

**CULTURAL HERITAGE RESOURCE ASSESSMENT:
BUILT HERITAGE RESOURCES AND CULTURAL HERITAGE LANDSCAPES**

DOWNTOWN MOBILITY HUB STUDY AREA

**GEOGRAPHIC TOWNSHIP OF NELSON, HALTON COUNTY
CITY OF BURLINGTON, ONTARIO**

Prepared for:

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Executive Summary

ASI was retained by BrookMcIlroy/, on behalf of the City of Burlington, to complete Cultural Heritage Resource Assessments (CHRA) as part of Area Specific Plans for three of four proposed Burlington Mobility Hubs (Aldershot, Appleby, and Downtown). This report addresses the CHRA for the Downtown Mobility Hub. The Downtown Mobility Hub Study Area has been identified as a potential area for future redevelopment and intensification while creating transit-oriented, pedestrian friendly sustainable neighbourhoods. The study area consists of various properties and roadways within an area generally defined as being bounded by the Queen Elizabeth Highway to the west, Smith Avenue to the east, Lake Ontario to the south, and Prospect Street to the north. The size of the study area is approximately 184 hectares. The Downtown study is being undertaken to provide policy and land use direction, and to help understand opportunities and constraints to developing in this area.

Due to the large geographical expanse of the Downtown Mobility Hub study area, the City of Burlington identified nine “focus cluster” areas that were considered priorities for identifying potential impacts from changes to policies that guide development (see Section 4.2 for more information). Fieldwork conducted as part of this study was limited to the nine focus clusters. This report summarizes the results of a desktop review for the entire Downtown Mobility Hub Study Area, consisting of the collection of background information, including a review of previously identified cultural heritage resources (listed and designated). The report then provides the results of fieldwork within the nine focus clusters and identifies next steps in terms of further studies and potential consideration for conservation and integration into future land uses within the Downtown Mobility Hub redevelopment and intensification plan for those cultural heritage resources identified within the focus clusters. The report does not address next steps for cultural heritage resources located outside of the limits of the focus clusters.

The results of background historic research and a review of secondary source material, including historic mapping, revealed an occupation of the study area with its origins in late eighteenth century survey and settlement, with significant expansion within the community of Burlington in the latter part of the twentieth century. At present, the City of Burlington’s Municipal Heritage Register includes 100 listed or designated cultural heritage resources within and/or adjacent to the Downtown Mobility Hub Study Area. Additionally, historical background research and fieldwork undertaken within the nine focus clusters identified by the City of Burlington resulted in the identification of a total of eight potential cultural heritage resources, and five potential cultural heritage landscapes.

Based on the results of the assessment, the following recommendations have been developed:

1. A total of 100 previously-identified cultural heritage resources (listed or designated) were identified within and adjacent to the overall Downtown Mobility Hub Study area. Following field review of the nine focus clusters identified by the City of Burlington, eight potential cultural heritage resources and five potential cultural heritage landscapes

(encompassing 29 listed or designated cultural heritage resources) were identified within the boundaries of the focus clusters. The Downtown Mobility Hub redevelopment and intensification plan should incorporate policies that ensure the long-term viability and presence of built heritage resources and cultural heritage landscapes in the area (see Section 5.1).

2. Five potential cultural heritage landscapes were identified through fieldwork within the nine focus clusters identified by the City of Burlington within the Downtown Mobility Hub Study Area. These potential cultural heritage landscapes are candidates for conservation and integration into future land uses within in the Downtown Mobility Hub redevelopment and intensification plan. It should be noted that as ASI's field review was limited to the areas within the limits of the nine focus clusters, the exact boundaries of the potential cultural heritage landscapes are currently unknown. Further work is necessary, including field review outside of the limits of the focus clusters, in order to establish the boundaries of the potential cultural heritage landscapes. Upon further study, these potential cultural heritage landscapes may: meet criteria for designation under Part V of the OHA as HCDs; warrant recognition as CHLs within the City of Burlington's OP with policies to support identified attributes; or, warrant recognition as Specialty Policy Areas defined by their prevailing character (i.e., Mature Neighbourhoods, Downtowns, Main Streets).
3. Heritage listed properties and identified potential cultural heritage resources may meet criteria for designation under Part IV of the Ontario Heritage Act and are candidates for conservation and integration into future land uses within in the Downtown Mobility Hub redevelopment and intensification plan.
4. The Downtown Mobility Hub redevelopment and intensification plan should incorporate policies that ensure the long-term viability and presence of built heritage resources and cultural heritage landscapes in the area (see Section 5.1).
5. Any proposed development on or adjacent to a heritage designated or heritage listed property shall require a Heritage Impact Assessment (HIA) to ensure that significant cultural heritage resources in the study area are conserved. Any assessment must include consideration of its historical and natural context within the City of Burlington, and should include a comprehensive evaluation of the design, historical, and contextual values of the property.
6. The following potential mitigation approaches may be suitable for consideration and application for minimizing impacts from proposed developments on or adjacent to listed, designated, and potential cultural heritage resources within the Downtown Mobility Hub:
 - a. Avoidance and mitigation to allow development to proceed while retaining the cultural heritage resources in situ and intact;
 - b. Adaptive re-use of a built heritage structure or cultural heritage resources;
 - c. Commemoration of the cultural heritage of a property/structure/area, historical commemoration means such as plaques or cultural heritage interpretive signs; and,

- d. Urban design policies and guidelines for building on, adjacent, and nearby to heritage designated and heritage listed properties, and properties with potential cultural heritage resources to ensure compatibility by integrating and harmonizing mass, setback, setting, and materials.

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1.0 INTRODUCTION

ASI was retained by BrookMcIlroy/, on behalf of the City of Burlington, to complete Cultural Heritage Resource Assessments (CHRA) as part of Area Specific Plans for three of four proposed Burlington Mobility Hubs (Aldershot, Appleby, and Downtown). This report addresses the CHRA for the Downtown Mobility Hub. The Downtown Mobility Hub Study Area has been identified as a potential area for future redevelopment and intensification while creating transit-oriented, pedestrian friendly sustainable neighbourhoods. The study area consists of various properties and roadways within an area generally defined as being bounded by the Queen Elizabeth Highway to the west, Smith Avenue to the east, Lake Ontario to the south, and Prospect Street to the north. The size of the study area is approximately 184 hectares (Figure 1). The Downtown study is being undertaken to provide policy and land use direction, and to help understand opportunities and constraints to developing in this area.

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In addition to built heritage resources and cultural heritage landscapes, a property’s cultural heritage value and attributes can also be associated with archaeological resources. This report examines only the potential cultural heritage value associated with above ground resources. ASI was also contracted to conduct the archaeological resource assessment and it will be presented in a separate report. The research for this report was conducted under the senior project management of Annie Veilleux, Manager of the Cultural Heritage Division, ASI.



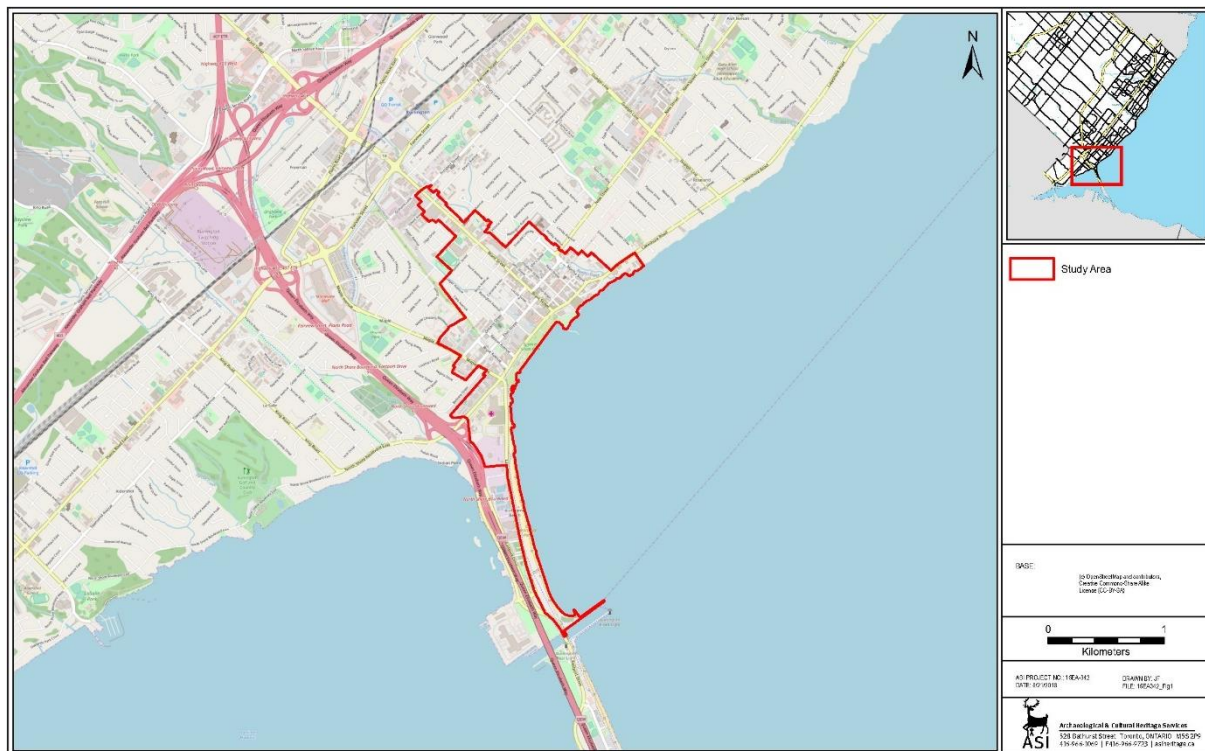


Figure 1: Location of the study area.

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

2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT

2.1 Legislation and Policy Context

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

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

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

The Ministry of Tourism, Culture and Sport is charged under Section 2 of the *Ontario Heritage Act* with the responsibility to determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario and has published two guidelines to assist in assessing cultural heritage resources as part of an environmental assessment: *Guideline for Preparing the Cultural Heritage*

Resource Component of Environmental Assessments (MCC 1992), and *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1981).

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

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

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

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

The use and physical appearance of the land as we see it now is a result of man's activities over time in modifying pristine landscapes for his own purposes. A cultural landscape is perceived as a collection of individual man-made features into a whole. Urban cultural landscapes are sometimes given special names such as townscapes or streetscapes that describe various scales of perception from the general scene to the particular view. Cultural landscapes in the countryside are viewed in or adjacent to natural undisturbed landscapes, or waterscapes, and include such land uses as agriculture, mining, forestry, recreation, and transportation. Like urban cultural landscapes, they too may be perceived at various scales: as a large area of homogeneous character; or as an intermediate sized area of homogeneous character or a collection of settings such as a group of farms; or as a discrete example of specific landscape character such as a single farm, or an individual village or hamlet.

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

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

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

- Agricultural Research Institute of Ontario
- Hydro One Inc.
- Liquor Control Board of Ontario



- McMichael Canadian Art Collection
- Metrolinx
- The Niagara Parks Commission.
- Ontario Heritage Trust
- Ontario Infrastructure Projects Corporation
- Ontario Lottery and Gaming Corporation
- Ontario Power Generation Inc.
- Ontario Realty Corporation
- Royal Botanical Gardens
- Toronto Area Transit Operating Authority
- St. Lawrence Parks Commission

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

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

Provincial heritage property means real property, including buildings and structures on the property, that has cultural heritage value or interest and that is owned by the Crown in right of Ontario or by a prescribed public body; or that is occupied by a ministry or a prescribed public body if the terms of the occupancy agreement are such that the ministry or public body is entitled to make the alterations to the property that may be required under these heritage standards and guidelines.

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

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

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

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

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

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

The *Ontario Heritage Act* makes provisions for the protection and conservation of heritage resources in the Province of Ontario. Our heritage background review is part of a broader environmental study which



is intended to identify areas of environmental interest as specified in the *Provincial Policy Statement*. The *Planning Act* (1990) and related *Provincial Policy Statement (PPS)*, which was updated in 2014, make several provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

- 2.(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest

Part 4.7 of the *PPS* states that:

The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.

Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

Official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

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

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

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

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

A *built heritage resource* is defined as: “a building, structure, monument, installation or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Aboriginal community” (PPS 2014).

A *cultural heritage landscape* is defined as “a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association” (PPS 2014).



Examples may include, but are not limited to farmscapes, historic settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, railways, and industrial complexes of cultural heritage value.

In addition, significance is also more generally defined. It is assigned a specific meaning according to the subject matter or policy context, such as wetlands or ecologically important areas. Regarding cultural heritage and archaeology resources, resources of significance are those that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people (*PPS* 2014).

Criteria for determining significance for the resources are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation (*PPS* 2014).

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

2.2 Greater Golden Horseshoe Heritage Policies

The Provincial *Growth Plan for the Greater Golden Horseshoe* (GGH), 2016, recognizes the importance of cultural heritage resources. Urban sprawl can degrade the region's cultural heritage resources. The GGH contains important cultural heritage resources that contribute to a sense of identity, support a vibrant tourism industry, and attract investment based on cultural amenities. Accommodating growth can put pressure on these resources through site alteration and development. In general, the Growth Plan strives to conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Métis communities. Section 4.2.7 of the Growth Plan states that:

1. *Cultural heritage resources* will be conserved in accordance with the policies in the PPS, to foster a sense of place and benefit communities, particularly in *strategic growth areas*.
2. Municipalities will work with stakeholders, as well as First Nations and Métis communities, to develop and implement official plan policies and strategies for the identification, wise use and management of *cultural heritage resources*.
3. Municipalities are encouraged to prepare and consider archaeological management plans and municipal cultural plans in their decision-making.

2.3 City of Burlington Municipal Heritage Policies

Within the City of Burlington's planning framework, the Downtown Mobility Hub study will offer a comprehensive document for addressing planning concerns to create transit-oriented, pedestrian friendly and sustainable neighbourhoods. The creation of the Area Specific Plans (ASP) for each Burlington Mobility Hub was identified as a key priority for City Council through the development of Burlington's 2015-2040 Strategic Plan. The creation of the ASP's will also support Metrolinx's "The Big Move" (2013).



The City of Burlington's *Official Plan* recognizes the importance of cultural heritage resources. The purpose of the current cultural heritage resource study is to ensure that additional and existing properties of cultural heritage value or interest, including cultural heritage landscapes, are appropriately identified, understood, and conserved as part of a more robust planning framework for the area. Further, it is intended to improve the quality and scope of information documented in the City's Heritage Register for the area, outline recommendations for further study, evaluation and conservation, and support the ongoing refinement of the City's policy direction as part of the Provincial *Growth Plan for the Greater Golden Horseshoe*.

The City of Burlington Official Plan (2015:58-64), Section 8: Cultural Heritage Resources defines cultural heritage resources and cultural landscapes as follows:

Cultural heritage resources include buildings, structures, monuments, *cultural heritage landscapes*, natural features (including those that have been modified by humans, such as parks, gardens, rows of trees, etc.) or remains, either individually or in groups, which are considered by City Council to be of architectural and/or historical significance. Archaeological and historical sites may also be considered heritage resources.

The Official Plan outlines several principles, objectives, and policies to be employed in the effort to conserve cultural heritage resources:

8.1 Principles

Identification and conservation

- a) Cultural heritage resources of significant cultural heritage value shall be identified, and conserved.

Heritage conservation practice

- b) Sound heritage conservation practice requires early identification of cultural heritage resources, ongoing maintenance and protection from inappropriate use, alteration and demolition.

Public awareness

- c) Heritage conservation depends on broad-based understanding and appreciation of cultural heritage resources that is achieved through public education, awareness, participation and involvement in the conservation of cultural heritage resources.

Historical associations

- d) Cultural heritage resources shall be valued not only for their physical or material elements, but also for their historical associations.

8.2 Objectives

Destruction and demolition

- a) To control the demolition, destruction, deterioration, and inappropriate alteration and/or use of cultural heritage resources in accordance with legislative authority.

Identification and reference

- b) To identify cultural heritage conservation issues early in the land use planning process, and make reference to cultural heritage conservation issues throughout the planning decision-making process.



Heritage character

- c) To ensure that re-development and/or new development in an historic area does not detract from the overall heritage character of the area.

