulated area of the Hamilton Conservation Authority's Development Regulation 161/06. The CP rail line forms a boundary between the subject property and residential subdivisions of Kirkendall North, which developed as streetcar suburbs around the turn of the twentieth century. The 403 Highway forms a



2. Approximate pre-development site location, 1875 (Barton, Wentworth County Atlas).



1. Subject site location and property boundaries, 2016 (Google Earth, annotated by ERA Architects using City of Hamilton GIS Services 2015 Hybrid Basemap property boundaries, retrieved September 2, 2016 at <http://spatialsolutions.hamilton.ca/hamiltonmap/index.html>)





3. Aerial photograph of the West Plant, c. 1950. The dashed line is the approximate current property boundary, with structures (2) and (2b) part of the subject property at 606 Aberdeen Avenue. Buildings shaded green are extant, while those shaded blue were demolished c. 2006.

1. First West Plant structure with black dashed outline (c.1913, Prack & Perrine) used as barracks, and later lamp and radio plant. Adjoining structures built during the 1930s and 1940s.
2. Subject structure (c. 1924, Bernard H. Prack) used as a foundry and pattern shop, with east wing (2b) constructed prior to the 1940s. The associated powerhouse (2a, c.1924) is not within the subject property.
3. Gun plant built for the government by Canadian Westinghouse c. 1940, and later used for the production of household appliances.
4. Office building of the West Plant (c. 1950, William R. Souter & Associates).

boundary between the industrial valley and the neighbourhoods of Westdale and Ainslie Wood, to the west. Chedoke Park and Golf Course are located directly south, beyond the CP rail yard.

The property is located within the boundaries of the West Hamilton Innovation District Secondary Plan, which extends from the 403 Highway to Dundurn Street. A variety of businesses and light and heavy industries operate in the area, including a growing number of offices and recreational uses, and research activities within the McMaster Innovation Park.

## 2.2 Structure Description

The subject property was developed and occupied by the Canadian Westinghouse Company between c. 1913 and 1986. It formed part of the company's West Plant complex which was comprised of several individual and adjoining structures situated within the subject property and lands to the west (Figure 3). The subject property, which was severed from the former Westinghouse property in the 1980s, contains a twentieth-century manufacturing works comprising multiple adjoining structures with a total area of approximately 300,000 square feet. The core structure combines a 150' x 180', four-storey head-house with three one-storey production sheds, each extending approximately 450 feet. Later structures include a fourth one-storey production shed, a one-storey warehouse, and brick structures which infilled the area around and between the head-house and production sheds.

The extant head-house and production sheds were built c. 1924 as a foundry and pattern shop for Canadian Westinghouse's production of electrical equipment. The structure's frontage on Aberdeen Avenue consists of the four-storey concrete and brick-clad head-house, which was initially used as a pattern shop. The façade is characterized by the exterior expression of the structure's concrete skeleton as a grid, its steel sash windows, and its parapet with projecting circle motifs. Wide bands of red brick cladding lend a horizontal emphasis to the main façade. The main entrance, asymmetrically placed in the west bay, features double doors



5. Subject structure within the larger Westinghouse/CAMCO manufacturing complex, c.1990 (aerial photo retrieved from McMaster Innovation Park, annotated by ERA Architects).



7. Subject property c. 1930, showing the head-house and shed form of the original patternshop and foundry spaces. (Westinghouse Canada fonds, McMaster).



6. Aberdeen frontage, 2016 (ERA Architects)



recessed in an enlarged doorcase. The open interior is composed of poured slab concrete flooring supported by round, reinforced concrete mushroom columns.

From the rear of the four-storey head-house, steel frame production sheds built to house foundry operations extend north into the property. The expansive production sheds are comprised of four interconnected bays, utilizing three distinct roof forms designed to maximize the natural lighting of the work space. Riveted steel roof trusses are supported by steel piers and enclosed by a combination of window sash, corrugated sheet metal and fireproof masonry including brick and structural terra-cotta tile. The historical foundry activities of the space are evident in the original wood block floors to muffle noisy foundry operations, the overhead tracks which carry traveling cranes for handling raw materials and heavy equipment; the industrial railway service track which enters the production sheds at their north end, and the physical link between the production sheds and the adjacent, freestanding powerhouse.



8. Overhead traveling crane in steel-frame production shed with butterfly monitor roof, 2016 (ERA Architects).

## 2.3 Current Heritage Recognition

The subject property is not listed on the City of Hamilton's Heritage Register or Inventory of Buildings of Architectural and/or Historical Interest.

There are no known provincial heritage recognitions at this time.

## 2.4 Adjacent Lands

No properties on the City of Hamilton's Municipal Heritage Register or Inventory were found immediately adjacent to 606 Aberdeen Avenue.

The Chedoke Golf Course, located directly across Aberdeen Avenue and the CP Rail yard, approximately 100m south of the subject property, is referenced as a Cultural Heritage Landscape, indicating that it is an important open space resource to the city.

### Provincial Policy Statement, 2014:

Adjacent: for the purposes of policy 2.6.3, those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan.

### Urban Hamilton Official Plan, Chapter G - Glossary (December, 2015):

Adjacent: In regard to cultural heritage and archaeology, those lands contiguous to, or located within 50 metres of, a protected heritage property.

Adjacent Lands: means those lands contiguous to hazard lands, a specific natural heritage feature, or area where it is likely that development or site alteration would have a negative impact on the hazard, feature or area. The extent of the adjacent lands may be recommended by the Province or based on municipal approaches which achieve the same objectives.

## 2.5 Property Data Sheet

Property name	606 Aberdeen Avenue
Municipal address	606 Aberdeen Avenue, Hamilton ON, L8P2T1
Municipality	City of Hamilton
Approximate Area (square metre)	111,737.7
Metrolinx/GO Transit Rail Corridor	N/A
PINs	171320402
Ownership	Samee Metals
Date(s) of construction	1924, c.1940
Date of significant alterations	2006
Architect/engineer/builder	Bernard H. Prack (architect) and Harry Utler Hart (Canadian Westinghouse chief engineer)source: Hamilton Spectator, 1924
Previous owner(s)	Canadian Westinghouse
Current function	Industrial warehouse
Previous function	Westinghouse foundry and pattern shop, switchgear manufacturing and appliance warehouse
Heritage recognition	none
Local heritage interest	unknown
Adjacent lands	none
Datum Type or GPS	Geographic Coordinate System
Latitude	43°15'11.4"N
Longitude	79°54'00.8"W



9. Aerial photograph of subject site location, 2016 (Google Earth and Hamilton GIS Services, annotated by ERA Architects)

10. 606 Aberdeen Avenue, western elevation from Frid Street, September 2016 (ERA Architects)



### 3 HISTORICAL RESEARCH

The following summarizes the supporting research and analysis of the site completed in the preparation of this report. A set of historic figures is included in Section 6 and a full list of sources is included in Section 7.

#### 3.1 Overview

The property at 606 Aberdeen Avenue was the site of a Canadian Westinghouse plant which, following its sale in the late 1980s, has been used for various light industrial activities.

The extant multi-part structure maintains a component of the former Canadian Westinghouse West Plant at Aberdeen Avenue and Longwood Road. The West Plant complex underwent four major phases of construction between 1913 and the early 1950s, within the subject property and the adjacent lands to the west (see page 3, Figure 3).

Built c. 1924 as the West Plant's second phase of construction, the extant structure at 606 Aberdeen Avenue was initially used as a foundry and pattern shop for the production of Westinghouse electrical equipment until 1963, and subsequently converted for use as a Westinghouse appliance and shipping warehouse, and the Switchgear Division's manufacturing facility. Westinghouse phased out their activities and sold the subject property in 1986, and it is currently used for industrial storage and steel distribution.

#### 3.2 History: 1910s - 1950s

The subject property was initially developed by the Canadian Westinghouse Company with the construction of a foundry directly west of the extant structures. Canadian Westinghouse was one of over 60 companies organized to produce over 400 patented Westinghouse inventions. The Canadian company was established in Hamilton c. 1897 by the American entrepreneur, George Westinghouse. It evolved from a small air brake plant in Hamilton's East End to a pioneering and prolific manufacturing company with facilities and sales offices located across Canada.



11. West Plant under construction (McMaster Westinghouse archives)

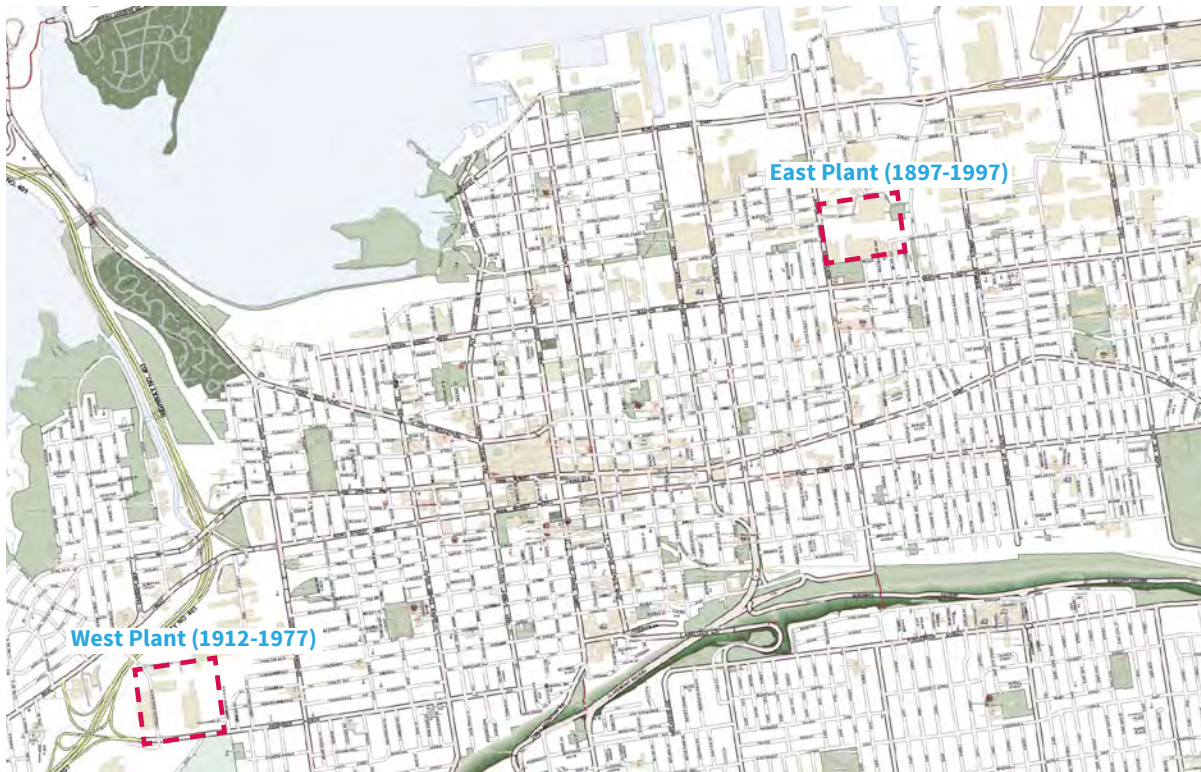


12. East Plant illustration (McMaster Westinghouse archives)

By 1912, Canadian Westinghouse played a major role in equipping Canadian companies with a diverse range of power generation equipment. After several expansions, the original East Plant had reached its capacity, and 35 acres of land were acquired at the then-western limit of Hamilton for construction of a new foundry. This marked the beginning of Canadian Westinghouse's second facility, which came to be known as the West Plant at Aberdeen Avenue and Longwood Road. Between 1920 and 1977, the West Plant manufactured a range of Westinghouse products including tungsten incandescent light bulbs, radios, power generation equipment, switchgears and controls, household appliances, and even guns during World War II.



