Appendix E Cultural Heritage Assessment Memo

DRAFT

Stantec

Memo

To: Enbridge Gas Ontario

From: Frank Smith, MA, CAHP
Julia Richards, MA
Stantec Consulting Ltd.

Project/File: 160901401

Date: October 6, 2026

Reference: Dawn Parkway System Renewal Project: Kirkwall to Hamilton

1 Introduction

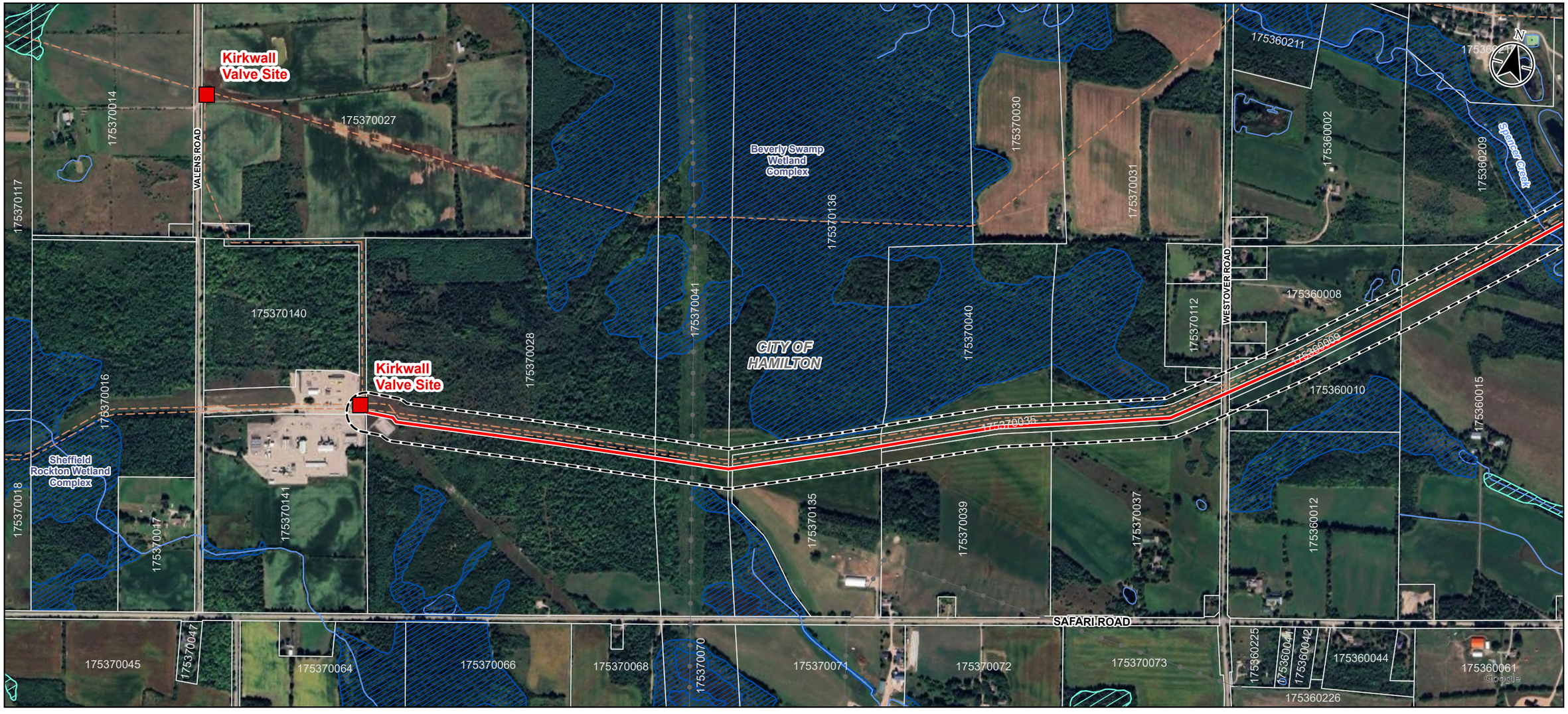
Enbridge Gas Ontario (Enbridge Gas) is proposing a project that will be constructed between the existing Enbridge Gas Kirkwall valve site, located northeast of the intersection of Safari Road and Valens Road and the existing Enbridge Gas Hamilton valve site, located east of Highway 6 and north of Carlisle Road (the Study Area). The Kirkwall-Hamilton Project involves the installation of a new 48-inch, 10-kilometre (km) pipeline effectively connected the two sections (Figure 1). The Study Area is located within the City of Hamilton largely through agricultural fields from Valens Road to Highway 6.

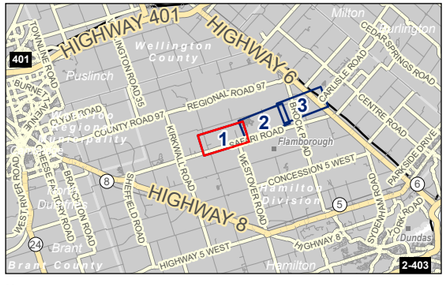
To facilitate this Project, Enbridge Gas retained Stantec to prepare a *Cultural Heritage Memo* for the Study Area. The need to consider known and potential built heritage resources (BHRs) and cultural heritage landscapes (CHLs) is defined by Section 4.3.4 of the *Ontario Energy Board (OEB) Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Projects and Facilities in Ontario* (OEB Guidelines) (OEB 2023).

The Study Area was previously assessed for known and potential BHRs and CHLs in a *Cultural Heritage Assessment Report* (CHAR) prepared by Stantec in 2019 (Stantec 2019). The objectives of this Memo are to summarize the findings of the CHAR, re-affirm the BHRs and CHLs identified in the CHAR, identify and screen new potential and known

BHRs and CHLs within the Study Area, assess potential impacts resulting from the Project, and recommend future actions.

To screen for known or potential cultural heritage value or interest (CHVI), this Memo follows the *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes: A Checklist for the Non-Specialist* (the Checklist) published by the Ministry of Citizenship and Multiculturalism (MCM) in 2016 and last updated in 2022 (MCM 2022). Potential impacts, both direct and indirect, are assessed using the seven potential negative effects to BHRs and CHLs identified in the OEB Guidelines (OEB 2023).





Legend

- Study Area
- Enbridge Station/Valve
- Proposed Pipeline
- Existing Pipeline
- Hydro Line
- Watercourse (Permanent)
- Parcel Boundary (PIN)
- Wetland, Provincially Significant
- Wetland, Unevaluated
- Waterbody

0 100 200 m

1:10,000 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Contains information licensed under the Open Government Licence – Ontario, and the Open Government Licence - Canada, accessed 2026.
3. Orthoimagery © Google, 2026.

Stantec

Project Location
Hamilton, ON

REVA
Prepared by AWhite on 2026-09-24
Technical Review by JRichards on 2026-09-24

Client/Project
ENBRIDGE GAS INC.
DAWN SYSTEM RENEWAL PROJECT
KIRKWALL TO HAMILTON

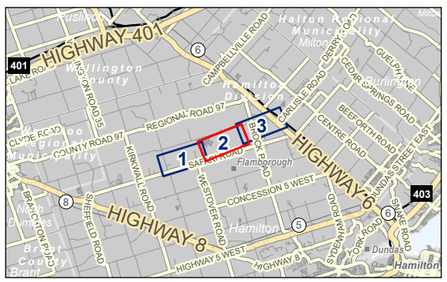
Figure No.
1.1

Title
Study Area

Disclaimer: This document has been prepared based on information provided by third parties as cited in the Notes section. Stantec has not verified the accuracy, timeliness and/or completeness of this information and is not responsible for any errors or omissions which may be incorporated herein as a result. Stantec assumes no responsibility for data supplied in electronic format, and the recipient accepts full responsibility for verifying the accuracy, timeliness and completeness of the data. The recipient releases Stantec, its affiliates, officers, employees, consultants and agents, from any and all claims arising in any way from its use of, or reliance upon, the content contained herein.

