

# Agenda Including Addeds

## Community Advisory Committee on Planning

1st Meeting of the Community Advisory Committee on Planning

January 10, 2024, 5:30 PM

Committee Room #5

The City of London is situated on the traditional lands of the Anishinaabek (AUh-nish-in-ah-bek), Haudenosaunee (Ho-den-no-show-nee), Lūnaapéewak (Len-ah-pay-wuk) and Attawandaron (Add-a-won-da-run).

We honour and respect the history, languages and culture of the diverse Indigenous people who call this territory home. The City of London is currently home to many First Nations, Métis and Inuit today.

As representatives of the people of the City of London, we are grateful to have the opportunity to work and live in this territory.

The City of London is committed to making every effort to provide alternate formats and communication supports for meetings upon request. To make a request specific to this meeting, please contact [advisorycommittee@london.ca](mailto:advisorycommittee@london.ca).

	Pages
<b>1. Call to Order</b>	
1.1 Disclosures of Pecuniary Interest	
1.2 Election of Chair and Vice Chair	
<b>2. Scheduled Items</b>	
2.1 5:30 PM A. Curtis, B. Page, A. Patel and M. Clark, City of London - Draft Byron Gravel Pits Secondary Plan	3
<b>3. Consent</b>	
3.1 12th Report of the Community Advisory Committee on Planning	22
3.2 Notice of Planning Application and Notice of Public Meeting - Official Plan and Zoning By-law Amendments - 300 and 306 Princess Avenue	24
3.3 Notice of Study Completion - Kensington Bridge Environmental Assessment	99
<b>4. Sub-Committees and Working Groups</b>	
4.1 Stewardship Sub-Committee Report	102
4.2 <i>(ADDED) Planning and Policy Sub-Committee Report</i>	104
<b>5. Items for Discussion</b>	
5.1 Demolition Request for the Heritage Listed Properties Located at 16 Wellington Road and 26-28-30 Wellington Road	106
a. K. Mitchener, Heritage Planner	
5.2 Heritage Planners' Report	
a. <i>(ADDED) Heritage Planners' Report</i>	259

## 6. Adjournment



# Draft Byron Gravel Pits Secondary Plan



January 10, 2024

Community Advisory Committee on Planning

# Byron Gravel Pits



## Boundaries:

- East of Colonel Talbot Road, south of Byron Baseline Road and Commissioners Road, and generally north-west of Longworth Road and Crestwood Drive.

## History:

- The site contains an unusually deep glacial deposit which has been used to produce sand and gravel products to supply the London construction market for over 75 years.
- The City of London began the process of exploring the long-term planning for the gravel pits and future use of this area in the early 1990's.
- The process of developing a secondary plan for this area was initiated in 2016, and was in part prompted by a development proposal.
- The development of the Secondary Plan was paused for the Commissioners Road West Realignment EA

# What is a Secondary Plan?

Secondary Plans form part of the *Official Plan*:

- provide more **specific vision and policies** to guide growth and change **for a particular area** than the those contained with the existing *Official Plan*.
- They allow for a comprehensive study and a coordinated planning approach

No development is currently proposed, the Secondary Plan will provide direction for the review of future development applications (Zoning Amendments, Subdivisions, Condominiums, etc.)



# Vision

The *Byron Gravel Pits Secondary Plan* area will be an exceptionally designed, high-density, mixed-use urban neighbourhood which takes advantage of the unique physical characteristics of the site to provide for:

- a range of different recreational activities, both active and passive;
- an opportunity to maintain and grow our natural heritage system; and,
- create new and unique housing forms.

This area will be an exciting complete community balanced with places to live, shop and recreate while complimenting, and linking, existing and proposed facilities and amenities in the area.



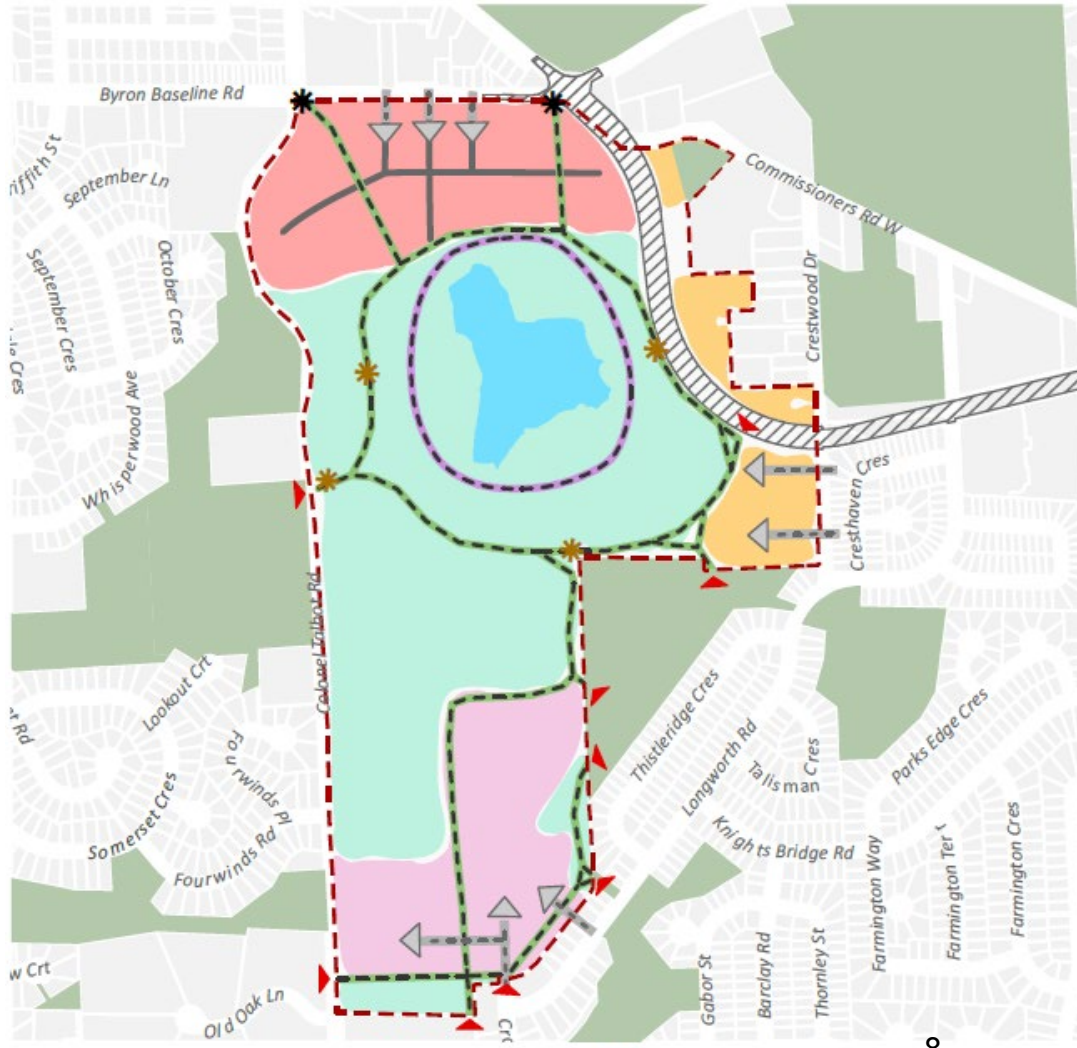
# Principles














The preparation of this *Secondary Plan* has been guided by the following principles:

- 1) Promote Unique Opportunities for Recreation
- 2) Create a Unique Community that Supports a Mix of Uses and Housing Types
- 3) Create an Exceptional Community
- 4) Create a Diverse and Resilient Natural Environment
- 5) Sustainable Growth Management



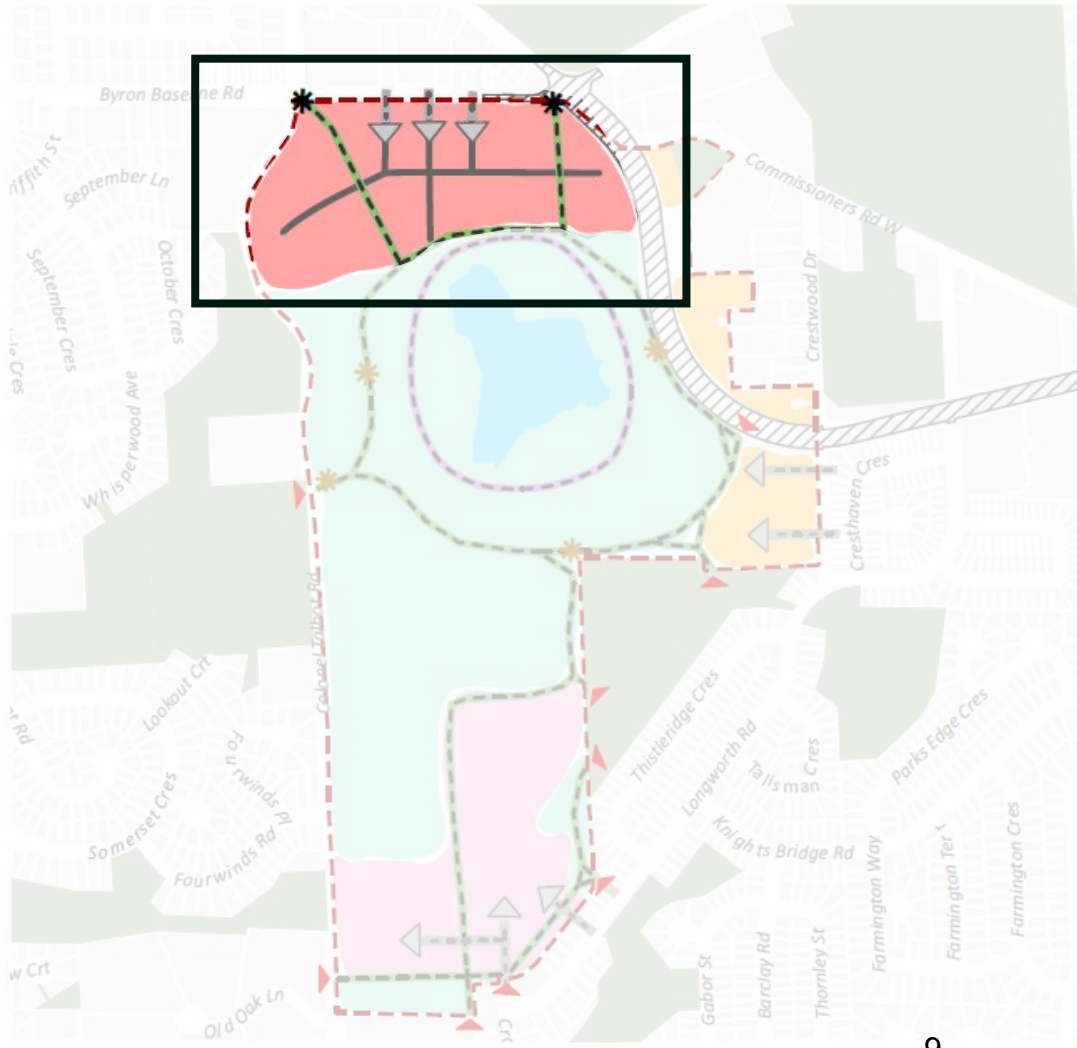
# Land Use Plan








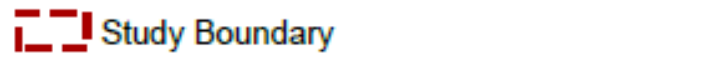

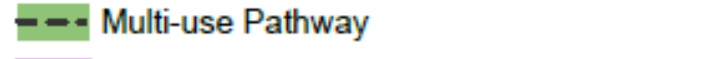

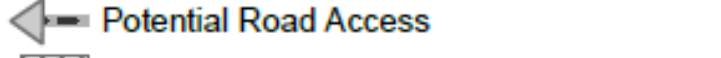
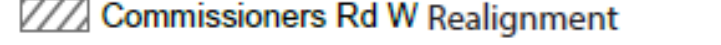


-  Gateway / Public Access
-  Lookout
-  Potential Pathway Entrance
-  Byron Baseline Policy Area
-  Central Pond and Open Space Policy Area
-  Crestwood Policy Area
-  Longworth Policy Area
-  Study Boundary
-  Road
-  Multi-use Pathway
-  Promenade
-  Potential Road Access
-  Commissioners Rd W Realignment



# Byron Baseline Policy Area



-  Gateway / Public Access
-  Lookout
-  Potential Pathway Entrance
-  Byron Baseline Policy Area
-  Central Pond and Open Space Policy Area
-  Crestwood Policy Area
-  Longworth Policy Area
-  Study Boundary
-  Road
-  Multi-use Pathway
-  Promenade
-  Potential Road Access
-  Commissioners Rd W Realignment

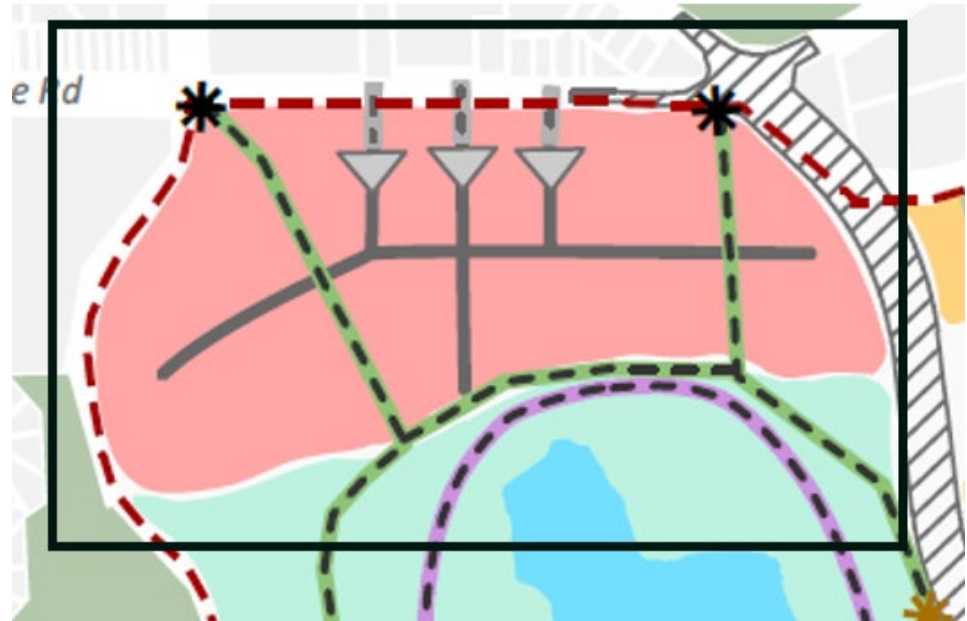
# Byron Baseline Policy Area

## Permitted Uses

- Residential:
  - apartment buildings;
  - townhouses and stacked townhouses; and
  - mixed-use buildings.
- Commercial: only within mixed use buildings, small scale-commercial uses may be permitted, including:
  - Medical/dental offices; Retail stores; Restaurants; Personal service establishments; Private and commercial schools; Convenience stores; Day care centers; Specialty food stores; Studios and galleries; Fitness and wellness establishments; and, Financial institutions.

## Access and Services:

- Access and services must be available from Byron Baseline Rd.
















## Permitted Heights

- Minimum 3 Storeys
- Maximums:
  - North Portion along Byron Baseline: between 6 and 9 storeys
  - Middle/South Portions near Open Space: between 9 and 12 storeys

# Crestwood Policy Area



-  Gateway / Public Access
-  Lookout
-  Potential Pathway Entrance
-  Byron Baseline Policy Area
-  Central Pond and Open Space Policy Area
-  **Crestwood Policy Area**
-  Longworth Policy Area
-  Study Boundary
-  Road
-  Multi-use Pathway
-  Promenade
-  Potential Road Access
-  Commissioners Rd W Realignment

# Crestwood Policy Area

## Permitted Uses:

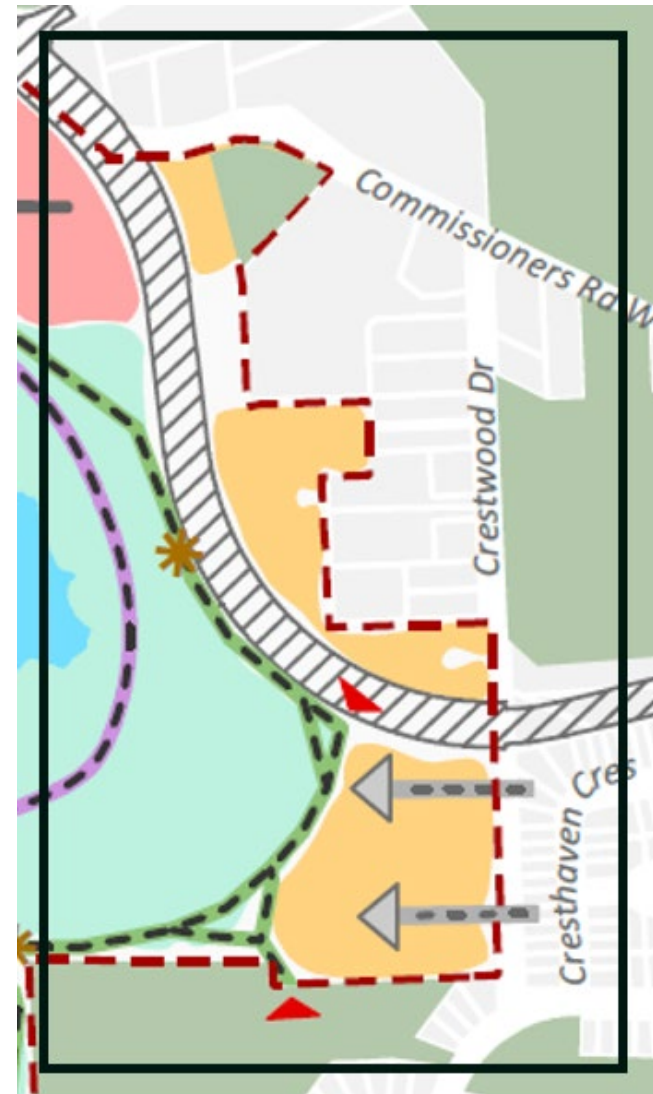
- Single detached, semi-detached, duplex, cluster dwellings and converted dwellings.
- Street townhousing, stacked townhousing, low-rise apartments, duplexes and triplexes are encouraged where appropriate.