13. Production of light bulbs at the Canadian Westinghouse West Plant. (McMaster Westinghouse archives)



14. Map showing East Plant and West Plant locations of the Canadian Westinghouse Company, which was first established in Hamilton. The subject property at 606 Aberdeen Avenue formed part of the former West Plant.

The original West Plant structure, a foundry designed by Prack & Perrine c. 1913, was not initially used for production. With the onset of World War I, the property was turned over to military authorities for use as a training site and barracks (Figure 15). By 1920, the property was required by Canadian Westinghouse.

The subject property's extant structure replaced the operations of the original foundry, which was converted to a lamp works and radio tube manufacturing facility. The subject structure was built between 1923-24 for the production of electrical equipment. The concrete head-house served as a pattern-making shop in conjunction with foundry operations housed in the expansive steel production sheds.

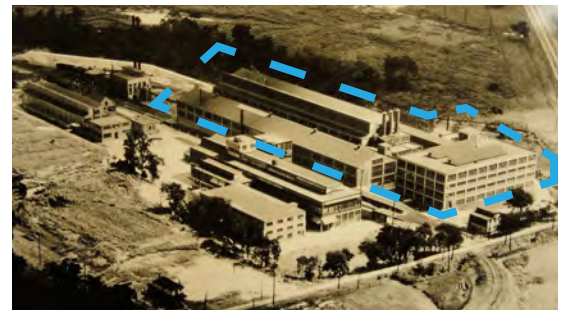
The pattern-making shop was constructed using "fireproof" construction methods developed in the early 20th century. These efforts are evident in the reinforced concrete lofts of the four-storey pattern shop, with mushroom columns supporting flat slab concrete floor systems. This system was resistant to vibration, and allowed for better light distribution and flexible programming between the widely spaced columns. The top floor contained the wood shop, which supplied the foundry with shavings for fuel via an exhaust system. The three lower storeys stored wooden and metal patterns used in the molding shop. A monorail track linked to the foundry sheds for handling large, heavy patterns stored on the ground floor.

Behind the concrete pattern-making shop, the foundry's production sheds contained space for raw material storage, casting, core making, as well as offices and workers' locker rooms. The addition of the eastern bay dates from before the 1940s. Available documentation suggests alterations in the form of infill additions and enclosed pedestrian walkways occurred c.1930-40.

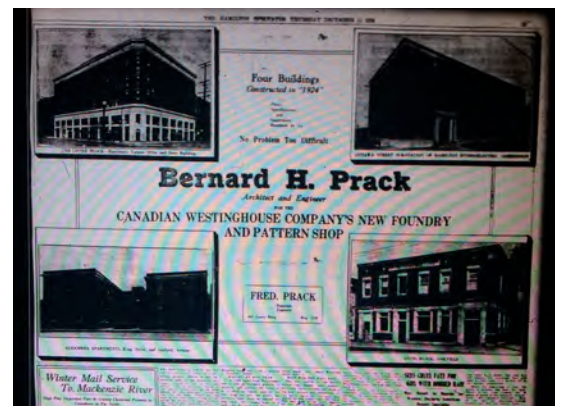
The subject property's foundry and pattern shop were designed by American architect Bernard H. Prack (1881-1962), an early specialist in industrial architecture who completed numerous commissions for buildings in Hamilton and other parts of Ontario. Harry Utler Hart was the chief engineer of Canadian Westinghouse at the time of construction. Hart is known for his contribution to the design and



15. During WWI, the 120th Battalion, 164th Battalion, and the Royal Air Force were stationed in the first West Plant foundry. (Canadian Westinghouse Fonds, McMaster)



16. Subject property c. 1930, note the industrial rail service along west end of foundry. (Retrieved from McMaster's Canadian Westinghouse archives)



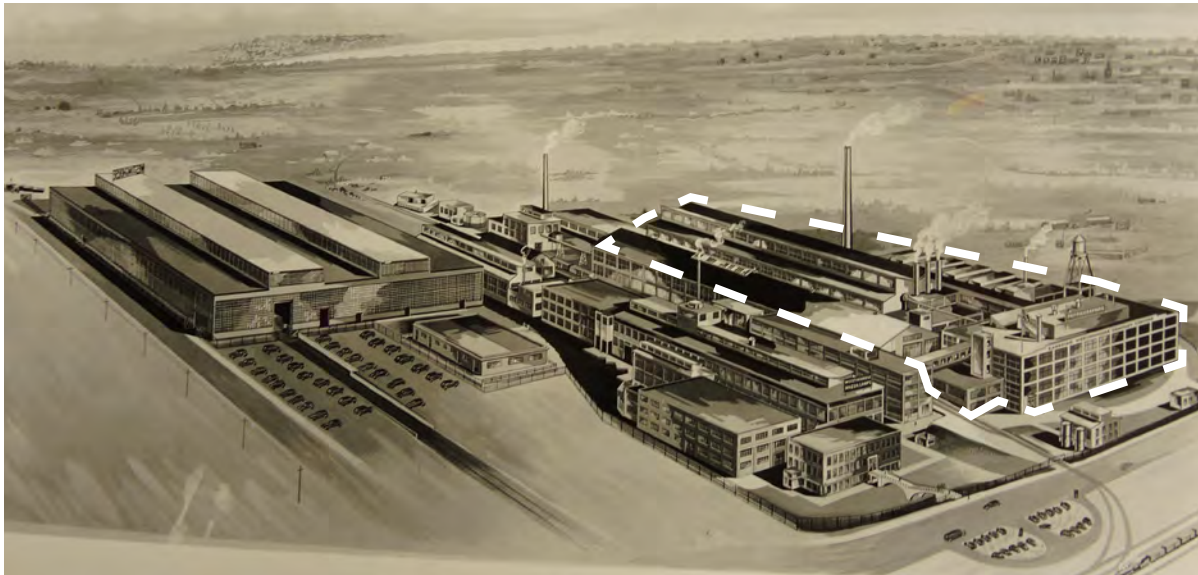
17. Advertisement for Bernard H. Prack listing his design of the extant structure at 606 Aberdeen Avenue, and other important Hamilton buildings and industrial works (Hamilton Spectator, December 11, 1924)



construction of the Queenston-Chippawa Development (Sir Adam Beck I Generating Station), which was the largest hydroelectric power station in the world when it opened in 1921.

During World War II, Canadian Westinghouse built and operated a new gun factory at the West Plant for Canada's Department of Munitions and Supply. This building was subsequently used by Westinghouse to produce household appliances. With increasing demand for appliances after the war, Canadian Westinghouse's Consumer Products Division was established at the West Plant between c. 1946 and 1976.

In 1948, the first Canadian-designed television set was produced at the West Plant and introduced at the 1948 Canadian National Exhibition in Toronto. Regular production of television sets began the following year.



Birdseye illustration of Canadian Westinghouse West Plant, Hamilton, c. 1940 (Retrieved from McMaster Westinghouse archive, annotated by ERA Architects). Extant structure within subject property is outlined. Illustration depicts gun plant erected by Westinghouse for the government during WWII, at west end of property.

At the height of its operations, the West Plant of Canadian Westinghouse occupied over 35 acres at Longwood Road and Aberdeen Avenue. The site produced a diverse range of equipment and consumer products within its various buildings. By 1957, Canadian Westinghouse had



13 manufacturing facilities located across Canada, including three sites in Hamilton. The company employed 11,466 people and was the second largest employer in Hamilton.

### 3.3 History: 1960 - present

Foundry operations at the subject property's extant structure ceased in 1963, as technological advances phased out foundry-produced components. At this time, the furnaces were removed, casting pits were filled and a concrete floor was poured as the building was converted for electroplating and small parts manufacturing under the company's Switchgear division. The production sheds continued to be used by Westinghouse for shipping and as an appliance warehouse.

By the late 1970s, the appliance business accounted for a small percentage of Canadian Westinghouse sales and the Consumer Products Division became part of a merged enterprise, Canadian Appliance Manufacturing Company Limited (CAMCO), which was the largest Canadian manufacturer of home appliances when it closed in 2004.

The subject property remained in use by Westinghouse until the company phased out their activities and sold the property in 1986. Shortly after this sale the property was severed, forming the current property boundaries. According to a previous Environmental Investigation (Proctor & Redfern Ltd., 1990), a variety of light industry tenants occupied the extant structure at 606 Aberdeen Avenue at the close of the twentieth century. At the time of the study, the 1924 head-house and production sheds were used for industrial storage and railcar repair, and for the production of various electrical equipment and industrial machinery.

The property is currently in use as a steel distribution warehouse, and the western half of the former West Plant is now owned by McMaster University. Most of the former Canadian Westinghouse buildings were deemed unsuitable for the uses of the new McMaster

Innovation Park. As such, these components of the former West Plant complex were demolished between 2005 and 2007 to provide for redevelopment. The four storey office building (William R. Souter, 1951) at 175 Longwood Road has been maintained and renovated for McMaster research facilities. The boiler and power house building and its original equipment and machinery, located at the eastern edge of the McMaster property, has been retained for possible development as an exhibit of the site's 20th century industrial operations. The power house remains physically linked to the structure at 606 Aberdeen Avenue.

### 3.4 Context: Canadian Westinghouse

Throughout its history, the Canadian Westinghouse Company played a major role in Hamilton's industrial growth. The city was touted as "The Electric City" by the early 20th century, a reference to the city's flourishing new industries, such as the forerunners of the Steel Co. of Canada (Stelco) and Canadian Westinghouse. The opening of the Westinghouse Company's small air brake factory in Hamilton's East End marked the beginning of a new industrial era for Hamilton. Westinghouse became the first American branch plant to grow into a major Hamilton industry. It was also the Pittsburgh-based company's first manufacturing operation outside the United States.

"Westinghouse chose Hamilton as the location for a Canadian headquarters based on its favourable transportation systems (port and railway terminus), its proximity to other industries (such as Hamilton Iron and Steel Company), and the availability of electricity supplied by the Cataract Power Company from its hydro-electric power plant on the Niagara River.

With the incorporation of the Canadian Westinghouse Company Limited on November 1, 1903, the firm concentrated initially on the manufacture of air brakes and electrical devices at its East Hamilton plant. In 1920, the company designed and assembled the world's largest hydro-electric generating units for the Queenston

Station of the Hydro-Electric Power Commission of Ontario. The role of the company in the creation of hydro-electrical equipment included the production, in 1928, of transformers for the first 220,000-volt transmission line in Canada.

Projects in conjunction with other firms included the development of the automatic push-button passenger elevator with the Turnbull Elevator Company of Toronto, and the design of the first large oil-electric locomotive with Canadian National Railways. During the 1920s and 1930s, the Canadian Westinghouse Company expanded its product line to include incandescent lamps, radio receiving sets, household appliances (refrigerators, stoves and washing machines), and motors, brakes and controls for a prototype street car.”

source: City of Toronto. (1992). “By-Law No. 115-92, 355 King Street West” (Designation By-Law, Toronto), 3-4

On July 5, 1946, thousands of Westinghouse workers, represented by the United Electrical Workers Union (U.E.) Local 504, struck for union recognition, better wages and improved working conditions. The strike lasted 155 days and Westinghouse employees gained an extra 13½ cents of hourly pay.