U:\160916090140\03_data\gis_cad\gis\ArcPro\Disciplines\CulturalHeritage\ENB_CulturalHeritage.aprx\ENB_CH_ScreeningMemo_Fig01_StudyArea Revised on 9/24/2026 4:49 PM by AWhite





Legend

- Study Area
- Proposed Pipeline
- Existing Pipeline
- Watercourse (Permanent)
- Parcel Boundary (PIN)
- Wetland, Provincially Significant
- Wetland, Unevaluated
- Waterbody

0 100 200 m

1:10,000 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Contains information licensed under the Open Government Licence – Ontario, and the Open Government Licence - Canada, accessed 2026.
3. Orthoimagery © Google, 2026.

Stantec

Project Location
Hamilton, ON

REVA
Prepared by AWhite on 2026-09-24
Technical Review by JRichards on 2026-09-24

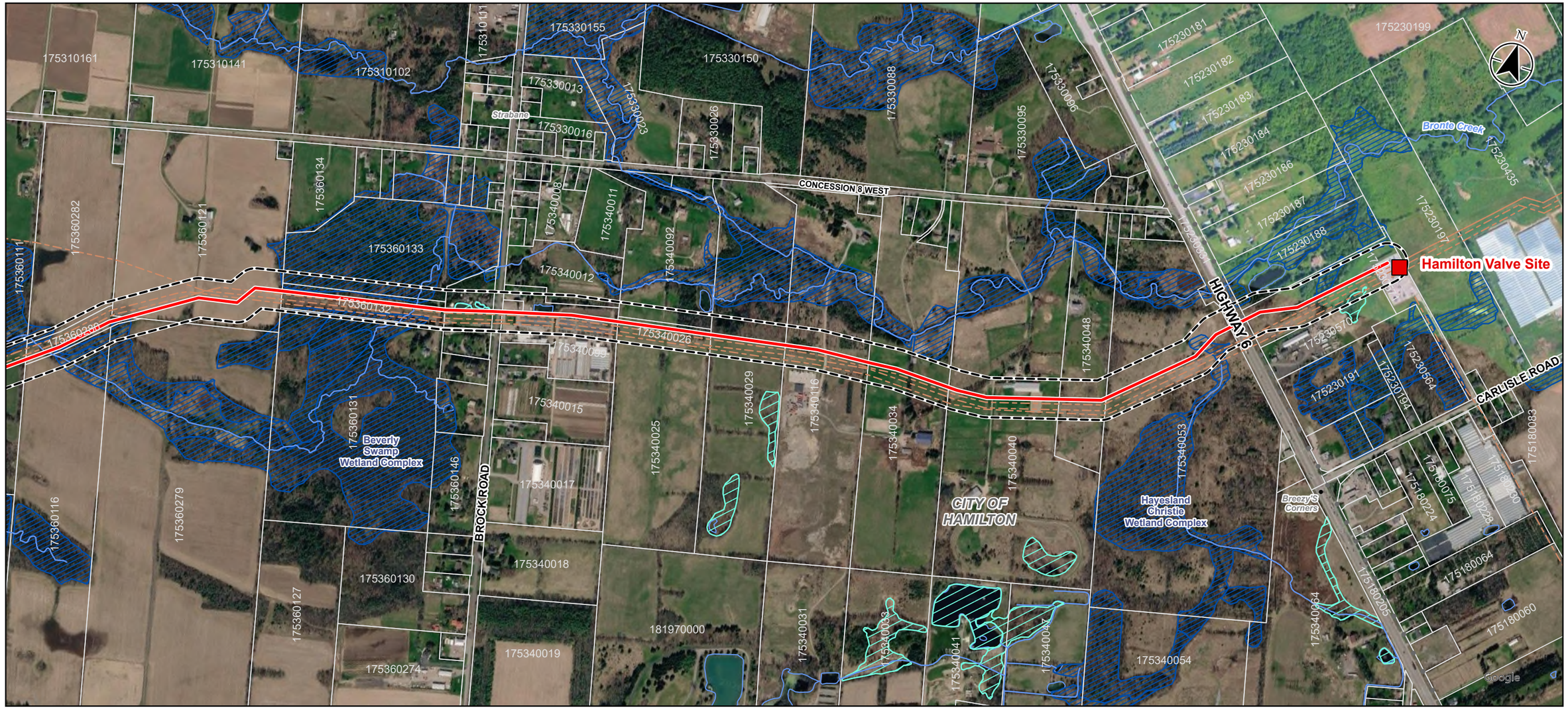
Client/Project
ENBRIDGE GAS INC.
DAWN SYSTEM RENEWAL PROJECT
KIRKWALL TO HAMILTON

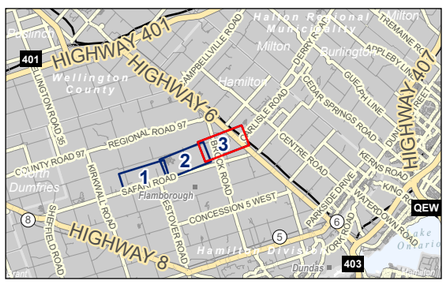
Figure No.
1.2

Title
Study Area

U:\160901\160901400\03_data\gis_cad\gis\ArcPro\Disciplines\CulturalHeritage\ENB_CulturalHeritage.aprx\ENB_CH_ScreeningMemo_Fig01_StudyArea Revised on 9/24/2026 4:49 PM by AWhite

Disclaimer: This document has been prepared based on information provided by third parties as cited in the Notes section. Stantec has not verified the accuracy, timeliness and/or completeness of this information and is not responsible for any errors or omissions which may be incorporated herein as a result. Stantec assumes no responsibility for data supplied in electronic format, and the recipient accepts full responsibility for verifying the accuracy, timeliness and completeness of the data. The recipient releases Stantec, its affiliates, officers, employees, consultants and agents, from any and all claims arising in any way from its use of, or reliance upon, the content contained herein.





Legend

- Study Area
- Enbridge Station/Valve
- Proposed Pipeline
- Existing Pipeline
- Hydro Line
- Watercourse (Permanent)
- Parcel Boundary (PIN)
- Wetland, Provincially Significant
- Wetland, Unevaluated
- Waterbody

0 100 200 m

1:10,000 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Contains information licensed under the Open Government Licence – Ontario, and the Open Government Licence - Canada, accessed 2026.
3. Orthoimagery © Google, 2026.

Stantec

Project Location
Hamilton, ON

REVA
Prepared by AWhite on 2026-09-24
Technical Review by JRichards on 2026-09-24

Client/Project
ENBRIDGE GAS INC.
DAWN SYSTEM RENEWAL PROJECT
KIRKWALL TO HAMILTON

Figure No.
1.3

Title
Study Area

U:\160901\160901400\03_data\gis_cad\gis\ArcPro\Disciplines\CulturalHeritage\ENB_CulturalHeritage.aprx\ENB_CH_ScreeningMemo_Fig01_StudyArea Revised on 9/24/2026 4:49 PM by AWhite

Disclaimer: This document has been prepared based on information provided by third parties as cited in the Notes section. Stantec has not verified the accuracy, timeliness and/or completeness of this information and is not responsible for any errors or omissions which may be incorporated herein as a result. Stantec assumes no responsibility for data supplied in electronic format, and the recipient accepts full responsibility for verifying the accuracy, timeliness and completeness of the data. The recipient releases Stantec, its affiliates, officers, employees, consultants and agents, from any and all claims arising in any way from its use of, or reliance upon, the content contained herein.

2 Methodology

2.1 Municipal and Agency Information Requests

Requests for information from municipalities, agencies, and heritage-based organizations in the area within which the Project is proposed were undertaken to determine the presence of listed, designated, or otherwise identified heritage properties within the Study Area. Stantec issued information requests to the City of Hamilton, the Ontario Heritage Trust (OHT), and the MCM. Consultation with the public and Indigenous communities is carried out as part of the broader environmental study process. Should BHRs or CHLs be identified by the public or Indigenous communities, they will be incorporated into the finalized version of the Memo. For this study, properties previously known by municipal staff or provincial agencies as containing or having the potential to contain CHVI were determined to be potential heritage properties.

2.2 Screening of Cultural Heritage Value or Interest

In general, buildings and structures of more than 40 years of age were screened during the survey using the criteria prescribed in the MCM *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (the MCM Criteria) (MCM 2022) and professional judgement. This included a field program to re-affirm the findings of the CHAR and to identify and screen additional known and potential BHRs and CHLs within the Study Area.