## Permitted Heights:

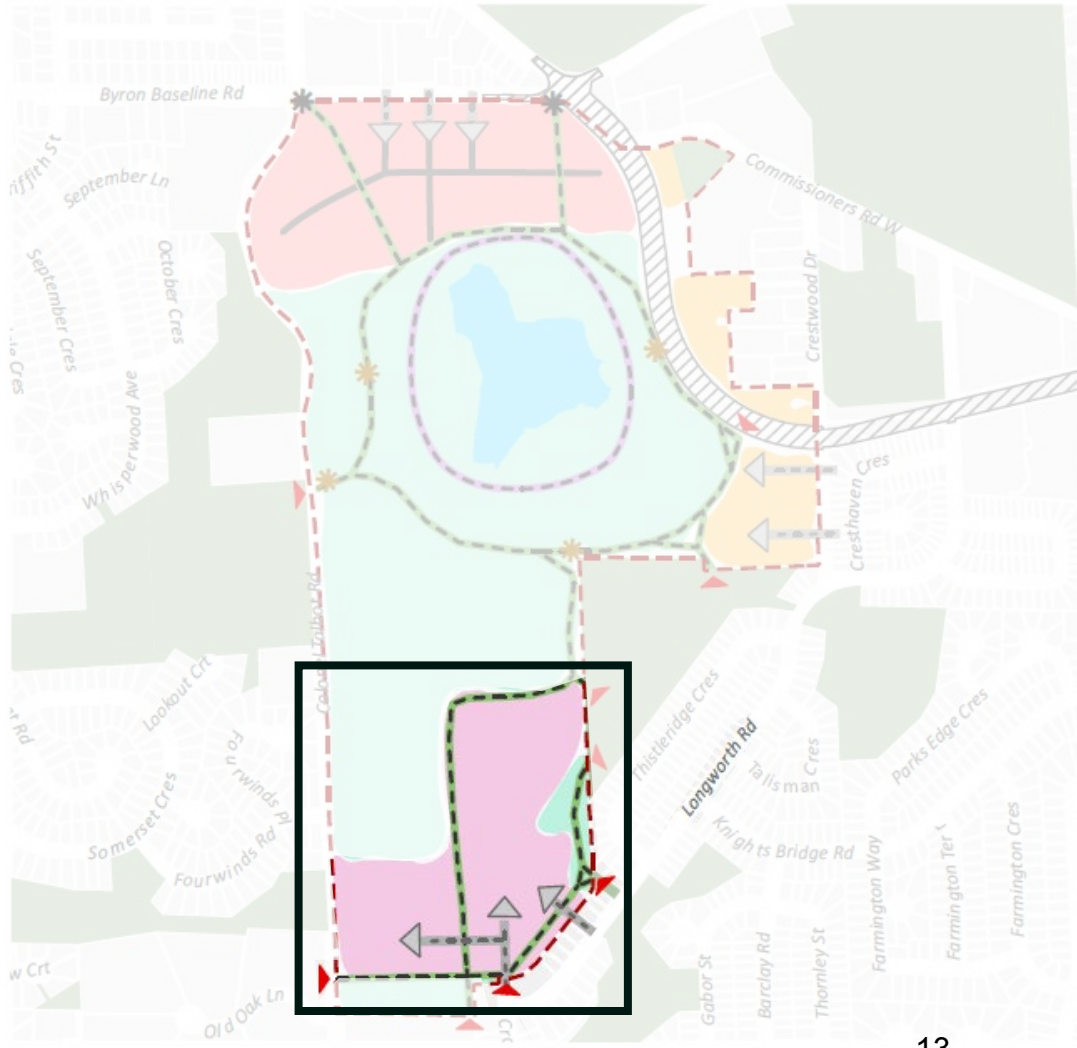
- Minimum 2 Storeys
- Maximum between 4-6 storeys














## Access and Services:

- Access must be from Crestwood Dr.
- Stable top of Slope must be demonstrated



# Longworth Policy Area



-  Gateway / Public Access
-  Lookout
-  Potential Pathway Entrance
-  Byron Baseline Policy Area
-  Central Pond and Open Space Policy Area
-  Crestwood Policy Area
-  **Longworth Policy Area**
-  Study Boundary
-  Road
-  Multi-use Pathway
-  Promenade
-  Potential Road Access
-  Commissioners Rd W Realignment

# Longworth Policy Area

## Permitted Uses:

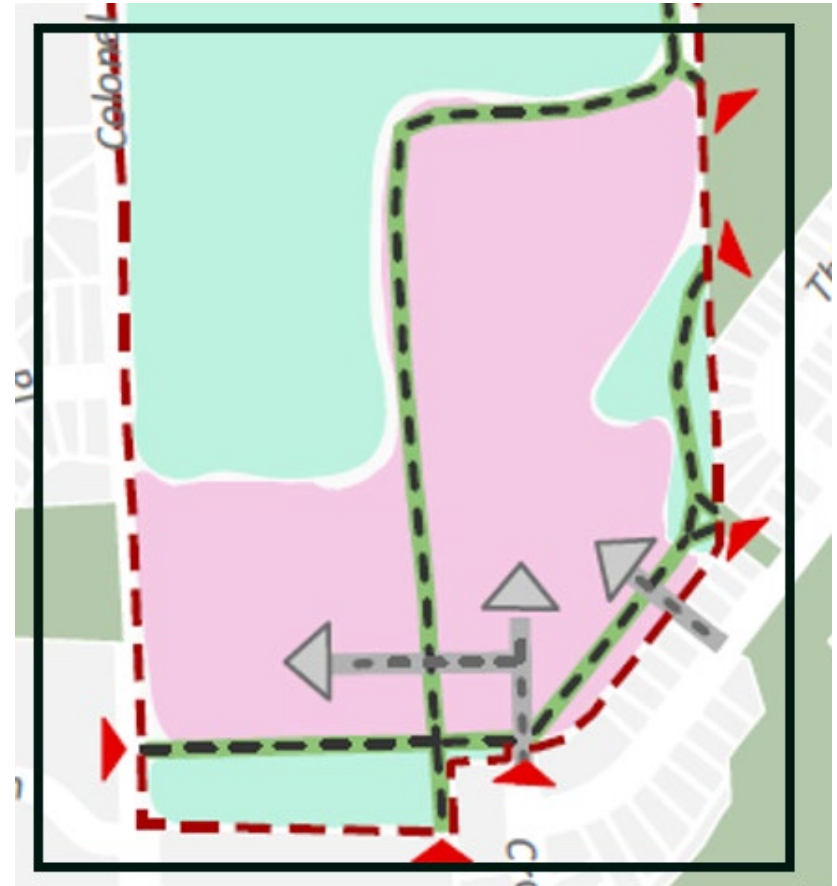
- Single detached, semi-detached, duplex, and converted dwellings with the exception of cluster housing.
- Street townhousing and stacked townhousing are encouraged where appropriate.

## Permitted Heights:

- Minimum 1 Storey
- Maximum between 3-4 storeys














## Access and Services:

- Access must be from Longworth Rd. / Cranbrook Rd.
- Stable top of Slope must be demonstrated



# Central Pond and Open Space Policy Area



-  Gateway / Public Access
-  Lookout
-  Potential Pathway Entrance
-  Byron Baseline Policy Area
-  **Central Pond and Open Space Policy Area**
-  Crestwood Policy Area
-  Longworth Policy Area
-  Study Boundary
-  Road
-  Multi-use Pathway
-  Promenade
-  Potential Road Access
-  Commissioners Rd W Realignment

# Central Pond and Open Space Policy Area

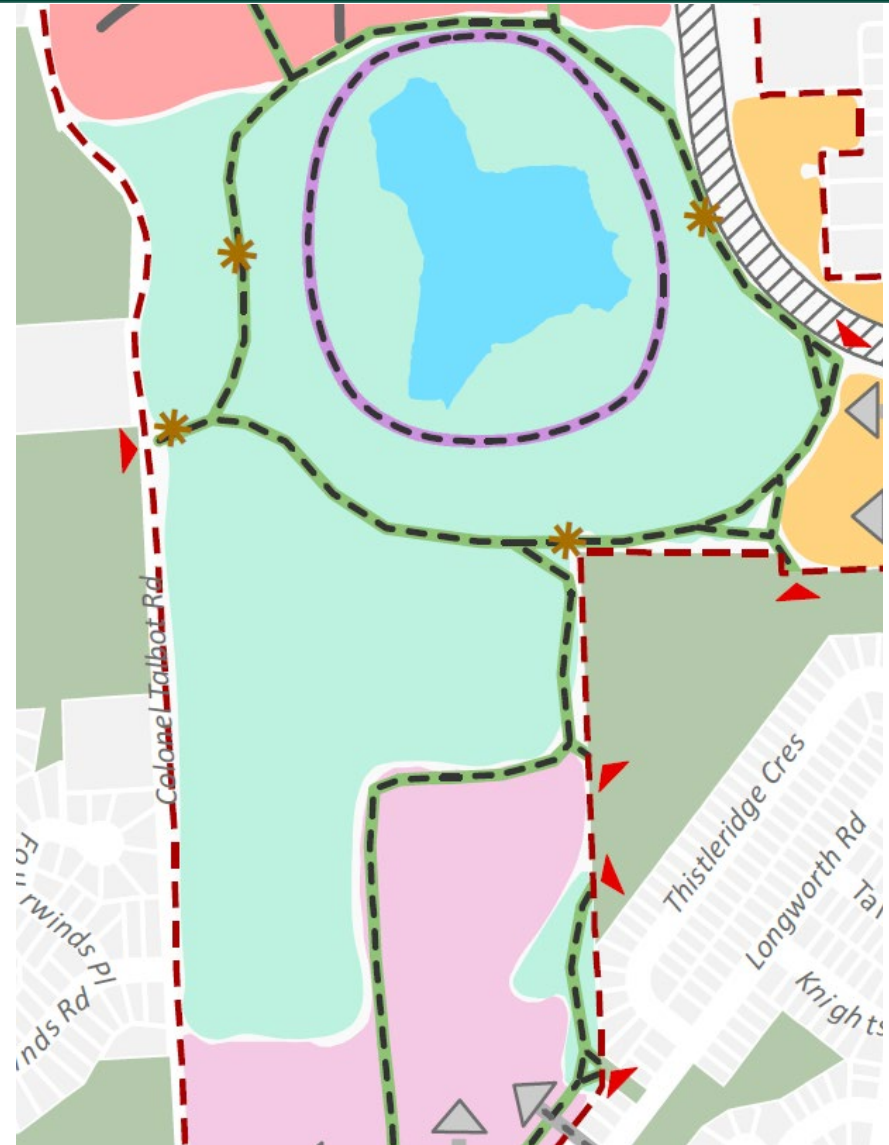
A Central Open Space is planned to be created which provides:

- High Quality Regional Recreational Activities and Facilities;
- Open Space Active and Passive Recreational Uses;
- Habitat for Threatened and Endangered Species;
- Significant Natural Heritage Features;
- Natural Hazards and Slopes; and,
- Water Resource System.

The design, facilities and layout the open space will be determined through a future Park and Recreation Master Plan, and may include, but not be limited to:

- Multi-use pathways, including connecting the top of the slope (south and east) to the bottom (north);
- An enhanced promenade around the central pond;
- Formal and informal gathering places;
- Viewpoints and lookouts;
- Connections to the surrounding park / pathway system outside the *Secondary Plan* (incl. Springbank Park); and,
- Other active and passive recreational facilities and uses designed at a regional level.



The Policy Area will also be applied to protect natural heritage lands throughout the *Secondary Plan* identified through ecological studies.





# Natural Heritage and Species at Risk – Schedule



-  Study Boundary
-  Potential Naturalization Areas
-  Water Body
-  Natural Features and Areas Outside Study Area
-  Unevaluated Vegetation Patch
-  Unevaluated Wetland

# Green Development

The *Byron Gravel Pits Secondary Plan* is based on a design in which one of the goals is to maximize the potential for sustainable development. This is achieved through such features as enhanced connectivity, mixed-use development, and a connected open space system. Sustainable design elements shall be incorporated into municipal facilities and private developments.



# Natural Heritage and Species at Risk

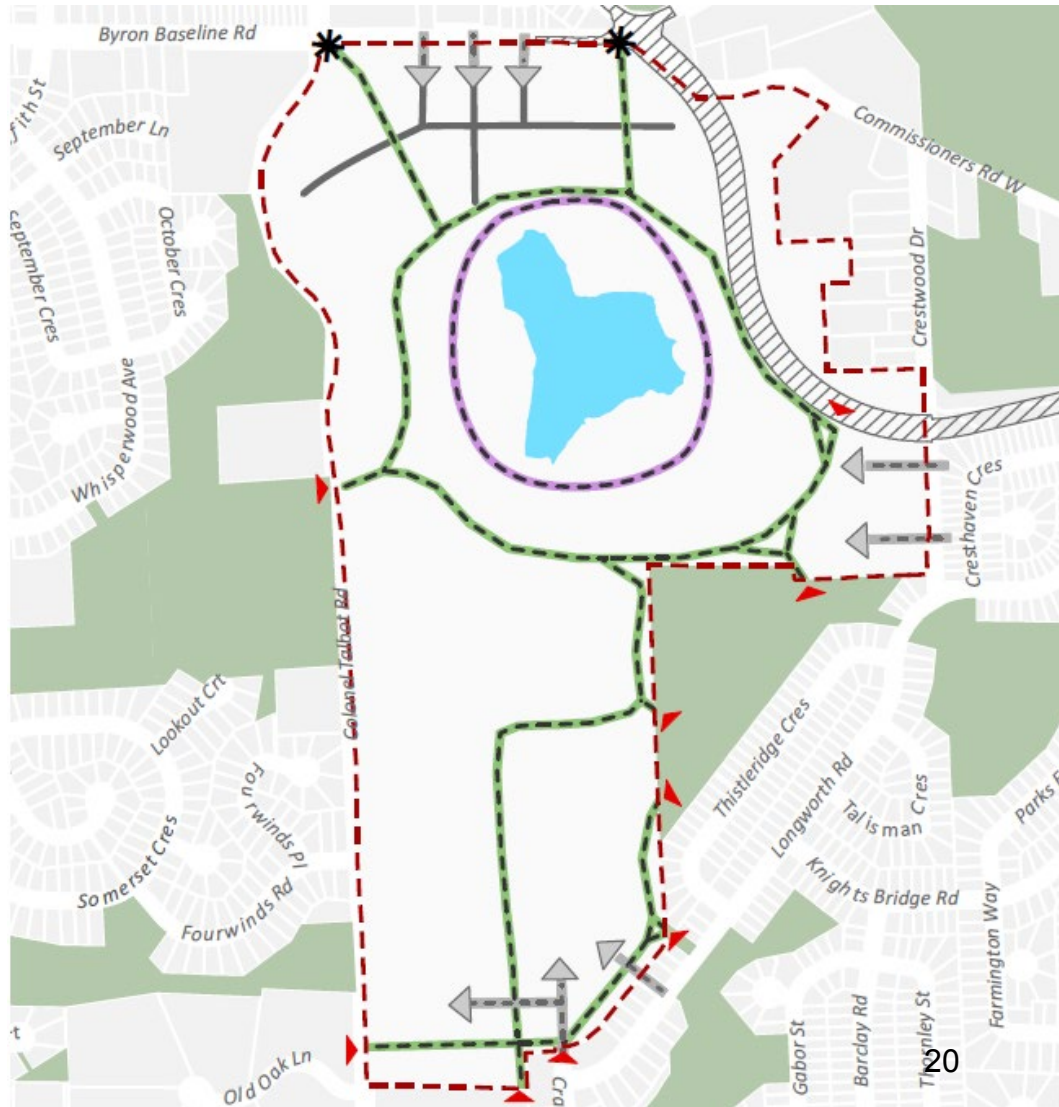










Source: Malene Thyssen, <http://commons.wikimedia.org/>



- New development or site alternation will require Subject Lands Status Report (SLSR) and an Environmental Impact Study (EIS) to:
  - Assess the extent and significance; evaluate the anticipated impacts; identify ways to avoid or mitigate impacts; and demonstrate a net gain to the Natural Heritage System.
- Recognizing the long history of disturbance in the Study Area, replacement within other areas in the Secondary Plan (including within the central open space), rather than in situ protection, may be permitted for:
  - Non-provincially significant wetlands, small / poor quality woodlands, and significant wildlife habitat.

# Connectivity



-  Gateway / Public Access
-  Potential Pathway Entrance
-  Multi-use Pathway
-  Promenade
-  Study Boundary
-  Commissioners Rd W Extension
-  Road
-  Potential Road Access



## Multi-Use Pathways

- Priority to create a multi-use pathway network within the Secondary Plan, which connects all areas, including the top and bottom of the pit
- Integrate the new network with adjacent park and pathway systems including Springbank Park & the Arboretum (north), the Button Bush Wetland (south), and Cresthaven Park (east).



## Commissioners Road West Realignment EA

- The current Commissioners Rd. and snake hill is too steep to meeting current accessibility standards
- The Secondary Plan was paused, and an EA was undertaken in 2016 to assess alternative alignments, and the alignment through the Secondary Plan was approved in 2018.
- Will allow for a more gradual slope and permit accessible sidewalks & bike lanes, and allow emergency vehicles, and busses
- Detailed design has not been completed to date

# Community Advisory Committee on Planning Report

12th Meeting of the Community Advisory Committee on Planning  
November 8, 2023

Attendance PRESENT: S. Jory (Acting Chair), M. Bloxam, I. Connidis, J. Dent, J. Gard, A. Johnson, S. Jory, J. Metrailler, M. Rice, S. Singh Dohil, K. Waud and M. Whalley and J. Bunn (Committee Clerk)

ABSENT: M. Ambrogio, S. Bergman and M. Wojtak

ALSO PRESENT: L. Dent, K. Gonyou, M. Greguol, K. Mitchener and J. Raycroft

The meeting was called to order at 5:30 PM; it being noted that M. Bloxam, I. Connidis, A. Johnson, S. Singh Dohil and M. Whalley were in remote attendance.

## 1. Call to Order

### 1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

## 2. Scheduled Items

None.

## 3. Consent

### 3.1 11th Report of the Community Advisory Committee on Planning

That it BE NOTED that the 11th Report of the Community Advisory Committee on Planning, from its meeting held on October 11, 2023, was received.

### 3.2 Public Meeting Notice - Zoning By-law Amendment - 200 Albert Street

That it BE NOTED that the Public Meeting Notice, dated October 25, 2023, from N. Pasato, Senior Planner, with respect to a Zoning By-law Amendment related to the property located at 200 Albert Street, was received.

## 4. Sub-Committees and Working Groups

### 4.1 Stewardship Sub-Committee Report

That the following actions be taken with respect to the Stewardship Sub-Committee Report, from the meeting held on October 25, 2023:

a) the review of the structure and function of Community Advisory Committee on Planning (CACP) Sub-Committees and Working Groups BE REFERRED to the Policy Sub-Committee for a report back at a future meeting of the CACP; and,

b) the above-noted Stewardship Sub-Committee Report BE RECEIVED.

## 5. Items for Discussion

5.1 Demolition Request and Heritage Alteration Permit Application for the Property Located at 187 Wharnccliffe Road North, Blackfriars/Petersville Heritage Conservation District

That it BE NOTED that the Community Advisory Committee on Planning (CACP) received a staff report, dated November 8, 2023, with respect to a demolition request and heritage alteration permit application for the property located at 187 Wharnccliffe Road North in the Blackfriars/Petersville Heritage Conservation District and the CACP supports the staff recommendation.

5.2 Heritage Planners' Report

That it BE NOTED that the Heritage Planners' Report, dated November 8, 2023, was received.

5.3 (ADDED) Composite Materials in Heritage Conservation Districts/Heritage Properties

That the consideration of alternative composite materials, including but not limited to cement board, permitted to be used in property alterations within Heritage Conservation Districts and heritage designated properties BE REFERRED to the Policy Sub-Committee for review and report back to a future meeting of the Community Advisory Committee on Planning.

**6. Adjournment**

The meeting adjourned at 6:26 PM.



# NOTICE OF PLANNING APPLICATION & NOTICE OF PUBLIC MEETING

## Official Plan and Zoning By-law Amendments

### 300 & 306 Princess Avenue



**File: OZ-9688**

**Applicant: 1000566345 Ontario Inc. & Domus  
Development (London) Inc.**

#### What is Proposed?

Official Plan and Zoning amendments to allow:

- 3-storey rear additions to the existing buildings, increasing the number of units in each building from 6 to 9
- Apartment buildings as a permitted use
- Special provisions for density, interior side yard depth, a shared driveway, and existing site conditions

## LEARN MORE & PROVIDE INPUT

You are invited to provide comments and/or attend a public meeting of the Planning and Environment Committee to be held:

**Meeting Date and Time:** Tuesday, March 19, 2024, no earlier than 1:00 p.m.

Please monitor the City's website closer to the meeting date to find a more precise meeting start time:  
<https://london.ca/government/council-civic-administration/council-committee-meetings>

**Meeting Location:** The Planning and Environment Committee Meetings are hosted in City Hall, Council Chambers; virtual participation is also available, please see City of London website for details.

Please provide any comments by **January 15, 2024**

For more information contact:

Catherine Maton  
cmaton@london.ca  
519-661-CITY (2489) ext. 5074  
Development Services, City of London  
300 Dufferin Avenue, 6<sup>th</sup> Floor,  
London ON PO Box 5035 N6A 4L9  
File: OZ-9688

[london.ca/planapps](https://london.ca/planapps)

To speak to your Ward Councillor:

Councillor David Ferreira  
dferreira@london.ca  
519-661-CITY (2489) ext. 4013

**If you are a landlord, please post a copy of this notice where your tenants can see it. We want to make sure they have a chance to take part.**

Date of Notice: December 15, 2023



# Application Details

## Requested Amendment to The London Plan (New Official Plan)

To add a Specific Policy to the Neighbourhoods Place Type to add apartment buildings as a permitted use and to add the lands to Map 7 – Specific Policy Areas.

## Requested Zoning By-law Amendment

To change the zoning from a Residential R3/Office Conversion (R3-2/OC2) Zone (300 Princess Avenue) and a Residential R3/R11 (R3-2/R11) Zone to a Residential R6 Special Provision (R6-5(\*)) Zone and a Residential R6 Special Provision (R6-5(\*\*)) Zone. Changes to the currently permitted land uses and development regulations are summarized below.