By 1957, Canadian Westinghouse had 13 manufacturing facilities located across Canada, including three sites in Hamilton. The company employed 11,466 people and was the second largest employer in Hamilton. Canadian Westinghouse was purchased by Siemens in 1997, however Siemens Westinghouse ceased operations in Hamilton, closing the original Canadian Westinghouse East Plant in 2011.

### 3.5 Context: Industrial Architecture and Engineering

The subject property’s extant structure was designed by American architect Bernard H. Prack (1881-1962), an early specialist in industrial architecture who completed numerous commissions for buildings in Hamilton and other parts of Ontario. Harry Utler Hart was the chief engineer of Canadian Westinghouse at the time of construction. Hart is

known for his contribution to the design and construction of the Queenston-Chippawa Development (Sir Adam Beck I Generating Station), which was the largest hydroelectric power station in the world when it opened in 1921.

Bernard Prack began work in Pittsburgh as Engineer of Works with the Westinghouse Electric Company in 1903, and completed a variety of important projects over his three decades in Canada, including large commissions for industrial buildings. Around 1900, several architects began to be recognized as specialists in the design of industrial buildings, as the health and comfort of employees were given attention in architect-designed buildings. While many manufacturing works were established in this same design context but few intact examples survive today.

Prack's industrial works utilized the reinforced concrete and industrial glazing techniques that developed in the early 20th century. His firm designed other industrial structures for the Dunlop Tire and Rubber Goods Company, the Palmolive Soap Company, and the Canada Cycle & Motor Company. In addition to industrial architecture, Prack's practice included office buildings such as Hamilton's Lister Block. His best known work in Canada is the Pigott Building, an 18 storey stepped skyscraper that was the tallest building in Hamilton when it was completed in 1929.

Prack's Canadian Westinghouse foundry and pattern shop were lauded as a state-of-the-art facility at the time of its completion in 1924, containing "improved features that are not to be found in any other foundry in the Dominion and in only a few in the United States" (Hamilton Spectator, 1924 - Appendix A). The building represented relatively modern innovations in power generation, materials handling, production flow, fire prevention, daylighting, and worker comfort. Available documentation suggests that the extant structure was powered from 1924 to 2004 by the Belliss & Morcom electric compressor housed in the adjacent, freestanding powerhouse. This was the third registered boiler powerhouse in Ontario.

The National Archives of Canada holds an extensive collection of architectural drawings prepared by the firms of Prack & Perrine, B.H. Prack, and by Prack & Prack from 1911 to 1980 (NAC Acc. 86703/1). These records could not be retrieved for review within the timeframe of this study.



## 4 COMMUNITY ENGAGEMENT

Community engagement is undertaken so that municipal and public opinion of a subject site can contribute to the evaluation of heritage significance.

Engagement consisted of contacting the City of Hamilton's Development Planning, Heritage and Design department, the Kirkendall Neighbourhood Association, and the Head-of-the-Lake Historical Society, to inquire whether one of their members was interested in and able to answer the following questions about the subject property:

1. What do you value about the property at 606 Aberdeen Avenue, west of the CPR rail overpass?
2. How do you believe that the property is significant to the history of the surrounding area? To the history of Hamilton?
3. How would you characterize the area surrounding the property?
4. Have you been involved with the property at 606 Aberdeen Avenue? If so, how?
5. What do you think is the local community's general opinion about the property?

At the time of this report's submission, input had been received from the Kirkendall Neighbourhood Association. A record of responses received is maintained by Metrolinx.

Ned Nolan, a representative of the Kirkendall Neighbourhood Association, considered the property to be a local landmark due to the scale and setting of its extant buildings, and noted that the property is significant to the heritage character of the neighbourhood. Mr. Nolan suggested that the local community sees great potential in the property and its extant structures. The community envisions a plan for the property that protects the historically significant landmark buildings while enhancing the property and its connection to the Kirkendall neighbourhood.

This limited municipal and community engagement suggested that the subject property is considered to hold significant heritage value.

## 5 PHOTOGRAPHIC DOCUMENTATION



West elevation; looking south east from Frid Street, 2016 (ERA Architects).



Partial north elevation; looking south east from Frid Street, 2016 (ERA Architects)





South elevation; looking north east from Aberdeen Avenue, 2016 (ERA Architects).



South west corner; looking north east from Aberdeen Avenue, 2016 (ERA Architects)





Aberdeen frontage with forested Chedoke Creek ravine to the east, 2016 (ERA Architects).



CPR line overpass at Aberdeen Avenue, from the parking lot at 606 Aberdeen Avenue, 2016 (ERA Architects).





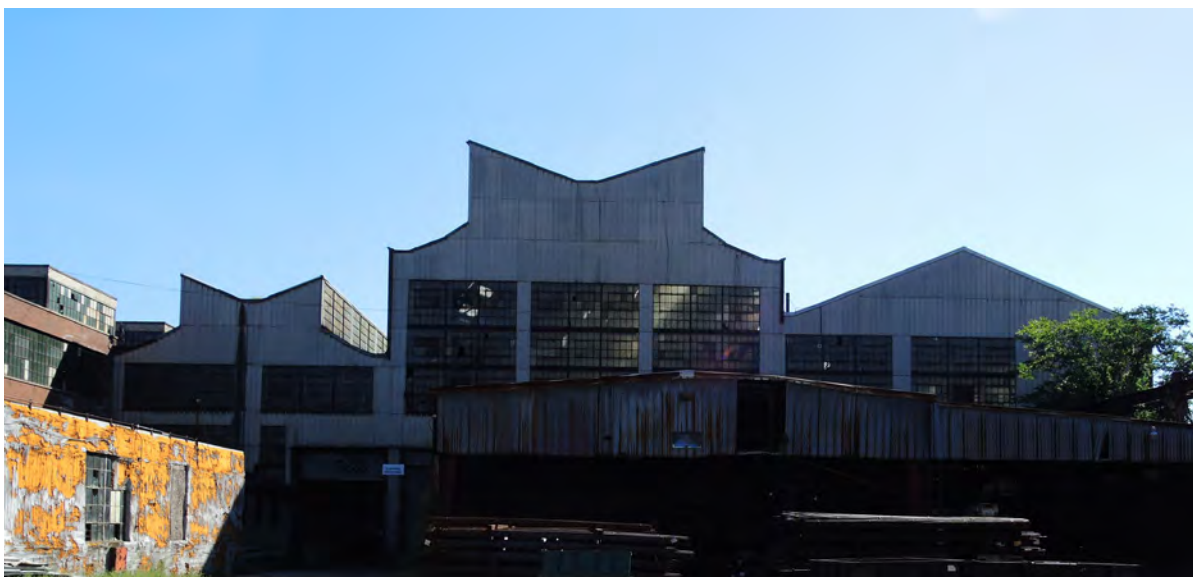
Above: Looking west from the north end of extant structure, toward the McMaster Innovation Park, with its repurposed Canadian Westinghouse/CAMCO office building, 2016 (ERA Architects).

Below: (left) View looking south, showing relationship between powerhouse and foundry; (right) power distribution structure which links the freestanding powerhouse to the structure at 606 Aberdeen Avenue.



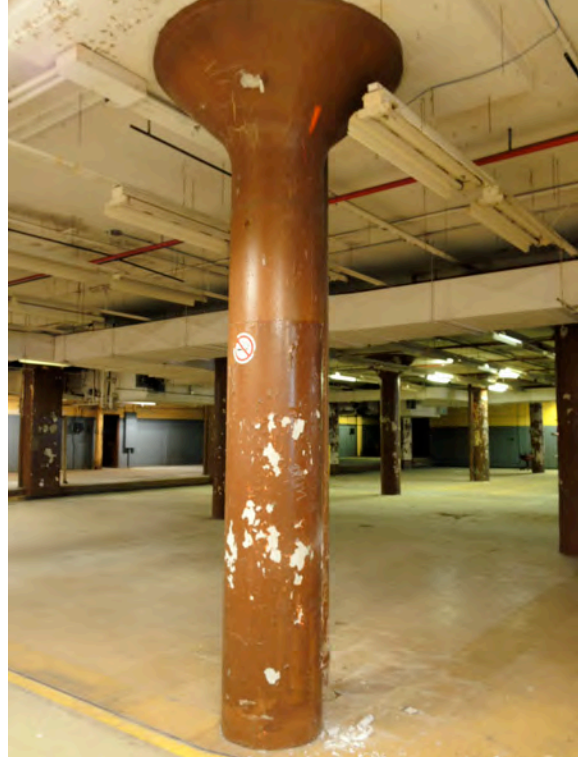


Detail of parapet ornamentation of former Canadian Westinghouse pattern shop facing Aberdeen, 2016 (ERA Architects).



North elevation, showing multiple roof forms of the foundry production sheds, 2016 (ERA Architects).





L: West stairwell of Aberdeen frontage showing the structure's painted-over west windows;  
 R: Second storey of Aberdeen frontage showing mushroom column system of the structure's reinforced concrete lofts;  
 Below: ground floor of Aberdeen frontage showing with entrance to rear production sheds, 2016 (ERA Architects).

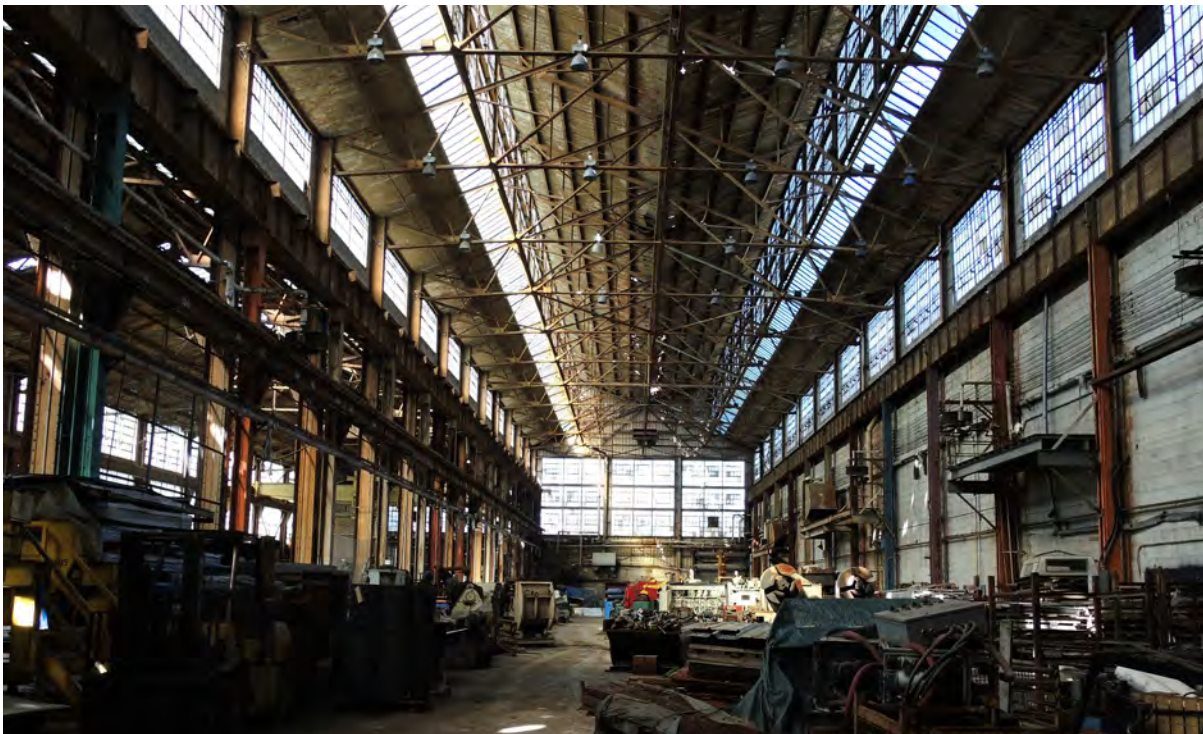






Above: Westernmost production shed, looking north. Note rows of flat skylights along pitched roof, extensive glazing along exterior wall, and overhead travelling crane at the shed's north end, 2016 (ERA Architects).