A vehicular windshield survey was conducted on August 19, 2026, by Paige Murray and Julia Richards, Cultural Heritage Specialists with Stantec. The weather conditions were sunny and hot. The windshield survey was conducted from the publicly accessible right-of-way (RoWs), unless specified otherwise.

For the purposes of this memo, the resource number used in the CHAR is carried forward into this memo for consistency. These resources are identified with a cultural heritage

resource number (CHR) and 2019, to denote its identification in the CHAR (e.g. CHR-1 2019). Where a new known or potential BHR or CHL was identified, the structure or landscape was assigned a BHR/CHL number as applicable and 2026, to denote it was not included in the CHAR (e.g. BHR-1 2026). However, there were no new known or potential BHR or CHL identified through the field program.

2.3 Assessment of Impacts

Where a component of a known or potential BHR or CHL was situated within the Study Area, the impacts of the proposed undertaking were evaluated. The impacts, both direct and indirect, are evaluated according to the possible effects or impacts resulting from the development of a hydrocarbon project that could affect cultural heritage resources as outlined in the OEB Guidelines.

Seven potential negative effects have been identified in the OEB Guidelines (OEB 2023), including:

1. Destruction or removal of any—or part of any—significant heritage attributes or features
2. Alteration that is not sympathetic, or is not compatible, with heritage character of appearance
3. Isolation of heritage attributes or features from their surrounding environment, context or a significant relationship
4. Visual intrusions, direct or indirect obstruction of significant views or vistas from, within, or to a built or natural feature
5. Shadows created by new development that alter the appearance or character of a heritage resource
6. A change in physical character, such as when development fills in formerly open spaces, or when significant vegetation is removed
7. Ground disturbances or land alterations, such as a change in grade, alteration of soil composition or drainage patterns that could adversely affect a cultural heritage resource

The potential for negative impacts resulting from vibration due to construction and operation activities and the transportation of Project components and personnel were also evaluated. Although the existing effect of traffic and construction vibrations on historical period structures is not fully known, negative effects have been demonstrated on buildings with a setback of less than 40 metres from the curbside (Crispino and D'Apuzzo 2001; Ellis 1987; National Park Service 2001; Rainer 1982; Wiss 1981;). The proximity of Project components to previously identified or potential BHRs and CHLs was considered in this assessment, particularly those within 50 metres from the proposed pipeline alignment, to encompass a wide enough buffer zone to account for built resources less than 40 metres from curbside or potential Project activities. The 50-metre buffer represents a conservative approach to effects identification.

3 Review of Cultural Heritage Assessment Report

What follows is a high-level summary of the histories of the former Townships of Beverly, East Flamborough and West Flamborough from survey and settlement to the 20th century. More detailed and complete histories are contained in the 2019 CHAR.

3.1 Historical Context Summary

The Study Area is located in the City of Hamilton, Ontario, within the former county of Wentworth across three former townships: Beverly, East Flamborough, and West Flamborough. Historically the Study Area is situated within Lots 29 to 36, Concession 6 and Lots 25 to 36, Concession 7 in the former Township of Beverly; Lots 1 to 5, Concession 6, Lots 1 to 12, Concession 7 within the former Township of East Flamborough; and Lots 12 to 13, Concession 9 within the former Township of East Flamborough.

3.1.1 Township of Beverly

The Township of Beverly was surveyed in 1797 by Augustus Jones. Settlement was influenced by the establishment of mills and railway development but was ultimately slow due to challenging terrain (Cornell 1967: 8). In the beginning of the 19th century, the population of the township was low at 81 people, but began to increase rapidly by mid century with the influx of British settlers, and most of the land had been claimed (Page & Smith 1875; Irwin & Co. 1883: 37).

Continual population growth was aided by the introduction of the Great Western Railway (GWR) in 1854 (Page & Smith 1875: iv; Houghton 2008: 88). By the end of the 19th century the population reached 4,890 (Irwin 1883: 38).

During the 20th century, the Township of Beverly remained predominantly rural, and the hamlets and villages witnessed a decline in population as larger markets grew in Hamilton and Toronto (Collins 2001). This decline was typical of rural communities in the 20th century. The Study Area within the Township of Beverly continued to be rural.

As the 20th century progressed, construction of better highways and the development of the trucking industry aided in renewed population growth throughout the township. Farms shifted to focus on dairy farming by the 1960s which was a profitable industry for farmers. (Collins 2001: 9).

In 1974, the Township of Beverly amalgamated with the Townships of West and East Flamborough, to form the Town of Flamborough. Subsequently in 2001, the Town of Flamborough became a part of the City of Hamilton (Hamilton Public Library 2017).

3.1.2 Townships of East and West Flamborough

The Townships of East and West Flamborough were surveyed in the same year, 1793 by Augustus Jones. Settlement patterns followed waterways, as they were a source for mill

power and road intersections. East and West Flamborough were incorporated as separate townships in 1854 (Woodhouse 1965: 14).

The main settlement in West Flamborough is Dundas. In the beginning of the 19th century Dundas experienced accelerated growth with the construction of the Desjardins Canal between 1826 and 1837. The canal connected Dundas with Burlington Bay and Dundas became a busy port on Lake Ontario (Freeman 2001: 37).

Dundas continued to grow into the mid 19th century with the construction of the GWR in 1854 as it shifted from canal shipments to the shipment of goods through the railway. By the end of the century, the Dundas was one of the major manufacturing towns in the province (Page & Smith 1875: ix).

At the turn of the 20th century, Dundas was in industrial decline while Hamilton was growing and offering more employment opportunities (Meyers 1954: 25). Commuter traffic was facilitated by the development of better roads, such as the Kings Highway 6 that ran from Hamilton to Owen Sound (Bevers 2019).

The main settlement in East Flamborough was Waterdown but it remained relatively small compared to Dundas. Settlement in the Township of East Flamborough was initially hindered until the 1820s to 1830s by heavily wooded lands, but by the mid 19th century all the lots in the township were taken up (Green et al. 1997: 3).

At the beginning of the 20th century, the Study Area remained within a rural portion of the township. West Flamborough experienced a slight increase in population with increased construction of the Canadian Pacific Railway (CPR) between Hamilton and Guelph in 1911 (Waterdown East Flamborough Centennial Committee 1967: 37).

In 1974 municipal restructuring merged East and West Flamborough with the Township of Beverly to create the Town of Flamborough, which subsequently became part of the City of Hamilton by 2001 (Hamilton Public Library 2017b).

3.2 Summary of Identified BHRs/CHLs

The field program for the CHAR was completed on January 30, 2019. The field program photographed and noted the location of known and potential BHRs and CHLs within the Study Area. A total of 26 properties were identified as BHRs or CHLs in the CHAR. Since the 2019 report, the Study Area has changed such that 13 previously identified BHRs and CHLs are no longer within the 2026 Study Area. Inclusion within the current Study Area has been identified within Table 1. BHRs or CHLs no longer included within the Study Area are not discussed further within this Memo. Table 1 summarizes the findings of the field program completed for the CHAR.