Heritage landscapes

- d) To identify areas of cultural heritage landscape in the City containing heritage buildings, structures, streets, vegetation, and open spaces of architectural or historic significance, whose arrangement represents one or more distinctive cultural processes in the historical use of land.

Public education and advice

- e) To encourage public education initiatives and foster public awareness of the value of the cultural heritage resources and of cultural heritage conservation principles, and to provide practical advice to owners of cultural heritage properties about the means of protecting and maintaining cultural heritage resources.

Citizen participation

- f) To encourage the involvement of citizens, property owners, citizen groups and the municipal heritage committee (Heritage Burlington) in the land use planning process for City-wide, neighbourhood and specific heritage plans and programs.

Co-ordination of plans and programs

- g) To co-ordinate municipal heritage plans and programs with other municipal programs, as well as those offered by individual groups, agencies, and senior orders of government to advance the cultural heritage conservation principles of this Plan.

Financial support

- h) To encourage and develop private and public financial support for the conservation of cultural heritage resources.

Provincial and Regional Government

- i) To encourage other orders of government, including the Region of Halton, Provincial ministries, and Conservation Halton, to take actions to preserve, improve and use the City's cultural heritage resources.

8.3 General Policies

8.3.1 Use and Treatment of Cultural Heritage Resources

Municipal leadership

- a) The City shall protect, improve and manage its cultural heritage resources in a manner that furthers the heritage objectives of this Plan and sets an example of leadership for the community in the conservation of cultural heritage resources. Cultural heritage conservation planning shall be an integral part of the land use planning process in the City of Burlington.

Heritage Burlington

- b) Council shall consult its municipal heritage committee (Heritage Burlington) with regard to the use and treatment of cultural heritage resources.

Landscapes, cemeteries & views



- c) Cultural heritage landscapes, historic cemeteries and significant views associated with a cultural heritage resource shall be inventoried and conserved.

Cultural Heritage Conservation Strategy

- e) The City may develop and implement a cultural heritage conservation strategy that will further the cultural heritage objectives of this Plan and may involve the implementation of a range of conservation tools to complement land use planning initiatives. City Council may use government and/or non-government funding, including the Burlington Community Heritage Fund, to assist in the implementation of heritage conservation objectives.

2.4 Data Collection

In the course of the cultural heritage assessment, all potentially affected cultural heritage resources are subject to inventory. Short form names are usually applied to each resource type, (e.g. barn, residence). Generally, when conducting a preliminary identification of cultural heritage resources in a desktop data collection study, two stages of research and data collection are undertaken to appropriately establish the potential for and existence of cultural heritage resources in a geographic area. The built heritage resources and cultural heritage landscapes background review considers cultural heritage resources in the context of the Downtown Mobility Hub Study Area.

A heritage background review was conducted to gather information about known and potential cultural heritage resources within study area. Background historical research included consultation of secondary source research and historical mapping. This was undertaken to identify early settlement patterns and broad agents or themes of change in the study area. This stage in the data collection process enables the researcher to determine the presence of sensitive heritage areas that correspond to nineteenth and twentieth century settlement and development patterns. Typically, resources identified during these stages of the research process are reflective of architectural styles, associated with an important person, place, or event, and contribute to the contextual facets of a place, neighbourhood, or intersection.

To augment data collected during this stage of the research process, federal, provincial, and municipal databases and/or agencies were consulted to obtain information about specific properties that have been previously identified and/or designated as retaining cultural heritage value. This report provides a summary on the above ground cultural heritage resources that have been listed on the City of Burlington's inventory of heritage properties and/or designated under Part IV of the *Ontario Heritage Act*. This listing includes all potentially affected cultural heritage resources within or in less than 50 m of the study area boundary.

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

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



Design/Physical Value:

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

Historical/Associative Value:

- It has a direct association with a theme, event, belief, person, activity, organization, or institution that is significant to: the City of Burlington; the Province of Ontario; or Canada.
- It yields, or has the potential to yield, information that contributes to an understanding of the history of: the City of Burlington; the Province of Ontario; or Canada.
- It demonstrates or reflects the work or ideas of an architect, artist builder, designer, or theorist who is significant to: the City of Burlington; the Province of Ontario; or Canada.
- It represents or demonstrates a theme or pattern in Ontario's history.
- It demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage.
- It has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historical, social, or cultural reasons or because of traditional use.
- It has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.

Contextual Value:

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

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

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



Farm complexes:	comprise two or more buildings, one of which must be a farmhouse or barn, and may include a tree-lined drive, tree windbreaks, fences, domestic gardens and small orchards.
Roadscapes:	generally two-lanes in width with absence of shoulders or narrow shoulders only, ditches, tree lines, bridges, culverts and other associated features.
Waterscapes:	waterway features that contribute to the overall character of the cultural heritage landscape, usually in relation to their influence on historical development and settlement patterns.
Railscapes:	active or inactive railway lines or railway rights of way and associated features.
Historical settlements:	groupings of two or more structures with a commonly applied name.
Streetscapes:	generally consist of a paved road found in a more urban setting, and may include a series of houses that would have been built in the same time period.
Historical agricultural landscapes:	generally comprise a historically rooted settlement and farming pattern that reflects a recognizable arrangement of fields within a lot and may have associated agricultural outbuildings, structures, and vegetative elements such as tree rows.
Cemeteries:	land used for the burial of human remains.

Results of the desktop data collection and field review are contained in Sections 3.0 and 4.0, while 5.0 contains key findings and recommendations. Cultural heritage resource location mapping is provided in Section 7.0 and a cultural heritage resource inventory is found in Appendix A.

3.0 HISTORICAL BACKGROUND

This section provides a brief summary of historical research and a description of identified above ground cultural heritage resources that may be affected by the proposed undertaking. Available secondary source material was reviewed to produce a contextual overview of the study area, including a general description of physiography, Indigenous land use, and Euro-Canadian settlement.

3.1 Physiography

The study area is situated within the Iroquois Plain physiographic region of southern Ontario (Chapman and Putnam 1984). The Iroquois Plain physiographic region of Southern Ontario is a lowland region bordering Lake Ontario. This region is characteristically flat and formed by lacustrine deposits laid down by the inundation of Lake Iroquois, a body of water that existed during the late Pleistocene. This region extends from the Trent River, around the western part of Lake Ontario, to the Niagara River, spanning



300 km (Chapman and Putnam 1984:190). The old shorelines of Lake Iroquois include cliffs, sandbars, beaches and boulder pavements. The old sandbars in this region serve as good aquifers that supply water to farms and villages. The gravel bars are quarried for road and building material, while the clays of the old lake bed have been used for the manufacture of bricks (Chapman and Putnam 1984:196).

Rambo Creek runs through the study area and is one of eighteen smaller watersheds, making up the Urban Creeks, which are located along the north shore of Lake Ontario and cross through Hamilton, Burlington, Oakville, and portions of Mississauga (Conservation Halton 2017).

3.2 Indigenous Land Use and Settlement in the Burlington Area

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years before present (BP) (Ferris 2013). Populations at this time were highly mobile, inhabiting a boreal-parkland similar to the modern sub-arctic. By approximately 10,000 BP, the climate had progressively warmed (Edwards and Fritz 1988) and populations now occupied less extensive territories (Ellis and Deller 1990).

Between approximately 10,000-5,500 BP, the Great Lakes basins experienced low-water levels, and many sites which would have been located on those former shorelines are now submerged. This period produces the earliest evidence of heavy wood working tools, an indication of greater investment of labour in felling trees for fuel, to build shelter, and watercraft production. These activities suggest prolonged seasonal residency at occupation sites. Polished stone and native copper implements were being produced by approximately 8,000 BP; the latter was acquired from the north shore of Lake Superior, evidence of extensive exchange networks throughout the Great Lakes region. The earliest evidence for cemeteries dates to approximately 4,500-3,000 BP and is indicative of increased social organization, investment of labour into social infrastructure, and the establishment of socially prescribed territories (Ellis et al. 1990; Ellis et al. 2009; Brown 1995:13).

Between 3,000-2,500 BP, populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. Exchange and interaction networks broaden at this time (Spence et al. 1990:136, 138) and by approximately 2,000 BP, evidence exists for macro-band camps, focusing on the seasonal harvesting of resources (Spence et al. 1990:155, 164). It is also during this period that maize was first introduced into southern Ontario, though it would have only supplemented people's diet (Birch and Williamson 2013:13–15). Bands likely retreated to interior camps during the winter. It is generally understood that these populations were Algonquian-speakers during these millennia of settlement and land use.

From approximately 1,000 BP until approximately 300 BP, lifeways became more like that described in early historical documents. During the Early Iroquoian phase (AD 1000-1300), the communal site is replaced by the village focused on horticulture. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson 1990:317). By the second quarter of the first millennium BP, during the Middle Iroquoian phase (AD 1300-1450), this episodic community disintegration was no longer practised and populations now communally occupied sites throughout the year (Dodd et al. 1990:343). In the Late Iroquoian phase (AD 1450-1649) this process continued with the coalescence of these small villages into larger communities (Birch and Williamson 2013). Through this process, the socio-political organization of the First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed. By circa AD 1600 the communities within Simcoe County had formed the Confederation of Nations



encountered by the first European explorers and missionaries. In the 1640s, the traditional enmity between the Haudenosaunee (Five Nation Iroquois) and the Wendat (and their Algonquian allies such as the Nipissing and Odawa) led to the dispersal of the Wendat.

Samuel de Champlain in 1615 reported that a group of Iroquoian-speaking people situated between the New York Iroquois and the Huron-Wendat were at peace and remained “la nation neutre”. In subsequent years, the French visited and traded among the Neutral, but the first documented visit was not until 1626, when the Recollet missionary Joseph de la Roche Daillon recorded his visit to the villages of the Attiwandaron, whose name in the Huron-Wendat language meant “those who speak a slightly different tongue” (the Neutral apparently referred to the Huron-Wendat by the same term). Like the Huron-Wendat, Petun, and New York Iroquois, the Neutral people were settled village agriculturalists. Several discrete settlement clusters have been identified in the lower Grand River, Fairchild-Big Creek, Upper Twenty Mile Creek, Spencer-Bronte Creek drainages, Milton, Grimsby, Eastern Niagara Escarpment and Onondaga Escarpment areas, which are attributed to Iroquoian populations. These settlement clusters are believed by some scholars to have been inhabited by populations of the Neutral Nation or pre- (or ancestral) Neutral Nation (Lennox and Fitzgerald 1990).

Between 1647 and 1651, the Neutral were decimated by epidemics and ultimately dispersed by the New York Iroquois, who subsequently settled along strategic trade routes on the north shore of Lake Ontario for a brief period during the mid seventeenth-century. Compared to settlements of the New York Iroquois, the “Iroquois du Nord” occupation of the landscape was less intensive. Only seven villages are identified by the early historic cartographers on the north shore, and they are documented as considerably smaller than those in New York State. The populations were agriculturalists, growing maize, pumpkins, and squash. These settlements also played the important alternate role of serving as stopovers and bases for New York Iroquois travelling to the north shore for the annual beaver hunt (Konrad 1974).

Due, in large part, to increased military pressure from the French upon their homelands south of Lake Ontario, the Iroquois abandoned their north shore frontier settlements by the late 1680s, although they did not relinquish their interest in the resources of the area, as they continued to claim the north shore as part of their traditional hunting territory. The territory was immediately occupied or re-occupied by Anishinaabek groups, including the Mississauga, Ojibwa (or Chippewa) and Odawa, who, in the early seventeenth century, occupied the vast area from the east shore of Georgian Bay, and the north shore of Lake Huron, to the northeast shore of Lake Superior and into the upper peninsula of Michigan. Individual bands numbered several hundred people and were politically autonomous. Nevertheless, they shared common cultural traditions and relations with one another and the land. These groups were highly mobile, with a subsistence economy based on hunting, fishing, gathering of wild plants, and garden farming. Their movement southward also brought them into conflict with the Haudenosaunee.

Peace was achieved between the Iroquois and the Anishinaabek Nations in August of 1701 when representatives of more than twenty Anishinaabek Nations assembled in Montreal to participate in peace negotiations (Johnston 2004:10). During these negotiations, captives were exchanged and the Iroquois and Anishinaabek agreed to live together in peace. Peace between these nations was confirmed again at council held at Lake Superior when the Iroquois delivered a wampum belt to the Anishinaabek Nations. In 1763, following the fall of Quebec, New France was transferred to British control at the Treaty of Paris. The British government began to pursue major land purchases to the north of Lake Ontario in the early nineteenth century, the Crown acknowledged the Mississaugas as the owners of the lands between Georgian Bay and Lake Simcoe and entered into negotiations for additional tracts of land as the need arose to facilitate European settlement.



The eighteenth century saw the ethnogenesis in Ontario of the Métis when Métis people began to identify as a separate group, rather than as extensions of their typically maternal First Nations and paternal European ancestry (Métis National Council n.d.). Living in both Euro-Canadian and Indigenous societies, the Métis acted as agents and subagents in the fur trade but also as surveyors and interpreters. Métis populations were predominantly located north and west of Lake Superior, however, communities were located throughout Ontario (MNC n.d.; Stone and Chaput 1978:607,608). By the mid-twentieth century, Indigenous communities, including the Métis, began to advance their rights within Ontario and across Canada, and in 1982, the Métis were recognized as one of the distinct Indigenous peoples in Canada. Recent decisions by the Supreme Court of Canada (Supreme Court of Canada 2003; Supreme Court of Canada 2016) have reaffirmed that Métis people have full rights as one of the Indigenous people of Canada under subsection 91(24) of the Constitution Act, 1867.

3.3 Historical Euro-Canadian Land Use: Township Survey and Settlement

The 1858 *Tremaine* map suggests the lots may have been originally surveyed as Lots 18-21, Concession Broken Front, and Lots 18-21, Concession III. The 1877 historical atlas map documents the properties in the study area just outside of the settlement core as all Lot 0, Concession BB. The study area is in the Geographic Township of Nelson, County of Halton.

3.3.1 Township of Nelson

The land within the Township of Nelson was acquired by the British from the Mississaugas in 1795. The first township survey was undertaken in 1806, and the first legal settlers occupied their land holdings in the same year. The township was first named “Alexander Township” in honour of Alexander Grant, the administrator of Upper Canada. In 1806, it was renamed in honour of Horatio Viscount Nelson, after his victory at Cabo Trafalgar in Spain the previous year. Nelson was initially settled by the children of Loyalists, soldiers who served during the War of 1812, and by immigrants from England, Scotland and Ireland. By the 1840s, the township was noted for its good land and excellent farms (Smith 1846:121; Armstrong 1985:143; Rayburn 1997:237).

In 1817, it was estimated that the Township of Nelson contained 68 inhabited houses, with a total population of 476. At that time, it contained two grist mills and three saw mills (Smith 1851:257-258; Walker & Miles 1877:60).

In 1841, Nelson Township contained 3,059 inhabitants. The oldest principal village in the township during the nineteenth century was Burlington, which had originally been named “Wellington Square.” Other villages within the township during the nineteenth century included Nelson, Zimmerman, Lowville, Willbrook, Cumminsville and Kilbride (Smith 1846:121; Crossby 1873:92; Walker & Miles 1872:38-39).

By the 1850s, Nelson contained 3,792 inhabitants and was well settled with schools, churches, prosperous farms and an established system of municipal government. There were five grist mills and 17 sawmills within the township (Smith 1851:258; Walker & Miles 1877:60). Additional prosperity was brought to Nelson Township when the Toronto branch of the Great Western Railway was constructed across the township in 1854-55. In 1878, the Northern and North Western Railway constructed a rail line diagonally across the township between the towns of Burlington and Milton. This line is now owned and operated by the Canadian National Railway and runs approximately two kilometers northwest of the study area.