Below: Second production shed, with butterfly monitor roof, looking north, 2016 (ERA Architects)



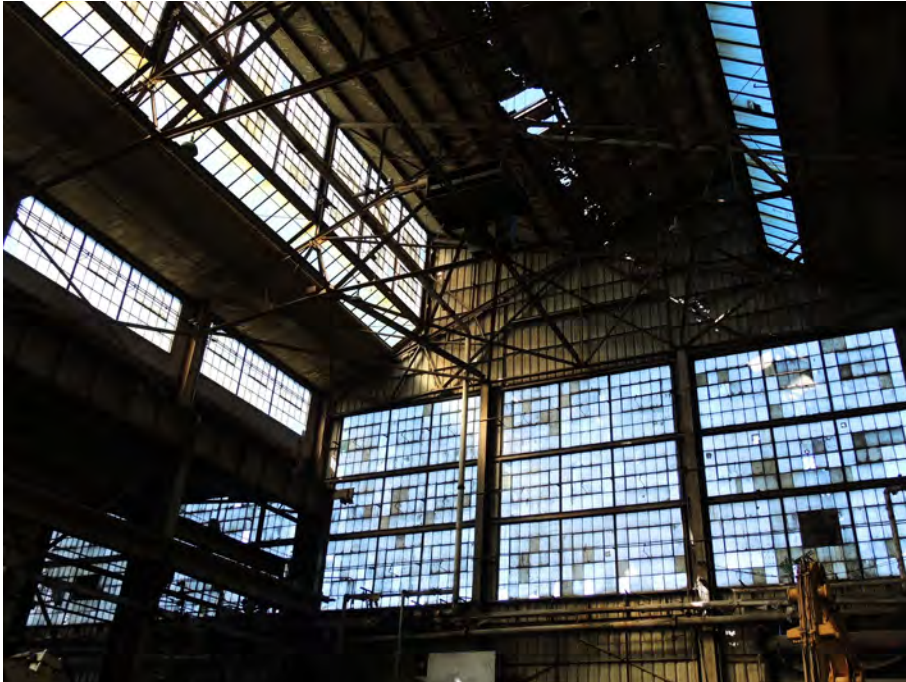




Above: Third production shed, with butterfly monitor roof, looking north. Note hollow tile structure of west wall.  
Below: Easternmost production shed, added between c.1924 and 1940, looking north. Note Aiken roof form with alternating high and low bays, 2016 (ERA Architects)







Extensive fenestration systems within production sheds, using butterfly monitor roof system, 2016 (ERA Architects).

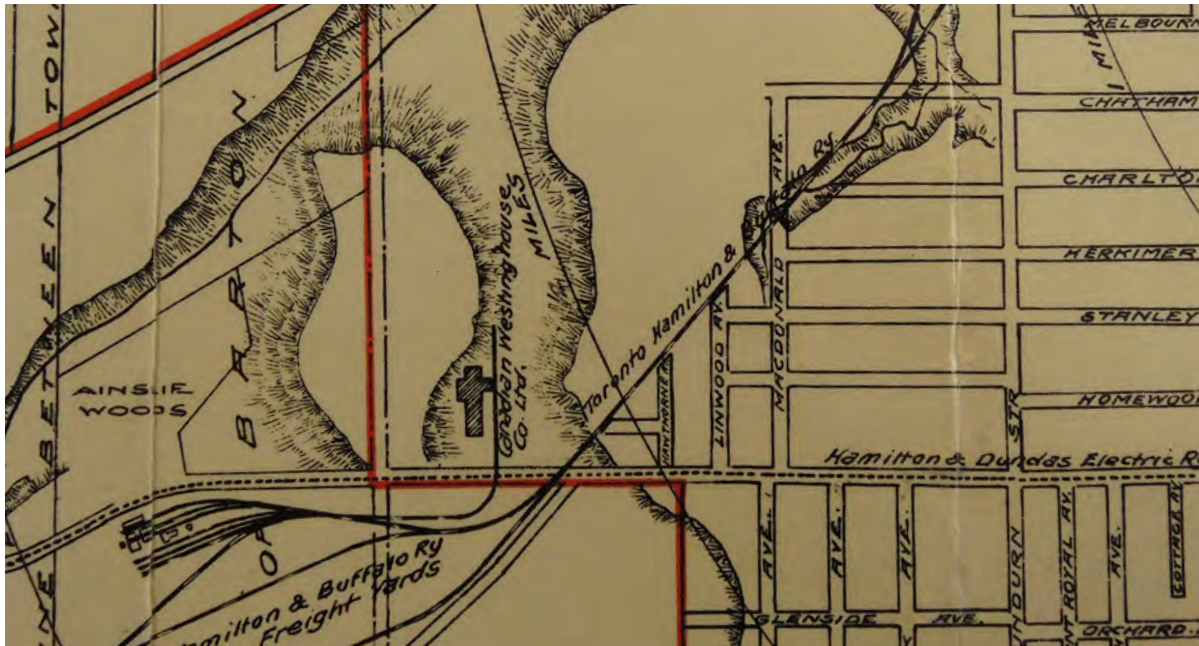




Details, clockwise from top left: Early overhead travelling crane in second production bay; riveted steel frame truss system in westernmost production bay; original wood block floors; relict industrial rail tracks serviced production bays.



## 6 HISTORIC FIGURES

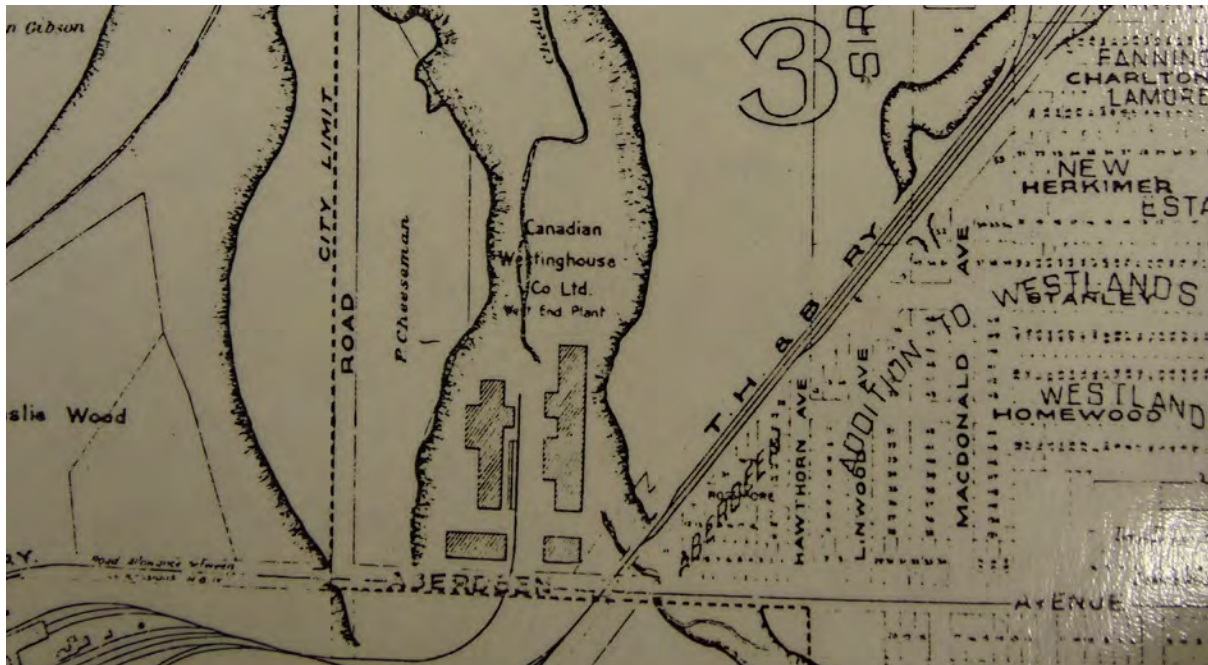


Map of the City of Hamilton - 1916 (Retrieved September 2016 from The Lloyd Reeds Map Collection, McMaster University Library). Map shows first structure of Canadian Westinghouse West Plant. Note electric railway line, TH&B railway and freight yards, rail line into Westinghouse property, Chedoke Valley topography.



Photo of property during WWI, when the original Canadian Westinghouse foundry was used as a barracks. This building was returned to industrial use as the Westinghouse Lamp Works in 1920, demolished c.2006. (Retrieved from McMaster Westinghouse Archives).





*City of Hamilton Western Section - 1921* (by J.W. Tyrell, Retrieved September 2016 from The Lloyd Reeds Map Collection, McMaster University Library). Map shows expansion of Canadian Westinghouse's West Plant. Note the channelled Chedoke Creek shown running through the property.

