

# Cultural Heritage Impact Assessment

1059 Highway 8 'Carpenter House', City of Hamilton



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## 1.0 Purpose

This Cultural Heritage Impact Assessment was identified as a submission requirement for Official Plan and Zoning By-law Amendment applications by the City of Hamilton and was prepared according to the City of Hamilton's Terms of Reference for Cultural Heritage Impact Studies in advance of a proposed residential development in close proximity to a Designated Heritage Building known municipally as 1059 Highway 3 and unofficially as Carpenter House (the study area).

The development proposes forty-three (43) 2-storey park-style townhouse dwellings along the McNeilly Rd and Highway 8 frontage, twenty-eight (28) 3-storey standard townhouse dwellings along the northern and eastern lot lines, and seventy-six (76) 3-storey back-to-back townhouse dwellings within the interior of the site. The proposed development is supported by two hundred and ninety-four (294) residential parking spaces located within the attached garage and driveways. An additional forty-seven (47) spaces are proposed throughout the site for visitor parking.

A Formal Consultation meeting took place July 8, 2020.

Carpenter House is a 2.5 storey brick residence built in 1888 for Thomas H.P. Carpenter in the Queen Anne Revival style of architecture. This building was designated under Part IV of the Ontario Heritage Act (OHA) in 2007.

The proposed development will alter the rural character of the immediate surroundings of Carpenter house transforming it from that is largely rural to a more suburban character.

A Heritage Impact Assessment is required under the policies of the Urban Hamilton Official Plan for development adjacent to properties which are Designated under Part IV of the OHA

- This report will summarize the architectural and historical value and interest of Carpenter House. A designation report has been prepared for the City of Hamilton as part of the designation procedure.
- The proposed new development, located within a largely rural setting and adjacent to a designated structure dating to the late 19<sup>th</sup> Century could create issues of transition between the two properties should the new buildings or their associated landscaping clash with existing built heritage resource (BHR). This assessment seeks to address potential adverse impacts to the environs surrounding the Study Area and provide recommendations for mitigation.

The specific components of the Cultural Heritage Impact Assessment Terms of reference that will be addressed within this study include:

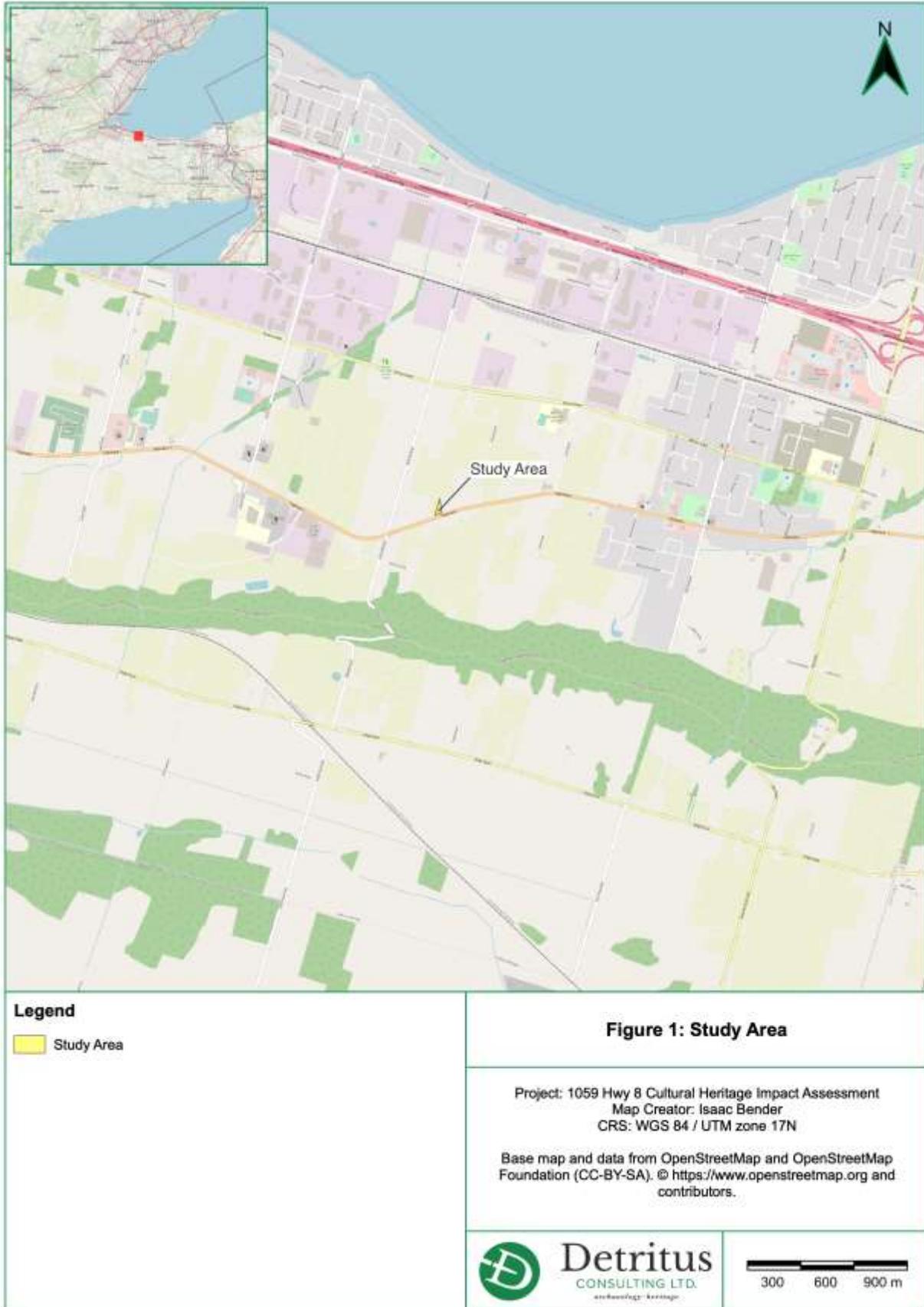
- a location plan showing and describing the contextual location of the site
- a conceptual site plan
- an identification and evaluation of the potentially affected cultural heritage resources, including detailed site history, containing textual and graphic documentation;
- a description of the proposed development
- a description of all cultural heritage resources to be affected by the development
- a description of the effects upon the cultural heritage resources by the proposed development
- a description of the measures necessary to mitigate the adverse effects of the development upon the cultural heritage resources, including: the means by which the existing cultural heritage resources shall be integrated within the proposed development
- photographic records, maps, and other documentary materials found during historical research and present-day photographs of the property
- a detailed list of cited materials.