3.3.2 Town of Burlington

This incorporated village comprised part of Lots 17 and 18, Concessions III and IV (South of Dundas Street) in Nelson Township. Burlington was first settled by Augustus Bates in 1800. Mohawk Chief Joseph Brant held over 3,000 acres of land here, and the settlement was first known as “Brant’s Block.” In 1807, James Gage purchased land from the widow of Chief Joseph Brant upon which he laid out a plan of subdivision which was called “Wellington Square.” In 1817, there were no churches or ministers in Wellington Square. Some of the streets were named after various members of the Brant family, such as John, Elizabeth, and Caroline. Registered plans of subdivision for Burlington date from 1854-1866. Three docks were built in Wellington Square from the Buntons’, Baxter’s and Torrance’s. The first settlers in this area planted wheat. Between 1845 and 1865 Wellington Square was one of the largest producers and exporters of wheat. Burlington was a port where ships would sail in to collect local produce. Gradually flour became an important export and since ships were important to the life of the area, the development of ship building became a thriving industry. Lumber was another important enterprise. By 1846, there were 17 sawmills in Nelson Township, with local merchant Benjamin Eager particularly successful.

In 1873, the communities of Wellington Square and Port Nelson amalgamated and formed a new town known as Burlington. It is thought to have been the corrupt form of the name of a resort town in England called “Bridlington.” Even then there was a dual nature to Burlington’s existence, both as a community itself and as a part of Nelson. For many years the townships by-laws governed “The Square.” In 1877, an Anglican Church and cemetery were located in the block bounded by Ontario, Elgin, Burlington and Nelson. Burlington also contained a Catholic and Methodist church by the late nineteenth century. Rail service was provided by the Hamilton and North Western Railway, as well as the Great Western Railway. Three wharves (Baxter, Torrance and Bunton) extended into Lake Ontario between Brant and Elizabeth Streets, and large quantities of grain and lumber were shipped from here during the nineteenth century. It also contained several stores such as John Waldie & Co. Other businesses in the village included two telegraph offices, several hotels, stores, and a saw and grist mill. The population numbered about 700 in 1873. By the twentieth century, the great grain, lumber, and shipping days were ended and a new life centering around market gardening, mixed farming, and manufacturing and quiet suburban living became Burlington’s focus. In 1915 Burlington was incorporated into a town and by 1974, with Burlington’s population exceeding 100,000, the town was incorporated as a City, now a city in the Regional Municipality of Halton (Crossby 1873:353; Emery 1967; Burlington 1973; Turcotte 1989, 1992; Winearls 1991:631; Scott 1997:37; Rayburn 1997:48).

Joseph Brant had a large estate house constructed near the north shore of the beach bar in 1802 where he lived until his death in 1807. It overlooked the beach and Brant’s Pond, a body of water between Burlington Bay and Lake Ontario. After the War of 1812, Brant’s children moved into the house until ownership passed to Brant’s grandson William J. Simcoe Kerr, who died in 1875 when the home was sold at auction (Turcotte 1987). This marked the end of the house as a private residence, as it became the Brant House resort and hotel under J. Morris, later owned by Benjamin Eager (as it appears on the 1877 atlas), A.B. Coleman, who expanded the complex with a second brick hotel and country club/Brant Inn, and John Murray Anderson, who rebuilt the inn after a fire in 1927 (Timmins Martelle Heritage Consultants Inc. 2012; Turcotte 1987; Machan 1997; Craig 1902). The hotel was expropriated in 1917 and converted into a hospital, only to be closed in 1923 (Loverseed 1988:85, 91). Both the hotel/hospital building and Brant’s house became derelict and were destroyed by fire and torn down (Loverseed 1988:92, 93).

The beach bar shaped early Euro-Canadian settlement activity and travel, just as it had done in precontact times. The band of dry land across the lake confined and concentrated travel routes within a very narrow



band. John Graves Simcoe's 1790s military road, the 1820s Beach Road, the 1876 rail lines and 1896 electric radial lines, the 1930s Queen Elizabeth Way and hydro transmission lines, circa 1910, all occupied and vied for space. In addition, the construction and opening of the Burlington Canal in 1832, together with the installation of a bridge and construction of wharves resulted in a booming beach economy and the birth of a small but thriving port community.

The strategic importance of the head of the lake attracted the attention of American forces during the War of 1812. In the summer of 1813 two American schooners landed a contingent of 200 troops (Kernaghan 2012). After a brief skirmish with a small British garrison stationed at the Kings Head Inn at the mouth of the Big Creek at Burlington Bay, they razed the buildings there, as well as destroying a redoubt at the outlet on the north end of the beach strip (Archaeological Services Inc. and Unterman, McPhail, Cumming Associates 2003).

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

Railways

The Great Western Railway was originally incorporated in 1834 as the London and Gore Railroad Co. and changed its name to the Great Western Railway in 1853. It received considerable promotion by Allan Napier MacNab, Isaac and Peter Buchanan, R.W. Harris and John Young. Aided by government guarantees and supported by foreign American and British investment, the Great Western Railway opened its mainline (Windsor-London-Hamilton-Niagara Falls) in 1854. By 1882, it was operating throughout southwestern Ontario and even into Michigan. In 1882 it merged with the Grand Trunk Railway to successfully compete with rival American railroads for American through-traffic between Michigan and New York states (Baskerville 2015).

The arrival of the railway to the beach bar spurred on a different and sustained form of development: a late-nineteenth and early-twentieth century recreational community of cottages and ornate summer residences that accommodated some of Hamilton's most prosperous families. The Hamilton Electric Railway line ran from the terminal at King and Catherine Streets in Hamilton, east to the beach strip then over the canal and on through to Burlington and Oakville. However, throughout the 1920s to the 1950s, Hamilton Beach slowly declined as a holiday venue, but a housing shortage caused by two World Wars assured its survival, if not revival. With an affordable and modest range of housing, the beach strip continued to function as a unique residential enclave. Despite attempts to remove houses and establish a publicly owned system of parks and open space, the Beach community continued to survive and by the 1990s had consolidated itself as a viable and sustainable community.



3.4 Review of Nineteenth and Twentieth Century Mapping

A series of nineteenth and twentieth century maps were reviewed to provide a visual summary of many of the trends in community development described in the previous section. The review also determines the potential for the presence of historical features within the study area.

The 1806 *Plan of the Township of Nelson* (N.A. 1806), 1858 *Map of the County of Halton* (Tremaine 1858), the 1877 *Illustrated Historical Atlas of the County of Halton, and Township of Nelson and Village of Burlington pages* (Pope 1877) were examined to determine the presence of historic features within the Study Area during the nineteenth century (Figure 2 - Figure 4).

The 1806 *Plan of the Township of Nelson* (Figure 2) depicts the study area within Captain Brant's Land, a large parcel that extended from the lakeshore to just south of Dundas Street, roughly within that would have been surveyed as Lots 18-24, Concession 1-3 and Broken Front. Lots had not yet been surveyed within the Broken Front. There are no historic features illustrated on the map. As times goes forward, the study area falls within the boundaries of the historic settlement centre of Burlington and as such the level of detail on these maps illustrates only the density of the urban centre. It is likely that the lots in the settlement area were not farmed in the early nineteenth century and may have been cleared to be a part of Burlington's settlement plan. Details on the early nineteenth-century property owners and historical features in the settlement area are unavailable.

One of the earliest maps showing detail within the study area is the 1858 *Tremaine's Map of the County of Halton* (Figure 3). The community of Wellington Square (present day Burlington) is depicted as a growing settlement along the lakeshore within the boundaries of present-day Burlington Avenue, Martha Street, and Caroline Street. This map shows that east-west settlement streets, including Martha, Pearl, Eliza, Brant, John, Locust, and Maple, were surveyed by 1858. The north-south settlement roads of Lakeshore Road, Caroline, Ontario, Maria, James, and Pine streets were also surveyed by that time. Although no individual structures are illustrated within the study area, much of the study area is depicted as urban at this time and no individual landowners in Wellington Square are listed, though the study area includes some outside of the core settlement area. A large estate is located to the west of Wellington Square owned by the Kerr family.

Rambo creek is also illustrated on the *Tremaine* 1858 map (Figure 3), running in an approximately northwest to southeast direction through the study area. Three docks are illustrated extending into Lake Ontario from the settlement, at the end of present-day Brant Street. Burlington Bay (present day Hamilton Harbour) and the Burlington Beach are also illustrated; and the southern portion of the study area follows the beach. Overall, the study area is depicted in a growing urban context on the shore of Lake Ontario.

The 1877 *Illustrated Historical Atlas* (Figure 4) depicts the study area in a similar urban context to the earlier mapping, which has grown substantially in the intervening years. Like earlier mapping, no individual structures are illustrated within much of the study area. There are farmstead lining Brant Street and Maple Avenue. The east end of the study area falls into a lot owned by O.T. Springer. In 1877 this property is in Lot 0, BB Concession. Springer has a house along Brant Street with the remainder of the lot appearing as land occupied by orchards. The lots to the south of the study area, falling just outside of the Burlington settlement area, include the Hamilton and North Western Railway. Nelson Avenue was open at this time and three homes are depicted along its route. Ontario Street was connected to Maple Avenue. In addition, a church is located on the west side of Caroline Street. The study area also falls in Robert Lindley's property that has an orchard along Maple Avenue. His property is also considered Lot 0, BB



Concession on 1877 mapping (Figure 3). Two additional watercourses in 1877 are depicted running east-west, also draining into Lake Ontario. The 1877 historical atlas map also shows that Port Nelson was then a part of Burlington. One structure is shown at the top of Burlington Bay, west of the junction of the Hamilton and North Western Railway and Lakeshore Road, both of which extend along the beach bar.

It should be noted that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference regarding the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases. The following property owners/occupants and associated historical features are illustrated within or adjacent to the study area:

Table 1: Nineteenth-century property owner(s) and historical features(s) within or adjacent to the Study Area

1858				1877	
Con #	Lot #	Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
Broken Front	18	Jon & Alex Malcomson	None	Village of Burlington	Town lots
	19	Torrance			
	22	Land Belonging to the Kerr Family			
Brant's Block		Geo. Will	Wellington	Fredk. Bray	Farmstead
		Jabez Bent	Square	Nelson Ogg	Farmstead
		Wm. Chapman	town lots	Edw. Thomas	Farmstead
		Nelson Ogg	wharf (2)	Robt. Lindley	Farmstead, H&NW
		Wm. Bates		A.T. Springer	Farmstead
		Jno Trillier Esq.		T. Dent	Farmstead
		Kerr family		Thos. Bell	None
		A. Bates		Hy. Foster	Farmstead, H&NW
		Torrance		B. Eager	Farmstead
				Village of Burlington	H&NW, church, cemetery, town lots, wharf (3), house (2), farmstead

The 1877 *Village of Burlington* plan (Figure 4) shows that the study area includes the historic centre of Burlington. Several landowners and features are illustrated, including the Wm. Chapman, Murray McCay, H.H. Hurd, Torrance, Mr. Crosby, Wm. Dalton, and W. Bunton properties. St. Luke's church and cemetery are illustrated between Ontario Street and Elgin Street. The Baxter's, Torrance's, and Bunton's wharves are shown at the foot of Brant Street. The map indicates the former alignments of Rambo Creek and Hager Creek flowed through the village centre. The map does not include areas west of the railroad/ Nelson Avenue, or Burlington Bay.

In addition to nineteenth-century mapping, historical topographic maps from the twentieth century were examined. This report presents topographic maps from 1909 and 1999, as well as aerial photography from 1954. These do not represent the full range of maps consulted for the purpose of this study but were judged to cover the full range of land uses that occurred in the area during this period.

The 1909 topographic maps and the 1954 aerial photography demonstrate that relatively little additional development occurred since the late nineteenth century, with a similar urban density to what was depicted

in earlier mapping (Figure 5 and Figure 7). The community of Burlington is shown to have experienced modest growth, and early-twentieth-century mapping illustrates many structures within the study area. A hydro corridor is illustrated running in an approximately southwest to northeast orientation through the study area and a bridge is shown carrying Martha Street over Rambo Creek. A church without a tower or spire is illustrated at the northeast corner of the intersection of Pearl Street and Pine Street. Although in the twentieth century Port Nelson had amalgamated with Burlington, the topographic maps demonstrate that little growth had occurred between these communities. Numerous houses line Burlington Beach, adjacent to Lakeshore Road and the Toronto and Niagara Power Line. The Brant Hotel (former residence of Captain Joseph Brant/Tahayendanegea) is illustrated west of Maple Avenue and Lakeshore Road. North of Caroline Street, the study area remained within a rural landscape.

The 1954 aerial photograph (Figure 7) indicated that the Queen Elizabeth Way (QEW) had been constructed to connect with Lakeshore Road along Burlington Beach. The lands between the QEW, North Shore Boulevard, and Lakeshore Road are shown to have been infilled by the mid twentieth-century to facilitate development after the demolition of the Brant Hotel complex.

The 1999 topographic map demonstrates that between the 1950s and 1990s there was considerable urban growth (Figure 8), with much of the study area defined as urban settlement. Only larger, significant structures are depicted such as City Hall and the Police station. Other industrial buildings are also shown. The railroad has been removed, there has been substantial development along Burlington Beach, and the widening of the QEW.

In summary, historical mapping reveals that there was significant expansion within the community of Burlington in the latter part of the twentieth century. A map review suggests that the main settlement area of Burlington is still extant in the dense urban landscape. The review of historical mapping reveals that the study area has evolved from a nineteenth century port community into a large blended urban community.