The London Plan and the Zoning By-law are available at [london.ca](http://london.ca).

### Current Zoning (300 Princess Avenue)

**Zone:** Residential R3/Office Conversion (R3-2/OC2) Zone

**Permitted Uses:** Single detached dwellings; semi-detached dwellings; duplex dwellings; triplex dwellings; converted dwellings; fourplex dwellings; offices, professional in existing buildings together with at least one dwelling unit; and offices, service in existing buildings together with at least one dwelling unit.

**Special Provisions:** None.

**Residential Density:** N/A

**Height:** 10.5 metres (single detached dwellings; semi-detached dwellings; duplex dwellings; and converted dwellings) and 12.0 metres (triplex dwellings and fourplex dwellings)

### Current Zoning (306 Princess Avenue)

**Zone:** Residential R3/R11 (R3-2/R11) Zone

**Permitted Uses:** Single detached dwellings; semi-detached dwellings; duplex dwellings; triplex dwellings; converted dwellings; fourplex dwellings; lodging house class 2; and emergency care establishments.

**Special Provisions:** None.

**Residential Density:** N/A

**Height:** 10.5 metres (single detached dwellings; semi-detached dwellings; duplex dwellings; and converted dwellings) and 12.0 metres (triplex dwellings; fourplex dwellings; lodging house class 2; and emergency care establishments)

### Requested Zoning (300 Princess Avenue)

**Zone:** Residential R6 Special Provision (R6-5(\*)) Zone

**Permitted Uses:** Single detached dwellings; semi-detached dwellings; duplex dwellings; triplex dwellings; townhouse dwelling; stacked townhouse dwelling; apartment buildings; fourplex dwelling.

**Special Provisions:** A reduced minimum lot area of 747.6 square metres (whereas 850.0 square metres is required); a reduced minimum front yard depth of 5.7 metres (whereas a minimum of 6.0 metres is required); a reduced minimum interior side yard depth (east) of 0.7 metres (whereas 4.8 metres is required); a reduced minimum interior side yard depth (west) of 1.9 metres (whereas a minimum of 4.8 metres is required); an increased maximum density of 129 units per hectare (whereas a maximum of 35 units per hectare is permitted); and a shared driveway with 306 Princess Avenue.

**Residential Density:** 129 units per hectare

**Height:** 12.0 metres

### Requested Zoning (306 Princess Avenue)

**Zone:** Residential R6 Special Provision (R6-5(\*\*)) Zone

**Permitted Uses:** Single detached dwellings; semi-detached dwellings; duplex dwellings; triplex dwellings; townhouse dwelling; stacked townhouse dwelling; apartment buildings; fourplex dwelling.

**Special Provisions:** A reduced minimum lot area of 738.5 square metres (whereas 850.0 square metres is required); a reduced minimum front yard depth of 5.7 metres (whereas a minimum of 6.0 metres is required); a reduced minimum interior side yard depth (east) of 1.4 metres (whereas 4.8 metres is required); a reduced minimum interior side yard depth (west) of 1.0 metre (whereas a minimum of 4.8 metres is required); a reduced minimum interior side yard depth (east) of 1.1 metres to the existing covered porch (whereas a minimum of 1.2 metres is required); an increased maximum density of 129 units per hectare (whereas a maximum of 35 units per hectare is permitted); and a shared driveway with 300 Princess Avenue.

**Residential Density:** 129 units per hectare

**Height:** 12.0 metres

The City may also consider additional considerations such as a different base zone, the use of holding provisions, and/or additional special provisions.

## **Planning Policies**

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. The subject lands are in the Neighbourhoods Place Type in The London Plan, permitting a range of low rise residential uses.

## **How Can You Participate in the Planning Process?**

You have received this Notice because someone has applied to change the Official Plan designation and the zoning of land located within 120 metres of a property you own, or your landlord has posted the notice of application in your building. The City reviews and makes decisions on such planning applications in accordance with the requirements of the Planning Act. The ways you can participate in the City's planning review and decision making process are summarized below.

### **See More Information**

You can review additional information and material about this application by:

- Contacting the City's Planner listed on the first page of this Notice; or
- Viewing the application-specific page at [london.ca/planapps](http://london.ca/planapps)
- Opportunities to view any file materials in-person by appointment can be arranged through the file Planner.

### **Reply to this Notice of Application**

We are inviting your comments on the requested changes at this time so that we can consider them as we review the application and prepare a report that will include Planning & Development staff's recommendation to the City's Planning and Environment Committee. Planning considerations usually include such matters as land use, development intensity, and form of development.

### **Attend This Public Participation Meeting**

The Planning and Environment Committee will consider the requested Official Plan and zoning changes at this meeting, which is required by the Planning Act. You will be invited to provide your comments at this public participation meeting. A neighbourhood or community association may exist in your area. If it reflects your views on this application, you may wish to select a representative of the association to speak on your behalf at the public participation meeting. Neighbourhood Associations are listed on the [Neighbourgood](http://Neighbourgood) website. The Planning and Environment Committee will make a recommendation to Council, which will make its decision at a future Council meeting.

## **What Are Your Legal Rights?**

### **Notification of Council Decision**

If you wish to be notified of the decision of the City of London on the proposed official plan amendment and/or zoning by-law amendment, you must make a written request to the City Clerk, 300 Dufferin Ave., P.O. Box 5035, London, ON, N6A 4L9, or at [docservices@london.ca](mailto:docservices@london.ca). You will also be notified if you speak to the Planning and Environment Committee at the public meeting about this application and leave your name and address with the Clerk of the Committee.

### **Right to Appeal to the Ontario Land Tribunal**

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of London to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the proposed official plan amendment is adopted, the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the proposed official plan amendment is adopted, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of London to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the

City of London before the by-law is passed, the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

For more information go to <https://olt.gov.on.ca/appeals-process/forms/>.

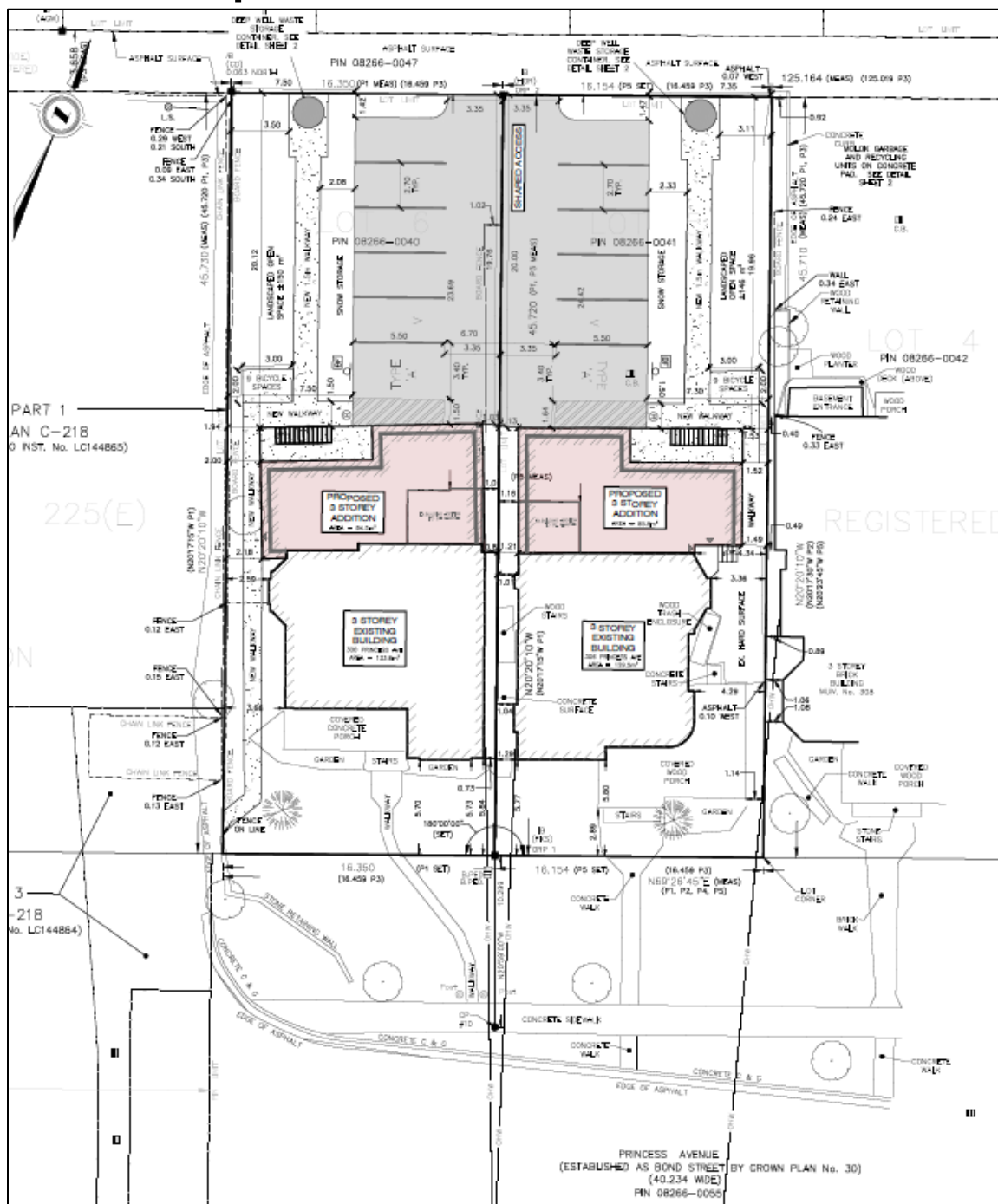
### Notice of Collection of Personal Information

Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the Municipal Act, 2001, as amended, and the Planning Act, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to Evelina Skalski, Manager, Records and Information Services 519-661-CITY(2489) ext. 5590.

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### Site Concept



Site Concept Plan

## Building Renderings



*Conceptual Rendering – 300 Princess Avenue (view from Princess Avenue)*



*Conceptual Rendering – 306 Princess Avenue (view from Princess Avenue)*

The above images represent the applicant's proposal as submitted and may change.



**Heritage Impact Assessment  
300-306 Princess Avenue**

Final Report

December 12, 2023

Prepared for:  
Domus Developments (London) Inc.  
200 Villagewalk Boulevard Suite 401  
London, ON N6G 0W8

Prepared by:  
Stantec Consulting Ltd.  
600-171 Queens Avenue  
London, ON N6A 5J7

Project Number:  
160940987

## Limitations and Sign-off

The conclusions in the Report titled Heritage Impact Assessment 300-306 Princess Avenue are Stantec’s professional opinion, as of the time of the Report, and concerning the scope described in the Report. 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 Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report 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 Domus Developments (London) Inc. (the “Client”) and third parties in the preparation of the Report 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 Report is intended solely for use by the Client in accordance with Stantec’s contract with the Client. While the Report may be provided to applicable authorities having jurisdiction and others for whom the Client is responsible, Stantec does not warrant the services to any third party. The report may not be relied upon by any other party without the express written consent of Stantec, which may be withheld at Stantec’s discretion.

Prepared by:  Digitally signed by Jones, Lashia  
Date: 2023.12.13 09:24:12 -05'00'

Signature

Lashia Jones, MA, CAHP  
Senior Cultural Heritage Specialist

Printed Name and Title

Reviewed by:  Digitally signed by Meaghan Rivard  
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Meaghan Rivard, MA, CAHP  
Associate, Senior Heritage Consultant

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2023.12.13 12:29:14 -05'00'

Signature

Tracie Carmichael, BA. B.Ed.  
Managing Principal,  
Environmental Services

Printed Name and Title



## **Executive Summary**

Stantec Consulting Ltd. (Stantec) was retained by Domus Developments Inc. (the Proponent) to prepare a Heritage Impact Assessment (HIA) for the properties located at 300 and 306 Princess Avenue, located in London, Ontario. The properties are designated under Part V of the *Ontario Heritage Act* (OHA) as part of the West Woodfield Heritage Conservation District (HCD). The properties consist of late 19<sup>th</sup> and early 20<sup>th</sup> century single detached residential dwellings that have been converted into apartments.

The Proponent is seeking to construct a three storey addition to the rear (north) of both properties. The third storey will match the heights of the half storeys on each dwelling and will not extend beyond the peaks of the original rooflines. The proposed additions will also extend to match the existing east and west setbacks of the original dwellings. In addition, the Proponent has identified the need to restore, repair, or replace cosmetic elements of the existing structures including, but not limited to, portions of the original brick and mortar, windows, soffits, as well as roofing and downspouts. The extent of these cosmetic changes and final material selection will be defined as planning approvals progress.

An assessment of impacts determined that the proposed development will result in direct impacts to the properties through the alteration of the rear elevations. However, this impact follows guidelines contained within the HCD Plan. Based on the impacts identified, the following mitigation measures are recommended:

- Design guidelines will be prepared in advance of the Heritage Alteration Permit (HAP) to advise on neutral and sympathetic colours for the materials of the addition, and that understated decorative elements to the proposed additions be considered that reflect the original designs, such as a plain wood cornice at the roofline, or cast concrete or stone lintels or windowsills. The design guidelines will include specifications to address all cosmetic element restoration, repair, and/or replacement, and can be prepared as an addendum to this HIA.
- Salvage of heritage attributes from the north façade where feasible, including original bricks, windows, lintels, windowsills, and trim. Salvage will occur after the HAP is received and approved by the City.
- Implement vibration monitoring for the study area properties and adjacent properties at 308, 320, and 322 Princess Avenue concurrent with the building permit process.

*The Executive Summary highlights key points from the report only; for complete information and findings, the reader should examine the complete report.*



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**Appendix A      Site Plan, Elevations, and Renderings**

**Appendix B      West Woodfield Heritage Conservation District Character  
Statement**



## Heritage Impact Assessment 300-306 Princess Avenue

### Project Personnel

December 12, 2023

## Project Personnel

Project Manager:	Lashia Jones, MA, CAHP
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Administrative Assistant:	Sarah Hilker
Quality Reviewer:	Meaghan Rivard, MA, CAHP
Independent Reviewer:	Tracie Carmichael, BA, B.Ed.



## **Abbreviations**

BA	Bachelor of Arts
CAHP	Canadian Association of Heritage Professionals
CHVI	Cultural Heritage Value or Interest
HIA	Heritage Impact Assessment
MA	Master of Arts
MCM	Ministry of Citizenship and Multiculturalism
N/A	Not Applicable
OHA	<i>Ontario Heritage Act</i>
O. Reg.	<i>Ontario Regulation</i>
PPS	Provincial Policy Statement



# 1 Introduction

Stantec Consulting Ltd. (Stantec) was retained by Domus Developments Inc. (the Proponent) to prepare a Heritage Impact Assessment (HIA) for the properties located at 300 and 306 Princess Avenue, located in London, Ontario (the Study Area). The properties are designated under Part V of the *Ontario Heritage Act* (OHA) as part of the West Woodfield Heritage Conservation District (HCD). The properties consist of late 19<sup>th</sup> and early 20<sup>th</sup> century single detached residential dwellings that have been converted into apartments (Figure 1 and Figure 2).

The Proponent is proposing to construct a three-storey addition to the rear (north) façade of 300 and 306 Princess Avenue. The addition will house apartment units with separate access to each floor via staircase and balcony. Alongside the addition, the Proponent has identified the need to restore, repair, or replace cosmetic elements of the existing structures including, but not limited to, portions of the original brick and mortar, windows, soffits, as well as roofing and downspouts. The current concept plan, site plan, and renderings are included in Appendix A.

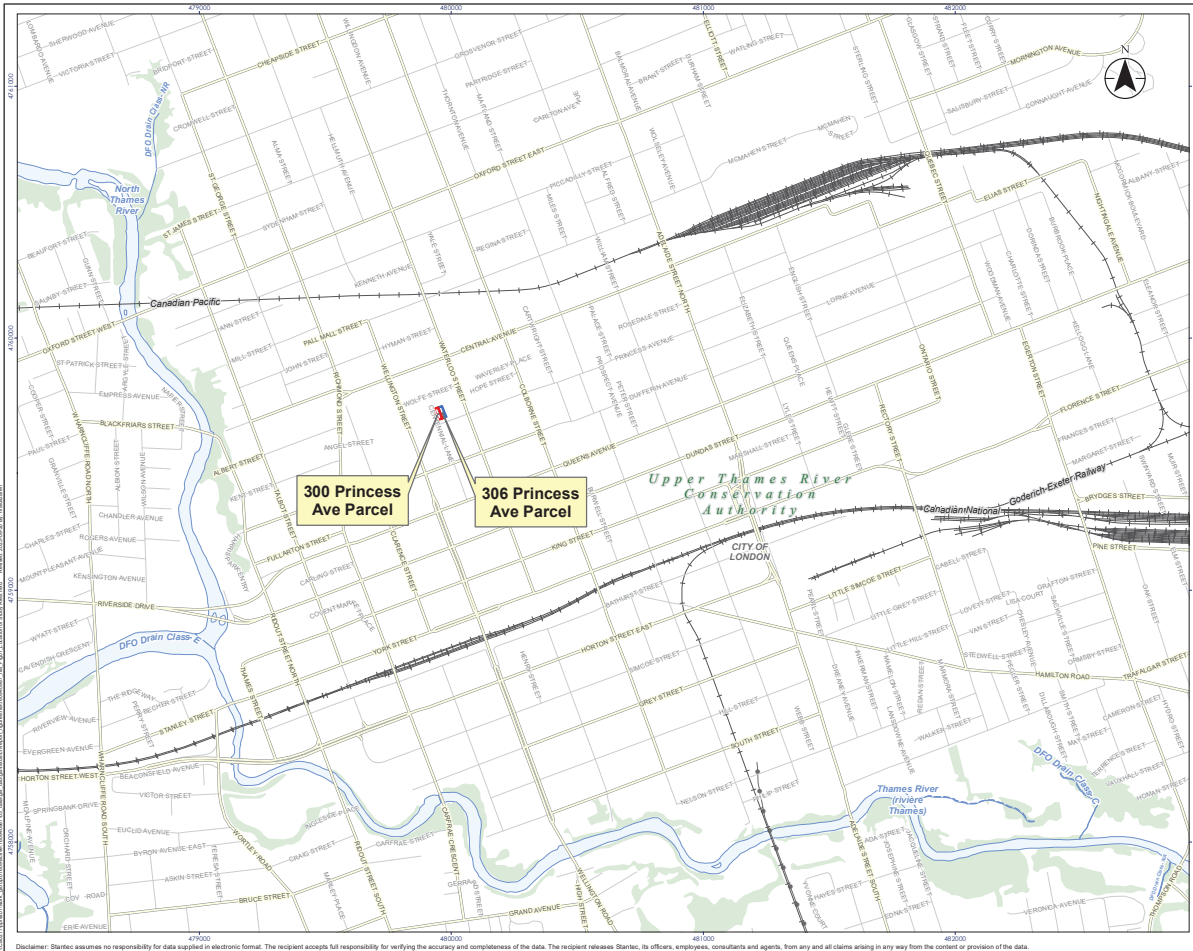
The purpose of the HIA is to respond to policy requirements regarding the conservation of cultural heritage resources in the land use planning process. Where a change is proposed within or adjacent to a protected heritage property, consideration must be given to the conservation of cultural heritage resources. The objectives of the report are as follows:

- Summarize the cultural heritage value or interest (CHVI) of the Study Area
- Identify potential direct and indirect impacts to cultural heritage resources
- Identify mitigation measures where impacts to cultural heritage resources are anticipated to address the conservation of heritage resources, where applicable

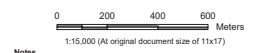
To meet these objectives, this HIA contains the following content:

- Summary of project methodology
- Review of background history of the Study Area and historical context
- Summary of CHVI
- Description of the proposed site alteration
- Assessment of impacts of the proposed site alterations on cultural heritage resources
- Review of development alternatives or mitigation measures where impacts are anticipated
- Recommendations for the preferred mitigation measures

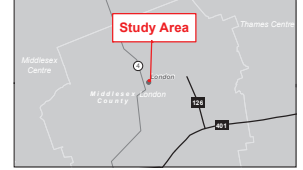




- Legend**
- 300 Princess Ave Parcel
  - 306 Princess Ave Parcel
  - Constructed Drain
  - Major Road
  - Minor Road
  - Hydro Line
  - Railway
  - Watercourse (Intermittent)
  - Watercourse (Permanent)
  - Waterbody
  - Wooded Area



- Notes**
1. Coordinate System: NAD 1983 UTM Zone 17N
  2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2023.