Table 1 Identified BHRs/CHLs in the CHAR

Municipal Address	Type of Resource	Reference Number	Included in 2026 Study Area
1399 Safari Road	Farmstead	CHR-1 (2019)	Yes
1289 Safari Road	Farmstead	CHR-2 (2019)	Yes
1172 Concession 8 West	Undetermined	CHR-3 (2019)	Yes
1437 Middletown Road	Farmstead	CHR-4 (2019)	Yes
1412 Middletown Road	Residence	CHR-5 (2019)	Yes
1035 Safari Road	Farmstead	CHR-6 (2019)	Yes
1470 Brock Road	Residence	CHR-7 (2019)	Yes
812 Concession 8 West	Farmstead	CHR-8 (2019)	Yes
919 Safari Road	Farmstead	CHR-9 (2019)	Yes

Reference: Dawn Parkway System Renewal Project: Kirkwall to Hamilton

Municipal Address	Type of Resource	Reference Number	Included in 2026 Study Area
794 Concession 8 West	Barn	CHR-10 (2019)	Yes
750 Concession 8 West	Farmstead	CHR-11 (2019)	Yes
716 Concession 8 West	Farmstead	CHR-12 (2019)	Yes
700 Concession 8 West	Farmstead	CHR-13 (2019)	Yes
1213 Safari Road	Farmstead	CHR-14 (2019)	No
1414 Safari Road	Farmstead	CHR-15 (2019)	No
1286 Safari Road	Farmstead	CHR-16 (2019)	No
1212 Safari Road	Residence	CHR-17 (2019)	No
1166 Safari Road	Farmstead	CHR-18 (2019)	No
1032 Safari Road	Farmstead	CHR-19 (2019)	No
1054 Safari Road	Outbuildings	CHR-20 (2019)	No
994 Safari Road	Residence and Outbuildings	CHR-21 (2019)	No
954 Safari Road	Barn	CHR-22 (2019)	No
902 Safari Road	Residence and Outbuildings	CHR-23 (2019)	No
875 Safari Road	Farmstead	CHR-24 (2019)	No
1436 Brock Road	Residence	CHR-25 (2019)	No
1157 Safari Road	Farmstead	CHR-26 (2019)	No

4 Municipal and Agency Information Requests

To identify known or potential heritage resources, the MCM, OHT, and City of Hamilton were contacted. The results of the information requests are summarized in Table 2.

Table 2 Municipal and Agency Information Request Summary

Organization	Contact	Results
MCM	Mariana Kimi Nito, Heritage Advisor mariana.nito@ontario.ca	Consultation email sent on September 24, 2026. Response pending.
OHT	Samuel Bayefsky, Real Property Coordinator samuel.bayefsky@heritagetrust.on.ca	Consultation email sent on September 24, 2026. Sammy replied on September 24, 2026 stating that OHT does not own any properties within or adjacent to the Study Area.
City of Hamilton	Development Planning pdgeninq@hamilton.ca	Consultation email sent on September 24, 2026. Response pending.

5 Re-Affirmation of 2019 CHAR Findings

As previously discussed, a field program was completed to re-affirm the findings of the CHAR and identify additional known and potential BHRs and CHLs within the Study Area. There were no new BHRs or CHLs identified during the field program. BHRs and CHLs from the 2019 CHAR were documented from publicly accessible roadways and their locations were digitally recorded using ESRI's ArcGIS Field Maps application.

The Study Area is rural and residential in character with structures built in a variety of time periods and constructed of varying materials. There is a concentration of late 19th century farmsteads. Within the Study Area many properties are set far back from the road and obscured by vegetation. The Study Area is bound by Concession 8 West to the north

and Safari Road to the south, and Highway 6 to the east. The Study Area crosses Middletown Road, Westover Road, and Brock Road. The general topography of the Study Area can be characterized by rolling hills such that some properties are located in depressions or on top of hills.

Concession 8 West is a two lane road paved with asphalt. Both sides of the road have mature trees that contribute to a tree canopy, and vegetation. There are wooden utility poles on the north side of the street (Photo 1).

Safari Road is a two lane road paved with asphalt. Both sides of the road have mature trees that contribute to a tree canopy and vegetation. Utility poles are present on both sides of the road (Photo 2).

Highway 6 is a four lane road paved with asphalt and is a main thoroughfare in Hamilton. There is a gravel shoulder on each side of the road and mature trees. Utility poles and metal hydro towers are present on either side of the road (Photo 3).

Brock Road is a two lane road paved with asphalt. Residences have variable setbacks where some residences are set far back and obscured by vegetation. Each side of the road has utility poles and mature trees (Photo 4).

Middletown Road is a two lane road paved with asphalt. While the Study Area is generally comprised of rolling hills, Middletown Road is located on an especially steep hill such that the road ends and is not passable at the base of the hill. Each side of the road has utility poles and mature trees (Photo 5).

Westover Road is a two lane gravel road. The road travels over rolling hills and has a dead end at the base of a steep hill. Each side of the road has utility poles and mature trees (Photo 6).

Reference: Dawn Parkway System Renewal Project: Kirkwall to Hamilton



Photo 1: Concession 8 West, looking west



Photo 2: Safari Road, looking east



Photo 3 Highway 6, looking north



Photo 4 Brock Road, looking north

Reference: Dawn Parkway System Renewal Project: Kirkwall to Hamilton



Photo 5 Middletown Road, looking north



Photo 6 Westover Road, looking south

A total of 17 properties or landscapes were inventoried. This includes the 13 BHRs identified in the CHAR (Table 3). The location of these BHRs are depicted in Figure 2.

Reference: Dawn Parkway System Renewal Project: Kirkwall to Hamilton

Table 3 Re-Affirmation of Built Heritage Resources and Cultural Heritage Landscapes Identified in the CHAR

Reference Number	Type of Resource	Description and Review of CHVI	Current Photograph
CHR-1 (2019)	Farmstead	This property contains a residence and a barn. The residence and barn are obscured by vegetation and distance from the road. The residence is a one and one half storey structure with gable roof clad in red brick with dichromatic brickwork. The barn is a gable roof structure clad in metal. The property is landscaped with mature Norway Spruces and a stone wall on the south side of the property. The CHAR identified that the residence has potential design value as an example of an Ontario vernacular structure with Gothic Revival design influences. The barn also has potential design value as a representative example of a late 19th century vernacular barn. The property also has potential contextual value as it supports the late 19th century rural character of the area and is physically and historically linked to its surroundings. **Based on the field program completed for the Memo, the property retains the potential CHVI identified in the CHAR.**	
CHR-2 (2019)	Farmstead	This property contains a residence and a barn. The residence is obscured by distance from the road and vegetation. The residence is a two storey structure with a hip roof. The barn has a side gable roof. The property is listed on the 1991 LACAC inventory for the City of Hamilton. The CHAR identified the residence as having potential design value as an Ontario vernacular structure with Georgian design influences. The property also has potential contextual value as it supports the late 19th century rural character and is physically and historically linked to its surroundings. **Based on the field program completed for the Memo, the property retains the potential CHVI identified in the CHAR.**	

Reference: Dawn Parkway System Renewal Project: Kirkwall to Hamilton

Reference Number	Type of Resource	Description and Review of CHVI	Current Photograph
CHR-3 (2019)	Farmstead	This property contains a residence and a barn. The residence and barn are obscured by vegetation and distance from the road. The property is listed on the 1991 LACAC inventory for the City of Hamilton. The CHAR identified the property as having potential contextual value as it supports the late 19th century rural character of the area and is physically and historically linked to its surroundings. **Based on the field program completed for the Memo, the property retains the potential CHVI identified in the CHAR.**	
CHR-4 (2019)	Farmstead	This property contains a residence and a barn. The residence is a one and one half storey structure with a cross gable roof. The exterior has been changed since 2019 and is no longer clad in siding but appears to be clad in stucco panels. The barn is a timber frame structure with a cross gable roof. The property is listed on the 1991 LACAC inventory for the City of Hamilton. The CHAR identified the property as having potential design value as an example of a late 19th century Ontario vernacular structure. The property also has potential contextual value as it supports the late 19th century rural character of the area and is physically and historically linked to its surroundings. **Based on the field program completed for the Memo, the property retains the potential CHVI identified in the CHAR.**	

Reference: Dawn Parkway System Renewal Project: Kirkwall to Hamilton

Reference Number	Type of Resource	Description and Review of CHVI	Current Photograph
CHR-5 (2019)	Residence	This property contains a residence and outbuildings. The residence and outbuildings are obscured by distance from the road and vegetation. The residence is a one and one half storey structure with a cross gable roof clad in brick. The property is listed on the 1991 LACAC inventory for the City of Hamilton. The CHAR identified the property as having potential design value as a representative example of a late 19th century Ontario vernacular residence with Gothic Revival design influences. The property also has potential contextual value as it supports the late 19th century rural character of the area and is physically and historically linked to its surroundings. **Based on the field program completed for the Memo, the property retains the potential CHVI identified in the CHAR.**	
CHR-6 (2019)	Farmstead	This property contains a residence and outbuildings. The residence is a one and one half storey structure with a side gable roof clad in siding. There was a timber frame barn present on the property in 2019 that has since been removed. The property is listed on the 1991 LACAC inventory for the City of Hamilton. The CHAR identified the property as having potential design value as a representative example of a mid to late 19th century Ontario vernacular residence with Ontario Cottage design influences. The property also has potential contextual value as it supports the late 19th century rural character of the area and is physically and historically linked to its surroundings. **Based on the field program completed for the Memo, the property retains the potential CHVI identified in the CHAR.**	