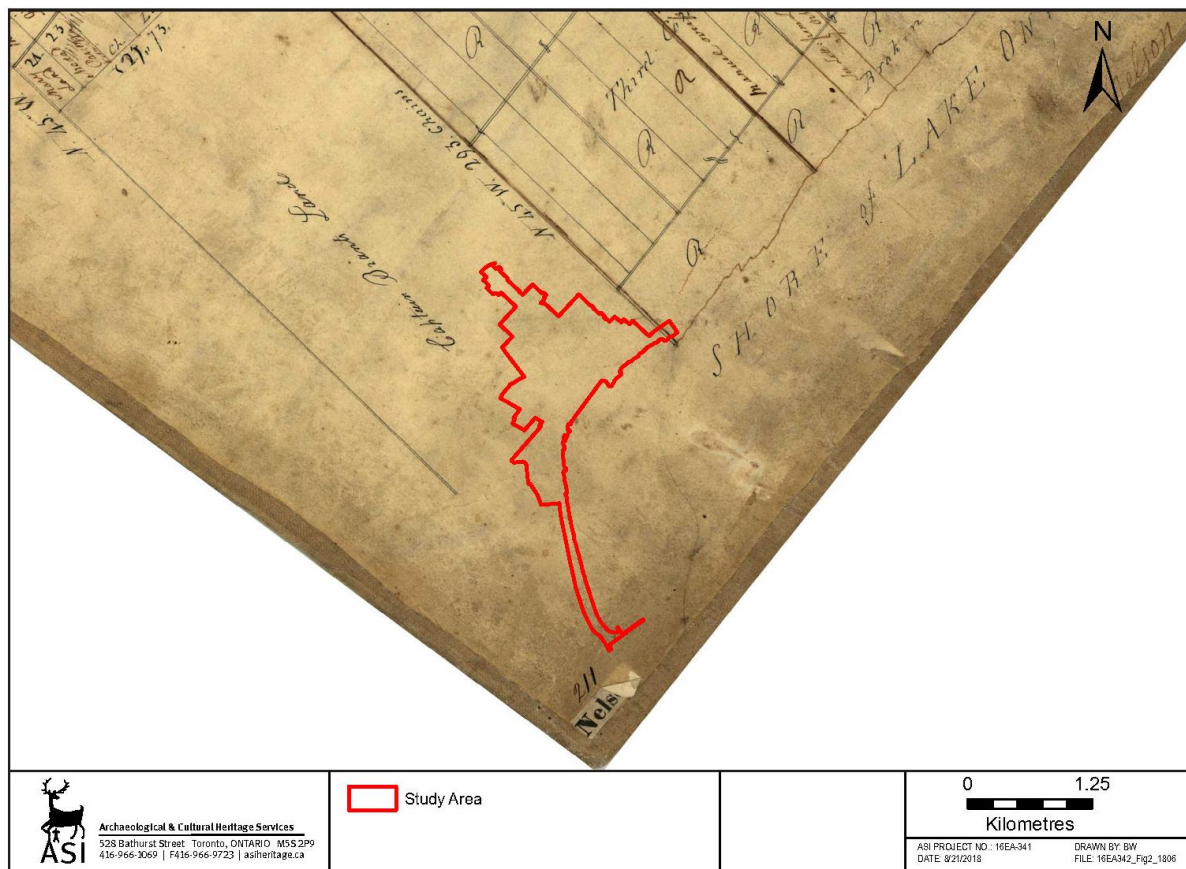
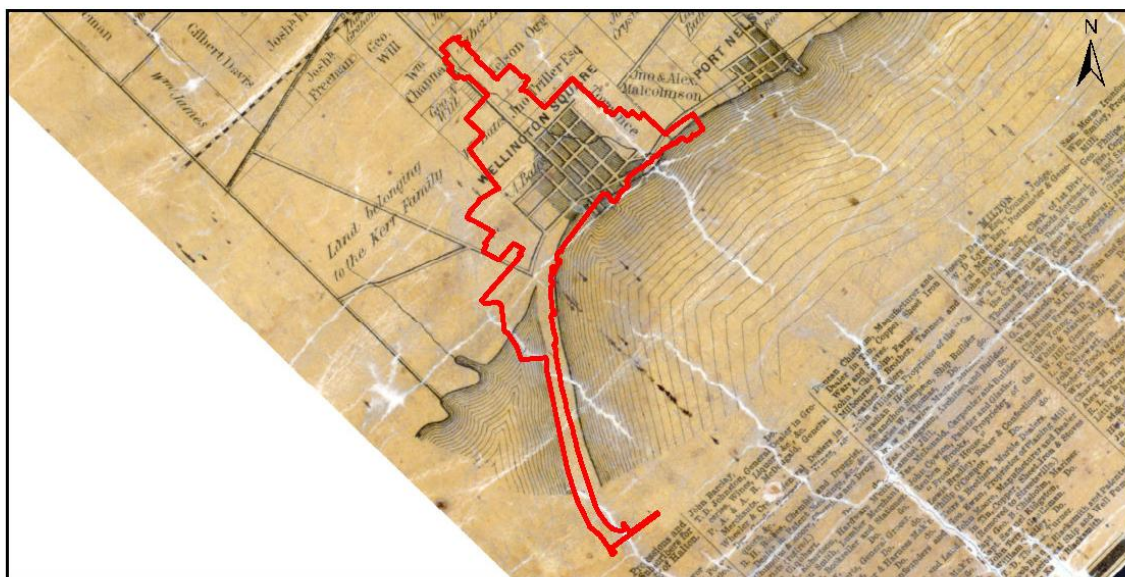
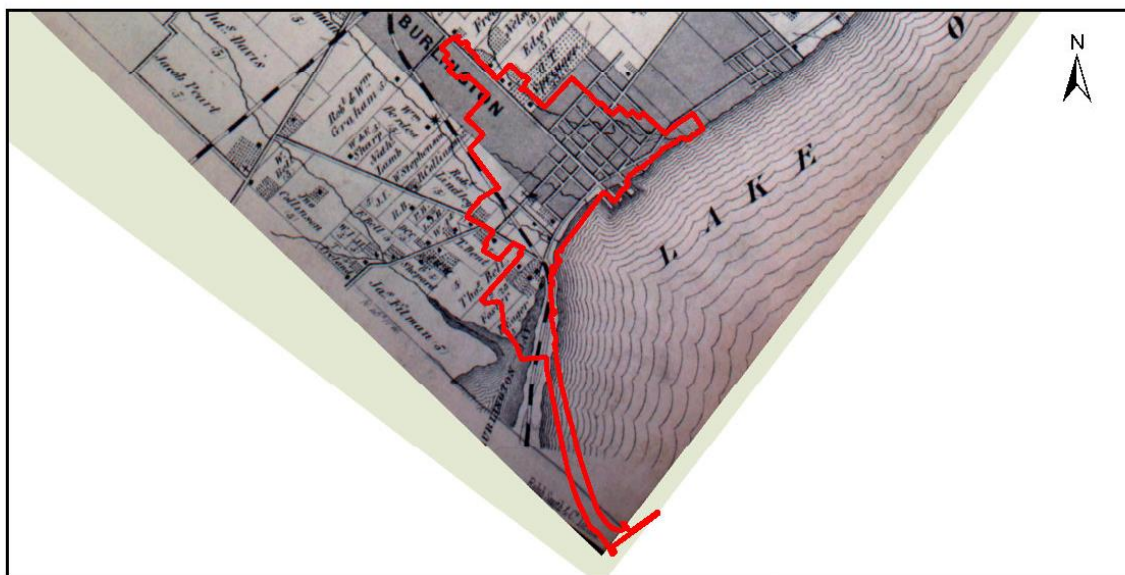


Figure 2: The study area overlaid on the 1806 Plan of Nelson Township.

Base Map: N.A. 1806



Mobility Hub Planning Consulting Services: Downtown Study Area (Approximate Location) Overlaid on the 1858 Map of the County of Halton



Mobility Hub Planning Consulting Services: Downtown Study Area (Approximate Location) Overlaid on the 1877 Illustrated Historical Atlas of the Township of Nelson



Figure 3: Top map, the study area overlaid on the 1858 Map of the County of Halton. Bottom map, the study area overlaid on the 1877 Illustrated Historical Atlas of the Township of Nelson.

Base Map: Tremaine 1858; Pope 1877

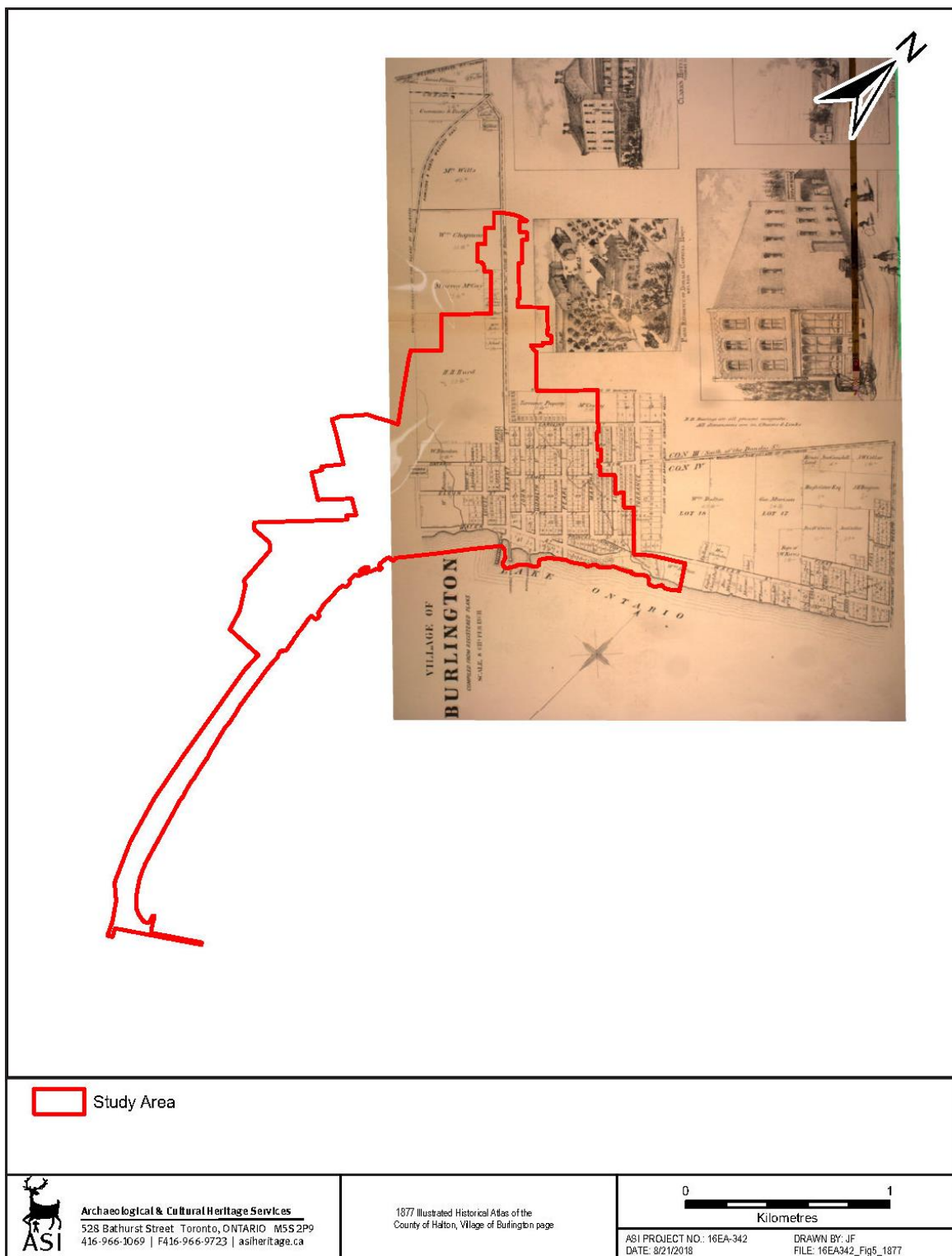


Figure 4: The study area overlaid on the 1877 Illustrated Historical Atlas of the County of Halton, Village of Burlington page.

Base Map: Pope 1877



Figure 6: Mobility Hub Planning Consulting Services: Downtown Study Area (Approximate Location) Overlaid on the 1909 National Topographic Series Hamilton Sheet



Figure 5: The study area overlaid on the 1909 NTS Hamilton Sheet.

Base Map: Department of Militia and Defence 1909

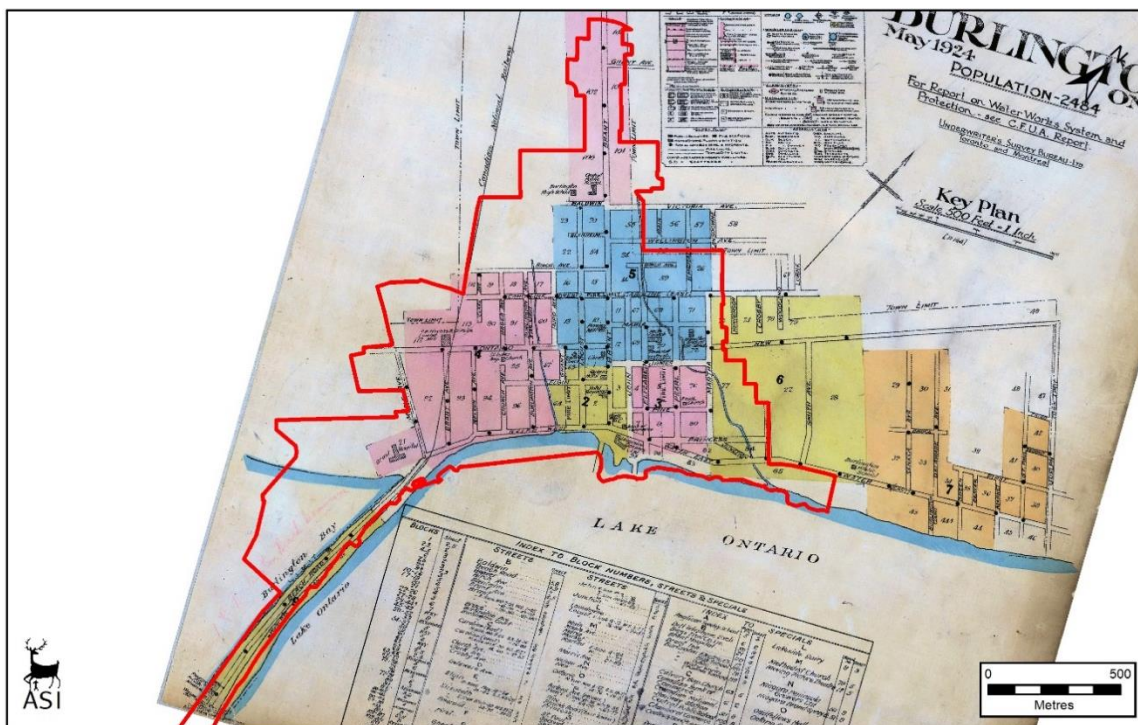


Figure 6: The study area overlaid on the 1924 Fire Insurance Plan.

Base Map: Underwriter's Survey Bureau Ltd. 1924



Mobility Hub Planning Consulting Services: Downtown Study Area (Approximate Location) Overlaid on the 1954 Aerial Photograph of Burlington



Figure 7: The study area overlaid on the 1954 aerial photograph.

Base Map: Hunting Survey Corporation 1954

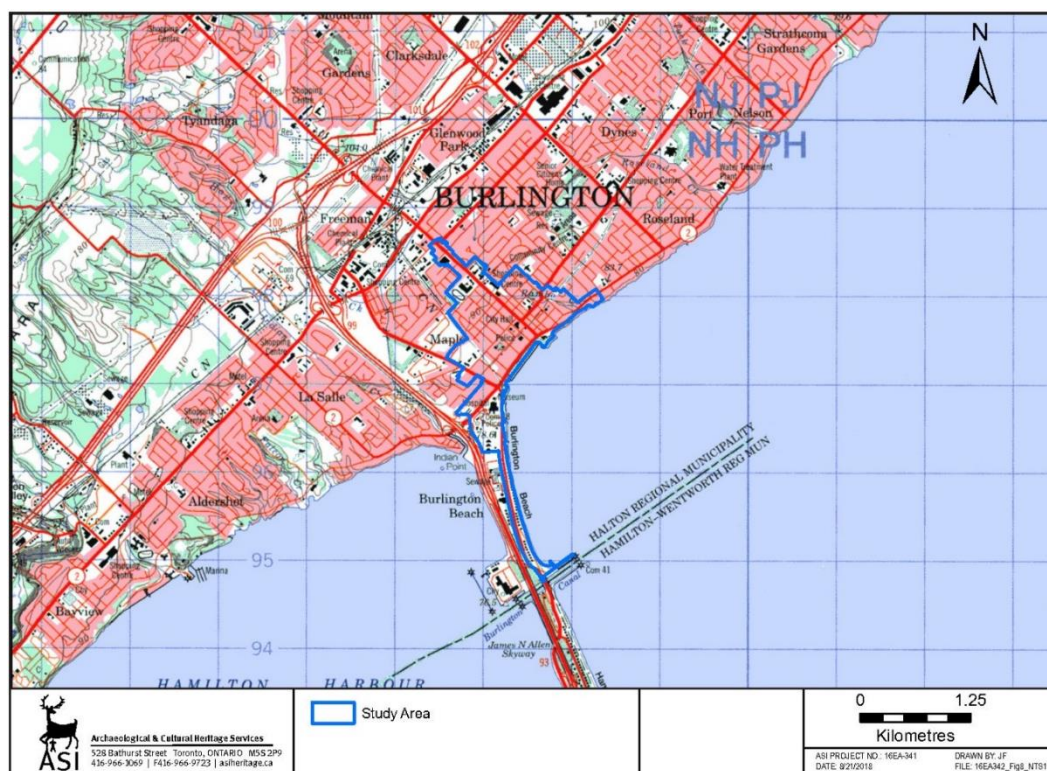


Figure 8: The study area overlaid on the 1999 NTS Hamilton-Burlington Sheet.

Base Map: Natural Resources Canada 1999

4.0 DATA COLLECTION RESULTS

4.1 Review of Existing Heritage inventories

The preliminary identification of existing cultural heritage resources within the study area was undertaken by consulting the following resources:

- The City of Burlington's *Municipal Register of Cultural Heritage Resources*, and *Official Plan*¹;
- Tourism Burlington's list of *Significant Architectural Sites* (2013)²;
- Burlington Historical Society Digital Collections: *Canadian Inventory of Heritage Buildings*³;
- City of Burlington's *Inventory of Places of Worship*⁴;
- Ontario's Genealogical Society- Halton-Peel Branch⁵;
- Parks Canada's *Historic Places* website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels⁶;
- Park's Canada's *Directory of Federal Heritage Designations*, a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses⁷;
- The inventory of Ontario Heritage Trust easements⁸;
- The Ontario Heritage Trust's *Ontario Heritage Plaque Guide*, an online, searchable database of Ontario Heritage Plaques⁹;
- *Ontario's Historical Plaques* website¹⁰; and
- Canadian Heritage Rivers System¹¹.