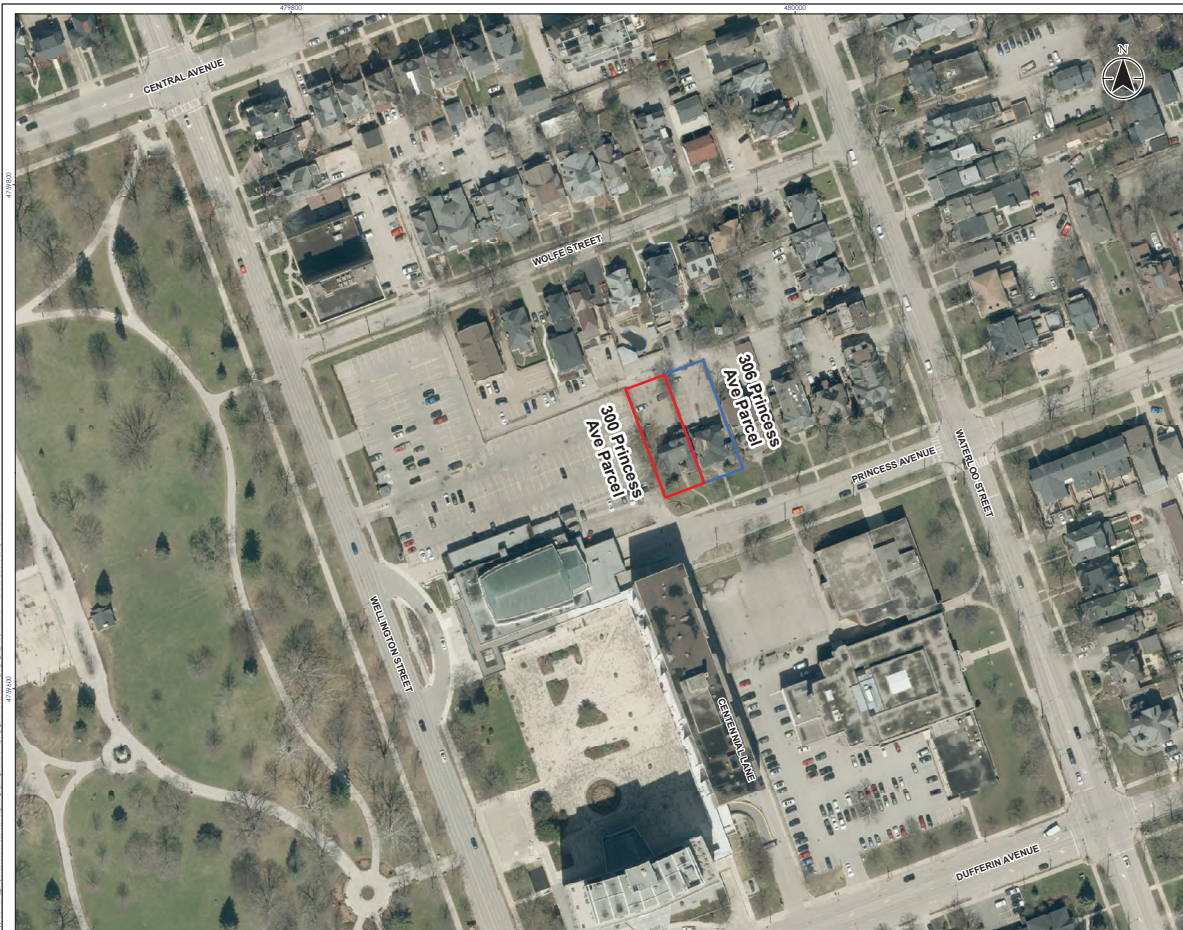


Project Location: City of London  
 Prepared by: MDM on 2023-09-20  
 Technical Review by: SPE on 2023-09-20

Client/Project: DOMUS DEVELOPMENTS (LONDON) INC.  
 HERITAGE IMPACT ASSESSMENT  
 300-306 PRINCESS AVENUE

Figure No. **1**  
**Title**  
 Location of Study Area

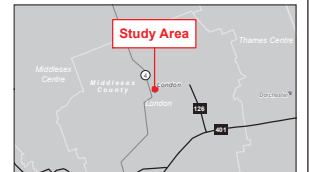
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- Legend**
- 300 Princess Ave Parcel
  - 306 Princess Ave Parcel



- Notes**
1. Coordinate System: NAD 1983 UTM Zone 17N
  2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2023.
  3. Orthomosaic © FirstBase Solutions, 2023; Imagery Date 2022



Project Location: City of London  
 Prepared by: MDM on 2023-09-20  
 Technical Review by: SPE on 2023-09-20

Client/Project: DOMUS DEVELOPMENTS (LONDON) INC.  
 HERITAGE IMPACT ASSESSMENT  
 300-306 PRINCESS AVENUE

Figure No. **2**

Title: **Study Area**

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## 2 Methodology

### 2.1 Policy Framework

#### 2.1.1 Planning Act

The *Planning Act* provides a framework for land use planning in Ontario, integrating matters of provincial interest in municipal and planning decisions. Part I of the *Planning Act* identifies that the Minister, municipal councils, local boards, planning boards, and the Municipal Board shall have regard for provincial interests, including:

*(d) The conservation of features of significant architectural, cultural, historical or scientific interest*

(Government of Ontario 1990)

#### 2.1.2 The 2020 Provincial Policy Statement

The Provincial Policy Statement (PPS) is intended to provide policy direction for land use planning and development regarding matters of provincial interest. Cultural heritage is one of many interests contained within the PPS. Section 2.6.1 of the PPS states that, “significant built heritage resources and cultural heritage landscapes shall be conserved” (Government of Ontario 2020).

Under the PPS definition, conserved means:

*The identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted, or adopted by the relevant planning authority and/or decision maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.*

Under the PPS definition, significant means:

*In regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act.*



Under the PPS, “protected heritage property” is defined as follows:

*property designated under Parts IV, V or VI of the Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of the Ontario Heritage Act; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.*

(Government of Ontario 2020)

### **2.1.3 London Plan**

The properties at 300 and 306 Princess Avenue are part of the West Woodfield HCD. The City’s Official Plan, *The London Plan*, contains the following policies regarding development or demolition within HCDs:

*575\_ In accordance with the Ontario Heritage Act, City Council may designate areas of the city as heritage conservation districts. Such districts may comprise a block or blocks, a streetscape or any other contiguous area.*

*594\_ Within heritage conservation districts established in conformity with this chapter, the following policies shall apply:*

- 1. The character of the district shall be maintained by encouraging the retention of existing structures and landscapes that contribute to the character of the district.*
- 2. The design of new development, either as infilling, redevelopment, or as additions to existing buildings, should complement the prevailing character of the area.*
- 3. Regard shall be had at all times to the guidelines and intent of the heritage conservation district plan.*

*597\_ Where a property is located within a heritage conservation district designated by City Council, the alteration, erection, demolition, or removal of buildings or structures within the district shall be subject to the provisions of Part V of the Ontario Heritage Act .*

*599\_ Where a property is located within a heritage conservation district and an application is submitted for its demolition or removal, the Heritage Planner and the Clerks Department will be notified in writing immediately. A demolition permit will not be issued until such time as City Council has indicated its approval, approval with conditions, or denial of the application pursuant to the Ontario Heritage Act. Council may also request such information that it needs for its consideration of a request for demolition or removal.*



*600\_ Where a property within a heritage conservation district is to be demolished or removed, the City will ensure the owner undertakes mitigation measures including a detailed documentation of the cultural heritage features to be lost, and may require the salvage of materials exhibiting cultural heritage value for the purpose of re-use or incorporation into the proposed development.*

(City of London 2016)

The London Plan also contains the following general objectives regarding cultural heritage resources:

- 1. Promote, celebrate, and raise awareness and appreciation of London's cultural heritage resources.*
- 2. Conserve London's cultural heritage resources so they can be passed on to our future generations.*
- 3. Ensure that new development and public works are undertaken to enhance and be sensitive to our cultural heritage resources.*

(City of London 2016)

#### **2.1.4 West Woodfield Heritage Conservation District**

The Study Area is located within the West Woodfield HCD. The West Woodfield HCD was designated under Part V of the OHA in 2008. The HCD Study, completed in 2007, reviewed the historical context of the neighbourhood, prepared an architectural inventory and assessment, reviewed the planning and policy context, assessed the visual and contextual nature of the area, and provided a review of the socio-economic environment, movement patterns, and tourism and promotional opportunities in the neighbourhood.

The HCD Plan, prepared in 2008, provides guidance to property owners, city staff, and Council. The HCD Plan is intended to conserve and protect the heritage attributes of the HCD by managing changes brought on by alteration, additions, and new development. The HCD character is defined by its historical, architectural, and streetscape quality. The HCD Plan contains policies for the development pattern of the area, alterations and additions to heritage buildings, demolition, new development, public realm, Part IV designations, and adjacent areas. These policies provide guidance for future change within the HCD, as the Plan notes that the HCD will continue to evolve. The HCD Plan also provides Design Guidelines that provide general guidance for alterations, new buildings, vacant sites, and streetscaping for both public and private realm. The West Woodfield HCD Plan contains the following guidelines for additions:



- *Additions that are necessary should be sympathetic and complementary in design and, if possible, clearly distinguishable from the original construction by form or detail. The use of traditional materials, finishes and colours rather than exact duplication of form, can provide appropriate transition between additions and original structures.*
- *Additions should be located away from principal façade(s) of heritage properties, preferably at the rear of the building, to reduce the visual impact on the street(s).*
- *Form and details of the addition should be complementary to the original construction, with respect to style, scale, and materials but still distinguishable to reflect the historical construction periods of the building.*
- *The height of any addition should be similar to the existing building and/or adjacent buildings to ensure that the addition does not dominate the original building, neighbouring buildings or the streetscape.*
- *Additions should not obscure or remove important architectural features of the existing building.*
- *Additions should not negatively impact the symmetry and proportions of the building or create a visually unbalanced facade.*
- *New doors and windows should be of similar style, orientation and proportion as on the existing building. Where possible, consider the use of appropriate reclaimed materials.*
- *New construction should avoid irreversible changes to original construction.*

(Stantec 2008)

## 2.2 Background History

To understand the historical context of the property, resources including primary sources, secondary sources, archival resources, digital databases, and land registry records were consulted. Research was also undertaken at the London Public Library Ivy Family London Room. To familiarize the study team with the Study Area, historical mapping from 1882, 1891, and 1912 was reviewed.

## 2.3 Field Program

A site assessment of the Study Area was undertaken on July 26, 2023, by Lashia Jones, Senior Cultural Heritage Specialist, and Julia Richards, Cultural Heritage Specialists, both with Stantec. Site access was limited to the exterior of the building, yards, and public right-of-way. The weather conditions were warm and sunny.



## **2.4 Assessment of Impacts**

The assessment of impacts is based on the impacts defined in the Ministry of Citizenship and Multiculturalism (MCM) Infosheet #5. Impacts to heritage resources may be direct or indirect.

Direct impacts include:

- *Destruction of any, or part of any, significant heritage attributes or features*
- *Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance*

Indirect impacts do not result in the direct destruction or alteration of the feature or its heritage attributes, but may indirectly affect the CHVI of a property by creating:

- *Shadows that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden*
- *Isolation of a heritage attribute from its surrounding environment, context or a significant relationship*
- *Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features*
- *A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces*
- *Land disturbances such as a change in grade that alters soil, and drainage patterns that adversely affect an archaeological resource*

(Government of Ontario 2006)

In addition to direct impacts related to destruction, this HIA also evaluates the potential for indirect impacts resulting from the vibrations due to construction. This was categorized together with land disturbance. Although the effect of traffic and construction vibrations on historic period structures is not fully understood, vibrations may be perceptible in buildings with a setback of less than 40 metres from the curbside (Crispino and D'Apuzzo 2001; Ellis 1987; Rainer 1982; Wiss 1981). The proximity of the proposed development to heritage resources was considered in this assessment.

## **2.5 Mitigation Options**

Mitigation options in this HIA were developed using those provided in the MCM Infosheet #5, including:

- *Alternative development approaches*



## Heritage Impact Assessment 300-306 Princess Avenue

### 2 Methodology

December 12, 2023

- *Isolating development and site alteration from significant built and natural features and vistas*
- *Design guidelines that harmonize mass, setback, setting, and materials*
- *Limiting height and density*
- *Allowing only compatible infill and additions*
- *Reversible alterations*
- *Buffer zones, site plan control, and other planning mechanisms*

(Government of Ontario 2006)



## **3 Historical Overview**

### **3.1 Introduction**

The Study Area contains the properties with the municipal addresses 300 and 306 Princess Avenue, in the City of London. The properties were formerly part of Lot 14, Concession 1, in the former Township of London. The properties are currently part of the City of London Registered Plan 225. The following sections outline the historical development of the Study Area from the period of colonial settlement to the 20<sup>th</sup> century.

### **3.2 Physiography**

The Study Area is located in the Caradoc Sand Plains and London Annex physiographic region. This region covers approximately 192,000 acres (Chapman and Putnam 1984: 146). The sand plains that comprise this region are composed of sand and other light-textured soils deposited by glacial waters that differ from the adjacent clay plains and moraines and allow for specialized agriculture when tile drainage systems are used. The region contains three types of soils; Fox fine sandy loam which is fine sand in deep, well-drained deposits, Berrien sandy loam which is a shallow layer of sand over clay with a wet sub soil, and Oshtemo sand which is generally found in dunes and other sandhills and is less productive.

Historically, poor drainage resulted in the region having more land in pasture than in crop. The region was known for potato growing, with apple orchards, corn, tobacco, and soybeans as other important crops. In the 20<sup>th</sup> century, livestock farming in the region was gradually replaced with cash cropping and suburbanization began to encroach on the region's rural areas, including the City of London which was rapidly expanding in the London basin (Chapman and Putnam 1984).

The City of London has served as the market and commercial hub of this physiographic region and also for southwestern Ontario more generally. Early portions of the City were located at the fork of the Thames River which served as a transportation route and to make use of the river's flood plains which offered a good building site (Chapman and Putnam 1984: 146).



### **3.3 Township of London and City of London**

The City of London resides on the traditional lands of the Anishinaabek, Haudenosaunee, Lūnaapéewak, and Attawandaron (Neutral) as entered through Treaty 6, or the London Township Purchase, by representatives of the Crown and certain Anishinaabe peoples. Other treaties that are specific to this area include of the Two Row Wampum Belt Treaty of the Haudenosaunee Confederacy/Silver Covenant Chain; the Beaver Hunting Grounds of the Haudenosaunee NANFAN Treaty of 1701; Treaty 2, the McKee Purchase of 1790; Treaty 29, or the Huron Tract Treaty of 1827 entered by representatives of the Crown and certain Anishinaabe peoples; and the Dish with One Spoon Covenant Wampum of the Anishnaabek and Haudenosaunee (City of London 2021).

#### **3.3.1 Survey and Settlement**

In 1793, Lieutenant-Governor John Graves Simcoe selected the site at the forks of the Thames River as the location for the new capital of Upper Canada (Lutman 1978: 6). Simcoe in wanting to create a model British society in Upper Canada named the area “New London” (Tausky and Distefano 1986: 5). When Simcoe returned to England in 1796, the capital title was transferred from London to York (now Toronto). The London District was created in 1800, and included the counties of Middlesex, Huron, Norfolk and Oxford. Initially the County of Middlesex was comprised of ten townships: Aldborough, Dunwich, Southwold, Yarmouth, Malahide, Bayham, Delaware, Westminster, Dorchester, and London (Brock and Moon 1972: 69). The Study Area is located in the former Township of London. It was surveyed by Provincial Land Surveyor Mahlon Burwell, beginning in 1810, but was put on hold during the War of 1812, and finished in the spring of 1819 (Page & Co. 1878: 9). The survey was based on the double front system, with lots divided into 200-acre parcels and arranged in 16 concessions and three additional concessions that are broken due to the Thames River.

Settlement in the township was initially slow, until it was decided by Provincial Parliament, following the destruction by fire of the courthouse in Vittoria in 1825, that the administrative seat for the London District would be situated at the Forks of Thames River, in the settlement of London. The act was passed on January 30, 1826, making London the new district town, and also provided for the survey of a town plot and appointed commissioners responsible for building a new courthouse and jail. These commissioners were Thomas Talbot, Mahlon Burwell, James Hamilton, Charles Ingersoll and John Matthews (The London and Middlesex Historical Society 1967:15). Burwell was selected to survey a 240-acre crown reserve site into rectangular blocks, with each block divided into ten half acre lots (Worrall 1980: 7). The southern and western boundaries of the survey were formed by the shape of the Thames River and stretched east to Wellington Street and north to North Street (Queen’s Avenue). Burwell was later responsible for surveying much of southwestern Ontario.

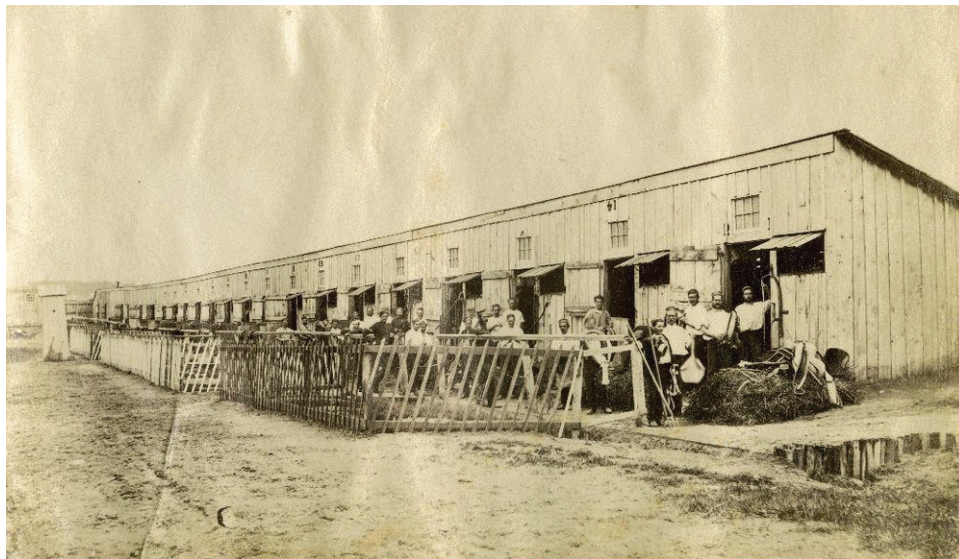




### **3.3.2 19th Century Development**

Development in the 19<sup>th</sup> century of the Study Area was highly influenced by the stationing of the British garrison in London. The Study Area was originally part of a 73-acre British Military occupation parcel (Behr et al. 1995: 15), which was established as direct result of the Rebellions of Upper and Lower Canada in 1837-1838 (Figure 3). Led by William Lyon Mackenzie, the reformers of the Rebellions opposed the elitist and exclusionary ruling government of the time who often favored British immigrants to the detriment of immigrants with connections to the United States, barring them from political rights and land grants. Following these events, and in response to insurgents from London, the British government decided to situate a garrison in London. The site was chosen for its location between the United States border and the Upper Canada capital of York.

With the stationing of two regiments in 1838, the population of London almost doubled (Burant and Saunders 1983: 9). From 1838, until the troops were withdrawn from London in 1853, and then again in 1861 to 1869, eight regiments occupied the garrison. These regiments highly influenced the development of London, through the troops' assistance in building roads and civic improvements. (Burant and Saunders 1983: 9). The garrison occupied most of what is now Victoria Park, which served as a location for a barracks and parade ground, while the Study Area perpendicular to the park, was where the artillery grounds and stables were situated (Lutman 1978: 7) (Figure 3 and Figure 4) (Plate 1).



**Plate 1: Morning Stables “H” Battery, 4<sup>th</sup> Brigade Royal Artillery London Ontario, ca.1867 (Source: University of Western Ontario Archives, Albert A. Phipps Album)**



## Heritage Impact Assessment 300-306 Princess Avenue

### 3 Historical Overview

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After the garrison was removed, and the barracks burnt down in 1873, the 15-acre parcel of Victoria Park was gifted to the City in 1874 as an imperial land grant specified for public park purposes (Behr et al. 1995: 7). The London Standing Committee on Public Parks, with the influence of Alderman James Egan and the support of local entrepreneur Sir John Carling, came together to plan out the large public park in the heart of the city.