## 2.0 Introduction

The Study Area is a triangular parcel of property located within Ward 11 in the Town of Stoney Creek and the Township of Saltfleet, a short distance north of the Niagara Escarpment on the north side of Highway 8 just east of McNeilly Road. This is a rural area largely characterized now, and in the 19<sup>th</sup> century by fruit growing and market gardening. A combination of small residential lots with homes dating the mid-late 20<sup>th</sup> century interspersed with small businesses line the roads in the vicinity of the Study Area and these back on to farms. Fruit growing has largely given way to crops such as corn and soy. The Niagara Escarpment, just a few hundred meters south of the study area, provides a backdrop for the area.

## 2.1 Planning Context

Zoning is a mix of Agricultural, Rural Residential, Rural, Commercial and Highway Commercial. The Study Area is zoned Rural Residential while the current zoning for the proposed development property is Agricultural Specialty.





**Legend**

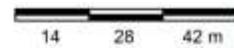
 Study Area

Figure 2. Subject Property

Project: 1059 Hwy 8 Cultural Heritage Impact Assessment  
Map Creator: Isaac Bender  
CRS: WGS 84 / UTM zone 17N  
Base map and data from Google Satellite Imagery



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## 3.0 Research and Analysis

### 3.1 History of the Study Area

#### 3.1.1 Post-Contact Aboriginal Period

Prior to the arrival of European settlers, much of the central and southern Ontario was occupied by Iroquoian speaking linguistic groups that had united to form confederacies, including the Huron-Wendat, the Neutral (or Attawandaran), and the Petun in Ontario, as well as the Five Nations Iroquois Confederacy in Upper New York State (Birch 2010; Warrick 2013). Of these groups, the Huron-Wendat established themselves to the east of the Niagara escarpment and the Neutral, to the west (Warrick 2000).

Throughout the middle of the 17<sup>th</sup> century, the Iroquois Confederacy sought to expand upon their territory and to monopolize the fur trade as well as the trade between the European markets and the tribes of the western Great Lakes region. A series of bloody conflicts followed known as the Beaver Wars or the French and Iroquois Wars, contested between the Iroquois Confederacy and the Algonkian speaking communities of the Great Lakes region. Many communities were destroyed including the Huron, Neutral, Susquehannock and Shawnee leaving the Iroquois as the dominant group in the region. By 1653 after repeated attacks, the Niagara peninsula and most of Southern Ontario had been vacated (Heidenreich 1990).

At this same time, the Anishinaabeg Nation, an Algonkian-speaking community situated inland from the north shore of Lake Huron, began to challenge the Haudenosaunee for dominance in the Lake Huron and Georgian Bay region in order to advance their own role in the fur trade (Gibson 2006). The Algonkian-speaking groups that settled in the area bound by Lake Ontario, Lake Erie, and Lake Huron were referred to by the English as the Chippewas or Ojibwas. By 1680, the Ojibwa began expanding into the evacuated Huron-Wendat territory, and eventually into Southern Ontario. By 1701, the Haudenosaunee had been driven out of Ontario completely and were replaced by the Ojibwa (Gibson 2006; Schmaltz 1991).

The late 17<sup>th</sup> and early 18<sup>th</sup> centuries also mark the arrival of an Ojibwa band known as the Mississaugas into Southern Ontario and, in particular, the watersheds of the lower Great Lakes. 'The Mississaugas' is the name that the Jesuits had used in 1840 for the Algonquin community living near the Mississagi River on the northwestern shore of Lake Huron (Smith 2002). The oral traditions of the Mississaugas, as recounted by Chief Robert Paudash and recorded in 1904, suggest that the Mississaugas defeated the Mohawk Nation, who retreated to their homeland south of Lake Ontario. Following this

conflict, a peace treaty was negotiated between the two groups (Praxis Research Associates n.d.).

From the beginning of the 18<sup>th</sup> century until the end of the Seven Year War in 1763, the Ojibwa nation, including the Mississaugas, experienced a golden age in trade holding no alliance with either the French or the British (Schmaltz 1991). At the end of the 17<sup>th</sup> century, the Mississaugas' settled permanently in Southern Ontario (Praxis Research Associates n.d.). Meanwhile, in 1722, the Five Nation Iroquois Confederacy adopted the Tuscarora in New York becoming the Six Nations (Pendergast 1995).

The Study Area first entered the Euro-Canadian historical record on December 7<sup>th</sup>, 1792 as part of Treaty No. 3, which included land acquired in the 'Between the Lakes Purchase' dating to May 22, 1784. According to the terms of the treaty, the Mississaugas ceded to the Crown approximately 3,000,000 acres of land between Lake Huron, Lake Erie and Lake Erie in return for trade goods valued at £1180. The limits of the Treaty 3 lands are documented as comprising,

*Lincoln County excepting Niagara Township; Saltfleet, Binbrook, Barton, Glanford and Ancaster Townships, in Wentworth County; Brantford, Onondaga, Tusc[a]r[o]ra, Oakland and Burford Townships in Brant County; East and West Oxford, North and South Norwich, and Dereham Townships in Oxford County; North Dorchester Township in Middlesex County; South Dorchester, Malahide and Bayham Township in Elgin County; all Norfolk and Haldimand Counties; Pelham, Wainfleet, Thorold, Cumberland and Humberstone Townships in Welland County.*

Morris 1943:17-18

One of the stated objectives of the Between the Lakes Purchase was "to procure for that part of the Six Nation Indians coming into Canada a permanent abode" (Morris 1943:17). Shortly after the transaction had been finalized in May of 1784, Sir Frederick Haldimand, the Governor of Québec, made preparations to grant a portion of land to those Six Nations who remained loyal to the Crown during the American War of Independence. More specifically, Haldimand arranged for the purchase of approximately 550,000 acres of land adjacent to the Treaty 3 limits from the Mississaugas. This tract of land, referred to as either the Haldimand Tract or the 1795 Crown Grant to the Six Nations, was provided for in the Haldimand Proclamation of October 25<sup>th</sup>, 1784 and was intended to extend a distance of six miles on each side of the Grand River from mouth to source (Weaver 1978). By the end of 1784, representatives from each member nation of the Six Nations, as well as other allies, relocated to the Haldimand Tract with Joseph Brant (Tanner 1987; Weaver 1978).