A plaque is located within the study area in the southwest corner of Brant and Ontario streets, north of Burlington Hall. The plaque text is as follows:

In 1798 Joseph Brant, the celebrated Mohawk War Chief, was given a Crown grant of 1396 ha in this area. James Gage purchased land from the Brant Tract in 1810, and laid out a town site at the northern end of Burlington Beach from Brant Street easterly. Situated on the road, between York (Toronto) and Niagara, the settlement, known as "Wellington Square", prospered and a post office was opened in 1826. A tannery, pottery and steam grist-mill were in operation by 1846. Growth was further stimulated with the arrival in 1854 of the Great Western Railway. The hamlets of Wellington Square and Port Nelson were incorporated as the Village of Burlington in 1873 which became a town in 1914.

A plaque commemorating the Reverend Thomas Greene at St. Luke's, Wellington Square is also located on the north side of Lakeshore Road between Nelson Avenue and Burlington Avenue.

¹ Reviewed 10 May 2017

² Reviewed 10 May 2017

³ Reviewed 10 May 2017

⁴ Reviewed 10 May 2017 (<https://www.burlington.ca/en/live-and-play/places-of-worship.asp>)

⁵ Reviewed 10 May 2017 (<http://www.haltonpeel.ogs.on.ca/h/ne22.htm>)

⁶ Reviewed 10 May 2017 (<http://www.historicplaces.ca/en/pages/about-apropos.aspx>)

⁷ Reviewed 10 May 2017 (http://www.pc.gc.ca/apps/dfhd/search-recherche_eng.aspx)

⁸ Reviewed 10 May 2017 (<http://www.heritagetrust.on.ca/en/index.php/property-types/easement-properties>)

⁹ Reviewed 10 May 2017 (<http://www.heritagetrust.on.ca/Resources-and-Learning/Online-Plaque-Guide.aspx>)

¹⁰ Reviewed 10 May 2017 (www.ontarioplaques.com)

¹¹ Reviewed 10 May 2017 (<http://www.chrs.ca/en/rivers.php>)

In order to make a preliminary identification of existing cultural heritage resources within the study area, the City of Burlington's Heritage Planner was consulted (04 May 2017) and provided the Municipal Register (received 08 May 2017). This inventory included listed properties and properties designated under Part IV of the OHA.

In addition, the Senior Planner of the Mobility Hubs project, Jenna Puletto, was contacted (email communication: Jenna Puletto, Mobility Hubs, Planning and Building Department, 05 May 2017). She provided ASI with the list of designated properties and Type 'A' listed properties within the Downtown Mobility Hub Study Area, and indicated that Type B, C, and D properties have been removed from the Municipal Register and are under review. The list of Types B-D was not available at the time of this report.

In addition, the Planning Division of the Department of City Building at the City of Burlington identified several focus areas for the Downtown Mobility Hub which are illustrated in Figure 25. These include the Blairholm, Victoria, Bates Precinct (Mid-Brant), Bates Precinct (Locust), Lakeshore-Burlington Ave, John/James/Elizabeth, Promenade, Village Square, and Foot of Brant clusters.

Thomas Douglas, Heritage Planner at the City of Burlington provided an updated copy of the City's Municipal Register which was reviewed in conjunction with the City's online mapping of Register properties (email communication: Thomas Douglas, 06 February 2019).

4.1.1 Downtown Mobility Hub Study Area –Previously Identified Cultural Heritage Resources

A review of available federal, provincial, and municipal heritage registers and inventories revealed that there are 100 cultural heritage resources previously identified within and/or adjacent to the overall Downtown Mobility Hub study area. Table 2 lists the previously identified cultural resources within the entire study area.¹² Section 7 provides location mapping of these features.

Table 2: Summary of cultural heritage resources (CHRs) and cultural heritage landscapes (CHLs) within and/or adjacent to the study area

Feature ID on Map	Address/ Location	Cultural Heritage Status	Description/Comments	Location
CHR 1	1433 Baldwin St	Listed	Central High School	Within study area
CHR 2	1454 Birch Ave	Listed	Edwin Thorpe Retirement House	Within study area
CHR 3	2021 Blairholm Ave	Designated		Within Blairholm Focus Cluster
CHR 4	2022 Victoria Ave	Listed	Bell Orchards Farmhouse	Within Victoria Focus Cluster

¹² When conducting background research to identify known cultural heritage resources, listed/designated properties are assigned a CHR number. Typically, resources are then classified as built heritage resources (BHR) and cultural heritage landscapes (CHL) following field review. Field review for this project was limited to focus clusters and so not all known CHRs were reviewed for further classification. For the purposes of this report, potential resources identified within the focus clusters are labelled as CHRs (single properties) and CHLs (multiple properties).

Table 2: Summary of cultural heritage resources (CHRs) and cultural heritage landscapes (CHLs) within and/or adjacent to the study area

Feature ID on Map	Address/ Location	Cultural Heritage Status	Description/Comments	Location
CHR 10	590 Brant St	Listed	Phil C. Patriarche House	Within Bates Precinct (mid-Brant) Focus Cluster
CHR 14	460 Burlington Ave	Listed		Within study area
CHR 15	466 Burlington Ave	Listed		Within study area
CHR 16	472 Burlington Ave	Listed		Within study area
CHR 17	479 Burlington Ave	Designated		Within study area
CHR 18	482 Burlington Ave	Listed		Within study area
CHR 19	534 Burlington Ave	Designated		Within study area
CHR 20	1435 Caroline St	Designated		Within study area
CHR 21	2057 Caroline St	Listed		Within study area
CHR 22	2063 Caroline St	Listed		Within study area
CHR 23	2085 Caroline St	Designated		Within study area
CHR 24	1371 Elgin St	Listed	St. Luke's Church and Burying Grounds	Within study area
CHR 25	2040 Emerald Cres	Designated		Within study area
CHR 26	524 Emerald St	Designated		Within study area
CHR 27	518 Hager Ave	Listed		Within study area
CHR 28	524 Hager Ave	Listed		Within study area
CHR 29	532 Hager Ave	Listed		Within study area
CHR 30	539 Hager Ave	Listed		Within study area
CHR 31	550 Hurd Ave	Listed		Within study area
CHR 32	2137 Lakeshore Rd	Listed		Within study area
CHR 33	2187 Lakeshore Rd	Listed		Within study area
CHR 34	2201 Lakeshore Rd	Listed	Residence: Built by William Dalton, sold in 1891 to John Chamberlain "Apple Jack" Smith. Later residence of the Netherlands consul.	Within study area
CHR 35	2222 Lakeshore Rd	Designated		
CHR 36	560 Locust St	Listed		Within study area
CHR 37	566 Locust St	Listed		Within study area
CHR 38	572 Locust St	Listed		Within study area
CHR 39	576 Locust St	Listed		Within study area
CHR 40	470 Maple Ave	Listed		Adjacent to the study area
CHR 41	2083 Maria St	Designated		Within study area
CHR 42	445 Nelson Ave	Designated		Within study area
CHR 43	447 Nelson Ave	Designated		Within study area
CHR 44	451 Nelson Ave	Listed		Within study area
CHR 45	455 Nelson Ave	Designated		Within study area
CHR 46	470 Nelson Ave	Designated		Within study area
CHR 47	479 Nelson Ave	Designated		Within study area
CHR 48	2084 Old Lakeshore Rd	Designated		Within study area
CHR 49	2100 Old Lakeshore Rd	Listed		Within study area
CHR 50	2101-2103 Old Lakeshore Rd	Listed		Within study area
CHR 51	1375 Ontario St	Designated		Within study area
CHR 52	1391 Ontario St	Listed		Within study area
CHR 53	1401 Ontario St	Listed		Within study area

Table 2: Summary of cultural heritage resources (CHRs) and cultural heritage landscapes (CHLs) within and/or adjacent to the study area

Feature ID on Map	Address/ Location	Cultural Heritage Status	Description/Comments	Location
CHR 54	1406 Ontario St	Listed		Within study area
CHR 56	1419 Ontario St	Listed		Within study area
CHR 57	1427 Ontario St	Listed		Within study area
CHR 58	1436 Ontario St	Designated		Within study area
CHR 59	1442 Ontario St	Designated	Associated with Church (1446 Ontario St.), Church built 1875 by James Cushie Bent, an important early builder, who constructed neighbouring frames houses incl. 1436	Within Bates Precinct (Locust) Focus Cluster
CHR 60	383 Pearl St	Listed		Within study area
CHR 61	385 Pearl St	Listed		Within study area
CHR 62	491 Pearl St	Designated		Within study area
CHR 63	2085 Pine St	Listed		Within study area
CHR 64	638 Brant St	Listed		Within study area
CHR 65	431-433 Brock Ave	Listed		Within study area
CHR 66	526 Burlington Ave	Designated		Within study area
CHR 67	390-392 John St	Listed		Within study area
CHR 68	444 John St	Listed		Within study area
CHR 69	896 Lakeshore Crt	Listed		Within study area
CHR 70	900 Lakeshore Crt	Listed		Within study area
CHR 71	1094 Lakeshore Rd	Designated		Within study area
CHR 72	1245 Lakeshore Rd	Listed		Within study area
CHR 73	2230 Lakeshore Rd	Listed		Adjacent to study area
CHR 74	562 Maple Ave	Listed		Adjacent to study area
CHR 75	497 Martha St	Designated		Within study area
CHR 76	1240 North Shore Blvd E	Listed		Within study area
CHR 77	1441 Ontario St	Listed		Within study area
CHR 78	367 Torrance St	Listed		Adjacent to study area
CHR 79	400 Brant St	Listed		Within study area
CHR 80	401 Brant St	Listed		Within study area
CHL 1	361 Brant St	Listed	Part of potential Commercial Streetscape (CHL 1)	Within Foot of Brant Focus Cluster
CHL 1	368 Brant St	Listed	Part of potential Commercial Streetscape (CHL 1)	Within Foot of Brant Focus Cluster
CHL 1	2015 Lakeshore Rd	Listed	Part of potential Commercial Streetscape (CHL 1)	Within Foot of Brant Focus Cluster
CHL 1	2017 Lakeshore Rd	Listed	Part of potential Commercial Streetscape (CHL 1)	Within Foot of Brant Focus Cluster
CHL 2	447-449 Locust St	Designated	Part of potential Residential Streetscape (CHL 2)	Within Bates Precinct (Locust) Focus Cluster
CHL 2	458 Locust St	Listed	Part of potential Residential Streetscape (CHL 2)	Within Bates Precinct (Locust) Focus Cluster
CHL 2	462 Locust St	Designated	Part of potential Residential Streetscape (CHL 2)	Within Bates Precinct (Locust) Focus Cluster
CHL 2	468 Locust St	Listed	Part of potential Residential Streetscape (CHL 2)	Within Bates Precinct (Locust) Focus Cluster

Table 2: Summary of cultural heritage resources (CHRs) and cultural heritage landscapes (CHLs) within and/or adjacent to the study area

Feature ID on Map	Address/ Location	Cultural Heritage Status	Description/Comments	Location
CHL 2	471 Locust St	Listed	Part of potential Residential Streetscape (CHL 2)	Within Bates Precinct (Locust) Focus Cluster
CHL 2	472 Locust St	Listed	Part of potential Residential Streetscape (CHL 2)	Within Bates Precinct (Locust) Focus Cluster
CHL 2	1457 Ontario St	Designated	Part of potential Residential Streetscape (CHL 2)	Within Bates Precinct (Locust) Focus Cluster
CHL 3	415 Elizabeth St	Listed	Part of potential Commercial/Residential Streetscape (CHL 3)	Within Village Square Focus Cluster
CHL 3	417 Elizabeth St	Listed	Part of potential Commercial/Residential Streetscape (CHL 3)	Within Village Square Focus Cluster
CHL 3	423 Elizabeth St	Listed	Part of potential Commercial/Residential Streetscape (CHL 3)	Within Village Square Focus Cluster
CHL 3	416 Pearl St	Listed	Part of potential Commercial/Residential Streetscape (CHL 3)	Within Village Square Focus Cluster
CHL 4	459-463 Brant St	Listed	Part of potential Commercial/Residential Streetscape (CHL 4)	Within the John/James/Elizabeth and Promenade Focus Clusters
CHL 4	451 Elizabeth St	Listed	Part of potential Commercial/Residential Streetscape (CHL 4)	Within the John/James/Elizabeth and Promenade Focus Clusters
CHL 4	461 Elizabeth St	Listed	Part of potential Commercial/Residential Streetscape (CHL 4)	Within the John/James/Elizabeth and Promenade Focus Clusters
CHL 4	482 Elizabeth St	Listed	Part of potential Commercial/Residential Streetscape (CHL 4)	Within the John/James/Elizabeth and Promenade Focus Clusters
CHL 4	490 Elizabeth St/2024 Maria St	Listed	Part of potential Commercial/Residential Streetscape (CHL 4)	Within the John/James/Elizabeth and Promenade Focus Clusters
CHL 4	2031 James St	Listed	Part of potential Commercial/Residential Streetscape (CHL 4)	Within the John/James/Elizabeth and Promenade Focus Clusters
CHL 4	482 John St	Listed	Part of potential Commercial/Residential Streetscape (CHL 4)	Within the John/James/Elizabeth and Promenade Focus Clusters
CHL 5	415 Burlington Ave	Designated	Part of potential Residential Streetscape (CHL 5)	Within Burlington Avenue and Lakeshore Road Focus Cluster

Table 2: Summary of cultural heritage resources (CHRs) and cultural heritage landscapes (CHLs) within and/or adjacent to the study area

Feature ID on Map	Address/ Location	Cultural Heritage Status	Description/Comments	Location
CHL 5	418 Burlington Ave	Listed	Part of potential Residential Streetscape (CHL 5)	Within Burlington Avenue and Lakeshore Road Focus Cluster
CHL 5	419 Burlington Ave	Listed	Part of potential Residential Streetscape (CHL 5)	Within Burlington Avenue and Lakeshore Road Focus Cluster
CHL 5	431 Burlington Ave	Listed	Part of potential Residential Streetscape (CHL 5)	Within Burlington Avenue and Lakeshore Road Focus Cluster
CHL 5	432 Burlington Ave	Listed	Part of potential Residential Streetscape (CHL 5)	Within Burlington Avenue and Lakeshore Road Focus Cluster
CHL 5	436 Burlington Ave	Listed	Part of potential Residential Streetscape (CHL 5)	Within Burlington Avenue and Lakeshore Road Focus Cluster
CHL 5	1421 Lakeshore Rd	Listed	Part of potential Residential Streetscape (CHL 5)	Within Burlington Avenue and Lakeshore Road Focus Cluster

4.2 Field Review of Focus Clusters within the Downtown Mobility Hub Study Area

ASI identified that detailed field study of the entire Downtown study area was not feasible. To resolve this, the City identified nine heritage “focus cluster” areas that were considered priorities for identifying potential impacts from changes to the policies that guide development. The focus clusters were identified by City staff in consultation with the Heritage Burlington citizen advisory committee. Clusters were identified in areas that met both of the following criteria: the belief that properties within the area may hold some potential cultural heritage interest, and the expectation that the area may be subject to significant policy changes as a result of the Mobility Hubs Area-Specific Planning exercise. Some areas of potential cultural heritage interest were excluded because significant policy changes were not anticipated in those areas; conversely, some areas where significant policy changes were anticipated were excluded because they were not believed to have potential cultural heritage interest. The delineation of focus clusters was based on geographic distribution of potential heritage impacts. Cluster delineation was not intended to carry weight as defining or distinguishing one heritage context relative to another.

A field review was undertaken by ASI on 5 February 2019 to document the existing conditions of the nine focus clusters identified by the City of Burlington. The field review was preceded by a review of available, current, and historical aerial photographs and maps (including online sources such as Google maps). The existing conditions within each focus cluster at the time of fieldwork on 5 February 2019 are identified below. It should be noted that ASI’s field review did not extend beyond the boundaries of the clusters as identified by the City.