The Study Area is located within the community of West Woodfield. One of the earliest settlers to the community was Reverend Benjamin Cronyn, who built a large stone house on the eastern limit of the New Survey, around 1839 called “The Pines.” In 1892, the house was inherited by Cronyn’s son Hume Blake Cronyn and his wife Frances Amelia Labatt. The newlywed couple renamed the house “Woodfield,” after the place in England where they were engaged (Gibb and Morden 1989:53). The Woodfield estate and other large homes built by community leaders attracted other prominent community members to build nearby. The lots situated directly across from Victoria Park were considered sought after locations. The area was also a prime location for workers and owners of local retail stores, factories, and offices. Development of these lots and the Woodfield area more generally began in the 1880s.

By the late 19<sup>th</sup> century, 14 grand residences were situated across from Victoria Park, and similarly housed local business owners and workers. These houses were constructed in the High Victorian (1870s-1890s) and Late Victorian (1890s-1930s) architectural periods in London, and featured design elements taken from the Queen Anne, Romanesque Revival, Italianate, and Tudor architectural styles (Lutman 1978: 10-11). The Study Area is characterized as a Queen Anne style, as listed in the City of London Heritage Registrar.

Many of the residents of West Woodfield at this time were upper-middle class shop owners, who lived a few blocks away from their commercial businesses. These included many homes around the corner from the Study Area on Wellington Street, facing Victoria Park. Most homes on this row featured porches and verandahs that provided a connection with the outdoor environment. These porches would have allowed for increased public interaction with passing by pedestrians and were also a place to be seen. Homeowners could display their prominence through highly ornate or structurally impressive porches and verandahs (Stantec 2008: 8.6). The residences of the Study Area shared these characteristics and the first occupants of both properties were upper middle-class merchants, or lawyers with businesses located nearby.



### **3.3.3 20<sup>th</sup> Century Development**

Development throughout the 20<sup>th</sup> century in the vicinity of the Study Area witnessed a change from large residential structures to commercial and community buildings, and high-rise apartments. The City of London's population at the turn of the century was still increasing, but became stagnant following the First World War, as many other Canadian cities at this time, and growth did not surge again until the early 1950s. By 1912, the city's population was 50,000, and the city boundaries were enlarged by 2,200 acres to accommodate this number (Worrall 1980: 55). Following the First World War (1914-1918), the 1920s was a boom period in the nation, and this was reflected in the growth of new financial companies in downtown London, including London Life, the Bank of Toronto and the London and Western Trusts (Stantec 2011: 2.12)

Across the street from the Study Area is London Central School, formerly a Grammar School. This site is the oldest school in the city, originally built in 1826 as a Grammar School near the forks of the Thames River. Since then, the school has undergone several iterations, becoming a Union School, named Central School in 1865. London Collegiate Institute, as noted of the Fire Insurance Plans, was constructed in 1877 but burned down in 1920. The London Central Collegiate Institute was officially opened in 1922 and remains on the same site today (London Central Secondary School 2023).

In the early 1960s, London witnessed its greatest period of growth, which was set in motion by the 1960 official plan, "Urban Renewal London Ontario: A Plan for Development and Redevelopment" (Miller 1992: 211). The following year annexation was approved by the Ontario Municipal Board, which granted the city more land with the amalgamation of some parts of the London Township and Westminster Township respectively. However, annexation and growth continued into the 1990s. This resulted in a population increase from 63,369 to 165,815. By the 1960s London had over 328 manufacturing plants, 80 wholesale businesses, and 70 construction supply companies (Miller 1992: 219).

## **3.4 Property Histories**

### **3.4.1 300 Princess Avenue**

300 Princess Avenue was built in 1893 originally for James R. Shuttleworth, a prominent fruit wholesale merchant in the area (Vernon Directories Limited 1893). He likely lived there with his wife Martha, and sons Hugh and Eddie (Library and Archives Canada. 1891). In 1921, James and Martha had relocated down the street at 322 Princess where they lived into their 70s (Library and Archives Canada 1921). 300 Princess quickly found a new resident after Shuttleworth in Robert G Fisher, a lawyer and partner at Meredith and Fisher law office, who lived there for many years in the later 1890s and into the 1900s. (Vernon Directories Limited 1898; Architectural Conservancy of Ontario Inc 1994) likely lived here with his siblings, Charles, Jessie, Robert,



## Heritage Impact Assessment 300-306 Princess Avenue

### 3 Historical Overview

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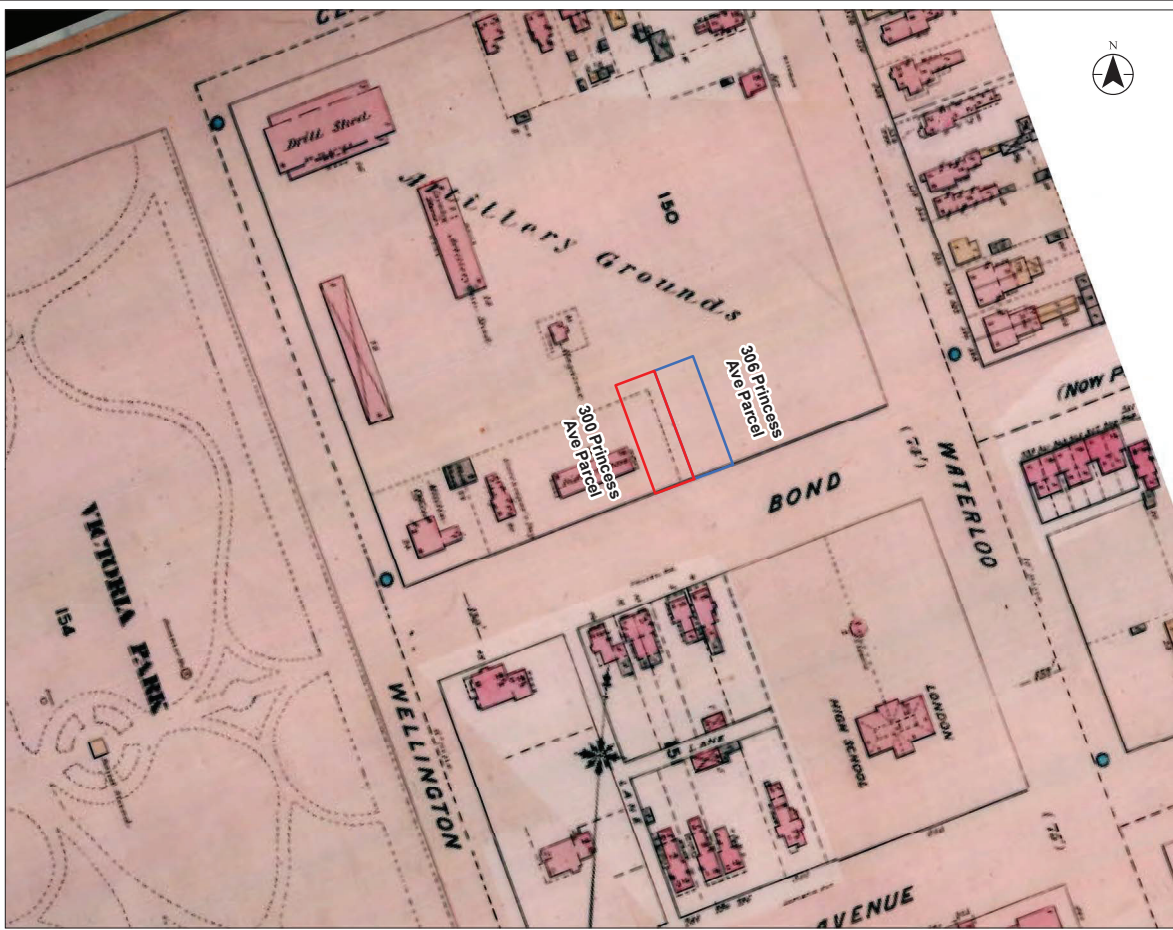
Elizabeth, and half siblings Elizabeth, Thomas, and Beatrice (Library and Archives Canada 1891).

In 1908, John M. Daly and his family occupied 300 Princess, who similarly was of upper-middle class as a wholesale coal merchant, where he lived into 1933. In the later half of the 20<sup>th</sup> century, the property turned into a mix of commercial and residential properties, containing the offices of Devran Petroelum as well as an apartment on the third floor (Architectural Conservancy of Ontario Inc 1994).

#### 3.4.2 306 Princess Avenue

306 Princess Avenue was built in 1906 where Charles H Tune was the first resident. Charles worked J. Tune & Sons' Soda Water Works as listed in the city directory, which would be later be connected to London Soda Water Works in the 1930s. (London Public Library 1892). 306 Princess was home to the Forristal family in the 20<sup>th</sup> century. John Forristal was a machinist working for the London and Petrolea Barrel Co. (Vernon Directories Limited 1922). There were Forristals were present in London before that, John's father was listed on an early census, an immigrant from Newfoundland. The Forrsital family lived at 306 Princess until 1952 at which point the property came under the ownership of multiple corporations into the 1980s.





- Legend
- 300 Princess Ave Parcel (Approximate)
  - 306 Princess Ave Parcel (Approximate)

1. Source: Chas E. Goad Civil Engineering, 1881, Insurance Plan of London Ontario, London Chas E. Goad Civil Engineering.



Project Location: City of London  
 Prepared by SPE on 2023-09-20  
 Technical Review by SPE on 2023-09-20

Client/Project: DOMUS DEVELOPMENTS (LONDON) INC.  
 HERITAGE IMPACT ASSESSMENT  
 300-306 PRINCESS AVENUE

Figure No. 3

Title: Historical Mapping, 1881

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## **4 Site Description**

### **4.1 Landscape Setting**

The properties at 300 and 306 Princess Avenue are located within the City's downtown core, on the north side of Princess Avenue approximately 130 metres east of Victoria Park and 80 metres west of the intersection of Princess Avenue and Waterloo Street (Photo 1). Within and adjacent to the Study Area, Princess Avenue is a two-lane roadway with on-street parking (Photo 2). The roadway contains concrete curbs and sidewalks on both sides of the street. The roadway has mature trees on the north side of the street and street lighting, telephone lines, and younger trees on the south side of the street. The north side of Princess Avenue also contains other late 19<sup>th</sup> to early 20<sup>th</sup> century residences (Photo 3 and Photo 4). Across the road from the Study Area, the London Central Secondary School is located on the south side of Princess Avenue (Photo 5 and Photo 6). The present-day school buildings were constructed in 1922 after a fire in 1920 destroyed the original buildings constructed in 1877 (Thames Valley District School Board 2023).

Princess Avenue ends to the west of the Study Area where it travels south as Centennial Lane. A parking lot, the rear of Centennial Hall, and the rear of an apartment building are also located to the west of the Study Area (Photo 7 and Photo 8). Behind the residences in the Study Area there is an asphalt and gravel laneway that provides access to parking spaces at the rear of 300 and 306 Princess Avenue (Photo 9 to Photo 11). The laneway also provides access to parking spaces and garages for other residences on the north side of Princess Avenue and the south side of Wolfe Street alongside mature trees and wooden fences. Looking across the laneway from the Study Area, the rear facades of the residences on the south side of Wolfe Street are visible (Photo 12). The adjacent property at 308 Princess Avenue and properties backing on the rear laneway have contemporary rear additions to the original residences.



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**Photo 1: 300 and 306 Princess Avenue, looking north**



**Photo 2: General view of Princess Avenue, looking northeast**



**Photo 3: Examples of other late 19<sup>th</sup> to early 20<sup>th</sup> century residences on the north side of Princess Avenue, looking north**



**Photo 4: Examples of other late 19<sup>th</sup> to early 20<sup>th</sup> century residences on the north side of Princess Avenue, looking north**





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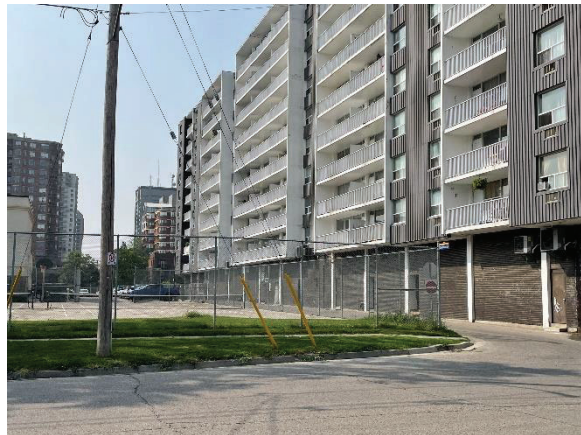
**Photo 5: North façades of the London Central Secondary School, looking southeast**



**Photo 6: North facades of the London Central Secondary School, parking and sports courts, looking southeast**



**Photo 7: End of Princess Avenue and parking lot to the west of the Study Area, looking northwest**



**Photo 8: Apartment building west of Study Area, looking south**



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**Photo 9: Laneway behind 300 and 306 Princess Avenue, looking west**



**Photo 10: Laneway behind 300 and 306 Princess Avenue, looking east**



**Photo 11: Parking spaces behind 300 and 306 Princess Avenue, looking southwest**



**Photo 12: Rear facades and parking areas for houses along the south side of Wolfe Street, looking north**

## 4.2 Residences

### 4.2.1 300 Princess Avenue

The property includes a two-and-one-half storey residence with an irregular, multi-peaked roof (Photo 13). Most of the roof is clad in modern asphalt shingles, though the square tower on the front (south) façade of the residence still retains its rectangular and fish scale slate shingles with a carved finial at its peak. The exterior of the residence is clad in red brick with red stone detailing including drip molds and lintels above the windows and windowsills.



## Heritage Impact Assessment 300-306 Princess Avenue

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The front (south) façade contains three bays. The middle bay is comprised of the square tower which has brick cornice brackets, a course of three arched wood frame windows in its upper storey, a rectangular wood frame window with a stained-glass transom in the second storey, and an arch leading to the residence's front entrance on the first storey (Photo 14). The tower also includes row of five decorative red stones and a sculpted relief with a cherub and flower elements between the first and second stories. The front entrance is accessed via a flight of red stone stairs flanked by low stone walls (Photo 15). The arch leading to the entrance has a red stone drip mold and carved capitals with a stylized botanical design on top of stone support pillars (Photo 16). The main entrance of the residence has a stone lintel, stained glass transom window, a wooden door with a rectangular window and letter slot, and a wooden door surround (Photo 17). The eastern bay of the front façade has a front facing, projecting gable with pebble dash and half timbering in the peak (Photo 18). The gable also includes a course of three arched windows in the upper storey set in a detailed wooden surround with rosettes, dentils, pilasters, and other carved ornamentations. The second storey of the eastern bay has a course of three tall and narrow, one over one wood frame windows with square stained-glass inserts above each. The first storey has a large window with a stone drip mold with label stops carved to match the capitals from the arch in the middle bay (Photo 19). The widow has a wooden frame with what appears to be a boarded over fanlight across the top. The large, central pane is flanked by side lights.

The western bay of the front façade has an enclosed balcony on the second storey and a covered porch on the first storey. The balcony has a row of transom lights above eight pane, wood frame casement windows with wooden panels (Photo 20). The porch appears to include a boarded-up window opening. The decorative porch support columns have spandrels with vertical ribbing between them and the porch has a wooden baluster that appears to have replaced an earlier one based on its style (Photo 21).

There is a limited amount of space between the eastern façade of the residence at 300 Princess Avenue and the neighbouring residence at 306 Princess Avenue. The eastern façade, which contains rectangular window openings with stone lintels and sills is much plainer than the residence's front façade (Photo 22 and Photo 23). The residence does not have a neighbouring residence on the west side and its western façade is more easily visible (Photo 24). The west façade has the same plainer, rectangular windows with stone lintels and sills as the eastern façade, but it also features a projecting bay with a red brick chimney and a gable peak with bargeboard and two casement windows (Photo 25). The residence's cut stone foundation is also visible on the western façade.



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Similar to the front façade, the north façade is a three bay design (Photo 26). Many of the windows in the north façade appear to be modern replacements and there is a gravel area behind the house for parking. The middle bay is a hip roof tower with two arched windows in the upper storey, with rectangular windows on the second and first storeys. The eastern bay has a steeply pitched gable with an arched window and wooden shingling in the peak. This bay also has a two storey addition creating two additional entrances on the first storey and a small rear balcony on the second storey. The addition is clad in wood siding, with a large, single pane window and plain fan light and rectangular casement windows on the second storey. The western bay has rectangular windows with stone lintels and sills. The residence is separated from 306 Princess Avenue by a wooden fence (Photo 27).



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**Photo 13: Front (south) façade of 300 Princess Avenue, looking north**



**Photo 14: Middle bay of the residence on the front façade, including brick brackets, arched windows, stained-glass transom, and red stone detailing, looking north**



**Photo 15: Stairs and arch leading to the residence's main entrance, looking north**



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**Photo 16:** Close up view of carved stylized botanical detailing on the capitals framing the front entrance, looking north



**Photo 17:** Main entrance for 300 Princess Avenue, including stained-glass transom and wooden door, looking north



**Photo 18:** Gable peak, upper and second stories of the eastern bay of the front façade, looking north



**Photo 19:** First storey of the eastern bay of the front façade, looking north



# Heritage Impact Assessment 300-306 Princess Avenue

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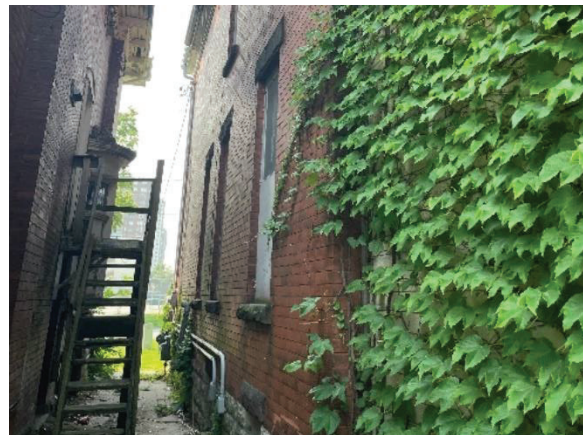
**Photo 20: Second storey enclosed balcony with casement windows in the western bay, looking north**



**Photo 21: Porch support columns and baluster, looking west**



**Photo 22: Eastern façade, looking north**



**Photo 23: Eastern façade, looking south**



# Heritage Impact Assessment 300-306 Princess Avenue

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Photo 24: Western façade, looking northeast



Photo 25: Projecting bay and gable peak on the western façade, looking northeast



Photo 26: North façade, looking south



Photo 27: North façade, looking southwest

### 4.2.2 306 Princess Avenue

The property contains a two-and-one-half storey residence with an irregular hip-on-gable roof clad in asphalt shingles. The exterior of the residence is clad in red brick (Photo 28). There are wooden soffits and fascia, and a plain wood cornice with dentil trim and oversize dentils. The house has a stone foundation, similar to the residence at 300 Princess Avenue.





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The front (south) façade contains three bays. The first bay consists of a triptych window on the first storey with 1/1 wood frame windows, set within a stone surround with stone lintels, sills, and keystones. On the second storey is a bay window with 1/1 sash wood frame windows and a central fixed pane window (Photo 29). The gable contains a large Palladian window with a smaller rectangular casement window located just above (Photo 30).

The centre bay consists of an entrance door with wide segmental arch transom and sidelights. The door itself is boarded up with plywood, but a small gap in the plywood shows a wood paneled door with decorative wooden details (Photo 31, Photo 32). The door is located within a wood frame surround, and contains decorative brickwork surrounding the doorframe, including brick voussoir and egg and dart decorative brick (Photo 33). On the second storey above the entrance bay is a 1/1 sash wood frame window with wide stone lintel and stone sill.

The eastern bay is located on the rounded corner of the house and contains a boarded-up window on the first storey with a stone sill, and a 1/1 wood frame window on the second storey. Both windows are curved to match the curvature of the wall (Photo 34).

The south façade also contains a large wrap-around porch wooden support columns and wooden balustrade. There is evidence that a fire occurred in front of the porch and there has been smoke and fire damage to the wood (Photo 35).

There is a limited amount of space between the eastern and western façades and the neighbouring residences at 300 Princess Avenue and 308 Princess Avenue (Photo 36). The West façade contains a curved bay window with fixed glass lower panes and leaded glass upper panes in a wooden surround (Photo 37). The remaining windows on the west façade are rectangular 1/1 windows with stone lintels and sills. There is a side entrance door accessed by wooden steps and landing. A brick chimney is located on the west façade (Photo 38).