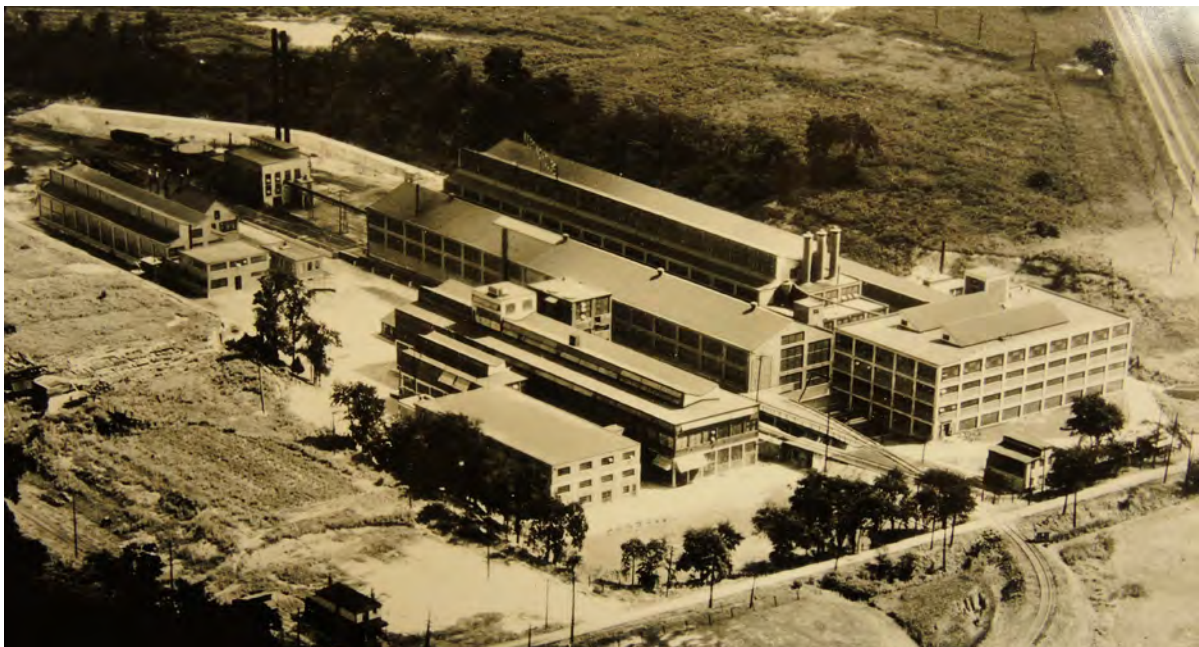
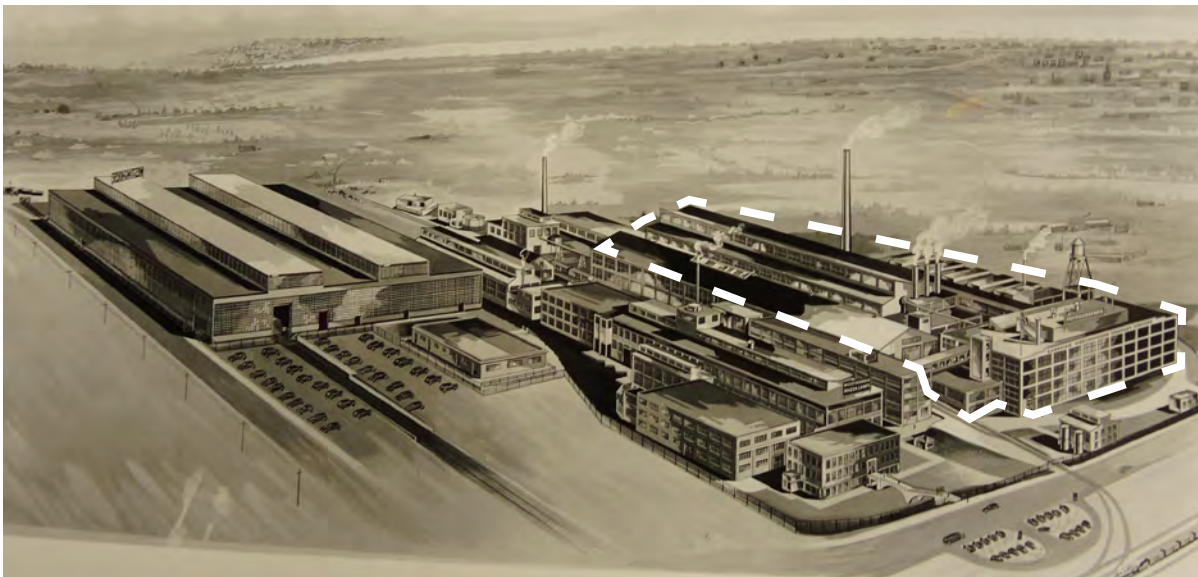


Photo of property c. 1930, showing subject property and extant structures adjacent to original foundry building and other early West Plant structures (Retrieved from McMaster Westinghouse Archives).



Photograph of the Canadian Westinghouse patternmaking shop under construction, 1924 (Retrieved from McMaster Westinghouse archive).



Birdseye illustration of Canadian Westinghouse West Plant, Hamilton, c. 1940 (Retrieved from McMaster Westinghouse archive, annotated by ERA Architects). Extant structure within subject property is outlined. Illustration depicts gun plant erected by Westinghouse for the government during WWII, at west end of property.





Aerial photograph of the Canadian Westinghouse West Plant near height of production, c. 1950. Extant structure within subject property outlined (Retrieved from McMaster Westinhouse archive, annotated by ERA Architects).



Satellite image of former Canadian Westinghouse West Plant before and after majority of former complex was demolished. Retrieved from <http://spatialsolutions.hamilton.ca/hamiltonmap/index.html>, 2005 Air Photo Basemap and 2007 Air Photo Basemap.



## 7 SUMMARY OF SOURCES

Box 1, 7, 8, 11, 41, 48. Westinghouse Canada fonds, RC0092. Archives and Research Collections, McMaster University Library, Hamilton, ON. September 1 2016.

Bradley, B. H. (1999). *The Works: The Industrial Architecture of the United States*. New York: Oxford University Press.

Goad, Charles E. Insurance Plan of the City of Hamilton, Ontario, Canada. Montreal: C.E. Goad, 1911-1916, plate 156.

Library and Archives Canada. "Canadian Westinghouse Company, Limited". *Industrial Hamilton: A Trail to the Future*, accessed September, 2016. <http://epe.lac-bac.gc.ca/100/205/301/ic/cdc/industrial/westinghouse.htm>.

Manners, S. (2003). *Westinghouse, Siemens Westinghouse: 100 Years in Canada, 1903-2003*. Siemens Westinghouse.

Westinghouse Canada. (1993). *A History of Westinghouse in Canada, 1903-1993*. Hamilton, Ont: Communications Dept., Power Generation Canadian Division.

"Westinghouse history one of development". *The Hamilton Spectator (Hamilton, Ontario)*, Dec. 11, 1924.

Workers Arts and Heritage Centre. "20th Century Industry". *Workers' City*. Accessed September 20, 2016. <http://workerscity.ca/20th-century-industry/tour-introduction/#>.

Proctor & Redfern Ltd. (1990). *Phase 1 Environmental Investigation: 606 Aberdeen Avenue*. Retrieved September 27 from Cori Wiseman, McMaster Innovation Park admin.

United Electrical, Radio and Machine Workers of America. (1978). *A brief history of UE, 1937-1977*. Toronto: United Electrical.

Stone, Ken. (n.d.). *Steel Strike: Hamilton 1946*. Toronto: Canadian Party of Labour.

Hill, Robert. "Prack, Bernard H." *Biographical Dictionary of Architects in Canada*. Accessed September 20, 2016. <http://dictionaryofarchitectsincanada.org/node/1399>.

City of Toronto. (1992). "By-Law No. 115-92, 355 King Street West" (Designation By-Law, Toronto), 3-4.

## 8 APPENDICES

SECOND SECTION

# The Hamilton Spectator

HAMILTON CANADA THURSDAY DECEMBER 11, 1924

VOL. LXXV

---

## Westinghouse History One of Development

### New Foundry Most Modern Structure of Kind In Canada — Possesses Many Improved Features

### THIRTY YEARS OF PROGRESS

### Immense Progress Made Since First Plant Was Built In 1896 — Growth Has Been Tremendous



F. A. MERRICK  
Vice-President Canadian Westinghouse Co. Ltd.



PAUL J. MYLER  
President of the Canadian Westinghouse Co. Limited.



H. C. BART  
General Manager and Chief Engineer Canadian Westinghouse Co. Ltd.

**LANE DEVELOPMENT**

The construction of the new foundry for the Westinghouse Co. Ltd. at Hamilton, Ontario, is now well advanced. The new building, which will be one of the largest of its kind in Canada, is being erected on a site of about 100 acres, and is expected to be completed within a few months. The new foundry will be a most modern structure, and will possess many improved features. It will be a most important addition to the Westinghouse plant at Hamilton, and will greatly increase the capacity of the plant to handle the work of the company.

**ROOFING CONTRACT**

The roofing contract for the new foundry building at Hamilton, Ontario, has been awarded to the Hamilton Roofing Co. Ltd. The new building, which will be one of the largest of its kind in Canada, is being erected on a site of about 100 acres, and is expected to be completed within a few months. The new foundry will be a most modern structure, and will possess many improved features. It will be a most important addition to the Westinghouse plant at Hamilton, and will greatly increase the capacity of the plant to handle the work of the company.

**RADIO OPERATIONS**

The radio operations of the Westinghouse Co. Ltd. at Hamilton, Ontario, are now being carried out by the Hamilton Radio Co. Ltd. The new building, which will be one of the largest of its kind in Canada, is being erected on a site of about 100 acres, and is expected to be completed within a few months. The new foundry will be a most modern structure, and will possess many improved features. It will be a most important addition to the Westinghouse plant at Hamilton, and will greatly increase the capacity of the plant to handle the work of the company.

**HYDRO POWER**

The hydro power of the Westinghouse Co. Ltd. at Hamilton, Ontario, is now being developed by the Hamilton Hydro Co. Ltd. The new building, which will be one of the largest of its kind in Canada, is being erected on a site of about 100 acres, and is expected to be completed within a few months. The new foundry will be a most modern structure, and will possess many improved features. It will be a most important addition to the Westinghouse plant at Hamilton, and will greatly increase the capacity of the plant to handle the work of the company.

**STEEL WORK**

The steel work of the new foundry building at Hamilton, Ontario, is now being carried out by the Hamilton Steel Co. Ltd. The new building, which will be one of the largest of its kind in Canada, is being erected on a site of about 100 acres, and is expected to be completed within a few months. The new foundry will be a most modern structure, and will possess many improved features. It will be a most important addition to the Westinghouse plant at Hamilton, and will greatly increase the capacity of the plant to handle the work of the company.

**CONCRETE WORK**

The concrete work of the new foundry building at Hamilton, Ontario, is now being carried out by the Hamilton Concrete Co. Ltd. The new building, which will be one of the largest of its kind in Canada, is being erected on a site of about 100 acres, and is expected to be completed within a few months. The new foundry will be a most modern structure, and will possess many improved features. It will be a most important addition to the Westinghouse plant at Hamilton, and will greatly increase the capacity of the plant to handle the work of the company.

**LOCAL FIRMS HANDLED ALL THE WORK IN CONNECTION WITH WELL-LIGHTED FACTORY**

The local firms of Hamilton, Ontario, have handled all the work in connection with the new foundry building at Hamilton, Ontario. The new building, which will be one of the largest of its kind in Canada, is being erected on a site of about 100 acres, and is expected to be completed within a few months. The new foundry will be a most modern structure, and will possess many improved features. It will be a most important addition to the Westinghouse plant at Hamilton, and will greatly increase the capacity of the plant to handle the work of the company.

**EXPANSION OF CANADIAN WESTINGHOUSE CO. LTD.**

The expansion of the Canadian Westinghouse Co. Ltd. at Hamilton, Ontario, is now being carried out by the Hamilton Expansion Co. Ltd. The new building, which will be one of the largest of its kind in Canada, is being erected on a site of about 100 acres, and is expected to be completed within a few months. The new foundry will be a most modern structure, and will possess many improved features. It will be a most important addition to the Westinghouse plant at Hamilton, and will greatly increase the capacity of the plant to handle the work of the company.

**EXPANSION OF CANADIAN WESTINGHOUSE CO. LTD.**

The expansion of the Canadian Westinghouse Co. Ltd. at Hamilton, Ontario, is now being carried out by the Hamilton Expansion Co. Ltd. The new building, which will be one of the largest of its kind in Canada, is being erected on a site of about 100 acres, and is expected to be completed within a few months. The new foundry will be a most modern structure, and will possess many improved features. It will be a most important addition to the Westinghouse plant at Hamilton, and will greatly increase the capacity of the plant to handle the work of the company.



# Westinghouse History One of Development

(Continued from previous page.)

there has been built a most modern type of fireproof concrete building, 186 feet wide and 180 feet long, four stories high. This building is located along the south end of the foundry building, at right angles and fairly close to the foundry, and in the most convenient situation for quickly and easily passing patterns back and forth to the foundry. For the purpose of handling these patterns there is installed a large freight elevator, having a car of such a size that the largest of patterns may be readily taken down from the pattern making department to the ground floor. On the ground floor are stored all of the very large patterns. There is suspended from the ceiling of this floor a monorail track, which loops around through the principal passageways and branches off into and joins up with the monorail track in the foundry building. By means of this monorail either one of the two monorail cranes may travel into the pattern building and take into the foundry any large, heavy patterns that may be required, returning same when the work is complete. This makes the handling of these large pieces an easy matter and enables the work to be carried on without delay. The three lower

floors are for the storage of wooden and metal patterns used in the molding shop, while the top floor is a large, well-lighted and ventilated compartment, in which the pattern-makers work. This floor is provided with the most modern wood-working machinery, each machine being connected with an efficient exhaust system, which carries away all sawdust and shavings, so that the air is kept in good condition for the workmen and at the same time the floor is kept clean and free from refuse. This exhaust system is so designed that the sawdust and shavings are carried through a pipe and deposited in an overhead bin in the foundry, from which it can be readily drawn off and deposited in the cupolas for the purpose of starting the fires.