- Blairholm Focus Cluster: Located within a mixed-use neighbourhood, with residential and religious buildings (Figure 9 and Figure 10)
- Victoria Focus Cluster: Located within a mixed-use area, containing residential buildings adapted for commercial use (Figure 11 and Figure 12)

- Bates Precinct (Mid-Brant) Focus Cluster: Located within a mixed-use area, containing residential buildings adapted for commercial use (Figure 13 and Figure 14)
- Bates Precinct (Locust) Focus Cluster: Located within a mixed-use area, containing primarily residential buildings with some residential buildings adapted for commercial use (Figure 17 and Figure 18)
- Lakeshore-Burlington Avenue Focus Cluster: Located within a residential area, containing primarily residential buildings (Figure 15 and Figure 16)
- John/James/Elizabeth Focus Cluster: Located within a mixed-use area, containing residential buildings, religious buildings, commercial buildings, and residential buildings adapted for commercial use (Figure 19)
- Promenade Focus Cluster: Located within a mixed-use area, containing residential buildings, religious buildings, commercial buildings, and residential buildings adapted for commercial use (Figure 20)
- Village Square Focus Cluster: Located within a mixed-use area, containing residential buildings, commercial buildings, and residential buildings adapted for commercial use (Figure 21 and Figure 22)
- Foot of Brant Focus Cluster: Located within a commercial area, containing primarily commercial buildings (Figure 23 and Figure 24)



Figure 9: Blairholm Focus Cluster, looking southwest along Blairholm Avenue

(ASI 2019)



Figure 10: Blairholm Focus Cluster, looking northeast from Blairholm Avenue

(ASI 2019)



Figure 11: Victoria Focus Cluster, looking southwest
along Victoria Avenue

(ASI 2019)



Figure 12: Victoria Focus Cluster, looking south
along Victoria Avenue

(ASI 2019)



Figure 13: Bates Precinct (Mid-Brant) Focus Cluster,
looking southwest along Brant Street

(ASI 2019)



Figure 14: Bates Precinct (Mid-Brant) Focus Cluster,
looking southwest along Brant Street

(ASI 2019)



Figure 15: Lakeshore - Burlington Avenue Focus
Cluster, looking southeast along Burlington Avenue
(ASI 2019)



Figure 16: Lakeshore - Burlington Avenue Focus
Cluster, looking northwest along Burlington Avenue
(ASI 2019)



Figure 18: Bates Precinct (Locust Street) Focus
Cluster, looking northwest along Locust Street

Figure 17: Bates Precinct (Locust Street) Focus Cluster, looking northwest along Locust Street towards Ontario Street

(ASI 2019)

(ASI 2019)



Figure 19: John/James/Elizabeth Focus Cluster, looking south along Elizabeth Street

(ASI 2019)



Figure 20: Promenade Focus Cluster, looking east towards Pearl Street

(ASI 2019)



Figure 21: Village Square Focus Cluster, looking northeast along Elizabeth Street

(ASI 2019)



Figure 22: Village Square Focus Cluster, looking west along Pearl Street

(ASI 2019)



Figure 23: Foot of Brant Focus Cluster, looking southeast along Brant Street

(ASI 2019)

Figure 24: Foot of Brant Focus Cluster, looking southwest along Brant Street

(ASI 2019)

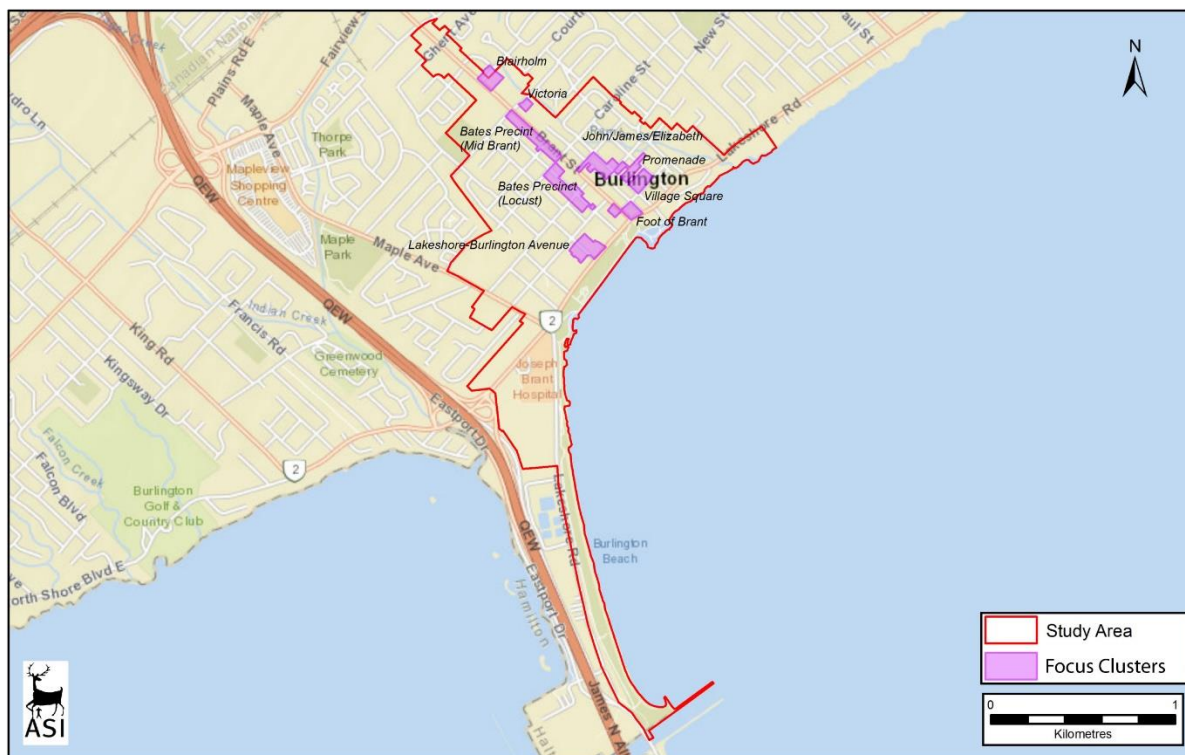


Figure 25: Location of Focus Clusters within the Downtown Mobility Hub Study Area

4.2.1 Focus Clusters –Potential Cultural Heritage Resources and Potential Cultural Heritage Landscapes

The field review undertaken on 5 February 2019 within the nine identified focus clusters identified eight potential cultural heritage resources and five potential cultural heritage landscapes. The potential cultural heritage landscapes include individually listed and designated properties as outlined in Table 2 above. The potential cultural heritage landscapes consist of residential, commercial, or mixed-use streetscapes and were identified for their concentration of buildings of similar age and/or style with a general consistency of scale, set back and massing.

It should be noted that as ASI's field review was limited to the areas within the limits of the nine focus clusters, the exact boundaries of the potential cultural heritage landscapes are currently unknown. Further work is necessary, including field review outside of the limits of the focus clusters, in order to establish the boundaries of the potential cultural heritage landscapes.

Table 3 lists the potential cultural heritage resources and potential cultural heritage landscapes identified within the nine focus clusters as part of the field review. Section 7 provides location mapping of these features. A more detailed inventory is found in Appendix A.

Table 3: Summary of potential cultural heritage resources (CHRs) and potential cultural heritage landscapes (CHLs) identified within focus clusters

Feature ID on Map	Address/ Location	Cultural Heritage Status	Description/Comments	Location
CHR 5	2012 Victoria Ave	Identified through Field Review		Within Victoria Focus Cluster
CHR 6	518 Brant St	Identified through Field Review		Within Bates Precinct (mid-Brant) Focus Cluster
CHR 7	524 Brant St	Identified through Field Review		Within Bates Precinct (mid-Brant) Focus Cluster
CHR 8	530 Brant St	Identified through Field Review		Within Bates Precinct (mid-Brant) Focus Cluster
CHR 9	574 Brant St	Identified through Field Review		Within Bates Precinct (mid-Brant) Focus Cluster
CHR 11	600 Brant St	Identified through Field Review		Within Bates Precinct (mid-Brant) Focus Cluster
CHR 12	612 Brant St	Identified through Field Review		Within Bates Precinct (mid-Brant) Focus Cluster
CHR 13	620 Brant St	Identified through Field Review		Within Bates Precinct (mid-Brant) Focus Cluster
CHL 1	Foot of Brant area	Identified through Field Review (Includes 4 Listed Properties, see Table 2)	Potential Commercial Streetscape	Within Foot of Brant Focus Cluster
CHL 2	Locust Street area	Identified through Field Review (Includes 4 Listed and 3 Designated Properties, see Table 2)	Potential Residential Streetscape	Within Locust Street Focus Cluster
CHL 3	Village Square area	Identified through Field Review (Includes 4 Listed Properties, see Table 2)	Potential Commercial and Residential Streetscape	Within Village Square Focus Cluster
CHL 4	Downtown East Area	Identified through Field Review (includes 7 Listed Properties, see Table 2)	Potential Commercial and Residential Streetscape	Within John/James/Elizabeth and Promenade Focus Clusters
CHL 5	Burlington Avenue and Lakeshore Road area	Identified through Field Review (Includes 6 Listed and 1 Designated)	Potential Residential Streetscape	Within Burlington Avenue and Lakeshore Road Focus Cluster

Table 3: Summary of potential cultural heritage resources (CHRs) and potential cultural heritage landscapes (CHLs) identified within focus clusters

Feature ID on Map	Address/ Location	Cultural Heritage Status	Description/Comments	Location
		Properties, see Table 2)		

5.0 KEY FINDINGS AND RECOMMENDATIONS

Background research, including a review of historical mapping, revealed that the occupation of the study area had its origins in late eighteenth century survey and settlement. Historical mapping does show that there was significant expansion within the community of Burlington in the latter part of the twentieth century. The review of historical mapping suggests that the main settlement area of Burlington is still extant in the dense urban landscape and reveals that the study area has evolved from a nineteenth century port community into a large blended urban community.

At present, the City of Burlington's Municipal Heritage Register lists 100 cultural heritage resources (listed or designated) within and/or adjacent to the overall Downtown Mobility Hub Study Area. Following field survey of the nine focus clusters identified by the City of Burlington, eight potential cultural heritage resources and five potential cultural heritage landscapes (encompassing 29 listed or designated properties) were identified within the boundaries of the focus clusters.

It should be noted that as ASI's field review was limited to the areas within the limits of the nine focus clusters, the exact boundaries of the potential cultural heritage landscapes are currently unknown. Further work is necessary, including field review outside of the limits of the focus clusters, in order to establish the boundaries of the potential cultural heritage landscapes.

5.1 Conservation of Built Heritage Resources and Cultural Heritage Landscapes

The future redevelopment and intensification of the Downtown Mobility Hub should not adversely affect cultural heritage resources, and intervention should be managed in such a way that its impact is sympathetic with the value of the resources. When the nature of the undertaking is such that adverse impacts are unavoidable, it may be necessary to implement management or mitigation strategies that alleviate the deleterious effects on cultural heritage resources. Mitigation is the process of reducing the anticipated adverse impacts to cultural heritage resources.

Mitigation measures and/or alternative development approaches shall be required as part of the approval conditions to ameliorate any potential adverse impacts to the cultural heritage resource and its heritage attributes. The Ontario Heritage Toolkit (2006), lists the following methods of minimizing a negative impact on a cultural heritage resource (see Section 5.2 below):

The mitigation options may include, but are not limited to:

- Alternative development approaches;
- Isolating development and site alteration from significant built and natural features and vistas
- Design guidelines that harmonize mass, setback, setting, and materials
- Limiting height and density

- Allowing only compatible infill and additions
- Reversible alterations
- Buffer zones, site plan control, and other planning mechanisms

Incorporating cultural heritage components into new development assists in making the area visually diverse and distinctive. This will create a landscape that will provide continuity between the old and the new. Appropriate mitigation measures and/or alternative development approaches should be incorporated to reduce the potential for adverse impacts to the cultural heritage resources in the area.

Other common mitigation protocols that are suitable for consideration and application for minimizing impacts on cultural heritage resources may include, but are not limited to, the following:

- Avoidance and mitigation to allow development to proceed while retaining the cultural heritage resources in situ and intact;
- Adaptive re-use of a built heritage structures or cultural heritage landscapes;
- Alternative development approaches to conserve and enhance a significant heritage resource;
- Avoidance protocols to isolating development and land alterations to minimize impacts on significant built and natural features and vistas;
- Architectural design guidelines for buildings on adjacent and nearby lots to help integrate and harmonize mass, setback, setting, and materials;
- Limiting height and density of buildings on adjacent and nearby lots;
- Ensuring compatible lot patterns, situating parks and storm water ponds near a heritage resource;
- Vegetation buffer zones, tree planting, site plan control, and other planning mechanisms;
- Allowing only compatible infill and additions;
- Preparation of cultural heritage impact assessments for all developments affecting a cultural heritage resource;
- Preparation of conservation, restoration, and adaptive reuse plans as necessary;
- Listing properties and landscapes of cultural heritage interest on the Municipal Heritage Register;
- Heritage Conservation Easement;
- In certain rare instances, permitting the relocation of built heritage resources within the subject parcel, to nearby lands, or to other parts of the City in order to better accommodate conservation and adaptive reuse. The appropriate context of the resource must be considered in relocation;
- In instances where retention may not be possible, partial salvage, documentation through measured drawings and high-resolution digital photographs, historical plaquing and the like may be appropriate; and
- Historical commemoration of the cultural heritage of a property/structure/area, historical commemoration by way of interpretive plaques;

5.2 Heritage Impact Statements

Resources may require a Heritage Impact Assessment/Statement (HIA) as part of the development process.

A property does not have to be designated or listed in a heritage register to be subject to the HIA process. Any property that may exhibit cultural heritage value or “heritage potential” will be subject to an appropriate level of heritage due diligence guided through the heritage impact assessment process. An HIA will determine how significant an individual cultural heritage resource may be and how a proposed



land use development, demolition or site alterations may affect that resource. These studies recommend and outline a range of mitigative measures or alternative development approaches that should be applied, based on a range of decision making factors such as: significance, rarity and integrity of the cultural heritage resource; structural condition; location; contextual and environmental considerations; municipal policy objectives; proposed land uses; business plan of the subject land owner; and other factors. HIAs can also be used to determine if and when demolition, relocation, salvage or other potentially negative impacts may be permissible. For example, in certain rare instances demolition might be permissible if a heritage building is confirmed as structurally unsound, is heavily damaged or otherwise compromised to such a degree that rehabilitation and restoration is unfeasible. In such instances, a clear and well-articulated rationale is required to justify such impacts.

Section 8.4.1 of the City of Burlington's OPA policy states, in part, the following:

Completion of a heritage impact statement shall be required prior to any approvals for proposed development where the City foresees potential adverse impacts on the cultural heritage attributes (including important vistas and streetscape) of a property designated pursuant to the Ontario Heritage Act, or on a property worthy of designation. Completion of a heritage impact statement may be required prior to any approvals for proposed development where the City foresees potential adverse impacts on the cultural heritage attributes of any other property identified on the City's Inventory of Cultural Heritage Resources. The content of a heritage impact statement may include, but is not limited to, the following:

- (i) An assessment of the cultural heritage value of the resource;
- (ii) A description of the proposal, including a location map showing proposed buildings, existing land uses and buildings, and existing cultural heritage landscape features;
- (iii) The physical condition of the resource (including that of any adjacent resource that may be directly or indirectly affected by the proposal;
- (iv) A description of the impacts that may be reasonably caused to the cultural heritage resource;
- (v) Identification of several conservation options taking into consideration the significance of the cultural heritage resource itself, the context of the resource and all applicable municipal, provincial or federal conservation principles. The advantages and disadvantages of each option will be identified, as will a preferred option;
- (vi) A description of the actions necessary to prevent, change, mitigate or remedy any expected impacts upon the cultural heritage resource.

5.3 Recommendations

Based on the results of the assessment, the following recommendations have been developed:

1. A total of 100 previously-identified cultural heritage resources (listed or designated) were identified within and adjacent to the overall Downtown Mobility Hub Study area. Following field review of the nine focus clusters identified by the City of Burlington, eight potential cultural heritage resources and five potential cultural heritage landscapes (encompassing 29 listed or designated cultural heritage resources) were identified within the boundaries of the



focus clusters. The Downtown Mobility Hub redevelopment and intensification plan should incorporate policies that ensure the long-term viability and presence of built heritage resources and cultural heritage landscapes in the area (see Section 5.1).