The east façade contains 1/1 rectangular windows with stone lintels and sills, a small oval window with brick surround and brick keystones, and a two storey gable bay window projection with central brick chimney (Photo 39, Photo 40). In the gable peak there is a rounded arch window with brick surround and brick keystone. The porch wraps around to the west façade, with stone piers and wooden support columns (Photo 41).

The north (rear) façade contains a small siding clad addition with steel glazed entrance door and sliding windows, a small rectangular window on the first storey with stone lintel and sill, and a wide curved bay window with 1/1 windows and a central fixed pane (Photo 42, Photo 43). The second storey contains a 1/1 window with stone sill, and there is a hipped dormer with a 1/1 window and blocked off former window. A fire escape connects to the dormer window.



**Heritage Impact Assessment 300-306 Princess Avenue**

**4 Site Description**

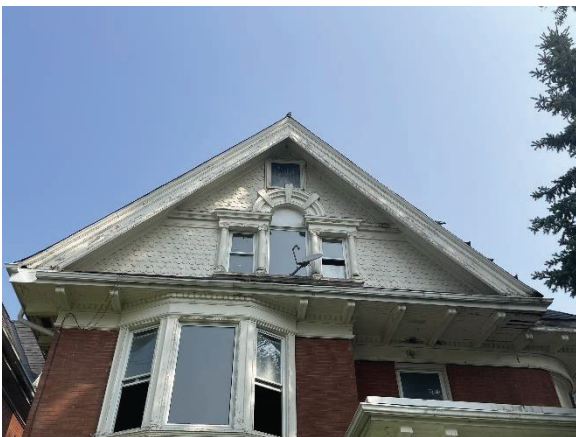
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**Photo 28: 306 Princess Avenue**



**Photo 29: Easternmost bay on south façade**



**Photo 30: Palladian window on south gable**



**Photo 31: Front entrance door**



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**Photo 32: View of wood paneled door beneath plywood covering**



**Photo 33: Brickwork surrounding front door**



**Photo 34: Rounded corner windows and porch**



**Photo 35: Evidence of fire at porch**



**Heritage Impact Assessment 300-306 Princess Avenue**

**4 Site Description**

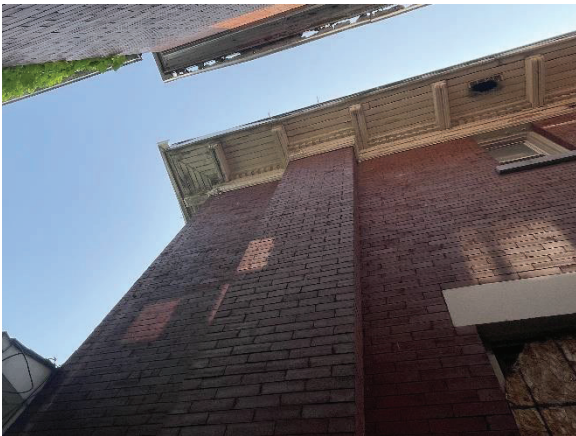
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**Photo 36: West façade**



**Photo 37: Curved window detail, west façade**



**Photo 38: Brick chimney, west façade**



**Photo 39: Oval and rectangular windows, east façade**



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**Photo 40: Gabled bay projection, chimney, and rounded arch window, east façade**



**Photo 41: East façade wrap-around porch**



**Photo 42: North façade**



**Photo 43: Curved bay window, north façade**



## 5 Summary of Cultural Heritage Value or Interest

### 5.1 300 and 306 Princess Avenue

The structures at 300 and 306 Princess Avenue are classified as “A-Rated” buildings in the West Woodfield HCD Study and Plan. The HCD Study ranked properties as A or B if it met one of the following criteria:

- The property has been previously recognized by being designated under the OHA, or listed as a significant asset by LACH [London Advisory Committee on Heritage]
- The property is a fine example of architectural style
- The property exhibits unique qualities or details
- The property is a well-maintained example of a modest architectural style
- The age of the building contributes to the heritage value
- There was a significant event, person or story associated with the building
- The property contributed to the streetscape because of its sequence, grouping or location

(Stantec 2008)

The HCD Study and Plan did not specify which of the criteria were met by the buildings in the Study Area.

The properties are considered to be examples of Queen Ann architecture with influences of Romanesque Revival (300 Princess Avenue) and Edwardian (306 Princess Avenue) architecture. The HCD Study and Plan did not identify individual heritage attributes for the properties at 300 and 306 Princess Avenue. The following heritage attributes have been identified for the purposes of this HIA:

- **300 Princess Avenue**
  - Two and one half storey residence
  - Steeply pitched hip on gable roof and square tower featuring slate shingles and finial
  - Steeply pitched wide gable dormer with decorative half timbering and round arched wood frame windows
  - Stained glass windows
  - Red brick cladding
  - Stone foundation



## Heritage Impact Assessment 300-306 Princess Avenue

### 5 Summary of Cultural Heritage Value or Interest

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- Rectangular, segmental arch, and round arched windows with stone sills and lintels or voussoirs
- Sandstone entry porch supports and archway, sandstone steps and curved features beside steps
- Carved sandstone on piers and decorative sandstone and terra cotta above entrance porch
- Wooden glazed entrance door with transom
- Full width front porch with wooden porch supports, balustrade and decorative wooden trim
- Enclosed second storey porch with multi-pane wood frame windows
- Projecting bay with gable dormer on west side with central chimney
- North square tower with round arched windows and sandstone voussoirs
- **306 Princess Avenue**
  - Two and one half storey residence
  - Steeply pitched hip on gable roof
  - Red brick cladding
  - Stone foundation
  - Wrap around porch with wooden support columns and wooden balustrade
  - Triptych window with stone sill, surround, and keystone
  - Wooden entrance door with wide sidelights and segmental arch transom
  - Second storey bay window
  - Rounded northeast corner with one over one windows set into the curve
  - Rectangular window with stone lintel and sill
  - Palladian window in front gable
  - Decorative oversized dentils and dentil trim at the soffit
  - Rounded bay window on west façade
  - Projecting bay window with centre chimney on east façade
  - Wide rounded bay window on north façade

## 5.2 West Woodfield Heritage Conservation District

As part of the HCD Plan, a Heritage Character Statement was prepared for the district. This statement is required as part of the designation process and addresses three components of the character of the district including the heritage character, architectural character, and the streetscape heritage character. The statement is developed to



## Heritage Impact Assessment 300-306 Princess Avenue

### 5 Summary of Cultural Heritage Value or Interest

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provide reasons why the district warrants designation. It also provides a description of the overarching character of the neighbourhood and serves as a reference point for a proposed change in character. The Heritage Character Statement is provided in Appendix B in its entirety, including section headings.

The West Woodfield HCD Study and Plan do not contain an explicit list of heritage attributes of the district. To measure the appropriateness of the Project against the heritage character statement, a summary of key attributes from the Heritage Character Statement is provided below:

- Historic character
  - Predominantly residential character, resulting from business owners who wanted to live close to downtown
  - Retention of historic homes dating from 1880 – 1914 amid redevelopment and conversion into multi-unit homes
  - Diverse building stock reflective of the boom period of construction late 19<sup>th</sup> and early 20<sup>th</sup> century includes large and small scale homes as well as early apartment buildings
  - The presence of founding churches of several denominations and early schools
  - Institutional offices and meeting spaces a driving factor in conversions beginning in 1905
  - Replacement of building fabric showing transition from residential to institutional use that became landmarks in their own right including the Queens Avenue Central Library (1939), the Masonic Temple (1964) and City Hall (1971)
- Architectural Character
  - Large number of original buildings with a variety of styles and influences characteristic of the more popular styles of the periods during which they were built including Queen Anne, Edwardian and Italianate styles, particularly the one and one half storey Queen Anne gable front
  - Luxury accommodations with large proportions and high quality materials
  - Visual consistency in architecture including front porches, decorative gables, projecting bays, and recurring window forms and details
  - Prevalence of public buildings and spaces including four churches, the former public library, the Victoria Park band shell and City Hall
  - Largely positive impact on quality of streetscape resulting from conversion to commercial and office use





## Heritage Impact Assessment 300-306 Princess Avenue

### 5 Summary of Cultural Heritage Value or Interest

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- Streetscape Character
  - The heart of historic London and picturesque Victoria Park
  - Shady tree-lined streets with thick trunks and over-arching limbs creates a substantial canopy along a more intimate scale of the minor streets and lanes
  - Grand trees of a variety of species and ages
  - Traditional patterns of movement evident in the streets and lanes



## **6 Impact Assessment**

### **6.1 Description of Proposed Undertaking**

The Proponent is proposing to construct three storey rear additions to the north elevations of the properties at 300 and 306 Princess Avenue. The proposed additions are L-shaped in plan with flat rooflines. Each addition is proposed to be 38.5 feet (11.7 metres) tall, with first and second storeys that match the heights of the floors in the original dwellings. The third storey will match the heights of the half storeys on each dwelling and will not extend beyond the peaks of the original rooflines. The concrete foundation will match the foundation height of the existing stone foundations on each dwelling. The additions will extend to match the existing east and west setbacks of the original dwellings.

Each rear addition will have four 1/1 aluminum framed windows per floor, and an unglazed hollow metal door. The doors will be accessed by wooden staircases and platforms with wooden railings. The additions will be clad in composite hardie-board or similar cladding material, with pre-finished metal cap flashing at the roofline. The proponent has also indicated that they are considering sourcing reclaimed brick for cladding on the additions to match the original brick as closely as possible given the distinct character of the additions.

The proponent has also noted that parts of the original structure require restoration, repair, or replacement, including but not limited to the original brick and mortar, windows, soffits, as well as roofing and downspouts. At present, there are no detailed plans for what will be repaired, rehabilitated, or replaced for these elements. The extent of restoration, repair, or replacement will be determined following site plan approval.

See Appendix A for site plan, elevation drawings, and 3D renderings of the proposed additions.

### **6.2 Assessment of Impacts**

Section 6 provides an assessment of the potential impacts to the identified CHVI and heritage attributes as described in Section 5. As described in Section 2.4, Infosheet #5 was used to characterize impacts. Where there may be potential for direct or indirect impacts, 'Y' is listed in the column. Where no impacts to CHVI are anticipated, 'N' is listed in the column. Some of the impact categories are not applicable given the scope of the proposed undertaking. Where this is the case, 'N/A' is entered in the table. Further discussion is found in Section 6.3.



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Table 1: Assessment of Impacts to Identified Heritage Value to 300 and 306 Princess Avenue

Property	Potential for Direct Impact Destruction	Potential for Direct Impact Alteration	Potential for Indirect Impact Shadows	Potential for Indirect Impact Isolation	Potential for Indirect Impact Obstruction	Potential for Indirect Impact Change in Land Use	Potential for Indirect Impact Land Disturbances	Discussion
300 Princess Avenue	N	Y	N	N	N	N	Y	<p>The proposed development will retain the existing residence in situ. However, it will result in alterations to the existing structure at 300 Princess Avenue with the introduction of a three storey addition to the rear (north) façade of the building. The identified heritage attributes of the building that are visible from the public realm will remain intact. Attributes on the north side, including the squared tower with round arched windows and stone sills and voussiors will be obscured by the new development. The addition is considered an irreversible alteration. The proposed addition will not result in shadows on heritage attributes of the property, isolation of the resource from its surroundings, or obstruction of views.</p> <p>There is potential for alteration to heritage attributes on the remaining facades of the building if repair, rehabilitation or replacement of bricks, windows, soffits, or roofing is undertaken.</p> <p>Land disturbance from construction (e.g., site grading and related construction activities) may have the potential to impact built heritage resources through temporary vibrations during the construction period that may cause shifts in foundations or masonry structures that can impact the heritage resources.</p> <p><b>Accordingly, mitigation measures must be prepared.</b></p>
306 Princess Avenue	N	Y	N	N	N	N	Y	<p>The proposed development will retain the existing residence in situ. However, it will result in alterations to the existing structure at 306 Princess Avenue with the introduction of a three storey addition to the rear (north) façade of the building. The identified heritage attributes of the building that are visible from the public realm will remain intact. Attributes on the north side, including the rounded bay window will be obscured by the new development. The addition is considered an irreversible alteration. The proposed addition will not result in shadows on heritage attributes of the property, isolation of the resource from its surroundings, or obstruction of views.</p> <p>There is potential for alteration to heritage attributes on the remaining facades of the building if repair, rehabilitation or replacement of bricks, windows, soffits, or roofing is undertaken.</p> <p>Land disturbance from construction (e.g., site grading and related construction activities) may have the potential to impact built heritage resources through temporary vibrations during the construction period that may cause shifts in foundations or masonry structures that can impact the heritage resources.</p> <p><b>Accordingly, mitigation measures must be prepared.</b></p>



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Table 2: Assessment of Impacts to Heritage Attributes of the West Woodfield HCD

Attribute	Potential for Direct Impact Destruction	Potential for Direct Impact Alteration	Potential for Indirect Impact Shadows	Potential for Indirect Impact Isolation	Potential for Indirect Impact Obstruction	Potential for Indirect Impact Change in Land Use	Potential for Indirect Impact Land Disturbances	Discussion
Predominantly residential character, resulting from business owners who wanted to live close to downtown	N	N	N	N	N	N	N	The proposed development will retain the residential character of the HCD by retaining original buildings and continuing residential use with additional units. <b>Therefore, mitigation measures are not required.</b>
Retention of historic homes dating from 1880 – 1914 amid redevelopment and conversion into multi-unit homes	N	N	N	N	N	N	N	The proposed development retains the historic homes from the late 19 <sup>th</sup> and early 20 <sup>th</sup> century. These have already been converted to multi-unit residences, and the proposed additions will continue this use. <b>Therefore, mitigation measures are not required.</b>
Diverse building stock reflective of the boom period of construction late 19 <sup>th</sup> and early 20 <sup>th</sup> century includes large and small scale homes as well as early apartment buildings	N	N	N	N	N	N	N	The proposed development retains existing building stock that is reflective of large-scale homes built during the late 19 <sup>th</sup> and early 20 <sup>th</sup> centuries. <b>Therefore, mitigation measures are not required.</b>
The presence of founding churches of several denominations and early schools	N/A	N/A	N/A	N/A	N/A	N/A	N/A	The proposed development is residential in nature and does not affect the presence of churches or schools in the HCD. <b>Therefore, mitigation measures are not required.</b>
Institutional offices and meeting spaces a driving factor in conversions beginning in 1905	N/A	N/A	N/A	N/A	N/A	N/A	N/A	The proposed development is residential in nature and does not affect the presence of institutional offices or meeting spaces in the HCD. <b>Therefore, mitigation measures are not required.</b>
Replacement of building fabric showing transition from residential to institutional use that became landmarks in their own right including the Queens Avenue Central Library (1939), the Masonic Temple (1964) and City Hall (1971)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	The proposed development does not affect landmark buildings in the HCD including the Central Library, Masonic Temple or City Hall. <b>Therefore, mitigation measures are not required.</b>
Large number of original buildings with a variety of styles and influences characteristic of the more popular styles of the periods during which they were built including Queen Anne, Edwardian and Italianate styles, particularly the one and one half storey Queen Anne gable front	N	Y	N	N	N	N	N	The proposed development retains the existing Queen Anne and Edwardian buildings. It will result in alterations to the rear elevations of the two buildings and may result in alterations to front or side facades if repair, rehabilitation or replacement of brick, windows, soffits or roofing is required. <b>Accordingly, mitigation measures must be prepared.</b>



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Attribute	Potential for Direct Impact Destruction	Potential for Direct Impact Alteration	Potential for Indirect Impact Shadows	Potential for Indirect Impact Isolation	Potential for Indirect Impact Obstruction	Potential for Indirect Impact Change in Land Use	Potential for Indirect Impact Land Disturbances	Discussion
Luxury accommodations with large proportions and high quality materials	N	Y	N	N	N	N	N	The proposed development retains existing Queen Anne and Edwardian buildings, and all heritage attributes that are visible from the public realm of the HCD. It will result in alterations to the rear elevations of the two buildings. However, the additions will not result in changes to the overall character of the HCD with luxury accommodations, as the additions will not result in changes to the residences that are visible from the public realm. <b>Therefore, mitigation measures are not required.</b>
Visual consistency in architecture including front porches, decorative gables, projecting bays, and recurring window forms and details	N	N	N	N	N	N	N	The proposed development retains the original dwellings and does not result in changes to the visual consistency of architecture visible from the public realm. <b>Therefore, mitigation measures are not required.</b>
Prevalence of public buildings and spaces including four churches, the former public library, the Victoria Park band shell and City Hall	N/A	N/A	N/A	N/A	N/A	N/A	N/A	The proposed development is residential in nature and does not affect existing public spaces. <b>Therefore, mitigation measures are not required.</b>
Largely positive impact on quality of streetscape resulting from conversion to commercial and office use	N	N	N	N	N	N	N	The proposed development retains the existing buildings facing the public realm streetscape. <b>Therefore, mitigation measures are not required.</b>
The heart of historic London and picturesque Victoria Park	N/A	N/A	N/A	N/A	N/A	N/A	N/A	The proposed development is not located within or adjacent to Victoria Park and does not affect the park's location or function. <b>Therefore, mitigation measures are not required.</b>
Shady tree-lined streets with thick trunks and over-arching limbs creates a substantial canopy along a more intimate scale of the minor streets and lanes	N	N	N	N	N	N	N	The proposed development does not result in the removal of street trees or front yard trees. <b>Therefore, mitigation measures are not required.</b>
Grand trees of a variety of species and ages	N	N	N	N	N	N	N	The proposed development does not result in the removal of street trees or front yard trees. <b>Therefore, mitigation measures are not required.</b>
Traditional patterns of movement evident in the streets and lanes	N	N	N	N	N	N	N	The proposed development retains the traditional patterns of movement in the HCD including access from existing streets and laneways. <b>Therefore, mitigation measures are not required.</b>



### **6.3 Discussion of Impacts**

The proposed additions to 300 and 306 Princess Avenue would be located at the rear of the structures and would retain the majority of the identified heritage attributes of the buildings and the West Woodfield HCD. The proposed additions would result in alterations to the existing structures, and removal of heritage attributes located on the north elevation, which is considered a direct impact. There is also potential for alteration to heritage attributes on the remaining facades of the building if repair, rehabilitation or replacement of bricks, windows, soffits, or roofing is undertaken.

For the subject properties and the adjacent properties at 308, 320, and 322 Princess Avenue, there is the potential for indirect impacts related to land disturbances from construction activities. As outlined in Section 2.3, while impacts of vibration on heritage buildings are not well understood, vibrations may be perceptible in buildings with a setback of less than 40 metres. Given the direct adjacency of proposed development activities, mitigation measures are required to conserve the identified heritage resources.



## 7 Mitigation

As identified in Section 6, the proposed undertaking has the potential to result in direct and indirect impacts to identified CHVI within and adjacent to the Study Area. Accordingly, the mitigation options identified in InfoSheet #5 Mitigation Options (see Section 2.4) have been explored below. Consideration for each option is given for both the appropriateness of the mitigation in the context of the CHVI identified and its associated feasibility. An understanding of the surrounding context within which the Study Area is located is also considered.

### 7.1 InfoSheet #5 Mitigation Options

**Alternative development approaches:** The proposed development retains the existing buildings and locates the proposed addition to the rear of the structures, in line with the HCD guidance for additions. The new additions will be subordinate to the existing structures, as they do not exceed the original roof pitches and will be minimally visible from the public realm where they extend to the side yard setbacks. The proposed addition is compatible with the HCD Plan and therefore alternative development approaches are not required.

**Isolating development and site alteration from significant built and natural features and vistas:** The proposed additions are located at the rear of the existing structures and will not be highly visible from the public realm of the HCD. Therefore, they have been considered to be isolated from streetscape vistas of the HCD and the majority of heritage attributes identified for the properties in the Study Area.

**Design guidelines that harmonize mass, setback, setting, and materials:** The proposed undertaking has been designed to harmonize the massing, setback, and setting that aligns with the West Woodfield HCD Plan. The proposed massing of the structures is consistent with the design guidelines in the HCD Plan.

Materials and cladding for the proposed additions have been identified and are compatible with the original dwellings in that they are distinctive and subordinate to the original structures. Colours have not been determined but are anticipated to be a muted palette that ties in with painted trim or features on the remainder of the original structures to create a cohesive appearance.