Within southern Ontario, the size and nature of the pre-contact settlements and the subsequent spread and distribution of Aboriginal material culture began to shift with the establishment of European settlers. By 1834 it was accepted by the Crown that losses of portions of the Haldimand Tract to Euro-Canadian settlers were too numerous for all lands to be returned. Lands in the Lower Grand River area were surrendered by the Six Nations to the British Government in 1832, at which point most Six Nations people moved into Tuscarora Township in Brant County and a narrow portion of Oneida Township (Page & Co. 1879; Weaver 1978; Tanner 1987). Following the population decline and the surrender of most of their lands along the Credit River, the Mississaugas were given 6000 acres of land on the Six Nations Reserve, establishing the Mississaugas of New Credit First Nation, now the Mississaugas of the Credit First Nation ('MCFN'), in 1847 (Smith 2002).

Despite the encroachment of European settlers on previously established Aboriginal territories, "written accounts of material life and livelihood, the correlation of historically recorded villages to their archaeological manifestations, and the similarities of those sites to more ancient sites have revealed an antiquity to documented cultural expressions that confirms a deep historical continuity to Iroquoian systems of ideology and thought" (Ferris 2009: 114). As Ferris observes, despite the arrival of a competing culture, First Nations communities throughout Southern Ontario have left behind archaeologically significant resources that demonstrate continuity with their pre-contact predecessors, even if they have not been recorded extensively in historical Euro-Canadian documentation.

### **3.1.2 Euro-Canadian**

The current Study Area is located in the Geographic Township of Saltfleet within the historical County of Wentworth, now in the City of Hamilton, Ontario.

In July 1792, Simcoe divided Upper Canada into 19 counties stretching from Essex in the west to Glengarry in the east. Later that year, the four districts originally established in 1788 were renamed as the Western, Home, Midland and Eastern Districts. The current Study Area is situated in the historic Home District, which comprised lands obtained in the 'Between the Lakes Purchases' of 1784 and 1792 (Archives of Ontario 2012-2015).

As population levels in Upper Canada increased, smaller and more manageable administrative bodies were needed resulting in the establishment of many new counties and townships. As part of this realignment, the boundaries of the Home and Western Districts were shifted and the London and Niagara Districts were established.

The Township of Saltfleet was established in Lincoln County in 1791 and became part of Wentworth County in 1816. The name Saltfleet was taken from the village of Saltfleet in

Lincolnshire England. Settlement began to trickle into the region in 1786, with an influx of United Empire Loyalist immigrants from New York State began immigrating to Upper Canada in the years following the Revolutionary War. In 1788 the Township of Saltfleet was one of seven townships laid out, by the Surveyor Augustus Jones, in eight concessions between Lake Ontario and the Township of Binbrook to the south. After the American Revolutionary War, Crown Patents were granted to Loyalists who settled at first below the escarpment but soon spread south of the escarpment creating small hamlets such as Albion and Elfrida (City of Hamilton 2007; Hamilton Public Library 2017). Saltfleet Township was officially formed in 1850 and remained a political entity until 1974 when it was renamed the Town of Stoney Creek.

As outlined in the Cultural Heritage Assessment report for 1059 Highway 8, located to the east of the current Study Area (City of Hamilton 2007), the Crown Patent for Lot 8, Concession 2 was granted to Jacob Smith, along with many other lands, in 1801. Mr. Smith and his sons owned roughly 1000 acres within the township. Jacob Smith Jr's house, located at 982 Highway 8 on Lot 9, Concession 2 has been designated under the *Ontario Heritage Act* (By-law 4356-95) and up until 2007 was still owned by a member of the Smith family. In 1814 Gersham Carpenter acquired Lot 8, Concession 2 from Jacob Smith. Gersham was also a prominent landowner at that time. His Crown Patents totaled over 800 acres including Lot 7, Concession 2, to the east of Smith's property. In 1844 when Gersham died he left the lot, along with other lands, to his son Jonathan P. Carpenter.

The *Illustrated Historical Atlas of the County of Wentworth, Ont. ('Historical Atlas')*, demonstrates the extent to which Saltfleet Township had been settled by 1875 (Page & Smith 1875; Figure 2). Landowners are listed for every lot within the township. Many of the lots had been subdivided into smaller parcels to accommodate an increasing population throughout the late 19<sup>th</sup> century. Structures and orchards are prevalent throughout the township, almost all of which front early roads. Also visible is the community of Winona, located northeast of the Study Area. To the north of the Study Area transecting the township is the Great Western Railway, which runs through Winona.

According to the *Historical Atlas*, in 1875 Lot 8, Concession 2 is owned by C.P. Carpenter, along with most of Lot 8, Concession 3. The lot is transected by a road, now referred to as Highway 8. The Study Area lies to the north of the road in an area that was once an orchard. Two structures are illustrated to the south of the road, along with two other orchards (Page & Co. 1875).

Significant and detailed landowner information is available on the current *Historical Atlas*; however, it should be recognized that historical county atlases were funded by subscriptions fees and were produced primarily to identify factories, offices, residences

and landholdings of subscribers. Landowners who did not subscribe were not always listed on the maps (Caston 1997). Moreover, associated structures were not necessarily depicted or placed accurately (Gentilcore and Head 1984).

### 3.2 Concession 2, Lot 8

The subject property at 1059 Highway 8 is located on a very small portion of Concession 2, Lot 8. Concession 2, Lot 8 is today bounded by McNeilly Road to the west, Barton Street to the north, and the base of the escarpment to the south. The eastern boundary is not defined by a road allowance, rather it is half-way between McNeilly and Lewis Road. Highway 8, once the major east-west route from Barton Township towards Niagara, cuts diagonally across the southern portion of this lot. (Figure 3 - Illustrated Atlas of 1875).