For the purpose of supplying steam for heating purposes and for the dry kilns and other apparatus, a modern power house has been erected, in which are installed two water tube boilers with Westinghouse stokers. All other appurtenances are quite up to date, such as steam jet ash conveyers for removing ashes from the ash pits, and machinery for handling the coal and delivering it to the stokers with a minimum amount of labor.

**Bernard H. Prack**  
Architect and Engineer  
CANADIAN WESTINGHOUSE COMPANY'S NEW FOUNDRY AND PATTERN SHOP

Four Buildings Constructed in 1924

WINTER MAIL SERVICE TO MECHANICAL SHOP

The Lime and Building Stone  
New Westinghouse Foundry and Pattern Shop  
Gallagher Lime and Stone Co.

**W. H. YATES**  
CONSTRUCTION CO., LIMITED  
ENGINEERS AND CONSTRUCTORS  
General Supervision of Structures and Pattern Shop of CANADIAN WESTINGHOUSE  
17 Main St. E. Phone Reg. 815  
HAMILTON, ONTARIO

## CREDIT TO ENGINEER

**Bernard H. Prack Creator of New Buildings**

Bernard H. Prack, architect and engineer in charge of the construction of the new Westinghouse plant, is given great credit for the splendid buildings which have been turned over to the local company. Mr. Prack has handled a number of large construction jobs in this city, including the Lister building, Alhambra apartments, Hydro sub-station on Ottawa street north, and a number of others. With offices in Hamilton and Pittsburg, he is in close connection with building developments on both sides of the boundary line, and enjoys a wide reputation as a successful engineer. The new Westinghouse plant is a construction job which Mr. Prack has every reason to be proud of.

## NURSE LOSES SUIT

**Fails to Recover \$15,000 From Vancouver Lawyer**

Vancouver, B.C., Dec. 9.—In a two-page judgment, Mr. Justice Morrison has dismissed the action of Mrs. Elma Cathryne Caulfield, formerly a nurse of Toronto, who is known as Mrs. E. C. Boyce, against Charles Sydney Arnold, in which she attempted to recover \$15,000 from the Vancouver lawyer. The money had been paid the defendant for services rendered in securing a \$100,000 settlement for Mrs. Boyce for the loss of an eye.

Mr. Justice Morrison has decided that a champerty plea is not open to Mrs. Boyce, because the \$15,000 had been paid to Mr. Arnold, and his lordship has also found that at all times material to the issue Mrs. Boyce acted freely and independently, and was

THE HAMILTON SPECTATOR THURSDAY DECEMBER 11 1924



INTERIOR VIEW OF CANADIAN WESTINGHOUSE NEW FOUNDRY



E R A

# 606 Aberdeen Avenue

## **CULTURAL HERITAGE EVALUATION REPORT - PART 2**

606 Aberdeen Ave  
Hamilton, ON  
L8P 2T1

Project # 14-087-20M  
Prepared by GS / TT / AG

**E R A**





**PREPARED FOR:**

METROLINX  
c/o Rodney Yee  
Project Coordinator, GO Transit  
20 Bay Street, Suite 600  
Toronto, Ontario M5J 2W3  
416.202.4516

**PREPARED BY:**

ERA Architects Inc.  
10 St. Mary Street, Suite 801  
Toronto, Ontario M4Y 1P9  
416-963-4497

**Submitted: 2016-11-10**

Cover Image/Above: Former Westinghouse Plant at 606 Aberdeen Avenue, September 2016 (ERA Architects)

# CONTENTS

Executive Summary		ii
1	Evaluation	1
1.1	Evaluation using Ontario Heritage Act Regulation 9/06	
1.2	Evaluation using Ontario Heritage Act Regulation 10/06	
1.3	Heritage Policy	
1.4	Recommendations	
2	Conclusions	6
3	Statement of Cultural Heritage Value	7



## EXECUTIVE SUMMARY

The purpose of this Cultural Heritage Evaluation Report (CHER) – Part 2 is to evaluate the heritage significance of 606 Aberdeen Avenue, based on research and analysis contained in Part 1.

The subject property extends north of Aberdeen Avenue in Hamilton, and is bounded by McMaster Innovation Park to the west, the 403 Highway to the north, and light industrial properties to the east. It was initially developed, together with land that is now the McMaster Innovation Park, by the Canadian Westinghouse Company Ltd. for the production of electrical equipment.

The subject property is not listed on the City of Hamilton's Heritage Register or Inventory of Buildings of Architectural and/or Historical interest. It is currently in private ownership, and is not currently identified as a Provincial Heritage Property or as a Provincial Heritage Property of Provincial Significance.

The Ministry of Tourism, Culture and Sport (MTCS)'s Standards and Guidelines for Conservation of Provincial Heritage Properties, which came into effect on July 1, 2010, lay out the evaluation process and criteria for provincial heritage resource identification and designation. Based on these provincial guidelines and the evaluation undertaken as part of this study, the subject property meets the criteria for identification as a Provincial Heritage Property for its physical, historical, and contextual value, based on the evaluation criteria of OHA Regulation 09/06. With respect to OHA Regulation 10/06, which evaluates for provincial significance, the property does not meet the criteria.

Based on this assessment, the property is recommended as a Conditional Heritage Property, because it is a property of significant heritage value that is neither owned nor occupied by Metrolinx.

### Present Owner Contact

METROLINX  
c/o Rodney Yee  
Project Coordinator, GO Transit  
20 Bay Street, Suite 600  
Toronto, Ontario M5J 2W3  
rodney.yee@gotransit.com  
416.202.4516

# 1 EVALUATION

Tables 1.1 and 1.2 contain the evaluation of 606 Aberdeen Avenue against criteria as set out in Ontario Heritage Act Regulation 9/06 and Regulation 10/06. According to the provincial guidelines, if the property meets the criteria in Ontario Regulation 9/06, it is a Provincial Heritage Property. If the property meets the criteria in Ontario Regulation 10/06, it is a Provincial Heritage Property of Provincial Significance.

## 1.1 Evaluation using Ontario Heritage Act Regulation 9/06

1. The property has design value or physical value because it:

Ontario Regulation 9/06 Criteria	Response	Rationale
i. is a rare, unique, representative, or early example of a style, type, expression, material, or construction method;	Yes	The property includes an intact, representative example of 1920's industrial architecture. The structure is a representative example of industrial construction methods and materials of the time, demonstrating, among other elements, the use of fire-resistant and natural lighting systems for improved safety and working conditions.
ii. displays a high degree of craftsmanship or artistic merit, or;	No	The property does not display a high degree of craftsmanship or artistic merit.
iii. demonstrates a high degree of technical or scientific achievement	No	Although the quality of the extant structure and its relict industrial systems is impressive, the building does not demonstrate a high degree of technical or scientific achievement.

## 2. The property has historical value or associative value because it:

Ontario Regulation 9/06 Criteria	Response	Rationale
i. 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 Canadian Westinghouse Company and with the theme of industrial expansion and diversification over the first half of the 20th century. Canadian Westinghouse was one of Hamilton's largest employers at its height, and the company played a major role in Hamilton's industrial growth.
ii. yields, or has the potential to yield information that contributes to an understanding of a community or culture, or;	Yes	The property yields information that contributes to an understanding of the culture and history of working people, specifically employees of Canadian Westinghouse through the twentieth century.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.	Yes	The property demonstrates the work and ideas of prolific industrial architect Bernard H. Prack (1881-1962), specifically his innovations in reinforced concrete and industrial glazing. The structure's relict industrial programming also reflects the influence of Harry Utler Hart (1874-1936), chief engineer at Canadian Westinghouse in the 1920s.

## 3. The property has contextual value because it:

Ontario Regulation 9/06 Criteria	Response	Rationale
i. is important in defining, maintaining, or supporting the character of an area;	Yes	The property is important in defining the industrial character of the Chedoke Ravine within the Kirkendall North neighbourhood. It supports the immediate landscape of rail infrastructure, channeled creek, relict and repurposed Westinghouse structures and light industry, which contribute to the historic and layered industrial character of the area.
ii. is physically, functionally, visually, or historically linked to its surroundings, or;	Yes	The property is historically, physically and visually linked to the area's industrial tradition and evolved industrial landscape. It relates to the former Westinghouse office building and power plant within the adjacent McMaster Innovation Park. It is historically and physically linked to the adjacent CPR line and Chedoke Creek.
iii. is a landmark.	Yes	The scale and visual prominence of the structure lend contextual value to the property as a landmark.

## 1.2: Evaluation using Ontario Heritage Act Regulation 10/06

Ontario Regulation 10/06 Criteria	Reponse	Rationale
i. The property represents or demonstrates a theme or pattern in Ontario's history.	No	The property does not represent or demonstrate a theme or pattern in Ontario's history
ii. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history.	No	The property does not yield information that contributes to an understanding of Ontario's history.
iii. The property demonstrates an uncommon, rare, or unique aspect of Ontario's cultural heritage.	No	The property does not demonstrate an uncommon, rare, or unique aspect of Ontario's cultural heritage.
iv. The property is of aesthetic, visual, or contextual importance to the province.	No	The property is not of aesthetic, visual, or contextual importance to the province.
v. The property demonstrates a high degree of excellence or creative, technical, or scientific achievement at a provincial level in a given period.	No	The property does not appear to demonstrate a high degree of excellence or creative, technical, or scientific achievement at a provincial level.
vi. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use.	No	The property does not have a strong or special association with the entire province or with a community that is found in more than one part of the province.
vii. The property has a strong or special association with the life or work of a person, group, or organization of importance to the province or with an event of importance to the province.	No	The property does not have a strong or special association with the life or work of a person, group, or organization of importance to the province or with an event of importance to the province.
viii. The property is located in unorganized territory and the Minister determines that there is a provincial interest in the protection of the property.	No	n/a



### 1.3 Summary of Evaluations

Recommended Outcomes	Response	Explanatory Notes
Provincial Heritage Property	Yes	The property meets the criteria for identification as a Provincial Heritage Property for its physical, historical, and contextual value, based on the evaluation criteria of OHA Regulation 09/06. (Conditional PHP)
Provincial Heritage Property of Provincial Significance	No	The property does not meet the criteria for identification as a Provincial Heritage Property of Provincial Significance.
Listed or Designated by a municipality	No	The property is not listed on the City of Hamilton Heritage Register or Inventory. It is not designated under Parts IV or V of the Ontario Heritage Act.
Adjacent Land to a Protected Heritage Property	No	No properties on the City of Hamilton Municipal Heritage Register or Inventory of Heritage Properties were found adjacent to 606 Aberdeen Avenue.

## 1.4 Heritage Policy

Part III of the Ontario Heritage Act requires all provincial ministries and 14 public bodies (listed in Ontario Regulation 157/10) to identify, protect and care for the heritage properties that they own and manage. Their specific responsibilities are set out in the MTCS Standards and Guidelines for Conservation of Provincial Heritage Properties, which came into effect on July 1, 2010, and have the authority of a Management Board of Cabinet directive.