**Limiting height and density:** Limiting the height and density of the proposed development is not required, as the proposed height and density are compatible with the existing structures and are located to the rear of the lot with the height not exceeding the peaks of the original rooflines.



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**Allowing only compatible infill:** The proposed additions are located at the rear of the existing buildings and follow the guidelines in the HCD Plan with respect to massing and materials. Therefore, this mitigation measure has already been implemented in the proposed development.

Where alterations are made to the remaining facades for the repair, rehabilitation, or replacement of brickwork, mortar, windows, porches, soffits, or roofing, the guidance in the HCD Plan must be followed. This includes:

- Consider repair or rehabilitation of original attributes rather than replacement
- Where replacement is required, replace original materials in kind, wherever possible, including bricks, mortar, windows, stone, wood trim, decorative elements, and slate roofing
- If replacement in kind is required, document the original feature thoroughly prior to replacement to carefully and accurately base replacement items on the originals
- Replacement of original windows and soffits with vinyl or aluminum clad windows is discouraged.

**Reversible alterations:** The proposed additions will result in irreversible changes to the existing structures, namely in the obscuring, alteration, or removal of heritage attributes on the north side of the residence. Reversible alterations to the rear elevations are not feasible to appropriately connect the additions to the existing residences. To mitigate alteration or removal of heritage attributes on the north elevations, detailed documentation and salvage are a strategy for mitigation where demolition or alteration of a heritage resource is anticipated. Documentation creates a public record of the resource, or resources, which provides researchers and the general public with a land use history, construction details, and photographic record of the property where permanent changes will occur.

Although documentation and salvage would not lessen the impact of these alterations, it would seek to record the CHVI identified making the building records available for future study. Documentation activities are typically carried out through photography, photogrammetry, and/or LiDAR scanning in advance of any changes made to the property.

In addition, the salvage of re-usable building materials is often recommended when historic material is being removed from its original setting. Historical building materials are often high-quality and can be re-used in other buildings or incorporated into modern developments as commemorative elements. Through the selective salvage of identified heritage attributes and other materials, the CHVI of a property can be retained, if in a different context. Salvage acknowledges the heritage attributes in their current context and, where feasible, allows for reuse. Salvage activities typically consist of the





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identification and recovery re-useable materials by a reputable salvage company or charity such as Habitat for Humanity, The Timeless Materials Company, or Artefacts Salvage & Design.

**Buffer zones, site plan control, and other planning mechanisms:** As the additions are planned directly adjacent to properties within the HCD, site plan controls will serve to protect adjacent properties from construction activities. This includes stabilization measures and protective barriers for the buildings to indicate where construction activities should be limited. An effective approach typically includes identification of the heritage structures on all demolition and construction plans to provide for sensitive treatment throughout construction activities.

To mitigate this risk, a strategy to carry out a pre-condition survey, vibration monitoring, and post-condition survey is typically employed. These plans are most often developed by a licensed Geotechnical Engineer with heritage experience.

The pre-construction condition survey typically includes screening the adjacent properties to establish the existing conditions and vulnerability of the structure. Following the pre-construction condition survey, acceptable vibration limits for the structure are established prior to construction based on existing conditions, soil conditions, and type of construction vibration. Should the need for monitoring be identified, monitoring the ground-borne vibration levels in peak particle velocity (PPV) while construction activities take place provide for the safeguarding of the structure in line with acceptable limits. The vibration monitoring program may include the installation of vibration monitoring equipment in the building. Where acceptable levels are exceeded, construction activities may need to be paused as directed by the Geotechnical Engineer to determine a less invasive method for construction. This could range from an adjustment in equipment to avoidance of a certain portion of the property given ground conditions. Only after vibration levels have decreased does construction resume. A post-construction condition survey would assist in determining damage associated with construction activities.



## **8 Recommendations**

### **8.1 Design Guidelines**

The proposed additions have materials that are generally sympathetic to the original structures. It is recommended that when colours are selected for the materials, they should be within the same colour palette as trim and decorative features the original structures to create a cohesive appearance, preferably in neutral tones. It is also recommended that the proponent consider adding understated decorative elements to the proposed additions that reflect the original designs, such as a plain wood cornice at the roofline, or cast concrete or stone lintels or windowsills. These features are not intended to replicate the original buildings but provide a cohesive appearance bridging the original and new design.

Conservation guidelines for the repair, rehabilitation, or replacement of heritage attributes on the front and side facades should be followed. These includes:

- Repairing rather than replacing wherever possible
- Replacing original materials in kind if they cannot be repaired
- Documenting the original feature thoroughly prior to replacement to carefully and accurately base replacement items on the originals
- Discouraging replacement of original windows and soffits with vinyl or aluminum clad windows

The proposed addition and alterations will require the approval of a Heritage Alteration Permit (HAP) by City Heritage Planning Staff. Design guidelines, as an addendum to this HIA, can be prepared in advance of the HAP to guide the permit process.

### **8.2 Documentation and Salvage**

Documentation and salvage is an appropriate mitigation measure for the heritage attributes on the north elevations of the original dwellings that will be altered, obscured or removed by construction for the new addition. While documentation and salvage would not lessen the impacts of alteration, it would seek to record the CHVI identified making the building available for future study. Documentation activities have been completed through this HIA.

Materials salvaged from the north façade should be salvaged where feasible, including original bricks, windows, lintels, windowsills, and trim. If feasible, salvaged items could be used within the proposed additions, such as within the new building facades or interior areas. If on-site reuse of salvage items is not feasible, they should be salvaged by a reputable salvage company or charity such as Habitat for Humanity, The Timeless



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### 8 Recommendations

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Materials Company, or Artefacts Salvage & Design for re-use elsewhere. Salvage is to be completed following approval of a HAP from the City.

### 8.3 Vibration Monitoring

In order to prevent negative indirect impacts, the adjacent heritage properties at 308, 320, and 322 Princess Avenue should be isolated from construction-related activities. These controls should be indicated on all construction mapping, flagged in the field onsite, and communicated to construction team leads. Vibration monitoring plans should also include stabilization measures and protective barriers for the adjacent listed properties to indicate where construction activities should be limited, this should include at minimum the installation of temporary fencing around heritage features.

In addition, vibration studies for the Study Area properties and adjacent properties at 308, 320, and 322 should be completed under the direction of a qualified geotechnical engineer or vibration specialist. A recommended approach to vibration assessment is as follows:

- Pre-condition survey should be prepared by a qualified engineer to determine the maximum acceptable vibration levels, or PPV levels and the appropriate buffer distance between construction activities and the adjacent heritage resources.
- Vibration monitoring should be carried out and consist of monitoring the ground-borne vibration levels, in PPV while construction activities take place.
- Post-construction condition survey should be carried out as determined by the Geotechnical Engineer. Post-construction condition survey shall be conducted after completion of construction for comparison purposes.

Vibration monitoring should be conducted in conjunction with the building permit process.



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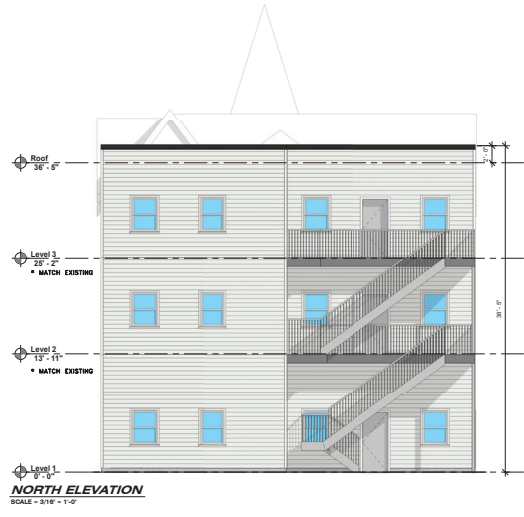
# Appendices



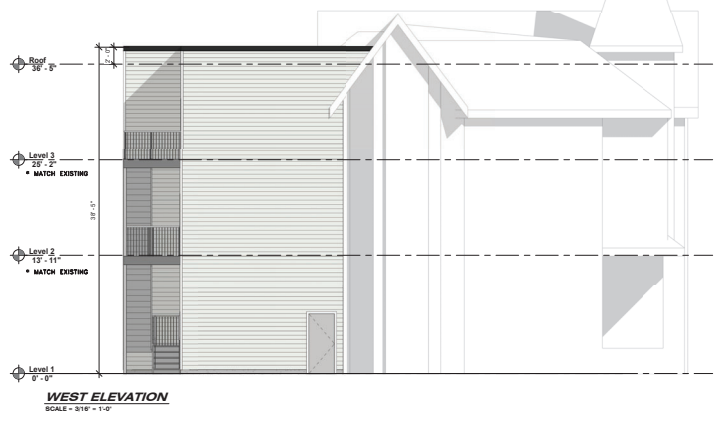
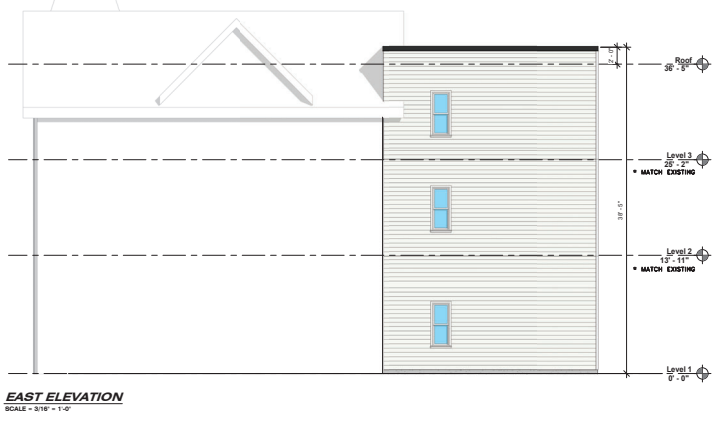
## **Appendix A    Site Plan, Elevations, and Renderings**





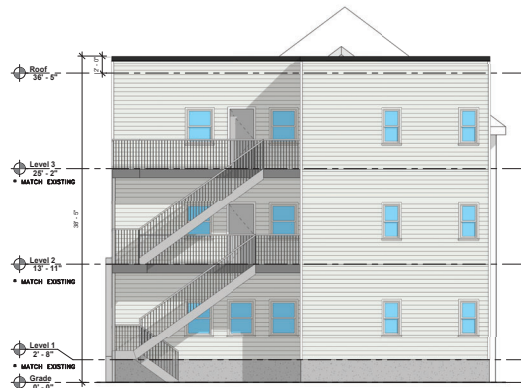


MATERIAL LEGEND		
HATCH	DESCRIPTION	COLOUR
[Hatch pattern]	HORIZONTAL COMPOSITE SIDING (HARDIE BOARD OR APPROVED EQUAL)	ARCTIC WHITE
[Hatch pattern]	FIN-FINISHED METAL CAP FLASHING	DARK GREY
[Hatch pattern]	EXTERIOR GLAZED ALUMINUM FRAME SYSTEM	CLEAR
[Hatch pattern]	HOLLOW METAL DOOR	COLOR & STYLE BY OWNER
[Hatch pattern]	CAST-IN-PLACE CONC. FOUNDATION WALL	GREY

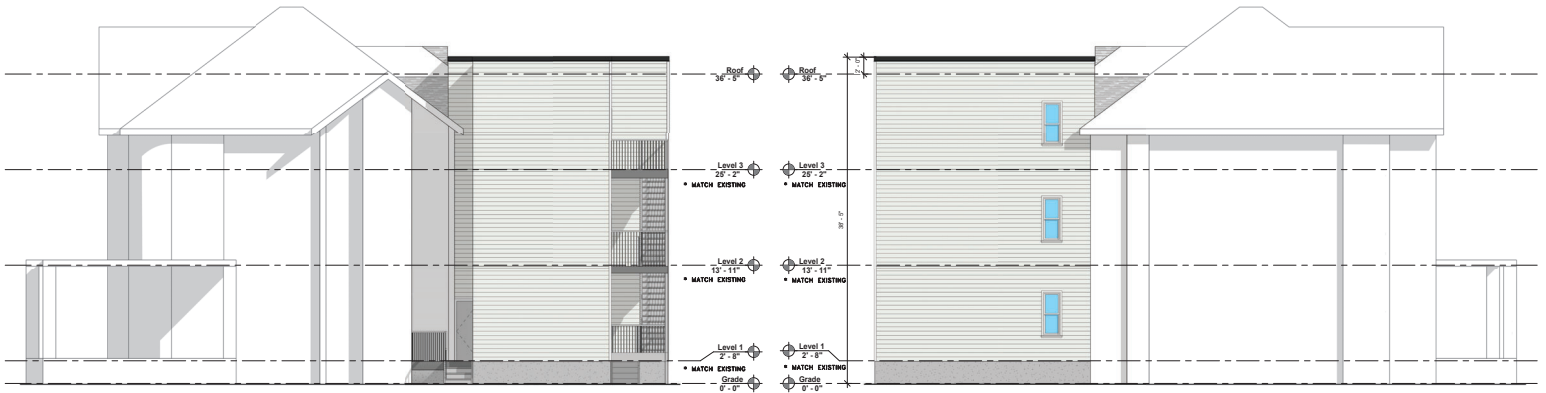


<b>GENERAL NOTES</b> 1. I/AM THE RESPONSIBILITY OF THE ARCHITECTURE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS AND CONDITIONS BEFORE CONSTRUCTION AND REPORT ALL DISCREPANCIES TO THE OWNER AND ARCHITECT IMMEDIATELY. 2. ALL CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE BUILDING CODES AND REGULATIONS. 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES. 4. ALL MATERIALS AND METHODS SHALL BE APPROVED BY THE ARCHITECT AND THE LOCAL AUTHORITIES. 5. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL UTILITIES AT ALL TIMES. 6. THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES AND STRUCTURES. 7. THE CONTRACTOR SHALL MAINTAIN THE SITE IN A SAFE AND SOUND CONDITION AT ALL TIMES. 8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INSURANCE COVERAGE. 9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY BONDS. 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY REFERENCES. 11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY REFERENCES. 12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY REFERENCES. 13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY REFERENCES. 14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY REFERENCES. 15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY REFERENCES. 16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY REFERENCES. 17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY REFERENCES. 18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY REFERENCES. 19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY REFERENCES. 20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY REFERENCES.	<b>DETAIL SYMBOL</b>  A: DETAIL NUMBER B: LOCATIONAL SHEET	<b>ELEVATION SYMBOL</b>  A: ELEVATION NUMBER B: LOCATIONAL SHEET	<b>CONSULTANT</b>  <b>STRIK BALDINELLI MONIZ</b> ARCHITECTS - CIVIL - STRUCTURAL - MECHANICAL - ELECTRICAL 300 PRINCESS AVE. 3RD FLOOR, TORONTO, ONT. M5G 1S5 TEL: 416-593-8888 WWW.SBMONIZ.COM	<b>PROJECT CLIENT</b> <b>DOMUS DEVELOPMENTS</b> 300 PRINCESS AVE. LONDON ON. N6B2A6	<b>DRAWING TITLE</b> <b>ELEVATIONS</b>	<table border="1"> <thead> <tr> <th>No.</th> <th>Date</th> <th>Revised/Revision</th> <th>ISSUED FOR:</th> <th>ISSUED BY:</th> <th>ISSUED DATE:</th> <th>ISSUED FOR:</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>2022/06/16</td> <td></td> <td>ISSUED FOR GSA</td> <td>ESL/2</td> <td>06/16/22</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	No.	Date	Revised/Revision	ISSUED FOR:	ISSUED BY:	ISSUED DATE:	ISSUED FOR:	1	2022/06/16		ISSUED FOR GSA	ESL/2	06/16/22																																																																
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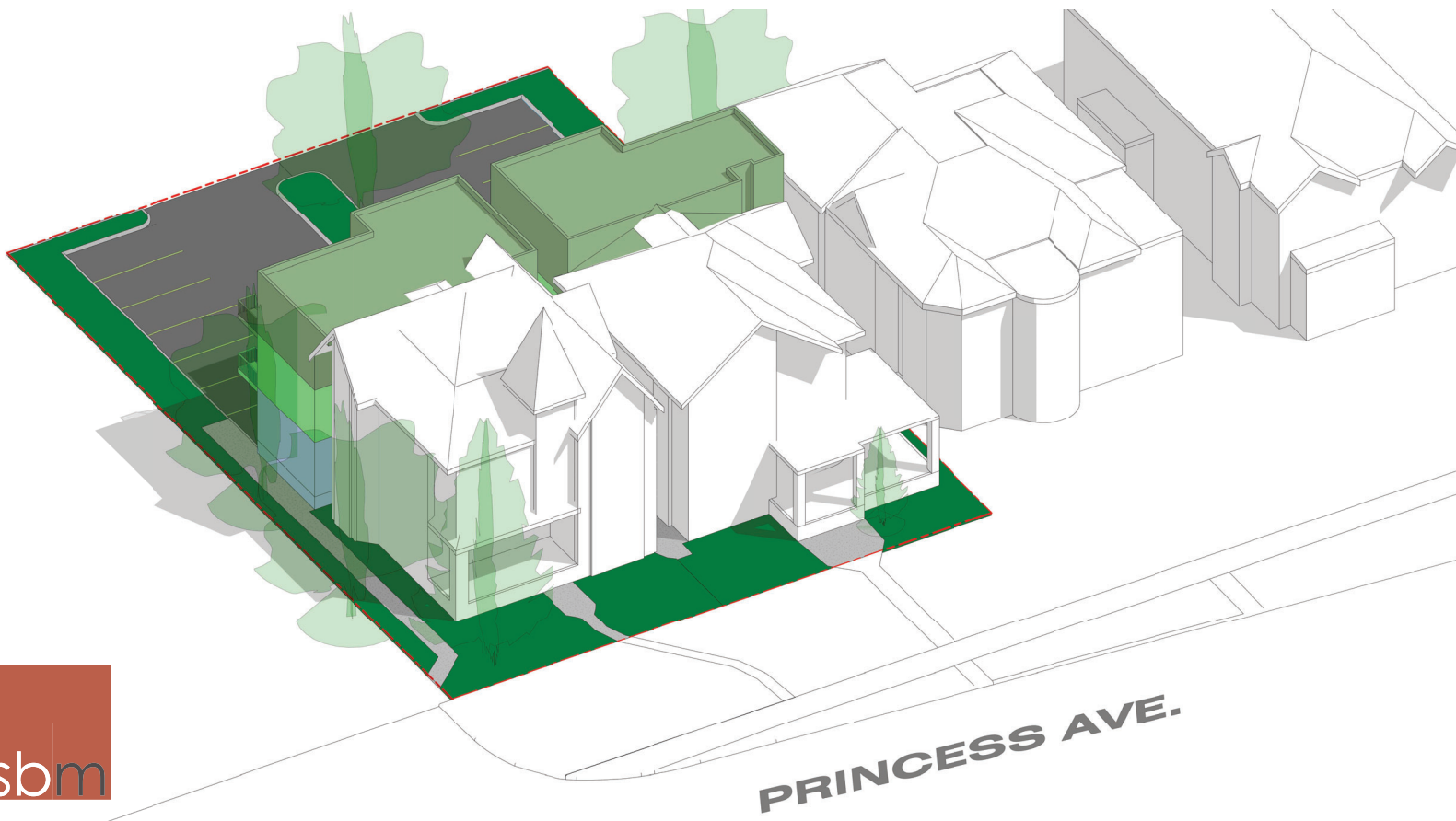