As stated previously, the Crown Patent for Concession 2, Lot 8 was one of many awarded to Jacob Smith in 1801. In total, Smith and his son owned approximately 1000 acres in Saltfleet Township. Another prominent landowner at this time was Gersham Carpenter, whose Crown Patents totalled over 800 acres, including the 100-acre property neighbouring Smith's on the east – Concession 2, Lot 7.

In 1814 Gersham Carpenter acquired Concession 2, Lot 8 from Jacob Smith. Upon Gersham's death in 1844, the lot, along with a portion of the lot directly to the south (Concession 3, Lot 8), was willed to Gersham's son Jonathan P. Carpenter.<sup>12</sup> (Figure 3) Several other Carpenter family members also owned a number of other Township lots as evidenced on the 1875 Illustrated Atlas.



Image 1. Jonathan Carpenter's Residence  
from the *Canadian Horticulturist*, 20: 5 (1897): 165.

### 3.2.1 Carpenter Family History

Ashman Carpenter, a United Empire Loyalist brought his family to Saltfleet Township from New Jersey in the 1780's no doubt influenced by events south of the border. His family at that time consisted of a wife and 12 children many of who married into other Loyalist families in the area. Always prominent, by the 1870s the family was large and still growing. A number of Carpenters played important roles in the community during the 19<sup>th</sup> century. In 1830 Franklin M. Carpenter donated land for the establishment of the Fruitland School. Alexander Carpenter was on the inaugural Saltfleet Town Council and served as Reve from 1860-62.



Image 2. Franklin M. Carpenter's House from Dwyer (1975): 20.



**Legend**

 Study Area

**Figure 3: Historical Atlas**

Project: 1059 Hwy 8 Cultural Heritage Impact Assessment  
Map Creator: Isaac Bender  
CRS: WGS 84 / UTM zone 17N

Base map and data from the Illustrated Historical Atlas of the Niagara Township courtesy of the The Canadian County Atlas Project



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Charles P. Carpenter took ownership of Lot 8 Concession 2 in the early 1870s. Shortly afterward in 1878, Charles Carpenter began a fruit growing business with his son Thomas H.P. Carpenter. The C.P. Carpenter and Sons Orchard grew fruit on the substantial family holdings – approximately 70 hectares – north of the escarpment, and shipped fruit widely through Ontario and to other provinces in refrigerated rail cars. The company's lands, situated on what is now Highway 8, were then on Regional Road 81. This highway developed out of a well used native trail that later became a military road. It was a major transport corridor in the late 19<sup>th</sup> century, ideally situated to access markets further west and in Toronto (Goffe 1901).



Image 3. Photograph of the Carpenter's Vineyard from the *Canadian Horticulturist*, 20: 4 (1897): 127.

The business was a success, consisting of orchards, vineyards, vegetable produce and nursery stock. The Carpenters also bought and shipped the produce of other smaller farmers in the area. Shipping became an ever-greater part of the business and the Carpenters built a large warehouse along side Hamilton, Grimsby and Beamsville Electric Railway line and the Great Western Railway, the former of which the family had sold land to ensuring connection to their shipping business.



Image 4. Carpenter & Sons Shipping Station Goffe (1901): 12.

After more than a decade of operation Charles' son Thomas took a greater role in operation of the company. He also received lands from his father in 1887 and set about to construct a residence on his new property. The house that Thomas Carpenter designed in the Queen Anne style was located on the north side of Highway 8 across from his father's home. The house could be considered grand for its time in the area and was a testament to the younger Carpenter's rising status and the success of the company he was about to take charge of. The house was built in 1888 and remained in the family until the 1940s. It was briefly used as a boarding house but at the present time it is a single-family residence.



FIG. 1087.—RESIDENCE OF T. H. P. CARPENTER, WINONA.  
126

Image 6. Carpenter House Circa 1897 from the Canadian Horticulturist, 20: 4 (1897): 126.



**Legend**

 Study Area

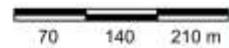
**Figure 4: September 3rd 1960 Aerial Photo**

Project: 1059 Hwy 8 Cultural Heritage Impact Assessment  
Map Creator: Isaac Bender  
CRS: WGS 84 / UTM zone 17N

Base map and data from Spartan Air Services Ltd. via McMaster University Creative Commons (CC BY-NC 2.5 CA)



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### 3.2.2 Contemporary Neighbourhood Context

The landscape and environs that surround Carpenter House have changed since construction of the house in 1888. The large land holdings of the Carpenter family and business that contained their fruit orchards have been sold and severed from the small triangular parcel containing the house. The widening and addition of shoulders to Highway 8 have reduced the setback of the house from the property. This has greatly reduced the setting on manicured grass lawns that provided a buffer between Carpenter House and Highway 8. Behind these properties are large open fields and orchards backing onto Niagara the escarpment.

The coach house, located just northeast of the study area is now also a separate property and has been altered from its original style to the extent that when it was considered for designation it was denied due to these alterations. Only remnants of the vast orchards that existed north of the house now remain and other areas have been converted to cash crop fields. Nevertheless, the rural character of the general vicinity remains. The greenhouses that formerly occupied the proposed development property west of the study area are now removed, leaving the barn/warehouse and two residential structures occupying that large property. To the east and south along Highway 8 are mix of mostly residential properties with some commercial development. This includes a restaurant fronted by a large parking area, which also extends in front of the former coach house as well as an auto repair and sales business. These businesses have been established to take advantage of the highway commercial zoning. The remaining structures are primarily single residences built in a variety of styles and over many decades from the late 19<sup>th</sup> Century including Charles Carpenter's House - screened by trees and not visible from Highway 8 - along with a variety of recent examples such as may be found southeast of the intersection of Highway 8 and McNeilly Road (Photo 25 and 26 below). There is no prevailing architectural style to adhere to. The rural character of the streetscape is increasing preserved only by mature trees and views past the buildings near the road to fields, orchards and the escarpment beyond.