Among their responsibilities, a ministry or prescribed public body must:

- Develop an evaluation process and have it approved by the MTCS.
- Evaluate properties under their ownership and management using the criteria set out under Ontario Regulation 9/06 and 10/06 to determine their cultural heritage value or interest, and whether they are of provincial significance.
- As properties of cultural heritage value or interest are identified, add them to the list of provincial heritage properties maintained by the MTCS.
- Prepare a Strategic Conservation Plan for each Provincial Heritage Property under their ownership and management. The plan must provide guidance on the conservation, maintenance, use and disposal of the property.
- If a property has been determined to be of provincial significance, submit the Strategic Conservation Plan to the MTCS for approval.

## 1.5 Recommendations

An evaluation of Regulation 09/06 has determined that the property at 606 Aberdeen Avenue holds physical, historical and contextual value and therefore meets the criteria to be a Provincial Heritage Property. With respect to Regulation 10/06, the evaluation has determined that the subject property does not meet the criteria for consideration as a provincially significant heritage property.

## 2 CONCLUSIONS

The historical research conducted for this Cultural Heritage Evaluation Report (Part 1) and the evaluation against Ontario Heritage Act criteria (Part 2) were sufficient to determine that 606 Aberdeen Avenue is indeed a Provincial Heritage Property on the basis of physical, historical, and contextual value.

The property is recommended as a Conditional Heritage Property, because it is a property of significant heritage value that is neither owned nor occupied by Metrolinx.

If purchased or occupied by Metrolinx, it is recommended that Metrolinx proceed with identifying the property as a Provincial Heritage Property.

### 2.1 Further Reports and Studies

Following identification and listing of 606 Aberdeen Avenue, a Strategic Conservation Plan is required to provide guidance on the conservation, maintenance, use and disposal of the property. A Heritage Impact Assessment (HIA) is required in advance of any work on site, as prescribed by the Ministry of Tourism and Culture's Standards and Guidelines.

### 3 STATEMENT OF CULTURAL HERITAGE VALUE

#### Description

The property at 606 Aberdeen Avenue is situated in Hamilton's Chedoke Creek Ravine on the north side of Aberdeen Avenue. It is bounded by the McMaster Innovation Park to the west, the 403 Highway to the north, and light industrial properties to the east. The site contains a twentieth-century manufacturing works, comprising multiple adjoining structures. The core structure combines a four-storey head-house with three one-storey production sheds. Later structures include a fourth one-storey production shed, a one-storey warehouse, and brick structures around and between the head-house and production sheds. Additional site features include relict industrial rail service lines, a storm sewer culvert which runs below the buildings, and the diverted Chedoke Creek which runs north-south through the property within a steep, treed ravine.

#### Heritage Value

The structure at 606 Aberdeen Avenue holds physical value as an intact, representative example of early-20th century industrial architecture and demonstrates industrial construction methods and materials of the time, including the use of fire-resistant materials and natural lighting systems.

The property is directly associated with the Canadian Westinghouse Company and with the theme of industrial expansion and diversification over the first half of the 20th century. Canadian Westinghouse was one of Hamilton's largest employers at its height, and the company played a major role in Hamilton's industrial growth. The property yields information that contributes to an understanding of the culture and history of working people, specifically employees of Canadian Westinghouse through the twentieth century.

It holds historical value in its demonstration of the work and ideas of prolific industrial architect Bernard H. Prack (1881-1962), specifically his innovations in reinforced concrete and industrial glazing. The



Aerial photograph of 606 Aberdeen Avenue, Google Earth 2016 (annotated by ERA Architects).



Map showing Canadian Westinghouse West Plant, 1921 (*City of Hamilton Western Section* by J.W. Tyrell, Retrieved from The Lloyd Reeds Map Collection, McMaster University Library).



Photograph of the Canadian Westinghouse patternmaking shop under construction, 1924 (Retrieved from McMaster Westinghouse archive).



structure's relict industrial programming also reflects the influence of Harry Utler Hart (1874-1936), chief engineer at Canadian Westinghouse in the 1920s.

Regarding contextual value, the property is important in defining the industrial character of the Chedoke Ravine area within the Kirkendall neighbourhood. It supports the immediate landscape of rail infrastructure, channeled creek, relict and repurposed industrial structures and light industry, which contribute to the historic and evolved industrial character of the area. The extant manufacturing works relates to the former Westinghouse office building and power plant within the adjacent McMaster Innovation Park. It is historically and physically linked to the adjacent CPR line and Chedoke Creek. The scale and visual prominence of the structure lend contextual value to the property as a landmark.

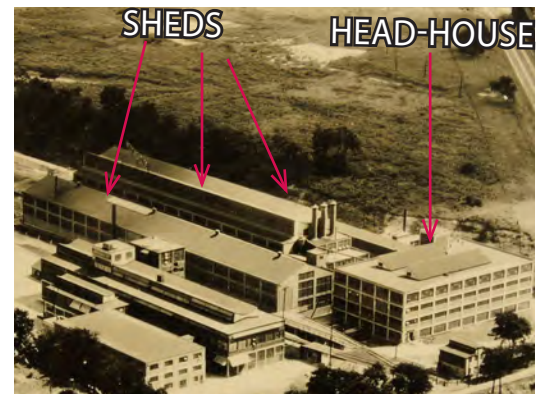
### Heritage Attributes

Key elements that define the subject property's heritage character include:

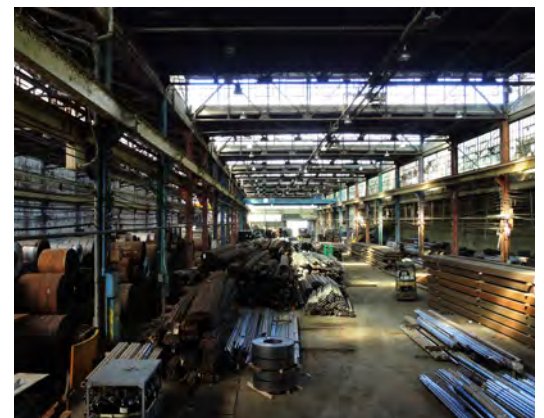
- The head-house and shed form of the 1924 patternshop and foundry spaces, representing a popular layout employed in early twentieth century consolidated works.
- The four-storey concrete head-house with poured slab concrete floorings supported by mushroom columns, which demonstrates advancements in industrial architecture in the early twentieth century.
- The south facade of the head-house, with its horizontally proportioned grid of windows, asymmetrical front entrance, and parapet with simple, geometric detailing.
- The steel-frame structure, multiple roof forms and impressive fenestration systems of the four expansive production sheds, which demonstrate advancements in industrial architecture in the early twentieth century and contribute to the quality of light within the production spaces.



Aberdeen Frontage, 2016 (ERA Architects)



Subject property c. 1930, showing the head-house and shed form of the original patternshop and foundry spaces.



Production shed with Aiken roof, 2016 (ERA Architects)

- The physical evidence of industrial activities, including original wood block floors, overhead tracks with traveling cranes, railway service tracks, and the physical link to the adjacent powerhouse.
- The visual relationship to the repurposed Canadian Westinghouse/ CAMCO building within the McMaster Innovation Park.
- The structure's prominent siting and visibility from the west and from the south.



Production shed with butterfly roof, complex fenestration system and traveling crane, 2016 (ERA Architects)



View from the west, 2016 (ERA Architects).

E R A





# 606 Aberdeen Avenue

## **CULTURAL HERITAGE EVALUATION REPORT - PART 2**

606 Aberdeen Ave  
Hamilton, ON  
L8P 2T1

Project # 14-087-20M  
Prepared by GS / TT / AG

**ERA**





**PREPARED FOR:**

METROLINX  
c/o Rodney Yee  
Project Coordinator, GO Transit  
20 Bay Street, Suite 600  
Toronto, Ontario M5J 2W3  
416.202.4516

**PREPARED BY:**

ERA Architects Inc.  
10 St. Mary Street, Suite 801  
Toronto, Ontario M4Y 1P9  
416-963-4497

**Submitted: 2016-11-10**

Cover Image/Above: Former Westinghouse Plant at 606 Aberdeen Avenue, September 2016 (ERA Architects)

# CONTENTS

Executive Summary		ii
1	Evaluation	1
1.1	Evaluation using Ontario Heritage Act Regulation 9/06	
1.2	Evaluation using Ontario Heritage Act Regulation 10/06	
1.3	Heritage Policy	
1.4	Recommendations	
2	Conclusions	6
3	Statement of Cultural Heritage Value	7

## EXECUTIVE SUMMARY

The purpose of this Cultural Heritage Evaluation Report (CHER) – Part 2 is to evaluate the heritage significance of 606 Aberdeen Avenue, based on research and analysis contained in Part 1.

The subject property extends north of Aberdeen Avenue in Hamilton, and is bounded by McMaster Innovation Park to the west, the 403 Highway to the north, and light industrial properties to the east. It was initially developed, together with land that is now the McMaster Innovation Park, by the Canadian Westinghouse Company Ltd. for the production of electrical equipment.

The subject property is not listed on the City of Hamilton's Heritage Register or Inventory of Buildings of Architectural and/or Historical interest. It is currently in private ownership, and is not currently identified as a Provincial Heritage Property or as a Provincial Heritage Property of Provincial Significance.

The Ministry of Tourism, Culture and Sport (MTCS)'s Standards and Guidelines for Conservation of Provincial Heritage Properties, which came into effect on July 1, 2010, lay out the evaluation process and criteria for provincial heritage resource identification and designation. Based on these provincial guidelines and the evaluation undertaken as part of this study, the subject property meets the criteria for identification as a Provincial Heritage Property for its physical, historical, and contextual value, based on the evaluation criteria of OHA Regulation 09/06. With respect to OHA Regulation 10/06, which evaluates for provincial significance, the property does not meet the criteria.

Based on this assessment, the property is recommended as a Conditional Heritage Property, because it is a property of significant heritage value that is neither owned nor occupied by Metrolinx.

### Present Owner Contact

METROLINX  
c/o Rodney Yee  
Project Coordinator, GO Transit  
20 Bay Street, Suite 600  
Toronto, Ontario M5J 2W3  
rodney.yee@gotransit.com  
416.202.4516



# 1 EVALUATION

Tables 1.1 and 1.2 contain the evaluation of 606 Aberdeen Avenue against criteria as set out in Ontario Heritage Act Regulation 9/06 and Regulation 10/06. According to the provincial guidelines, if the property meets the criteria in Ontario Regulation 9/06, it is a Provincial Heritage Property. If the property meets the criteria in Ontario Regulation 10/06, it is a Provincial Heritage Property of Provincial Significance.

## 1.1 Evaluation using Ontario Heritage Act Regulation 9/06

1. The property has design value or physical value because it:

Ontario Regulation 9/06 Criteria	Response	Rationale
i. is a rare, unique, representative, or early example of a style, type, expression, material, or construction method;	Yes	The property includes an intact, representative example of 1920's industrial architecture. The structure is a representative example of industrial construction methods and materials of the time, demonstrating, among other elements, the use of fire-resistant and natural lighting systems for improved safety and working conditions.
ii. displays a high degree of craftsmanship or artistic merit, or;	No	The property does not display a high degree of craftsmanship or artistic merit.
iii. demonstrates a high degree of technical or scientific achievement	No	Although the quality of the extant structure and its relict industrial systems is impressive, the building does not demonstrate a high degree of technical or scientific achievement.