2. Five potential cultural heritage landscapes were identified through fieldwork within the nine focus clusters identified by the City of Burlington within the Downtown Mobility Hub Study Area. These potential cultural heritage landscapes are candidates for conservation and integration into future land uses within the Downtown Mobility Hub redevelopment and intensification plan. It should be noted that as ASI's field review was limited to the areas within the limits of the nine focus clusters, the exact boundaries of the potential cultural heritage landscapes are currently unknown. Further work is necessary, including field review outside of the limits of the focus clusters, in order to establish the boundaries of the potential cultural heritage landscapes. Upon further study, these potential cultural heritage landscapes may: meet criteria for designation under Part V of the OHA as HCDs; warrant recognition as CHLs within the City of Burlington's OP with policies to support identified attributes; or, warrant recognition as Specialty Policy Areas defined by their prevailing character (i.e., Mature Neighbourhoods, Downtowns, Main Streets).
3. Heritage listed properties and identified potential cultural heritage resources may meet criteria for designation under Part IV of the Ontario Heritage Act and are candidates for conservation and integration into future land uses within the Downtown Mobility Hub redevelopment and intensification plan.
4. The Downtown Mobility Hub redevelopment and intensification plan should incorporate policies that ensure the long-term viability and presence of built heritage resources and cultural heritage landscapes in the area (see Section 5.1).
5. Any proposed development on or adjacent to a heritage designated or heritage listed property shall require a Heritage Impact Assessment (HIA) to ensure that significant cultural heritage resources in the study area are conserved. Any assessment must include consideration of its historical and natural context within the City of Burlington, and should include a comprehensive evaluation of the design, historical, and contextual values of the property.
6. The following potential mitigation approaches may be suitable for consideration and application for minimizing impacts from proposed developments on or adjacent to listed, designated, and potential cultural heritage resources within the Downtown Mobility Hub:
 - a. Avoidance and mitigation to allow development to proceed while retaining the cultural heritage resources in situ and intact;
 - b. Adaptive re-use of a built heritage structure or cultural heritage resources;
 - c. Commemoration of the cultural heritage of a property/structure/area, historical commemoration means such as plaques or cultural heritage interpretive signs; and,
 - d. Urban design policies and guidelines for building on, adjacent, and nearby to heritage designated and heritage listed properties, and properties with potential cultural heritage resources to ensure compatibility by integrating and harmonizing mass, setback, setting, and materials.

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7.0 CULTURAL HERITAGE RESOURCE LOCATION MAPPING

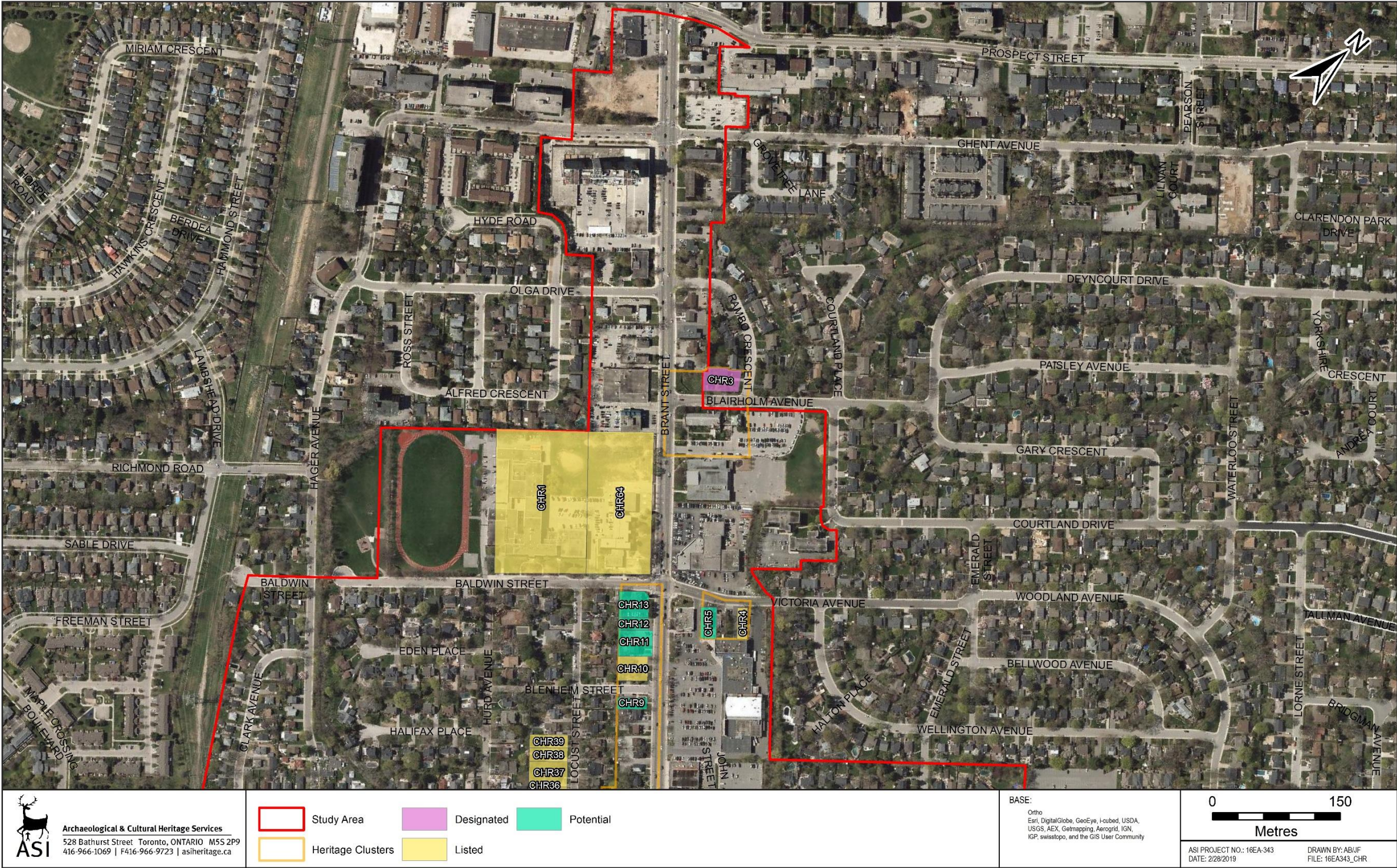


Figure 10: Location of Cultural Heritage Resources within and/or adjacent to the study area



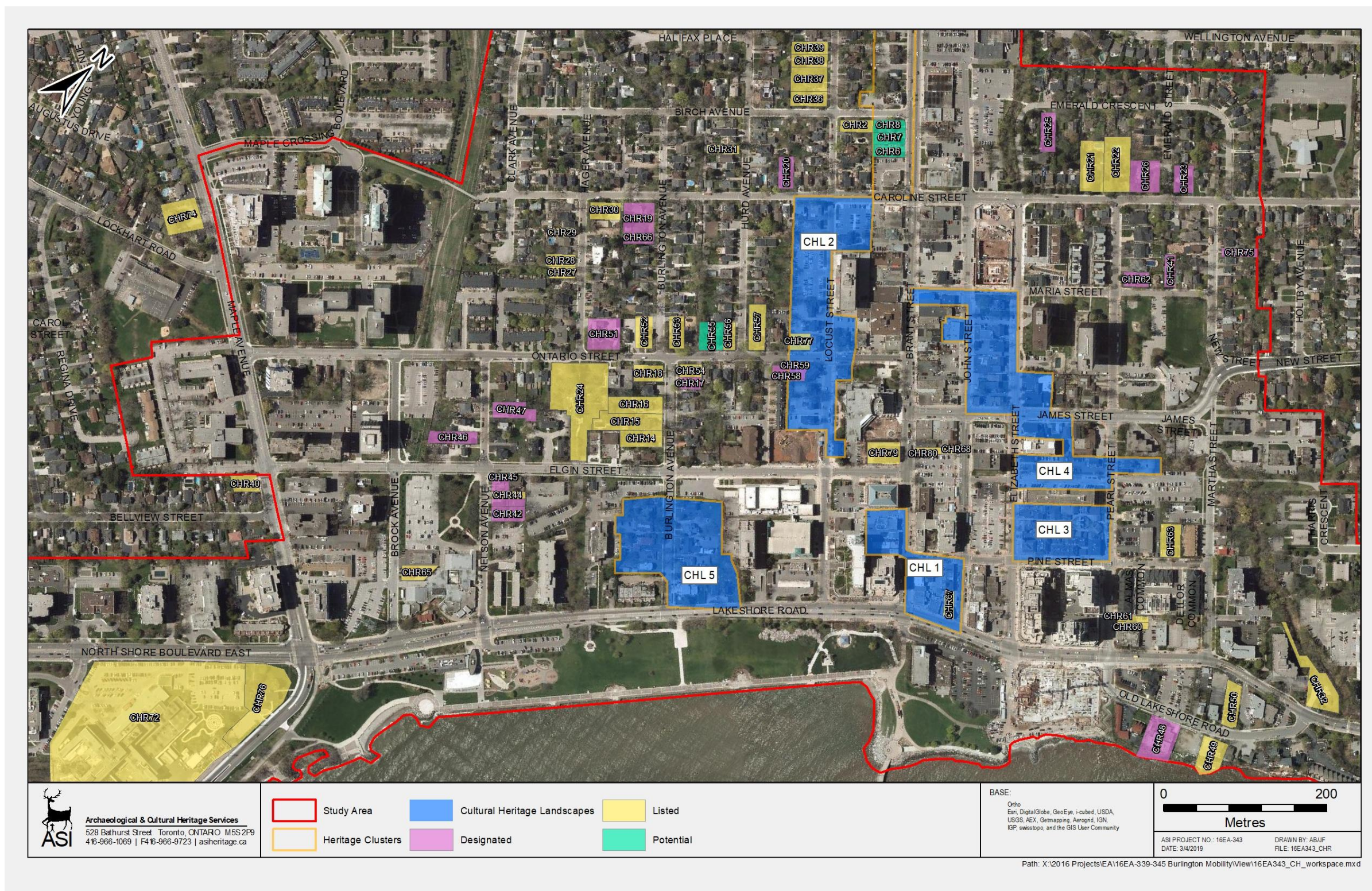


Figure 11: Location of Cultural Heritage Resources within and/or adjacent to the study area

It should be noted that as ASI's field review was limited to the areas within the limits of the nine focus clusters, the exact boundaries of the potential cultural heritage landscapes are currently unknown. Further work is necessary, including field review outside of the limits of the focus clusters, in order to establish the boundaries of the potential cultural heritage landscapes.

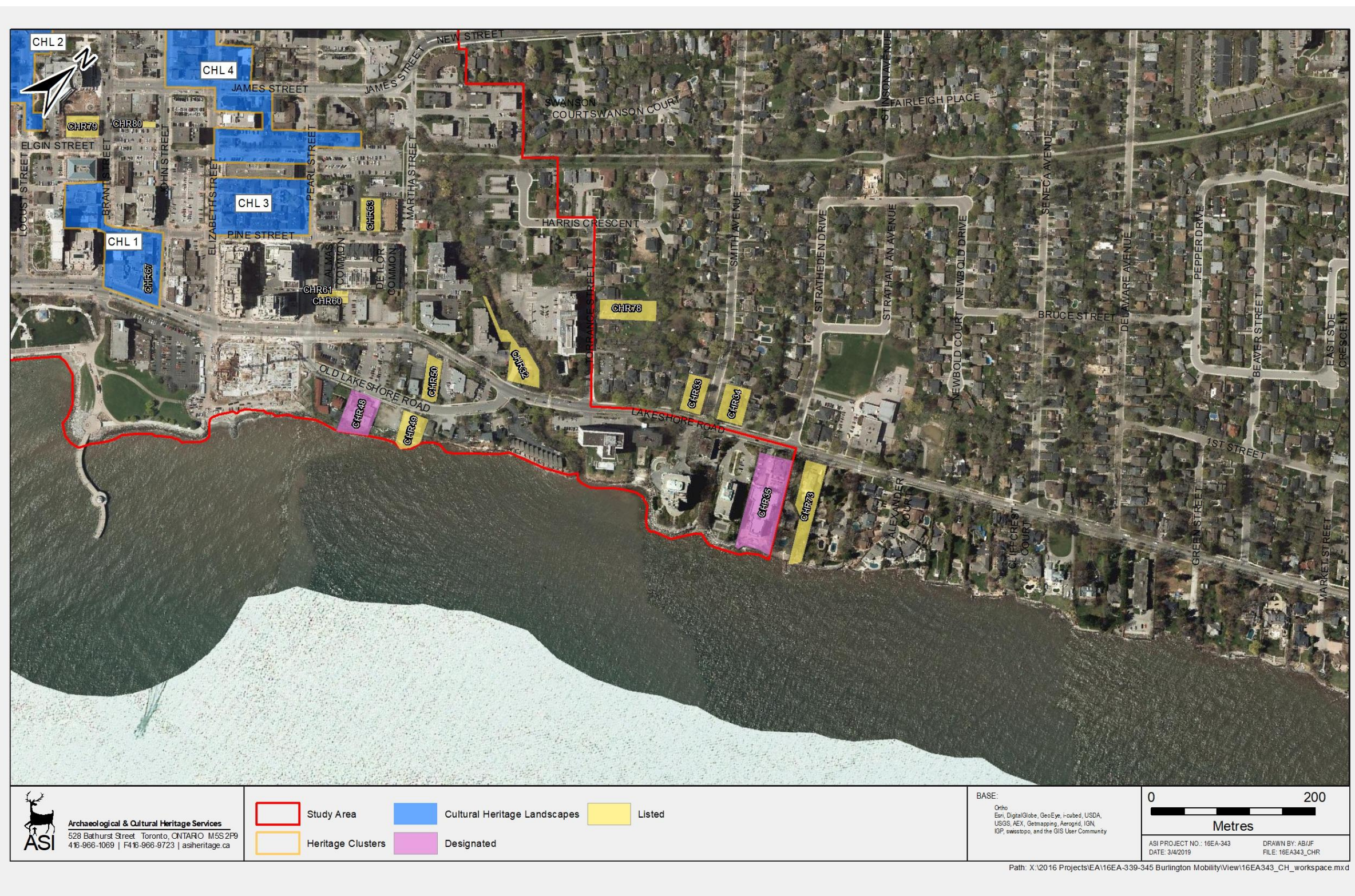


Figure 12: Location of Cultural Heritage Resources within and/or adjacent to the study area

It should be noted that as ASI's field review was limited to the areas within the limits of the nine focus clusters, the exact boundaries of the potential cultural heritage landscapes are currently unknown. Further work is necessary, including field review outside of the limits of the focus clusters, in order to establish the boundaries of the potential cultural heritage landscapes.





Figure 13: Location of Cultural Heritage Resources within and/or adjacent to the study area







APPENDIX A: Previously-Identified and Potential Cultural Heritage Resources within the Downtown Mobility Hub Study Area Focus Clusters



Table 4: Previously-Identified and Potential Cultural Heritage Resources in Identified Focus Clusters within the Downtown Mobility Hub Study Area



Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
CHR 3	2021 Blairholm Avenue Located within the Blairholm Focus Cluster	Designated under Part IV of the <i>Ontario Heritage Act</i>	Residential Building	<p><u>Design/Physical Description:</u> Two-and-a-half storey red-brick Georgian residential building with two-storey porch addition along the front (west) elevation. Several mature coniferous and deciduous trees are located throughout the property and the buildign is set back from Brant Street and Blairholm Avenue with a large grassed lawn.</p> <p><u>Historical Description:</u> One of the oldest residential buildings in downtown Burlington, the existing house was constructed circa 1858 for Nelson Ogg, local cooper and farmer (City of Burlington By-law 28-2000).</p> <p>Identified on the 1924 Fire Insurance Plan.</p> <p><u>Contextual Description:</u> Residential building along a mixed-use corridor and at the edge of a residential neighbourhood within the Blairholm Focus Cluster.</p>		This property is a strong candidate for conservation and integration into future land uses within the Downtown Mobility Hub redevelopment and intensification plan. Any proposed development on or adjacent to this property shall require an HIA to establish a conservation plan and appropriate mitigation measures.



Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
CHR 4	2022 Victoria Ave Located within the Victoria Focus Cluster	Listed on the City of Burlington's Municipal Heritage Register	Residential Building	<p><u>Design/Physical Description:</u> Two-and-a-half-storey red-brick residential building with central dormer and one-storey porch across the front elevation. A mature deciduous tree is located between the buliding and the street with an asphalt parking pad directly in front of the building.</p> <p><u>Historical Description:</u> Identified on the 1924 Fire Insurance Plan.</p> <p><u>Context Description :</u> Residential building adapted for commercial use within commercial area within the Victoria Focus Cluster.</p>		This property is a strong candidate for conservation and integration into future land uses within the Downtown Mobility Hub redevelopment and intensification plan. Any proposed development on or adjacent to this property shall require an HIA to establish a conservation plan and appropriate mitigation measures.
CHR 5	2012 Victoria Ave Located within the Victoria Focus Cluster	Identified during field review	Residential Building adapted for commercial use.	<p><u>Design/Physical Description:</u> Modified two-and-a-half storey red brick residential-form building adapted for commercial use. Two mature deciduous trees are located between the buliding and the street.</p> <p><u>Historical Description:</u> Identified on the 1924 Fire Insurance Plan.</p> <p><u>Context Description:</u> Residential building adapted for commercial use within commercial area within the Victoria Focus Cluster.</p>		An HIA should be conducted to determine the specific heritage sgnificance of this property and establish a conservation plan and appropriate mitigation measures as needed.



Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
CHR 6	518 Brant Street Located within the Bates Precinct (mid-Brant) Focus Cluster	Identified during field review	Residential Building adapted for commercial use.	<p><u>Design/Physical Description:</u> Two-and-a-half storey red-brick residential-form building with hipped roof. Mature trees are located to the side and rear of the existing building, and an asphalt driveway extends to the side of the existing building with a small grassed area in front.</p> <p><u>Historical Description:</u> Identified on the 1924 Fire Insurance Plan.</p> <p><u>Context Description:</u> Residential building adapted for commercial use along a mixed-use corridor within the Bates Precinct (mid-Brant) Focus Cluster.</p>		An HIA should be conducted to determine the specific heritage significance of this property and establish a conservation plan and appropriate mitigation measures as needed.
CHR 7	524 Brant Street Located within the Bates Precinct (mid-Brant) Focus Cluster	Identified during field review	Residential Building adapted for commercial use	<p><u>Design/Physical Description:</u> Two-and-a-half storey red-brick residential-form building with hipped roof. An asphalt driveway extends on either side of the existing building with a small grassed area in front.</p> <p><u>Historical Description:</u> Identified on the 1924 Fire Insurance Plan.</p> <p><u>Context Description:</u> Residential- building adapted for commercial use along a mixed-use corridor within the Bates Precinct (mid-Brant) Focus Cluster.</p>		An HIA should be conducted to determine the specific heritage significance of this property and establish a conservation plan and appropriate mitigation measures as needed.

Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
CHR 8	530 Brant Street Located within the Bates Precinct (mid-Brant) Focus Cluster	Identified during field review	Residential-form Building adapted for commercial use	<p><u>Design/Physical Description:</u> Two-and-a-half storey painted-brick residential-form building with gable roof and central gable at the front elevation. Asphalt driveways extend on either side of the existing building with a grassed area in front.</p> <p><u>Historical Description:</u> Identified on the 1924 Fire Insurance Plan.</p> <p><u>Context Description:</u> Residential building adapted for commercial use along a mixed-use corridor within the Bates Precinct (mid-Brant) Focus Cluster.</p>		An HIA should be conducted to determine the specific heritage significance of this property and establish a conservation plan and appropriate mitigation measures as needed.
CHR 9	574 Brant Street Located within the Bates Precinct (mid-Brant) Focus Cluster	Identified during field review	Residential-form Building adapted for commercial use	<p><u>Design/Physical Description:</u> Two-and-a-half storey red-brick residential-form building with hipped roof and covered one-storey porch across the front elevation. The front yard contains landscaped gardens with an asphalt parking lot to the rear.</p> <p><u>Historical Description:</u> Identified on the 1924 Fire Insurance Plan.</p> <p><u>Context Description:</u> Residential building adapted for commercial use along a mixed-use corridor within the Bates Precinct (mid-Brant) Focus Cluster.</p>		An HIA should be conducted to determine the specific heritage significance of this property and establish a conservation plan and appropriate mitigation measures as needed.


Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
CHR 10	590 Brant Street Located within the Bates Precinct (mid-Brant) Focus Cluster	Designated under Part IV of the <i>Ontario Heritage Act</i>	Residential Building adapted for commercial use	<p><u>Design/Physical Description:</u> Two-and-a-half storey red-brick residential building adapted for commercial use with hipped roof and several dormers, with one-storey porch across the front elevation. Mature trees are located throughout the property.</p> <p><u>Historical Description:</u> Identified on the 1924 Fire Insurance Plan.</p> <p><u>Context Description:</u> Residential building adapted for commercial use along a mixed-use corridor within the Bates Precinct (mid-Brant) Focus Cluster.</p>		This property is a strong candidate for conservation and integration into future land uses within the Downtown Mobility Hub redevelopment and intensification plan. Any proposed development on or adjacent to this property shall require an HIA to establish a conservation plan and appropriate mitigation measures.
CHR 11	600 Brant Street Located within the Bates Precinct (mid-Brant) Focus Cluster	Identified during field review	Residential Building adapted for commercial use	<p><u>Design/Physical Description:</u> Two-and-a-half storey painted-brick residential building adapted for commercial use with gable roof, central gable and one-storey porch across the front elevation. The building is surrounded by an asphalt parking lot with a small grassed lawn in front.</p> <p><u>Historical Description:</u> Identified on the 1924 Fire Insurance Plan.</p> <p><u>Context Description:</u> Residential-building adapted for commercial use along a mixed-use corridor within the Bates Precinct (mid-Brant) Focus Cluster.</p>		An HIA should be conducted to determine the specific heritage significance of this property and establish a conservation plan and appropriate mitigation measures as needed.

Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
CHR 12	612 Brant Street Located within the Bates Precinct (mid-Brant) Focus Cluster	Identified during field review	Residential Building adapted for commercial use	<p><u>Design/Physical Description:</u> One-and-a-half-storey residential form building adapted for commercial use with cross-gable roof with painted brick and stone cladding on the front elevation. The building is surrounded by an asphalt parking lot.</p> <p><u>Historical Description:</u> Identified on the 1924 Fire Insurance Plan.</p> <p><u>Context Description:</u> Residential-form building adapted for commercial use along a mixed-use corridor within the Bates Precinct (mid-Brant) Focus Cluster.</p>		An HIA should be conducted to determine the specific heritage significance of this property and establish a conservation plan and appropriate mitigation measures as needed.
CHR 13	620 Brant Street Located within the Bates Precinct (mid-Brant) Focus Cluster	Identified during field review	Residential Building adapted for commercial use	<p><u>Design/Physical Description:</u> Two-and-a-half storey red-brick residential building with hipped roof and one-storey porch across the front elevation. A mature coniferous tree is located directly in front of the building.</p> <p><u>Historical Description:</u> Identified on the 1924 Fire Insurance Plan.</p> <p><u>Context Description:</u> Residential building adapted for commercial use along a mixed-use corridor within the Bates Precinct (mid-Brant) Focus Cluster.</p>		An HIA should be conducted to determine the specific heritage significance of this property and establish a conservation plan and appropriate mitigation measures as needed.



Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
CHL 1	Foot of Brant Cultural Heritage Landscape Located within the Foot of Brant Focus Cluster	Designated under Part IV of the <i>Ontario Heritage Act</i> or Listed on the City of Burlington's Municipal Heritage Register: 361, 368 Brant Street; 2015 and 2017 Lakeshore Road Additional Cultural Heritage Resources identified through fieldwork: 351-355, 357, 372-374, 380 Brant Street; 398, 404 and 408 John Street; 2003 Lakeshore Road	Commercial Landscape	<u>Design/Physical Description:</u> Late 19 th -century-early 20 th century, two-to-three-storey commercial row buildings along Brant Street, Lakeshore Avenue, and John Street within a commercial streetscape with little frontage. Commercial use at grade with possible residential use on the upper storeys. The buildings are surrounded by cement sidewalks with only a few street trees throughout. <u>Historical Description:</u> Additional cultural heritage resources identified on the 1924 Fire Insurance Plan. <u>Context Description:</u> Commercial building blocks within a commercial streetscape within the Foot of Brant Focus Cluster.	 357-361 Brant Street  351-355 Brant Street	Further work is necessary, including field review outside of the limits of the focus clusters, in order to establish the boundaries of the potential cultural heritage landscapes. Upon further study, the potential cultural heritage landscape may: meet criteria for designation under Part V of the OHA as an HCD; warrant recognition as a CHL within the City of Burlington's OP with policies to support identified attributes; or, warrant recognition as Specialty Policy Area.



Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
					<div></div> <div>380 Brant Street</div> <div></div> <div>372-374 Brant Street</div>	



Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
					<div></div> <div>368 – 370 Brant Street</div>	
					<div></div> <div>2003 Lakeshore Road</div>	



Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
					<div></div> <p>2007-2011 Lakeshore Road</p>	



Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
					<div></div> <div>398 John Street</div>	
					<div></div> <div>404-408 John Street</div>	



Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
CHL 2	Locust Street Cultural Heritage Landscape Located within the Bates-Precinct (Locust) Focus Cluster	Designated under Part IV of the <i>Ontario Heritage Act</i> or Listed on the City of Burlington's Municipal Heritage Register: 447-449, 458, 462, 468, 471, 472 Locust Street; 1457 Ontario Street Additional Cultural Heritage Resources identified through fieldwork: 488, 492, 513, 524 Locust Street; 1445 Ontario Street	Residential Landscape	<u>Design/Physical Description:</u> Late 19th-early 20 th century residential streetscape with one- to two-and-a-half storey residential buildings of primarily brick construction and with modest setbacks along the street. Mature trees are located throughout, primarily at the rear lot lines, while younger trees are located along the right-of-way. Light standards extend along the roadway between Ontario Street and Elgin Street. <u>Historical Description:</u> Additional cultural heritage resources identified on the 1924 Fire Insurance Plan. <u>Context Description:</u> Residential buildings, some adapted for commercial use along a mixed-use corridor within the Bates-Precinct (Locust) Focus Cluster.	 447-449 Locust Street  458 Locust Street	Further work is necessary, including field review outside of the limits of the focus clusters, in order to establish the boundaries of the potential cultural heritage landscapes. Upon further study, the potential cultural heritage landscape may: meet criteria for designation under Part V of the OHA as an HCD; warrant recognition as a CHL within the City of Burlington's OP with policies to support identified attributes; or, warrant recognition as Specialty Policy Area.



Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
					 <p>464 Locust Street</p>  <p>468 Locust Street</p>	



Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
					<div><p>472 Locust Street</p><p>488 Locust Street</p></div>	



Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
					<div><p>492 Locust Street</p></div> <div><p>513 Locust Street</p></div>	

Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
					<div><p>524 Locust Street</p></div> <div><p>1445 Ontario Street</p></div>	

Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
					 1457 Ontario Street	
CHL 3	Village Square Cultural Heritage Landscape Located within the Village Square Focus Cluster	Listed on the City of Burlington's Municipal Heritage Register: 415, 417 and 423 Elizabeth Street; 416 Pearl Street	Commercial and Residential Landscape	<p><u>Design/Physical Description:</u> Mixture of one- to two-and-a-half storey historic and replica nineteenth-century structures within a commercial block, with consistent setbacks and buildings connected through narrow cobblestone streets. Some small trees are located along Pearl Street, Pine Street and Elizabeth Street, with some small trees within the square itself.</p> <p><u>Historical Description:</u> Established in the mid-1970s by Toronto lawyer and developer Jack Friedman, the Village Square contains both original 19th century buildings and historic replicas (Village Square Burlington n.d.).</p> <p>Listed heritage properties identified on the 1924 Fire Insurance Plan.</p> <p><u>Context Description:</u></p>	 415 and 417 Elizabeth Street	<p>Further work is necessary, including field review outside of the limits of the focus clusters, in order to establish the boundaries of the potential cultural heritage landscapes.</p> <p>Upon further study, the potential cultural heritage landscape may: meet criteria for designation under Part V of the OHA as an HCD; warrant recognition as a CHL within the City of Burlington's OP with</p>

Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
				Commercial and residential buildings adapted for commercial use within a mixed use area within the Village Square Focus Cluster.	<div><p>423 Elizabeth Street</p><p>416 Pearl Street</p></div>	policies to support identified attributes; or, warrant recognition as Specialty Policy Area.



Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
CHL 4	<p>Downtown East Cultural Heritage Landscape</p> <p>Located within the John/James/Elizabeth and Promenade Focus Clusters</p>	<p>Designated under Part IV of the <i>Ontario Heritage Act</i> or Listed on the City of Burlington's Municipal Heritage Register:</p> <p>459-463 Brant Street; 451, 461, 482 and 490 Elizabeth Street; 2031 James Street; 482 John Street; 2024 Maria Street</p> <p>Additional Cultural Heritage Resources identified through fieldwork: 437, 468, 472, and 478 Elizabeth Street; 481 John Street; 431 and 435 Pearl Street</p>	Residential and Commercial Landscape with Religious Buildings	<p><u>Design/Physical Description:</u> Mixture of architectural styles, including Georgian Revival, Victorian, Edwardian, Neo-Classical, and Gothic-Revival with one to two-and-a-half storey detached building forms, primarily residential buildings adapted for commercial use with varying setbacks. Mature and young trees are located throughout, however the area is not densely treed. Light standards extend along Pearl and Elizabeth Streets.</p> <p><u>Historical Description:</u> Additional cultural heritage resources identified on the 1924 Fire Insurance Plan.</p> <p><u>Context Description:</u> 19th and early 20th century residential buildings, residential buildings adapted for commercial use, religious and commercial buildings contribute to surrounding area within the John/James/Elizabeth and Promenade Focus Clusters.</p>	 <p>459 Brant Street</p>  <p>437 Elizabeth Street</p>	



Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
					<div></div> <div>451 Elizabeth Street</div> <div></div> <div>461 Elizabeth Street</div>	



Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
					<div><p>468 Elizabeth Street</p></div> <div><p>472 Elizabeth Street</p></div>	



Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
					<div><p>482 Elizabeth Street</p><p>490 Elizabeth Street</p></div>	



Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
					 <p>2031 James Street</p>  <p>482 John Street</p>	



Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
					<div></div> <div>431 Pearl Street</div>	
					<div></div> <div>435 Pearl Street</div>	


Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
CHL 5	Burlington Avenue and Lakeshore Road Cultural Heritage Landscape	<p>Designated under Part IV of the <i>Ontario Heritage Act</i> or Listed on the City of Burlington's Municipal Heritage Register: 415, 418, 419, 431, 432, 436 Burlington Avenue; 1421 Lakeshore Road</p> <p>Additional Cultural Heritage Resources identified through fieldwork: 426, 437 Burlington Avenue; 1415 Lakeshore Road</p>	Residential Landscape	<p><u>Design/Physical Description:</u> Late 19th-early 20th century residential landscape with one- to two-and-a-half storey residential buildings of varying character and architectural style, similar setbacks, and mature trees along the roadway within front yard.</p> <p><u>Historical Description:</u> Additional cultural heritage resources identified on the 1924 Fire Insurance Plan.</p> <p><u>Context Description:</u> Residential buildings within a residential streetscape along Burlington Avenue and extending along Lakeshore Road to the east within the Lakeshore-Burlington Ave Focus Cluster.</p>	 <p>415 Burlington Avenue</p>  <p>418 Burlington Avenue</p>	<p>Further work is necessary, including field review outside of the limits of the focus clusters, in order to establish the boundaries of the potential cultural heritage landscapes.</p> <p>Upon further study, the potential cultural heritage landscape may: meet criteria for designation under Part V of the OHA as an HCD; warrant recognition as a CHL within the City of Burlington's OP with policies to support identified attributes; or, warrant recognition as Specialty Policy Area.</p>

Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
					<div><p>419 Burlington Avenue</p></div> <div><p>422 Burlington Avenue</p></div>	

Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
					 <p>426 Burlington Avenue</p>  <p>431 Burlington Avenue</p>	

Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
					<div><p>432 Burlington Avenue</p><p>436 Burlington Avenue</p></div>	

Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
					 <p>437 Burlington Avenue</p>  <p>1421 Lakeshore Road</p>	

Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
					<div><p>1415 Lakeshore Road</p></div>	