In spite of these changes, vestiges of the former, more rural character of the wider area associated with its fruit growing heyday remain, not only in the general landscape but in a small number of houses from the period including Thomas Carpenter's father C.P. Carpenter's home located across the street to the south of the study area at 1080 Highway 8. Others include several with heritage designations: 982 Highway 8 (Jacob Smith House/Langside); 1317 Highway 8 (Pettit House/Evanleigh); 1420 Highway 8 (Fred B. Henry House/Spruceway); and 1446 Highway 8 (the VanDuzer House). Two additional houses: 1344 Highway 8 and 1491 Highway 8 date from the same period and are similar in style. However, with the exception of C.P. Carpenter's house, most of these houses are well removed from the Study Area.

**Photo 23: Carpenter House, former coach house to right rear and restaurant**



**Photo 24: Highway 8 cross from Carpenter House featuring bungalow style home and business**



**Photo 25: New residence southwest of Carpenter House**



**Photo 26: 20<sup>th</sup> and 21<sup>st</sup> Century residences southeast of Carpenter House**



**Photo 27. Highway 8 Streetscape view east (Carpenter House at left)**



### 3.3 Description of Heritage Attributes

#### 3.3.1 Architectural Description of Carpenter House

##### Exterior

Carpenter house is a representative example of the Queen Anne Revival style of architecture. Popular from 1870-1910 in Canada and at its peak in the 1880s and 1890s, this style of architecture was imported to Canada from Britain where it was developed by Richard Shaw (1831-1912) partly as an answer to the other revival movements going on at the time, (Gothic and Classical) and partly as Shaw's own fanciful wish to create a quintessentially British style drawing on much earlier Tudor influences. Queen Anne Revival is ornate and optimistic with many nods to whimsical artistic detail such as carved florets, stained glass, projecting bay windows, finely detailed woodwork, decorative shingles, varied multiple rooflines and roof slopes and distinctive corner turrets or towers. In Ontario the Queen Anne style takes on additional features such as large verandas usually with decorative posts and the use of large half timbers and other locally available materials. The Queen Anne Revival style houses of Ontario were expensive to build and could only be afforded by the well off. These were homes that were meant to be enjoyed and to stand as a symbol of success for the families who inhabited them. This is very much the case for Carpenter House.

Carpenter House does not feature a corner turret or tower but it does have many of the other features that place it firmly within the Queen Anne Revival style as it is found in Ontario. The silhouette of the front façade is semi symmetrical due to its irregular plan, presenting a main façade flanked by a setback wing to the east. Both feature prominent ornately detailed verandas with turned and carved columns. Windows on the main façade are large with painted white stone lintels and sills. The remaining windows come in all shapes sizes and configurations with some featuring stained glass. A single brick dormer projects from the main façade and features a porthole window. The secondary wing of the front façade also features a dormer, as well as decorative scrolled brackets and soffits. The plan of the house is irregular featuring a number of projections including bays on the east and west façades both with a fire place and chimney situated in the centre flanked by windows, a closed back veranda with surrounding windows and a framed shed.

Chimney masonry is detailed and ornate featuring widely flaring stacks. Decorative woodwork features prominently with key hole designs on the veranda, scrolls and florets. The roof is protected by fish scale shaped shingles over all but the small covered back porch.

Overall Carpenter House is a fine representative example of the Queen Anne Revival style as it is found in Canada.

**Photo 1: Carpenter House facing northwest**



**Photo 2: Main Façade facing north**



**Photo 3: West Façade facing east**



**Photo 4: North (rear) Façade facing south**



**Photo 5: Rear of house facing southwest**



**Photo 6: Rear of house facing west-southwest**



**Photo 6: West side of house facing north**



**Photo 7: Decorative brickwork on east bay under chimney**



### 3.3.2 Grounds

Carpenter House has been cut off from much of its original surroundings. Some manicured lawn is still present to the south of the house where it faces Highway 8 but widening of this main road has reduced the amount. Sale of property to the east has resulted in the construction of a 20<sup>th</sup> Century restaurant with an associated expansive parking lot as well as the separation of the former directly adjacent while an agricultural property where the proposed new residential development is proposed is adjacent to the west. The result is that Carpenter House is now snugly wedged into a landscape of modern development. Only to the north and west of the house is there enough manicured lawn to give a sense of what the former grounds looked like.

**Photo 8. Carpenter House rear yard facing southeast**



**Photo 9: Main Façade and east wing facing northwest**



**Photo 10. Front façade lower storeys facing north**



## Details

**Photo 51: Window example**



**Photo 17: Decorative woodwork (scroll with floret)**



**Photo 16: Foundation**



**Photo 18: Decorative soffits and brackets**



**Photo 15: Decorative false chimney dormer**



**Photo16: Chimney**



**Photo 17: Veranda on east side and wing facing northwest**



**Photo 18: Main entry door facing north**



Photo 19: Brass doorknob detail



Photo 20: Stained glass detail



Photo 21: Port hole window with voussoir and keystone



Photo 22: Designation plate



## 4.0 Evaluation of Heritage

An evaluation of the built heritage resource at the Study Area was completed using both the City of Hamilton criteria as well as those outlined in Regulation 9/06 of the Ontario Heritage Act for determining cultural heritage value or interest by the City of Hamilton. As a result Carpenter House was designated under Part IV of the Ontario Heritage Act 1990.

### ***Statement of Cultural Heritage Value***

*The 1888 brick residence located at 1059 Highway 8, Stoney Creek, possesses cultural heritage value due to its association with the growth and prosperity of Saltfleet Township in the nineteenth century. The residence contributes to the understanding of the community's history in serving as a visual reminder of the importance of this area, then known as the "Garden of Canada," which put the Township on the international market scene. The building was once home to a key contributor to the area's fruit growing and shipping industry – Thomas H.P. Carpenter.*

*Carpenter had built for him a two and one-half storey residence befitting a citizen of his stature and this Queen Anne Revival style house in its composition, design and materials is an outstanding example of this popular nineteenth century style. The building continues to retain almost all of its original architectural features including the decorative wood porches, the gingerbread trim, soffits, brackets, windows, doors, slate roofing material, and brick chimneys, all fashioned with a high degree of craftsmanship. Several other late nineteenth century Queen Anne style brick residences can be found along this stretch of Highway 8, making this residence part of an overall context of heritage resources in the City.*

### ***Description of Heritage Attributes***

*The south, west, east and north elevations of the building along with the hipped roof with dormer and gables; together with all original construction materials (brick, stone and wood) and all component architectural features and detailing, including the decorative wood porches, the gingerbread trim, soffits, brackets, windows, doors, slate roofing material, and brick chimneys. On the interior, the heritage attributes include the original wood staircase of the main entrance hall.*

*City of Hamilton Planning and Economic Development Department 2007*

## 5.0 Description of Proposed Development

The proposed development calls for 25 stacked town house blocks comprising 147 units as a self-contained townhome development. The proposed development will consist of 43 park-style 2-storey townhomes, 76 back-to-back 3-storey townhomes and 28 standard 3-storey townhomes. The development provides 294 residential parking spaces and 47 visitor parking spaces along with access roads and a landscaped entry feature at the southwest corner of the development property (the intersection of McNeilly Road and Highway 8).