Reference: Dawn Parkway System Renewal Project: Kirkwall to Hamilton

Reference Number	Type of Resource	Description and Review of CHVI	Current Photograph
CHR-7 (2019)	Residence	This property contains a residence that was built in 2021. The residence captured in 2019 has been demolished. **Based on the field program completed for the Memo, the property does not retain the potential CHVI identified in the CHAR as the residence has been demolished.**	
CHR-8 (2019)	Farmstead	This property contains a residence, a barn, coach house, and drive shed which are obscured by distance from the road and vegetation. The residence is a one and one half storey structure with a gable roof. The exterior contains a covered partial wood porch. The barn is a timber frame structure with side gable roof. The CHAR identified the property as having potential design value as a representative example of a late 19th century Ontario vernacular residence. The property also has potential contextual value as it supports the late 19th century rural character of the area and is physically and historically linked to its surroundings. **Based on the field program completed for the Memo, the property retains the potential CHVI identified in the CHAR.**	

Reference: Dawn Parkway System Renewal Project: Kirkwall to Hamilton

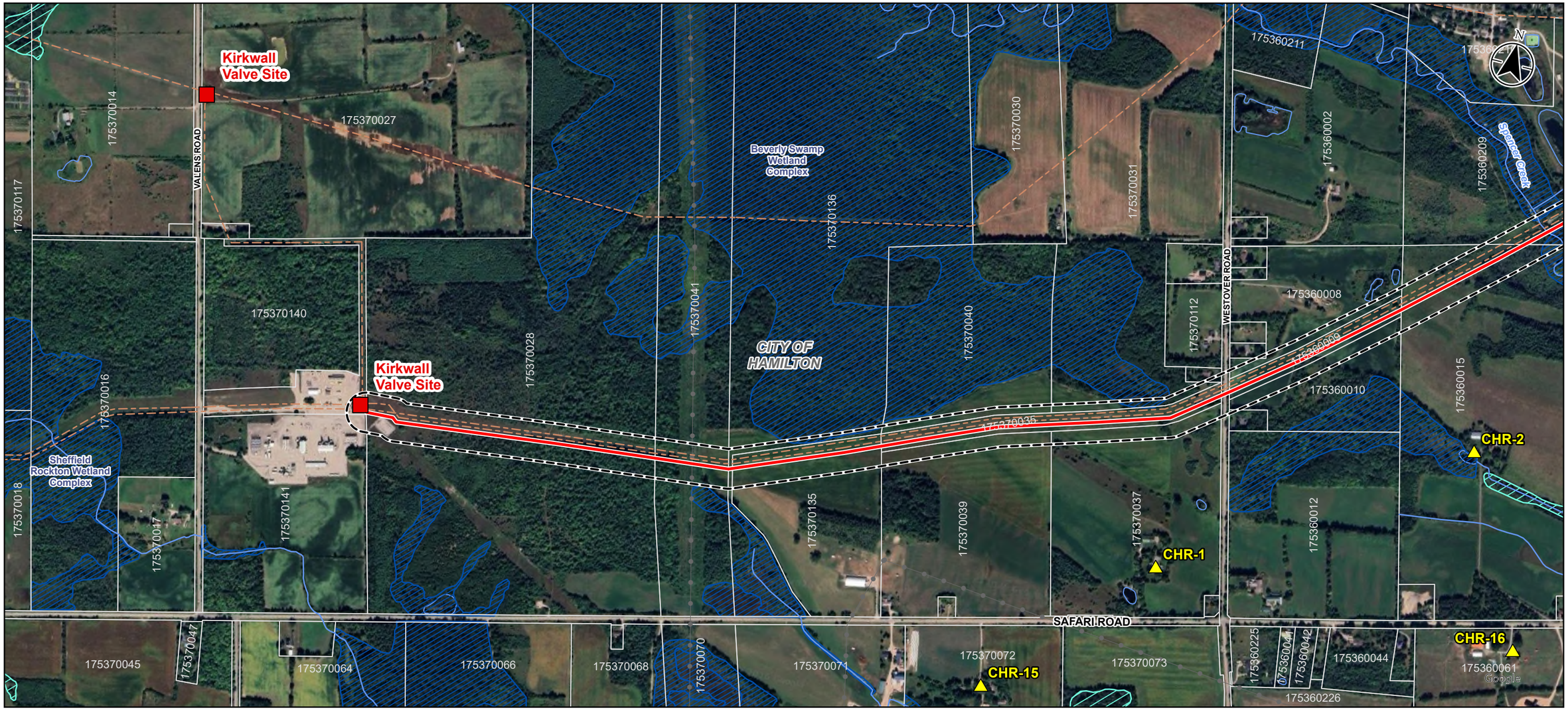
Reference Number	Type of Resource	Description and Review of CHVI	Current Photograph
CHR-9 (2019)	Farmstead	This property contains a residence and outbuildings. The residence is a two storey structure with a side gable roof. There was a timber barn documented in winter 2019 that was demolished in the summer of 2019. The property is listed on the 1991 LACAC inventory of the City of Hamilton. The CHAR identified the property as having potential design value as a representative example of a late 19th century Ontario vernacular residence with Georgian Revival design influences. The property also has potential contextual value as it supports the late 19th century rural character of the area and is physically and historically linked to its surroundings. **Based on the field program completed for the Memo, the property retains the potential CHVI identified in the CHAR.**	
CHR-10 (2019)	Barn	This property contains a residence, outbuilding and barn. The barn was obscured by distance from the road and vegetation. The residence is a one storey structure with a side gable roof clad in siding. The barn is a timber frame structure with a gable roof and has a bank. The barn has potential design value as a representative example of a late 19th century Ontario vernacular barn. The property also has potential contextual value as it supports the late 19th century rural character of the area and is physically and historically linked to its surroundings. **Based on the field program completed for the Memo, the property retains the potential CHVI identified in the CHAR.**	

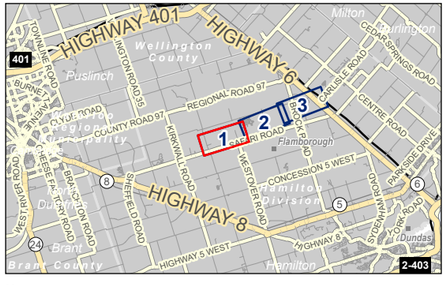
Reference: Dawn Parkway System Renewal Project: Kirkwall to Hamilton

Reference Number	Type of Resource	Description and Review of CHVI	Current Photograph
CHR-11 (2019)	Farmstead	This property contains a residence and a barn which are obscured by distance from the road and vegetation. The property is listed in 1991 LACAC inventory for the city of Hamilton. The CHAR identified the property as having potential contextual value as it supports the late 19th century rural character of the area and is physically and historically linked to its surroundings. **Based on the field program completed for the Memo, the property retains the potential CHVI identified in the CHAR.**	
CHR-12 (2019)	Farmstead	This property contains a residence and a barn. The residence and barn are obscured by distance and vegetation. The residence is a one and one half storey structure with a side gable roof. T. The barn is a timber frame bank barn structure with a side gable roof. The residence and barn have potential design value as representative examples of late 19th century Ontario vernacular structures. The property has potential contextual value as it supports the late 19th century rural character of the area and is physically and historically linked to its surroundings. **Based on the field program completed for the Memo, the property retains the potential CHVI identified in the CHAR.**	

Reference: Dawn Parkway System Renewal Project: Kirkwall to Hamilton

Reference Number	Type of Resource	Description and Review of CHVI	Current Photograph
CHR-13 (2019)	Farmstead	This property contains a residence and a barn. The residence and barn are both obscured by distance from the road and vegetation. The residence is a one and one half storey structure with a side gable roof. The exterior contains a covered partial porch. The barn is a timber frame structure with a side gable roof. The property is listed on the 1991 LACAC inventory for the City of Hamilton. The residence and barn have potential design value as a representative example of a late 19th century Ontario vernacular structure. The property also has potential contextual value as it supports the late 19th century rural character of the area and is physically and historically linked to its surroundings. **Based on the field program completed for the Memo, the property retains the potential CHVI identified in the CHAR.**	





Legend

- Study Area
- Cultural Heritage Resource
- Enbridge Station/Valve
- Proposed Pipeline
- Existing Pipeline
- Hydro Line
- Watercourse (Permanent)
- Parcel Boundary (PIN)
- Wetland, Provincially Significant
- Wetland, Unevaluated
- Waterbody

0 100 200 m

1:10,000 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Contains information licensed under the Open Government Licence – Ontario, and the Open Government Licence - Canada, accessed 2026.
3. Orthoimagery © Google, 2026.