## 2. The property has historical value or associative value because it:

Ontario Regulation 9/06 Criteria	Response	Rationale
i. 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 Canadian Westinghouse Company and with the theme of industrial expansion and diversification over the first half of the 20th century. Canadian Westinghouse was one of Hamilton's largest employers at its height, and the company played a major role in Hamilton's industrial growth.
ii. yields, or has the potential to yield information that contributes to an understanding of a community or culture, or;	Yes	The property yields information that contributes to an understanding of the culture and history of working people, specifically employees of Canadian Westinghouse through the twentieth century.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.	Yes	The property demonstrates the work and ideas of prolific industrial architect Bernard H. Prack (1881-1962), specifically his innovations in reinforced concrete and industrial glazing. The structure's relict industrial programming also reflects the influence of Harry Utler Hart (1874-1936), chief engineer at Canadian Westinghouse in the 1920s.

## 3. The property has contextual value because it:

Ontario Regulation 9/06 Criteria	Response	Rationale
i. is important in defining, maintaining, or supporting the character of an area;	Yes	The property is important in defining the industrial character of the Chedoke Ravine within the Kirkendall North neighbourhood. It supports the immediate landscape of rail infrastructure, channeled creek, relict and repurposed Westinghouse structures and light industry, which contribute to the historic and layered industrial character of the area.
ii. is physically, functionally, visually, or historically linked to its surroundings, or;	Yes	The property is historically, physically and visually linked to the area's industrial tradition and evolved industrial landscape. It relates to the former Westinghouse office building and power plant within the adjacent McMaster Innovation Park. It is historically and physically linked to the adjacent CPR line and Chedoke Creek.
iii. is a landmark.	Yes	The scale and visual prominence of the structure lend contextual value to the property as a landmark.

## 1.2: Evaluation using Ontario Heritage Act Regulation 10/06

Ontario Regulation 10/06 Criteria	Reponse	Rationale
i. The property represents or demonstrates a theme or pattern in Ontario's history.	No	The property does not represent or demonstrate a theme or pattern in Ontario's history
ii. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history.	No	The property does not yield information that contributes to an understanding of Ontario's history.
iii. The property demonstrates an uncommon, rare, or unique aspect of Ontario's cultural heritage.	No	The property does not demonstrate an uncommon, rare, or unique aspect of Ontario's cultural heritage.
iv. The property is of aesthetic, visual, or contextual importance to the province.	No	The property is not of aesthetic, visual, or contextual importance to the province.
v. The property demonstrates a high degree of excellence or creative, technical, or scientific achievement at a provincial level in a given period.	No	The property does not appear to demonstrate a high degree of excellence or creative, technical, or scientific achievement at a provincial level.
vi. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use.	No	The property does not have a strong or special association with the entire province or with a community that is found in more than one part of the province.
vii. The property has a strong or special association with the life or work of a person, group, or organization of importance to the province or with an event of importance to the province.	No	The property does not have a strong or special association with the life or work of a person, group, or organization of importance to the province or with an event of importance to the province.
viii. The property is located in unorganized territory and the Minister determines that there is a provincial interest in the protection of the property.	No	n/a

### 1.3 Summary of Evaluations

Recommended Outcomes	Response	Explanatory Notes
Provincial Heritage Property	Yes	The property meets the criteria for identification as a Provincial Heritage Property for its physical, historical, and contextual value, based on the evaluation criteria of OHA Regulation 09/06. (Conditional PHP)
Provincial Heritage Property of Provincial Significance	No	The property does not meet the criteria for identification as a Provincial Heritage Property of Provincial Significance.
Listed or Designated by a municipality	No	The property is not listed on the City of Hamilton Heritage Register or Inventory. It is not designated under Parts IV or V of the Ontario Heritage Act.
Adjacent Land to a Protected Heritage Property	No	No properties on the City of Hamilton Municipal Heritage Register or Inventory of Heritage Properties were found adjacent to 606 Aberdeen Avenue.



## 1.4 Heritage Policy

Part III of the Ontario Heritage Act requires all provincial ministries and 14 public bodies (listed in Ontario Regulation 157/10) to identify, protect and care for the heritage properties that they own and manage. Their specific responsibilities are set out in the MTCS Standards and Guidelines for Conservation of Provincial Heritage Properties, which came into effect on July 1, 2010, and have the authority of a Management Board of Cabinet directive.

Among their responsibilities, a ministry or prescribed public body must:

- Develop an evaluation process and have it approved by the MTCS.
- Evaluate properties under their ownership and management using the criteria set out under Ontario Regulation 9/06 and 10/06 to determine their cultural heritage value or interest, and whether they are of provincial significance.
- As properties of cultural heritage value or interest are identified, add them to the list of provincial heritage properties maintained by the MTCS.
- Prepare a Strategic Conservation Plan for each Provincial Heritage Property under their ownership and management. The plan must provide guidance on the conservation, maintenance, use and disposal of the property.
- If a property has been determined to be of provincial significance, submit the Strategic Conservation Plan to the MTCS for approval.

## 1.5 Recommendations

An evaluation of Regulation 09/06 has determined that the property at 606 Aberdeen Avenue holds physical, historical and contextual value and therefore meets the criteria to be a Provincial Heritage Property. With respect to Regulation 10/06, the evaluation has determined that the subject property does not meet the criteria for consideration as a provincially significant heritage property.

## 2 CONCLUSIONS

The historical research conducted for this Cultural Heritage Evaluation Report (Part 1) and the evaluation against Ontario Heritage Act criteria (Part 2) were sufficient to determine that 606 Aberdeen Avenue is indeed a Provincial Heritage Property on the basis of physical, historical, and contextual value.

The property is recommended as a Conditional Heritage Property, because it is a property of significant heritage value that is neither owned nor occupied by Metrolinx.

If purchased or occupied by Metrolinx, it is recommended that Metrolinx proceed with identifying the property as a Provincial Heritage Property.

### 2.1 Further Reports and Studies

Following identification and listing of 606 Aberdeen Avenue, a Strategic Conservation Plan is required to provide guidance on the conservation, maintenance, use and disposal of the property. A Heritage Impact Assessment (HIA) is required in advance of any work on site, as prescribed by the Ministry of Tourism and Culture's Standards and Guidelines.

### 3 STATEMENT OF CULTURAL HERITAGE VALUE

#### Description

The property at 606 Aberdeen Avenue is situated in Hamilton's Chedoke Creek Ravine on the north side of Aberdeen Avenue. It is bounded by the McMaster Innovation Park to the west, the 403 Highway to the north, and light industrial properties to the east. The site contains a twentieth-century manufacturing works, comprising multiple adjoining structures. The core structure combines a four-storey head-house with three one-storey production sheds. Later structures include a fourth one-storey production shed, a one-storey warehouse, and brick structures around and between the head-house and production sheds. Additional site features include relict industrial rail service lines, a storm sewer culvert which runs below the buildings, and the diverted Chedoke Creek which runs north-south through the property within a steep, treed ravine.

#### Heritage Value

The structure at 606 Aberdeen Avenue holds physical value as an intact, representative example of early-20th century industrial architecture and demonstrates industrial construction methods and materials of the time, including the use of fire-resistant materials and natural lighting systems.

The property is directly associated with the Canadian Westinghouse Company and with the theme of industrial expansion and diversification over the first half of the 20th century. Canadian Westinghouse was one of Hamilton's largest employers at its height, and the company played a major role in Hamilton's industrial growth. The property yields information that contributes to an understanding of the culture and history of working people, specifically employees of Canadian Westinghouse through the twentieth century.

It holds historical value in its demonstration of the work and ideas of prolific industrial architect Bernard H. Prack (1881-1962), specifically his innovations in reinforced concrete and industrial glazing. The



Aerial photograph of 606 Aberdeen Avenue, Google Earth 2016 (annotated by ERA Architects).



Map showing Canadian Westinghouse West Plant, 1921 (*City of Hamilton Western Section* by J.W. Tyrell, Retrieved from The Lloyd Reeds Map Collection, McMaster University Library).



Photograph of the Canadian Westinghouse patternmaking shop under construction, 1924 (Retrieved from McMaster Westinghouse archive).

structure's relict industrial programming also reflects the influence of Harry Utler Hart (1874-1936), chief engineer at Canadian Westinghouse in the 1920s.

Regarding contextual value, the property is important in defining the industrial character of the Chedoke Ravine area within the Kirkendall neighbourhood. It supports the immediate landscape of rail infrastructure, channeled creek, relict and repurposed industrial structures and light industry, which contribute to the historic and evolved industrial character of the area. The extant manufacturing works relates to the former Westinghouse office building and power plant within the adjacent McMaster Innovation Park. It is historically and physically linked to the adjacent CPR line and Chedoke Creek. The scale and visual prominence of the structure lend contextual value to the property as a landmark.

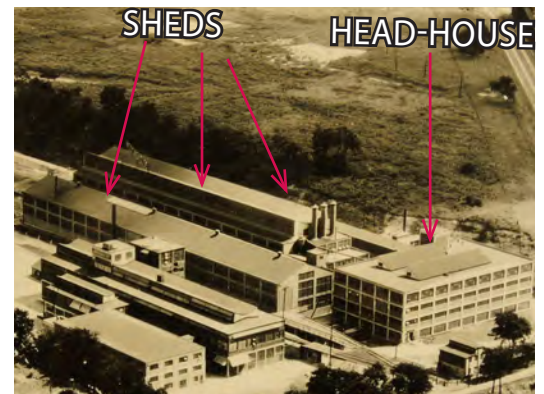
### Heritage Attributes

Key elements that define the subject property's heritage character include:

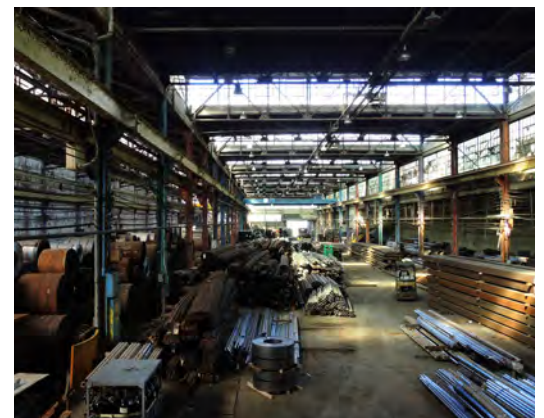
- The head-house and shed form of the 1924 patternshop and foundry spaces, representing a popular layout employed in early twentieth century consolidated works.
- The four-storey concrete head-house with poured slab concrete floorings supported by mushroom columns, which demonstrates advancements in industrial architecture in the early twentieth century.
- The south facade of the head-house, with its horizontally proportioned grid of windows, asymmetrical front entrance, and parapet with simple, geometric detailing.
- The steel-frame structure, multiple roof forms and impressive fenestration systems of the four expansive production sheds, which demonstrate advancements in industrial architecture in the early twentieth century and contribute to the quality of light within the production spaces.



Aberdeen Frontage, 2016 (ERA Architects)



Subject property c. 1930, showing the head-house and shed form of the original patternshop and foundry spaces.



Production shed with Aiken roof, 2016 (ERA Architects)



- The physical evidence of industrial activities, including original wood block floors, overhead tracks with traveling cranes, railway service tracks, and the physical link to the adjacent powerhouse.
- The visual relationship to the repurposed Canadian Westinghouse/ CAMCO building within the McMaster Innovation Park.
- The structure's prominent siting and visibility from the west and from the south.



Production shed with butterfly roof, complex fenestration system and traveling crane, 2016 (ERA Architects)



View from the west, 2016 (ERA Architects).

E R A