Image 7. Development Plan

### Façades

The façades of the proposed development will consist of a mixture of brick and board & batten and clapboard cladding with accents of contrasting colours. There are three styles to choose from:

### 2 Storey Town Park Style

The façade of this proposed townhouse block consists of entry and garage doors on the ground floor which surrounding brick cladding (assumed to be brick wall construction). Sets of columns appear to support small covering porches over the entry ways. The second story features single, double and quadruple window sets with some located within projecting dormers. Board & batten is the exterior cladding on the dormers while the intervening walls feature clapboard in a contrasting colour. Roofing appears to be shingle.

### 3 Storey B2B

The ground floor comprises entry and garage doors surrounded by brick. The second storey consists of balconies, with sliding door access and windows. Wall treatment is mainly board & batten with some brick and clapboard on the dormers. The upper storey is similar with the exception that no brick is present. Roofing appears to be shingles.

### 3 Storey Towns

Like the other two blocks, the ground floor consists of entry ways and garage doors surrounded by brick. It appears the doors are covered by a projection supported by brackets. The 2<sup>nd</sup> and 3<sup>rd</sup> storeys are combinations of brick, clapboard and board & batten interspersed with large square windows set in stacks of 3 or 4 sometimes joined into a wall of 16 panes, or separated by a single stack. Some dormers are gabled whereas others are shed style. Roofing appears to be shingle.



Image 8. Façades of the proposed development

## 6.0 Potential Impacts to the Heritage Resource

The Ministry of Heritage, Sport, Tourism and Culture Industries recommends that as a minimum, consideration be given to impacts in the following categories:

- Demolition, damage or removal of any, or part of any, heritage attributes or features;
- Alteration that is not sympathetic, or is incompatible, with the historic fabric or appearance of a cultural resource;
- Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings;
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship; and
- Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features.

An additional impact is also discussed within this section below:

- Alteration in the appearance of part of the cultural landscape due to the insertion of a modern structure in an area where historic buildings and relics currently set the character of the area.

The perception of potential impacts to the heritage resources within the Study Area depends in part on the degree to which the change from a rural residential/agricultural use for the parcel proposed for development to a block of townhouses is seen as a positive or a negative. While Carpenter House was originally situated in a rural agricultural area as the capstone of the Carpenter fruit growing lands where it was surrounded by manicured lawns and balanced by mature trees with its carriage house to the rear, it now is flanked by a 20<sup>th</sup> Century restaurant and large parking lot to the east and is cut off from the now defunct greenhouse operation to the west. While the proposed development immediately west of the study area will no doubt alter the character of the immediate environs and remove much of the rural character of the neighbourhood. At the same time one might argue that the rural character has already been compromised by the presence of the restaurant, auto business and the severing of Carpenter House from its former surrounding property.

The construction of the new townhouse development will alter the character of the neighbourhood by presenting the first multi-unit structures in an area that is otherwise still primarily rural in character. The current design is a set of townhouse blocks which could be found in any urban context across Canada. While the intensity and mass of the new development may bring a significant change to the neighbourhood, the proposed design is not incompatible with the existing architectural context. It should be understood that the current design for the proposed development is still in the draft stage. Some recommendations for the design of the proposed development that will help to support the heritage character of the local architecture are presented in mitigation strategies below.

## 7.0 Mitigation Strategies

Best practice in architectural design for new construction in proximity to heritage buildings is not to attempt to revive a past architectural style or fit in with the adjacent building by seeking to copy it. The new building should be 'of its time' but informed subtly by what already exists is not to copy existing styles. New buildings should be designed using the elements of the traditional architectural character that are consistent with nearby existing buildings and the streetscape. The resulting new building should be different from, but reflective in some way of the architectural traits of the older buildings, such as their basic form and materials, geometry and scale. They should not overwhelm surrounding buildings due to much greater mass or clash with the styles of neighbouring buildings. In summary, they should feel compatible with the character of the existing buildings and streetscape.

### 7.1 New Residential Architecture: Design General Principles

- **Form:** the configuration of the new building (shape, mass, scale, texture ) should be compatible to neighbouring buildings within the streetscape context.
- **Siting:** front setbacks should be consistent with that of adjacent properties and with municipal setbacks, garage doors should either be at rear of building façade or disguised to blend with typical façade features;
- **Style:** new buildings should be consistent with the overall character of existing buildings on the street, but not direct copies;
- **Roof Design:** should be gabled with pitch ratios in keeping with the historic buildings in the neighbourhood;
- **Porches and Verandahs:** an open porch or verandah is an integral part of Queen Anne Style Architecture;
- **Windows and Doors:** do not need to be exact reproductions of historic styles but should match the prevailing vertical emphasis and size ratios. Placement should

reference the established rhythm of openings in façades of heritage buildings in the streetscape;

- Materials and colour: should conform to the overall context of buildings of the neighbourhood, with honest use of materials and simple and logical application of their forms and proportions. Colours should match or be sympathetic with existing dwellings. Much of this will be dictated by the choice of material but dark, bold colours tended to be emphasized in historic buildings.

### **7.1.1 Landscaping**

- Layout: size of yards/greenspaces should be adequate to building mass and consider views and required setbacks;
- Views and Permeability: front façades wherever possible should face main streets;
- Planting Design: consider tree plantings as screens and features in within green spaces in a similar fashion to the surrounding neighbourhood
- Lighting: use fixtures and lighting that direct light downward vs. into neighbouring properties or the sky.