Stantec

Project Location
Hamilton, ON

REVA
Prepared by AWhite on 2026-09-24
Technical Review by JRichards on 2026-09-24

Client/Project
ENBRIDGE GAS INC.
DAWN SYSTEM RENEWAL PROJECT
KIRKWALL TO HAMILTON

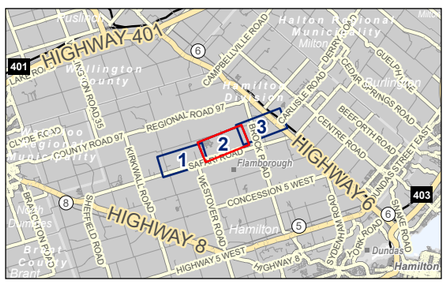
Figure No.
2.1

Title
Previously Identified and Potential Built Heritage Resources and Cultural Heritage Landscapes

Disclaimer: This document has been prepared based on information provided by third parties as cited in the Notes section. Stantec has not verified the accuracy, timeliness and/or completeness of this information and is not responsible for any errors or omissions which may be incorporated herein as a result. Stantec assumes no responsibility for data supplied in electronic format, and the recipient accepts full responsibility for verifying the accuracy, timeliness and completeness of the data. The recipient releases Stantec, its affiliates, officers, employees, consultants and agents, from any and all claims arising in any way from its use of, or reliance upon, the content contained herein.

U:\160916090140\03_data\gis_cad\gis\ArcPro\Disciplines\CulturalHeritage\ENB_CulturalHeritage.aprx\ENB_CH_ScreeningMemo_Fig02_HeritageResources Revised on 9/24/2026 4:49 PM by AWhite





Legend

- Study Area
- Cultural Heritage Resource
- Proposed Pipeline
- Existing Pipeline
- Watercourse (Permanent)
- Parcel Boundary (PIN)
- Wetland, Provincially Significant
- Wetland, Unevaluated
- Waterbody

0 100 200 m

1:10,000 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Contains information licensed under the Open Government Licence – Ontario, and the Open Government Licence - Canada, accessed 2026.
3. Orthoimagery © Google, 2026.

Stantec

Project Location
Hamilton, ON

REVA
Prepared by AWhite on 2026-09-24
Technical Review by JRichards on 2026-09-24

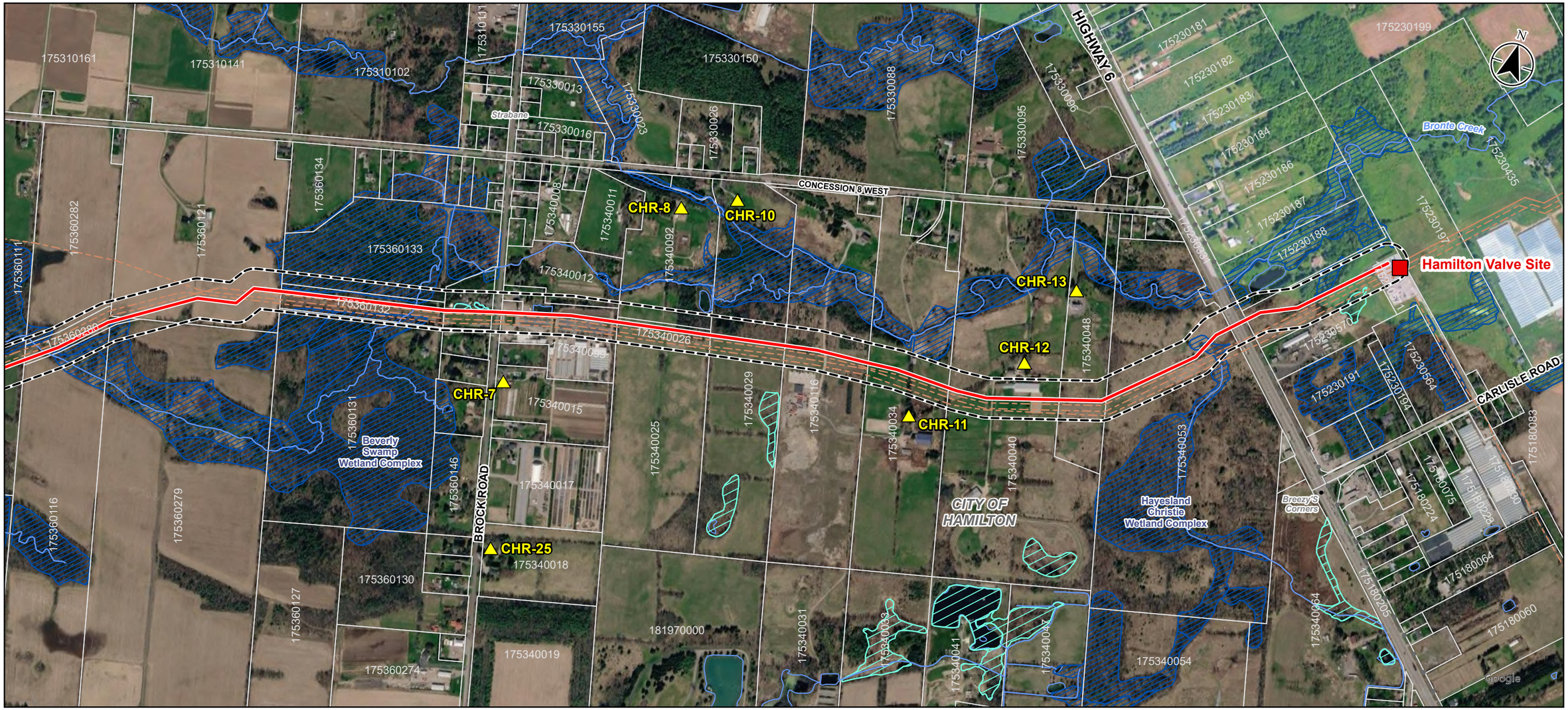
Client/Project
ENBRIDGE GAS INC.
DAWN SYSTEM RENEWAL PROJECT
KIRKWALL TO HAMILTON

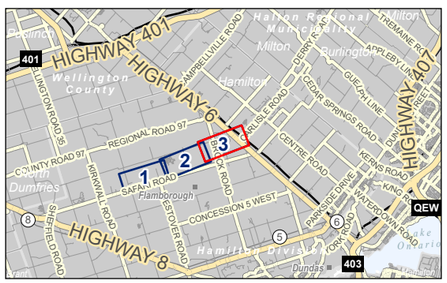
Figure No.
2.2

Title
Previously Identified and Potential Built Heritage Resources and Cultural Heritage Landscapes

Disclaimer: This document has been prepared based on information provided by third parties as cited in the Notes section. Stantec has not verified the accuracy, timeliness and/or completeness of this information and is not responsible for any errors or omissions which may be incorporated herein as a result. Stantec assumes no responsibility for data supplied in electronic format, and the recipient accepts full responsibility for verifying the accuracy, timeliness and completeness of the data. The recipient releases Stantec, its affiliates, officers, employees, consultants and agents, from any and all claims arising in any way from its use of, or reliance upon, the content contained herein.