## **7.2 Queen Anne Style Features**

- The Queen Anne Style makes use of verandas supported by columns and occasionally biers, as well as dormers.
- The first story is slightly raised above a basement with an exposed foundation and accessed by a short flight of stairs.
- Dormers often project from the third storey.
- Scalloped shingles are prominent at Carpenter House.
- Bay windows are common.
- Width to height and height to curb ratios are generally 1:1 but vary depending on building layout as Queen Anne footprints were often irregular with projecting wings.

- Windows are usually large and rectangular with prominent lintels and sills, usually singles but occasionally as divided twins. Oval windows appear as features. Stained glass is occasionally used as an accent;
- Garages are free standing and located to the rear of the buildings or not present.
- Decorative woodwork trim is common including soffits, brackets, cornices and on columns.
- Decorative brick work is common on walls and chimneys.

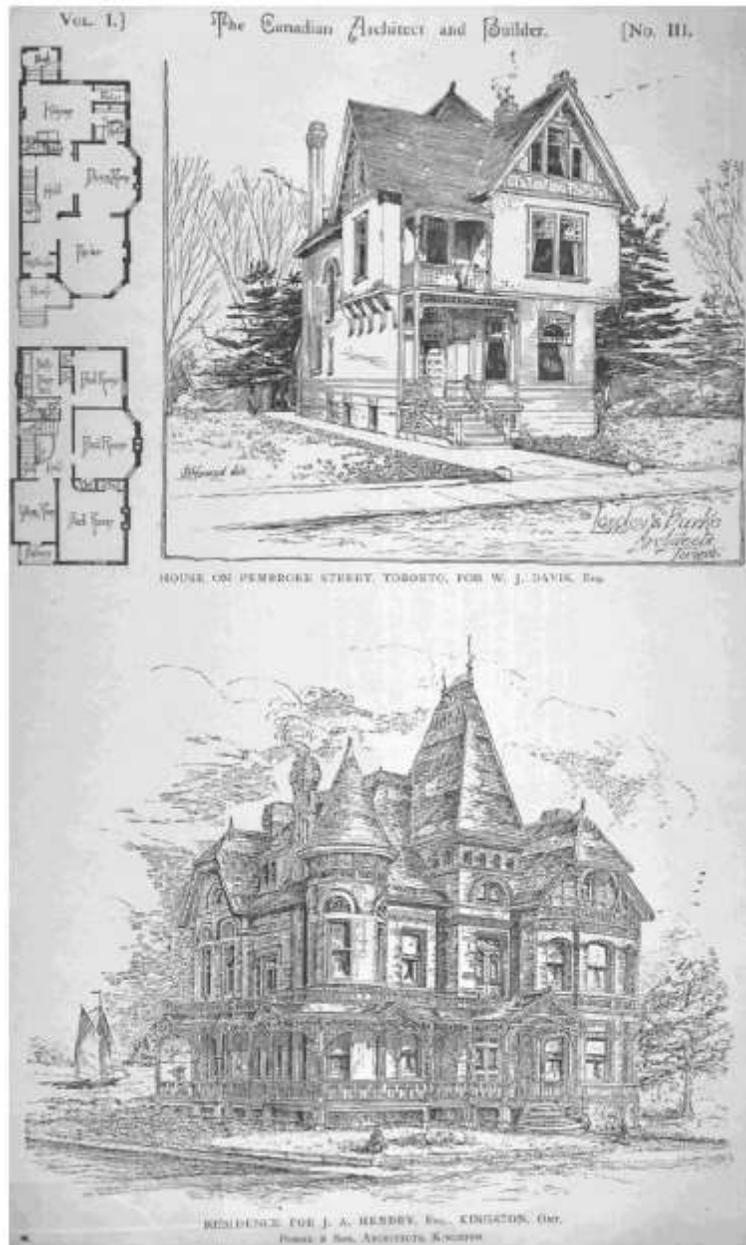


Image 9. Examples of Queen Anne Style Architecture from Canadian Architect and Builder 1:3, (1888):15.

## 7.3 Specific Recommendations

### 7.3.1 Building Materials

A common misconception in attempting to integrate new construction into an existing historic framework is that in order to fit in, the new construction should replicate the old; a strategy that is rarely successful. It is not the intention of the mitigation recommendations presented below to encourage or enable this but rather to illustrate some of the design features that constitute the Queen Anne Revival Style, and in particular the examples of that style within the Study Area, what it is and allow the new construction to be inspired by it, and compatible it while at the same time being clearly modern.

Materials and colours that currently exist at Carpenter House and in the area surrounding the proposed new development include:

- Brick: (principally, red, brown and buff or tan)
- Clapboard (used sparingly in ivory, light tan (principally on dormers, bays and new renovations and accents)

The proposed development design currently calls for a mix of brick and clapboard. Colours are not yet known.

#### Recommendations

- *Building materials and colours for roofs, walls and entry ways should fit with the existing architecture and colour schemes (see existing colours above) or be complimentary to those colours.*

### 7.3.2 Style

The proposed new development presents a generally flat profile with projecting dormers over all of the entry doors on the façades. The ground floor comprises entry and garage doors surrounded by brick. The second storey consists of balconies, with sliding door access and windows. Wall treatment is mainly clapboard with some brick on the main dormer.

#### Recommendations

- *As the current design does not permit rear entry to the garage, garage doors should be made as inconspicuous as possible. Also consider small front door porches supported by*

*columns (this may already be present in the design). A small faux foundation in stone would be more compatible with heritage design;*

- *Consider more brick in the wall treatment overall and particularly on the upper storeys;*
- *Projections and dormers will enhance interest and mesh well with the Queen Anne style.*

### **7.3.3 Windows and Doors**

The upper Storey consists of windows with clapboard or board & batten surrounding. Most windows are rectangular but appear in various configurations. Some large composite windows are present.

#### **Recommendations**

*Proposed windows are generally compatible. Large composite windows may present a strong contrast to existing forms.*

### **7.3.4 Roofing**

Though no side views of the development are yet available, façade views portray a roofing style including dormers and roof pitch on dormers that is sympathetic to Carpenter House. According to the proponent the roofing is as yet undecided. No further recommendations.

### **7.3.5 Form and Siting**

Townhouse blocks, as a rule, cannot compare in form with free standing houses due to their much greater mass. No recommendations can mitigate this contrast. The block of townhouses nearest Carpenter house is three and a half storeys in height.

Siting is likewise determined by the number of townhouse blocks situated within the subject property and cannot be mitigated except by adhering to established setbacks.

### **7.3.6 Landscaping, Fencing and Lighting**

Some greenspace has been shown on the development plan but fine details such as placement of trees, hedges and plantings is not currently shown.

### **Recommendation**

*Landscaping should leave room for the planting of trees that will grow to a significant size when mature, echoing the mature trees already extant in the vicinity. Placement of trees should be primarily along the major roads to the west and south of the development to maintain a semblance of a rural streetscape as well as to the east as a screen between the new development and Carpenter House*

Fencing is not shown.

### **Recommendation**

*While it is common to provide privacy fencing along the rear of development where they face major roads, such fences detract from the streetscape and rural character of the area. These if required should be kept to a minimum or replaced with hedges or greenery where possible.*

Lighting is not shown.

### **Recommendation**

*Lighting should be directed downward to avoid light pollution.*

With these recommendations there is room for experimentation in other area such as: window type and placement, surface textures, masonry treatment trim, lighting and other design cues. Blending the modern with the historic can often be more effective than simple replication. Finally, it may be considered appropriate to incorporate the theme of fruit growing in some way into the name and any signage or features at the new development.

## **8.0 Conclusion**

Should the proposed residential townhouse development be constructed there will be a moderate impact to the Study Area and the immediate neighbourhood through further loss of rural character and the association with the former fruit growing lands of the immediate vicinity.

One must recognize that this character has already been eroded by zoning allowance for commercial activity that has resulted in a small auto strip mall and a restaurant with an oversized parking lot beside and across from the Study Area. Just 600m further to the west perhaps nothing epitomizes the change to the area built on the foundation of fruit growing than the large E.D. Smith factory. The presence of this large operation to some degree balances and justifies the addition of a concentrated block of townhouses. So while it is regrettable that the rural character of the neighbourhood is being altered, this has been ongoing for some time and is facilitated under current zoning.

All this notwithstanding, the design of the building has been undertaken with some regard to the historic character of the area and Carpenter House in particular. While not a direct copy of the Queen Anne Revival Style, the proposed design does include sympathetic elements in the choice of roof design and pitch, cladding, window shape, the presence of small porches and dormers. While more could be done to make the development harmonious with Carpenter House and the character of the streetscape as listed above including: the inclusion of more brick in the exterior wall treatment, the addition of projections, the screening of garages, and the planting of trees and hedges; the overall concept in terms of style could be considered compatible with the nearby heritage architecture.

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## Qualifications of the Author

### **Garth E. Grimes B. A., B. Ed., Consulting Archaeologist: Provincial License Number P017**

Garth Grimes is senior archaeologist at Detritus Consulting Ltd. He has 25 seasons of experience in Ontario archaeology and has directed and reported on hundreds of sites ranging from 19<sup>th</sup> Century Euro-Canadian ghost towns to Paleo-Indian campsites. In addition to his work in field archaeology Mr. Grimes, through his firm, has assisted the City of Guelph in implementing their Archaeological Master Plan and has worked as a heritage consultant to The City of Waterloo, The City of Kitchener and the Regional Municipality of Waterloo. Mr. Grimes is a former member of the Kitchener L.A.C.A.C (now Heritage Kitchener) and has performed a number of Built Heritage and Cultural Heritage Landscape assessments for the Regional Municipalities of Halton, Niagara and Waterloo, the County of Brant and the Cities of St. Catharines and Brantford. Mr. Grimes is a member of the Ontario Association of Professional Archaeologists.

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### Select Work Anthology

#### **2020-21 Cultural Heritage Impact Assessment, Lawsons Lumber Complex, 260-276 Dunsmore Road, Hamilton**

A study of impacts to an early 20<sup>th</sup> Century industrial complex and the surrounding Edwardian period neighbourhood by a proposed townhouse development.

**2019**

#### **Cultural Heritage Impact Assessment, 1313 Baseline Road, Hamilton**

A study of impacts to an Edwardian style residence from a proposed residential redevelopment.

**2017**

#### **Cultural Heritage Impact Assessment, 3097 Homestead Drive, Mount Hope, City of Hamilton**

A study of potential impacts on existing residential areas of Mount Hope from a proposed commercial development

**2017**

#### **Cultural Heritage Impact Assessment, 1020 Upper James Street, Hamilton**

A study of the former funeral home prior to redevelopment

**2017**

#### **Documentation and Salvage Report, 53 Gibson Avenue, Hamilton**

Documentation and Salvage report of the Gibson Street Bus Terminal prior to redevelopment

**2015**

**Heritage Impact Assessment 9 Dee Road, Niagara-on-the-Lake**

HIA of proposed new construction on a heritage laneway in Queenston

**Cultural Heritage Assessment of Ontario Street St. Catharines**

Study of all built heritage features along route proposed for road widening

**2014**

**Built and Cultural Heritage Assessment of Ninth Line, Halton County**

Study of all built heritage features along route proposed for road widening

**2012**

**Built Heritage Assessment for Niagara Watermain Project**

Cultural heritage assessment of all built heritage resources along proposed watermain route

**2010**

**Cultural Heritage Assessment of the Episcopal Methodist Rectory, Hamilton**

The former rectory of what is now Trinity Hannon Church in Hamilton was thoroughly documented prior to redevelopment.

**2007**

**River Road Re-alignment Class EA, Brant County**

Stage 1 archaeological and built heritage assessment for a proposed road re-alignment.

**2002**

**Lincoln County Courthouse, St. Catharines**

Heritage assessment of historic courthouse grounds prior to historic renovation.

**2002**

**Cockshutt - Massey Harris Site Built Heritage Assessment, Brantford**

Built heritage assessment of the former Cockshutt and Massey Harris industrial complex prior to redevelopment.

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