U:\160911609\400\03_data\gis_cad\gis\ArcPro\Disciplines\CulturalHeritage\ENB_CulturalHeritage.aprx\ENB_CH_ScreeningMemo_Fig02_HeritageResources Revised on 9/24/2026 4:49 PM by AWhite





Legend

- Study Area
- Cultural Heritage Resource
- Enbridge Station/Valve
- Proposed Pipeline
- Existing Pipeline
- Hydro Line
- Watercourse (Permanent)
- Parcel Boundary (PIN)
- Wetland, Provincially Significant
- Wetland, Unevaluated
- Waterbody

0 100 200 m

1:10,000 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Contains information licensed under the Open Government Licence – Ontario, and the Open Government Licence - Canada, accessed 2026.
3. Orthoimagery © Google, 2026.

Stantec

Project Location
Hamilton, ON

REVA
Prepared by AWhite on 2026-09-24
Technical Review by JRichards on 2026-09-24

Client/Project
ENBRIDGE GAS INC.
DAWN SYSTEM RENEWAL PROJECT
KIRKWALL TO HAMILTON

Figure No.
2.3

Title
Previously Identified and Potential Built Heritage Resources and Cultural Heritage Landscapes

U:\160911609\140\03_data\gis_cad\gis\ArcPro\Disciplines\CulturalHeritage\ENB_CulturalHeritage.aprx\ENB_CH_ScreeningMemo_Fig02_HeritageResources Revised on 9/24/2026 4:49 PM by AWhite

Disclaimer: This document has been prepared based on information provided by third parties as cited in the Notes section. Stantec has not verified the accuracy, timeliness and/or completeness of this information and is not responsible for any errors or omissions which may be incorporated herein as a result. Stantec assumes no responsibility for data supplied in electronic format, and the recipient accepts full responsibility for verifying the accuracy, timeliness and completeness of the data. The recipient releases Stantec, its affiliates, officers, employees, consultants and agents, from any and all claims arising in any way from its use of, or reliance upon, the content contained herein.

6 Preliminary Impact Assessment

6.1 Description of Proposed Undertaking

The Project construction process includes various activities as described below:

- **Site Preparation and Clearing**: The first activity is typically the survey and staking, which delineates the boundaries of the road allowance and temporary work areas where necessary. Next, the temporary work areas are cleared of brush and trees, if necessary. Safety barriers are then installed at the limits of the temporary work areas where public safety considerations are required, and aspects of the Traffic Management Plan are implemented (i.e., signs, vehicle access).
- **Pipeline Installation:** Following site preparation and clearing, the pipeline may be installed by one of the following methods:
  - **Horizontal Directional Drilling (HDD):** This trenchless pipeline installation method involves creating entry and exit pits on either side of a feature (such as roads), drilling a pilot hole and reaming the hole to the required size with the aid of drilling fluid, and then pulling the pipeline back through the hole.
  - **Trenching:** This pipeline installation method involves excavation of a trench, lowering the pipeline into place, and backfilling the trench. During backfilling the originally excavated subsoil is placed over the pipe in the trench. In stony areas, the pipe may be sand padded to protect the coating. In shallow water table areas, the pipeline may be weighted to provide negative buoyancy.
- **Pressure Testing:** The pipeline will be pressure tested by filling the pipe with nitrogen or water. The pipeline will be held at a high pressure for a set period of time, per the requirements of CSA Z662-19 Clause 8 and applicable Enbridge Gas specifications for pressure testing.

Clean-Up and Restoration: This will include the restoration of all work areas disturbed during construction. Erosion and sediment controls (ESC) installed during construction (if required) will be removed. Re-seeding of any grassed areas, landscaping, repair and restoration of roads and sidewalks, and laneway and driveway rehabilitation will all be completed.

6.2 Identification of Preliminary Potential Project Specific Impacts and Proposed Mitigation Measures

The results of the preliminary impact assessment and preparation of mitigation measures are presented in Table 4. Distances provided are based on the distance of the BHR or CHL from the Project Location (proposed pipeline alignment) and not the property parcel boundary.

Reference: Dawn Parkway System Renewal Project: Kirkwall to Hamilton

Table 4 Preliminary Impact Assessment and Mitigation Measures

Reference Number	Location	Previous Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation
CHR-1 (2019)	1399 Safari Road	Identified in 2019 CHAR	**No Impacts Anticipated:** The residence and barn are located adjacent to the Project Location. Construction activities are proposed more than 250 metres south of the residence and barn. Therefore, the property is not at risk of direct or indirect impacts, and no mitigation measures or further cultural heritage studies are required.	**Continued avoidance is recommended.**
CHR-2 (2019)	1289 Safari Road	Identified on 1991 LACAC inventory and in 2019 CHAR	**No Impacts Anticipated:** The residence is located adjacent to the Project Location. Construction activities are proposed more than 355 metres south of the residence. Therefore, the property is not at risk of direct or indirect impacts, and no mitigation measures or further cultural heritage studies are required.	**Continued avoidance is recommended.**
CHR-3 (2019)	1172 Concession 8 West	Identified on 1991 LACAC inventory and in 2019 CHAR	**Indirect:** The residence is situated adjacent to the Project Location. Construction activities are proposed within 21 metres of the identified CHR. The position of the residence within 21 metres has the potential for indirect impacts resulting from vibration damage during construction activities.	**Preferred Option:** Avoid the CHR by establishing a buffer zone around the residence to limit construction activity to more than 50 metres away. This should use appropriate preventive measures such as mapping the CHR on construction maps and temporary fencing. Staging and laydown areas should also be non-invasive and avoid the CHR. Where avoidance is not feasible, the alternative option should be applied. **Alternative Option:** Where construction activities are anticipated within the 50-metre buffer zone, a pre-construction vibration assessment by a qualified engineer is recommended to determine if vibration monitoring or site plan controls are required.
CHR-4 (2019)	1437 Middletown Road	Identified on 1991 LACAC inventory and in 2019 CHAR	**No Impacts Anticipated:** The residence is located adjacent to the Project Location. Construction activities are proposed more than 143 metres south of the residence. Therefore, the property is not at risk of direct or indirect impacts, and no mitigation measures or further cultural heritage studies are required.	**Continued avoidance is recommended.**

Reference: Dawn Parkway System Renewal Project: Kirkwall to Hamilton

Reference Number	Location	Previous Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation
CHR-5 (2019)	1412 Middletown Road	Identified on 1991 LACAC inventory and in 2019 CHAR	**No Impacts Anticipated:** The residence is located adjacent to the Project Location. Construction activities are proposed more than 393 metres south of the residence. Therefore, the property is not at risk of direct or indirect impacts, and no mitigation measures or further cultural heritage studies are required.	**Continued avoidance is recommended.**
CHR-6 (2019)	1035 Safari Road	Identified on 1991 LACAC inventory and in 2019 CHAR	**No Impacts Anticipated:** The residence is located adjacent to the Project Location. Construction activities are proposed more than 1042 metres south of the residence. Therefore, the property is not at risk of direct or indirect impacts, and no mitigation measures or further cultural heritage studies are required.	**Continued avoidance is recommended.**
CHR-7 (2019)	1470 Brock Road	Identified in 2019 CHAR	**N/A:** The identified CHVI is no longer present as the residence has been demolished.	**N/A**
CHR-8 (2019)	812 Concession 8 West	Identified in 2019 CHAR	**No Impacts Anticipated:** The residence is located adjacent to the Project Location. Construction activities are proposed more than 271 metres north of the residence. Therefore, the property is not at risk of direct or indirect impacts, and no mitigation measures or further cultural heritage studies are required.	**Continued avoidance is recommended.**
CHR-9 (2019)	919 Safari Road	Identified on 1991 LACAC inventory and in 2019 CHAR	**No Impacts Anticipated:** The residence is located adjacent to the Project Location. Construction activities are proposed more than 1060 metres south of the residence. Therefore, the property is not at risk of direct or indirect impacts, and no mitigation measures or further cultural heritage studies are required.	**Continued avoidance is recommended.**
CHR-10 (2019)	794 Concession 8 West	Identified in 2019 CHAR	**No Impacts Anticipated:** The barn is located adjacent to the Project Location. Construction activities are proposed more than 311 metres north of the barn. Therefore, the property is not at risk of direct or indirect impacts, and no mitigation measures or further cultural heritage studies are required.	**Continued avoidance is recommended.**

Reference: Dawn Parkway System Renewal Project: Kirkwall to Hamilton

Reference Number	Location	Previous Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation
CHR-11 (2019)	750 Concession 8 West	Identified on 1991 LACAC inventory and in 2019 CHAR	**Indirect:** The residence is situated adjacent to the Project Location. Construction activities are proposed within 49 metres of the identified CHR. The position of the residence within 49 metres has the potential for indirect impacts resulting from vibration damage during construction activities.	**Preferred Option:** Avoid the CHR by establishing a buffer zone around the residence to limit construction activity to more than 50 metres away. This should use appropriate preventive measures such as mapping the CHR on construction maps and temporary fencing. Staging and laydown areas should also be non-invasive and avoid the CHR. Where avoidance is not feasible, the alternative option should be applied. **Alternative Option:** Where construction activities are anticipated within the 50-metre buffer zone, a pre-construction vibration assessment by a qualified engineer is recommended to determine if vibration monitoring or site plan controls are required.
CHR-12 (2019)	716 Concession 8 West	Identified in 2019 CHAR	**No Impacts Anticipated:** The residence and barn are located adjacent to the Project Location. Construction activities are proposed more than 371 metres north of the residence and barn. Therefore, the property is not at risk of direct or indirect impacts, and no mitigation measures or further cultural heritage studies are required.	**Continued avoidance is recommended.**
CHR-13 (2019)	700 Concession 8 West	Identified on 1991 LACAC inventory and in 2019 CHAR	**No Impacts Anticipated:** The residence and barn are located adjacent to the Project Location. Construction activities are proposed more than 209 metres north of the residence and barn. Therefore, the property is not at risk of direct or indirect impacts, and no mitigation measures or further cultural heritage studies are required.	**Continued avoidance is recommended.**

7 Recommendations

Historical research, municipal and agency data requests, and the field program completed for this CHR identified a total of 13 CHRs (2019). Following an assessment of impacts, no direct impacts were identified. Properties with potential risk for indirect impacts due to vibration damage were identified for:

- CHR-3 (2019): 1172 Concession 8 West
- CHR-11 (2019): 750 Concession 8 West

The preferred option is to avoid the CHRs by establishing a buffer zone around the resources to avoid construction activity within 50 metres of the buildings. This should use appropriate preventive measures such as mapping on construction maps or plans and temporary fencing. Staging and laydown areas should also be selected to be non-invasive and avoid the built heritage resource or cultural heritage landscape.

Where avoidance is not feasible, the alternative option should be applied. If the 50-metre buffer cannot be avoided, the alternative option to mitigate this risk is for a qualified building condition specialist or engineer to develop a strategy to carry out condition surveys and vibration monitoring, where required. The purpose of the condition surveys is to establish baseline conditions of structures prior to construction activities occurring within their vicinity, and the vibration monitoring is to be used as a precautionary measure against excessive impacts which may cause shifts in foundations, walls, masonry, or historic finishes.

The pre-condition survey may include screening activities to identify critical properties and determine appropriate vibration levels based on building type, age, and condition. Vibration monitoring may consist of random confirmatory vibration monitoring during construction at the most critical properties. A post-condition survey should be carried out on an as-needed basis to be determined by a qualified building condition specialist or

engineer to confirm no historic foundations, walls, masonry, or historic finishes were damaged due to vibration effects.

8 Limitations and Use

The conclusions in the Memo titled Dawn Parkway System Renewal Project: Kirkwall to Hamilton are Stantec's professional opinion, as of the time of the Memo, and concerning the scope described in the Memo. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Memo relates solely to the specific project for which Stantec was retained and the stated purpose for which the Memo was prepared. The Memo is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

Stantec has assumed all information received from Enbridge Gas Ontario (the "Client") and third parties in the preparation of the Memo to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.

This Memo is intended solely for use by the Client in accordance with Stantec's contract with the Client. While the Memo may be provided by the Client to applicable authorities having jurisdiction and to other third parties in connection with the project, Stantec disclaims any legal duty based upon warranty, reliance or any other theory to any third party, and will not be liable to such third party for any damages or losses of any kind that may result.

Reference: Dawn Parkway System Renewal Project: Kirkwall to Hamilton

Respectfully,

Stantec Consulting Ltd.

Digitally signed by Richards, Julia
Date: 2026.10.06 14:06:09 -04'00'

Julia Richards, MA
Cultural Heritage Specialist
Mobile: (226) 559-1463
julia.richards @stantec.com

Digitally signed by Smith, Frank
Date: 2026.10.06 14:21:38 -04'00'

Frank Smith, MA, CAHP
Cultural Heritage Specialist
Mobile: (226) 448-7417
frank.smith @stantec.com

9 References

Bevers, Cameron. 2019. *The King's Highway 6*. Electronic Document: **http://www.thekingshighway.ca/Highway6.htm**. Last accessed: September 23, 2026.

Collins, Viola M. Editor. 2001. *The Pioneers of Beverly, A Pictorial History*. Rockton: Beverly Heritage Society.

Cornell, John A. 1967 [1889]. *The Pioneers of Beverly, Centennial Edition.* Dundas: Roy V. Somerville.

Crispino, M. and M. D'Apuzzo. 2001. Measurement and Prediction of Traffic-induced Vibrations in a Heritage Building. *Journal of Sound and Vibration* 246 (2): 319-335.

Ellis, Patricia. 1987. Effects of Traffic Vibration on Historic Buildings. *The Science of the Total Environment* 59: 37-45.

Freeman, Bill. 2001. *Hamilton: A People's History*. Toronto: James Lorimer & Company Ltd.

Green, Patricia and Maurice, and Sylvia and Robert Wray. 1997. *And They Came to East Flamborough.* Waterloo: The Waterdown-East Flamborough Heritage Society.

Hamilton Public Library. 2017a. *Historical Dundas.* Electronic Document: **http://www.hpl.ca/articles/historical-dundas**. Last accessed: September 23, 2026.

Hamilton Public Library. 2017b. *Historical Flamborough.* Electronic Document: **http://www.hpl.ca/articles/historical-flamborough.** Last accessed: September 23, 2026.

Houghton, Margaret. 2008. *First Here: What Happened When in Hamilton*. Burlington: North Shore Publishing.

Reference: Dawn Parkway System Renewal Project: Kirkwall to Hamilton

Irwin, W.H. & Co. 1883. *County of Wentworth Gazetteer and Directory.* Hamilton: W.H. Irwin & Co.

MCM. 2022. Criteria for Evaluation Potential for Built Heritage Resources and Cultural Heritage Landscapes. Electronic Document: https://forms.mgcs.gov.on.ca/en/dataset/021-0500. Last Accessed: September 23, 2026.

Meyers, Irene. “Dundas an Urban Study.” McMaster University, Bachelor of Arts Thesis, 1954.

National Park Service. 2001. Identifying and Avoiding Risks from Adjacent Construction. Electronic Document: https://www.nps.gov/orgs/1739/upload/tech-note-temporary-protection-03-during-construction.pdf. Last Accessed: September 23, 2026.

Ontario Energy Board. 2023 *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario*. Sixth Edition. Electronic Document: **http://www.ontarioenergyboard.ca/oeb/_Documents/Regulatory/Enviro_Guidelines_HydrocarbonPipelines_2011.pd**f. Last accessed: September 23, 2026.

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

Rainer, J.H. 1982. Effect of Vibrations on Historic Buildings. *The Association for Preservation Technology Bulletin* XIV (1): 2-10.

Stantec. 2019. *Dawn-Parkway System Expansion: Kirkwall-Hamilton Pipeline Section: Cultural Heritage Assessment Report.* On file at Stantec and Enbridge.

Waterdown East Flamborough Centennial Committee. 1967. *Waterdown and East Flamborough, 1867-1967*. Hamilton: W.L. Griffin Ltd.

Wiss, J.F. 1981. Construction Vibrations; State-of-the-Art. *Journal of Geotechnical Engineering Division* 107:167-181.

Reference: Dawn Parkway System Renewal Project: Kirkwall to Hamilton

Woodhouse, T. Roy. 1965. *The History of The Town of Dundas, Part 1.* Dundas: Dundas Historical Society.