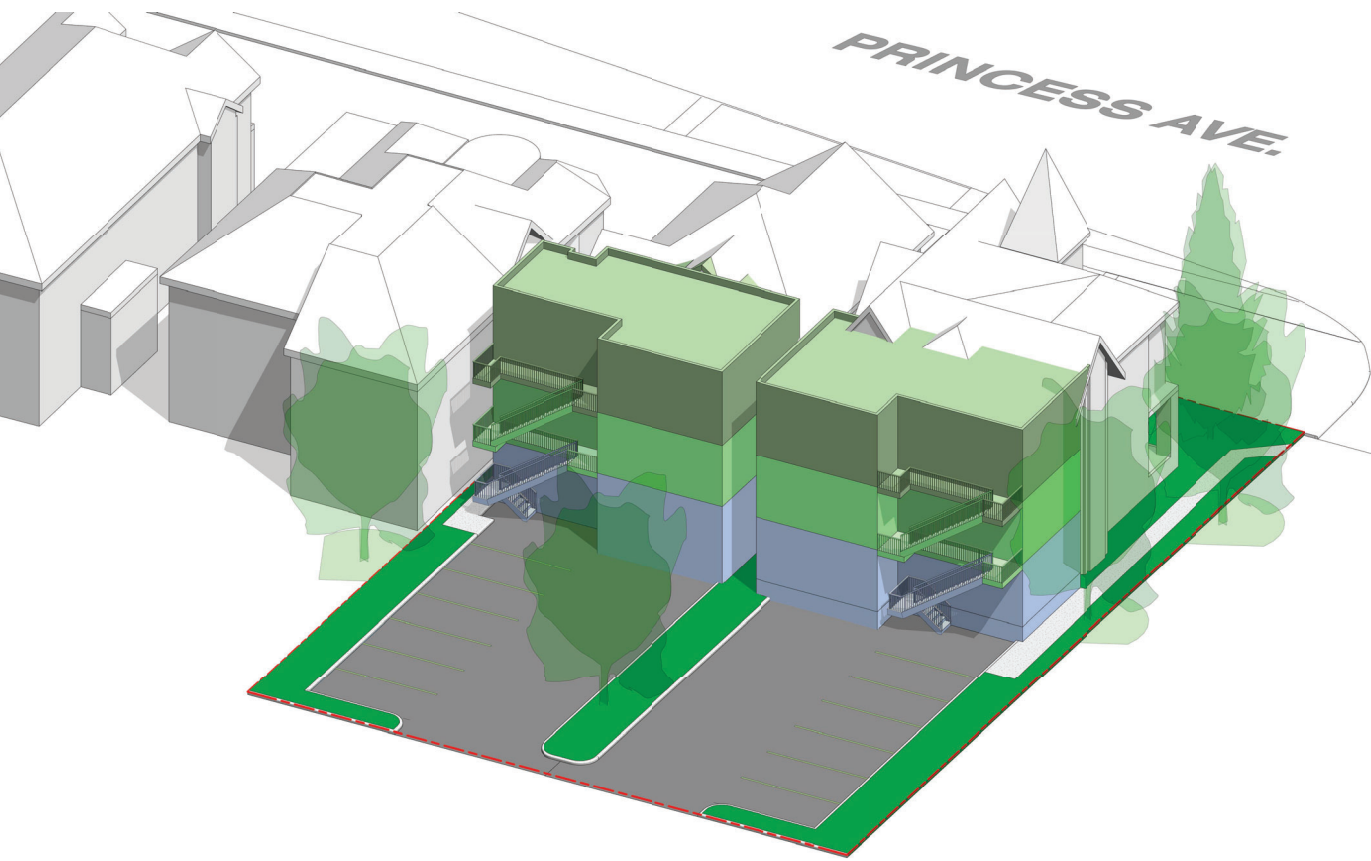
MATERIAL LEGEND		
HATCH	DESCRIPTION	COLOUR
	HORIZONTAL COMPOSITE SIDING (PINE BOARD OR APPROVED EQUAL)	ARCTIC WHITE
	PRE-FINISHED METAL CAP FLASHING	DARK GREY
	EXTERIOR GLAZED ALUMINUM FRAME SYSTEM	CLEAR
	HOLLOW METAL DOOR	COLOUR & STYLE BY OWNER
	CAST-IN-PLACE CONC. FOUNDATION WALL	GREY
	ASPHALT SHINGLES	COLOUR MATCH EXISTING



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						<b>APPROVER</b> 			







**Appendix B    West Woodfield Heritage Conservation  
District Character Statement**



The following heritage character statement summarizes the historical, architectural and contextual reasons why West Woodfield warrants designation as a heritage conservation district.

### **2.3.1 Historic Character**

The Woodfield Heritage Conservation District, almost immediately after it was incorporated into the city in 1840, became an enclave of the city's leading merchants, manufacturers and professionals who would continue to build their houses here until WWI. The area was directly adjacent to the growing core area where the city's factories, freight sheds, wholesale houses, retail stores and offices could be found. Business owners who wished to live as close as possible to the downtown, initially built nearby on King, Dundas, Queens and Dufferin and on the adjacent cross streets.

In more recent times, large parts of this area have been redeveloped and many of the houses converted. Woodfield however retains a large percentage of its homes, built by the city's elite in the same period. The most 'sought after' building lots were those surrounding Victoria Park, once it had been developed in the late 1870s. The park lands were retained following the subdivision of a large reserve bounded by Dufferin, Waterloo, Piccadilly, and Richmond and Clarence that had been used by the British army as a base (1838-1870) and then by the Western Fair and the local militia.

Most of the surviving structures date from the 1880-1914 period when London, like other eastern cities, experienced a boom. Most Londoners (especially the manufacturers and wholesalers) prospered in this period. Many moved to the area, retaining architects to design their new homes. A large number of the existing dwellings are the work of Robinson, Durand, and Moore, the city's leading architectural firm in this period. Several excellent and well-preserved examples of every major style can be found in the district.

A series of smaller scale homes, many with original stained glass wooden decorative work and porches, can be found north of Princess and east of Colborne. Also built during this period, they were first occupied by clerks, skilled labourers and travelers, many of whom worked for their nearby neighbours. Finally, a number of significant, early apartment buildings, most of which blend in with the residential structures, can be found throughout the district.

West Woodfield also contains the founding churches of several dominations. Available land and the proximity of their parishioners brought many of the leading churches of the day to Woodfield such as Metropolitan United and First St. Andrew's Presbyterian. At least four schools including the city's first high school, now Central Secondary, were built in the neighbourhood. Institutional offices and meeting space have been responsible for many conversions in the district from as early as 1905. Several later structures including the original Queens Avenue Central Library (1939), the Masonic





Temple (1964) and City Hall (1971), have caused some loss of building fabric but in turn, have become important elements in the present neighbourhood often serving as landmarks. The district presents a well-preserved residential neighbourhood that reflects an era when London moved to the national stage in terms of its manufacturing and wholesaling presence. The success enjoyed by both the owners and the employees of the enterprises that flourished in this period can be seen today in Woodfield's homes, churches and schools.

### **2.3.2 Architectural Character**

The West Woodfield neighbourhood is one of London's older neighbourhoods and retains a large number of original buildings that are well crafted and maintained and located prominently near the centre of the City. Architectural styles and influences are consistent with the more popular styles of the period in which they were constructed, including Queen Anne, Edwardian and Italianate styles. Of particular note in the neighbourhood are a substantial number of dwellings that are "storey-and-a-half" Queen Anne gable-front houses, some in concentrated groupings.

Many of the original houses were clearly built as luxury accommodation for the business and social elite of the city, constructed with large proportions and the finest materials and workmanship available, and now recording features of an era and lifestyle that cannot be replicated. In many other cities of North America, these resources have become white elephants in the deteriorated core of the city, but in London, they have mostly been retained with care and pride.

Throughout the neighbourhood, there is a visual consistency to the architecture, delivered through the repetition of such features as front porches including some very fine two storey examples, decorative gables, projecting bays, and recurring window forms and details. In addition to the residential building stock, there are a number of other prominent and well-preserved public buildings including four churches, the city's former public library, the band shell in Victoria Park and the City Hall. While the majority of the neighbourhood was constructed for, and remains as residential, conversions to commercial and office uses have occurred but with mostly positive impact on the quality of the streetscape. Despite some redevelopment and associated loss of original structures, overall the West Woodfield Neighbourhood presents a high quality cross-section of architecture from the late 19th and early 20th century with many buildings associated with key business and community leaders of the time.

### **2.3.3 Streetscape Heritage Character**

With shady tree-lined streets, and picturesque Victoria Park at its core, Woodfield is the heart of historic London. The stately trees of the neighbourhood impart a sense of history to the neighbourhood, the passage of time evident on their thick trunks and over-arching limbs. Their embracing canopy, along with the more intimate scale of many of the streets and lanes within the district create streetscapes that are remarkable.



The streets and lanes of Woodfield reflect more traditional patterns of movement and development, and although the neighbourhood has seen much change over the years, the character of the streetscape endures.

The very virtues of the neighbourhood's trees, the grandness of their size and age, make them a vulnerable element of the district's landscape. In order for the character of the streetscape to truly persist, a comprehensive tree replacement program should be implemented to ensure the lush canopy of West Woodfield remains one of the districts natural gems.





300 Dufferin Avenue  
P.O. Box 5035  
London, ON  
N6A 4L9

## Notice of Study Completion

December 21, 2023

### Kensington Bridge Environmental Assessment

The City of London has completed the Municipal Class Environmental Assessment study to identify, evaluate and determine the best long-term rehabilitation or replacement alternative solution and design concept for the Kensington Bridge (refer to Figure 1). The Environmental Assessment study recommends rehabilitation of the bridge with an arrangement that accommodates motorists, pedestrians and cyclists. The proposed works are sensitive to the cultural heritage value of the bridge, while extending the functional service life of the bridge by 50 years. This study was completed following the 'Schedule C' process of the Municipal Class Environmental Assessment (2000, as amended in 2007, 2011 and 2015). The recommended rehabilitation improvements include:

- Replacement of the concrete deck slab and repairs to substructure components.
- Repair and coating of structural steel components.
- Replacement of the existing pedestrian railing with a new railing system that replicates the aesthetic appeal of the original design.
- Construction of a crash tested barrier system on the north side of the bridge.
- Construction of decorative pillars with a name and date stone on the west end of the bridge similar to the original pillars which were removed in 2006.
- Increased travel lane widths from 3.0 m to 3.25 m to correspond closer to City Standards. Increased sidewalk widths from 1.83 m to 2.00 m as well as a raised 2.40 m wide cycle track.



Figure 1: Kensington Bridge Environmental Assessment Study Area

## Environmental Study Report

An Environmental Study Report has been prepared and a copy will be placed on public record on January 8, 2024 for thirty (30) calendar days. The Environmental Study Report can be reviewed by members of the public and/or any other interested party on the City of London's Get Involved website, at <https://getinvolved.london.ca/kensingtonbridge>. A hard copy will be available for review at the London Public Library – Central Branch – 251 Dundas Street, during regular hours and at the City of London Clerk's office 3<sup>rd</sup> floor (300 Dufferin Avenue) during regular hours of operation.

If there are any outstanding concerns or issues with this project during the 30-day review period, please address them to the City staff listed below and we will attempt to seek a mutually acceptable resolution.

Under Section 16 of the Environmental Assessment Act a request to the Minister of the Environment, Conservation and Parks for an order to require the City to undertake a higher level of assessment may only be made on the grounds that the order may prevent, mitigate or remedy adverse impacts on the existing Aboriginal or Treaty rights of an indigenous community. Requests under Section 16 can be made to:

**Minister of the Environment,  
Conservation and Parks**

Ministry of Environment, Conservation  
and Parks  
777 Bay Street, 5th Floor  
Toronto ON M7A 2J3  
minister.mecp@ontario.ca

**Director, Environmental Assessment  
Branch**

Ministry of Environment, Conservation  
and Parks  
135 St. Clair Avenue W, 1st Floor  
Toronto ON, M4V 1P5  
EABDirector@ontario.ca

If no issues or concerns are raised by February 7, 2024, the project will be considered to have met the requirements of the Municipal Class Environmental Assessment and may proceed with detailed design, tendering and construction of the recommended works as outlined in the Environmental Study Report.

To provide comments, please contact either of the following team members no later than February 7, 2024:

**Karl Grabowski, P.Eng**

Program Manager  
City of London  
300 Dufferin Avenue  
London ON, N6A 4L9  
Tel: 519-661-2489 x5071  
Email: [kgrabows@london.ca](mailto:kgrabows@london.ca)

**John Pucchio, P.Eng**

Project Manager  
AECOM Canada Ltd.  
250 York Street, Suite 410  
London ON, N6A 6K2  
Tel: 519-963-5880  
Email: [John.Pucchio@aecom.com](mailto:John.Pucchio@aecom.com)

Information collected will be used in accordance with the Freedom of Information and Protection Privacy Act. With the exception of personal information, all comments will become part of the public record.

This notice was first published on December 21, 2023

## **Stewardship Sub-Committee Report**

December 7, 2023

Time: 6:30pm  
Location: Zoom

Attendance: M. Whalley (chair), Jim Cushing, P. Milner, T. Regnier, M. Rice, B. Vazquez, K. Mitchener (staff), L. Dent (staff)  
Regrets: M. Bloxam, J. Gard, M. Thompson, K. Waud

### **Agenda Items**

#### **1. Demolition Request for Heritage Listed Property at 16 Wellington Road**

K. Mitchener gave an overview presentation regarding the Demolition Request for 16 Wellington Road including showing a 3-dimensional image of the property and providing an outline of proposed mitigation measures.

The Stewardship Sub-Committee reviewed the Cultural Heritage Evaluation Report, Heritage Impact Assessment and proposed commemoration strategy submitted for the property at 16 Wellington Road. The Stewardship Sub-Committee talked about the lose of this important building located at a prominent entrance to the city. The Stewardship Sub-Committee further discussed commemorative options outlined in the HIA, particularly why the cultural heritage interpretive sign proposed in Option A is located on the on other side of the street and not on the property at 16 Wellington Road. The Stewardship Sub-Committee also discussed the commemorative wall option and would like to see this concept pursued further as a commemorative measure.

Motion: The Stewardship Sub-Committee supports the inclusion of cultural heritage interpretative signage at 16 Wellington Road as a mitigative measure but would like to see the sign proposed on the property. Further, the Stewardship Sub-Committee would like to see more exploration of other commemorative measures such as including a commemorative wall that echoes the curve of the exterior wall of the building on the property at 16 Wellington Road. The Stewardship Sub-Committee would like to be consulted during further development of other commemorative measures.

Moved: M. Whalley, Seconded: J. Cushing. Passed.

**2. Demolition Request for Heritage Listed Properties at 26 Wellington Road, 28 Wellington Road, and 30 Wellington Road**

K. Mitchener gave an overview presentation regarding the Demolition Request for the properties at 26 Wellington Road, 28 Wellington Road, and 30 Wellington Road including showing a 3-dimensional image and providing an outline of proposed mitigation measures.

The Stewardship Sub-Committee reviewed the Cultural Heritage Evaluation Report, Heritage Impact Assessment and discussed the proposed commemoration strategy submitted for these properties. The Stewardship Sub-Committee remarked about the importance of early concrete block construction technique as represented on these properties.

Motion: The Stewardship Sub-Committee does not object to the demolition of the buildings on the properties at 26 Wellington Road, 28 Wellington Road, and 30 Wellington Road. The Stewardship Sub-Committee supports the use of a scanned relief of the concrete block pattern found on the buildings to fabricate a custom form liner for a noise wall but would also like to see salvage of some of the original concrete block to be incorporated into commemoration. The Stewardship Sub-Committee would also like to see cultural heritage interpretive signage included in commemoration that recognizes the significance of early concrete block construction technique in the City of London. Stewardship would like to be consulted during further development of other commemorative measures.

Moved: T. Regnier, Seconded: M. Rice. Passed.

Planning and Policy Sub-Committee Mtg  
November 21, 7:30pm - Lerner Room, London Public Library

In Attendance: Jean-Marc Metrailler, Stephanie Bergman, Jeff Gard, Sue Jory, Joshua Dent, Mike Wallace, Matt Thompson (New Resource Member).

1. Policies and Procedures for Sub-Committees
  - a. Concerns were raised regarding non-council-appointed members voting on sub-committees, and overall transparency of sub-committees.
  - b. The sub-committee agreed that having written policies and procedures for all CACP sub-committees would improve transparency, and will also help new members.
  - c. The sub-committee developed the attached draft policies and procedures for sub-committee FOR REVIEW BY CACP.
  - d. The Policies and Procedures include the development of a Terms of Reference for each sub-committee (to be developed by each sub-committee).
    - i. **Suggested Motion for CACP: The CACP agrees to abide by the attached policies and procedures for all sub-committees, and will make the policies and procedures, and terms of reference available to all existing and future members of the CACP.**
2. Discussion regarding the use of composite or alternative materials in heritage districts.
  - a. The following questions were discussed - besides the HCDs, are there any internal policies for when certain alternative materials will be accepted? I.e. what are the internal policies for approving composite decking? Where are these written and how can they be made public? Eg. TOR for HIA.
  - b. **ACTION: The Sub-Committee to invite a city staff representative to discuss these internal procedures and discuss transparency of HAP review.**
  - c. **Action: Stephanie to reach out to ACO to see if they have any educational material about the use of alternative/composite materials on heritage structures.**

Items to carry forward for next meeting: Request from city staff on update to heritage registry review.



## **DRAFT Policies and Procedures for All CACP Sub-Committees (FOR REVIEW)**

1. The following Sub-Committees currently operate under the CACP:
  - a. Planning and Policy Sub-Committee
  - b. Stewardship Sub-Committee
  - c. Education Sub-Committee
  - d. Archaeological Sub-Committee (as needed)
2. The Sub-Committees work on a consensus model. Where this is not possible, a voting member will make a motion on which the Sub-Committee will vote.
3. In accordance with the CACP Terms of Reference, Sub-committees may include non-CACP members of the public as deemed necessary, referred to as Resource Members. Resource members are non-voting members.
  - a. Sub-Committee Resource Members shall be approved by the CACP. This does not preclude sub-committees inviting experts or other individuals on an ad hoc basis, which should be disclosed on sub-committee minutes.
4. Each sub-committee shall develop a brief Terms of Reference that identifies their mandate (e.g. what items automatically get referred to the sub-committee, meeting cadence, process for setting up meetings, etc.)
5. Sub-Committee Structure:
  - a. Each Sub-Committee has a chair who maintains an email list (which [will](#) include members of [the subcommittee](#) and any otherwise interested [members](#) of CACP). All members of CACP are entitled to be on [subcommittee email lists](#) and receive sub-committee agendas if requested.

## Report to Community Advisory Committee on Planning

**To:** Chair and Members  
Community Advisory Committee on Planning  
**From:** Kyle Gonyou, RPP, MCIP, CAHP  
Manager, Heritage and Urban Design  
**Subject:** Demolition Request for the Heritage Listed Properties at 16  
Wellington Road & 26-28-30 Wellington Road, Ward 1  
**Date:** January 10, 2024

## Recommendation

Approval of the demolition request for the heritage listed properties at 16 Wellington Road and 26-28-30 Wellington Road is being recommended, in response to a request for demolition received by the City.

It being noted that commemorative measures will be implemented during the BRT Wellington Gateway construction project in recognition of the significant cultural heritage value of the abovementioned properties.

## Executive Summary

As part of the Transit Project Assessment Process (TPAP) for the London Bus Rapid Transit (BRT) project, the properties located at 16 Wellington Road and 26-28-30 Wellington Road were identified in the Cultural Heritage Screening Report (CHSR) as being directly impacted heritage listed properties. Further, as part of the TPAP, a Cultural Heritage Evaluation Report (CHER) was completed for the property at 16 Wellington Road, which determined that the property meets three of the nine criteria for heritage designation. A CHER was completed for a group of 35 properties along Wellington Road, including the properties at 26-28-30 Wellington Road, which determined that each of the properties each meet two of the nine criteria for heritage designation.

The Wellington Gateway construction project will have direct impacts to these properties. The impacts are unavoidable. Heritage Impact Assessments (HIAs) were prepared for these properties, recommending mitigation measures for the adverse impacts to these significant cultural heritage resources. The properties have been documented and recommendations to commemorate their cultural heritage value have been incorporated into the Detailed Design plans and will be implemented during the Wellington Gateway construction project.

Removing the properties from the Register of Cultural Heritage Resources will allow the buildings to be demolished in anticipation of the Wellington Gateway construction project.

## Analysis

### 1.0 Background Information

#### 1.1 Property Location

The subject property at 16 Wellington Road is located prominently on the northeast corner of the intersection of Wellington Road and Grand Avenue (Appendix B).

The subject properties at 26-28-30 Wellington Road are located on the east side of Wellington Road, between Grand Avenue and Watson Street (Appendix B).

#### 1.2 Cultural Heritage Status

The properties at 16 Wellington Road and 26-28-30 Wellington Road are heritage listed properties.

The property at 16 Wellington Road was first included on the *Inventory of Heritage Resources* in 1998. The *Inventory of Heritage Resources* was adopted as the Register, pursuant to Section 27, *Ontario Heritage Act*, on March 26, 2007.

The properties at 26-28-30 Wellington Road were added to the Register of Cultural Heritage Resources by Municipal Council Resolution on March 27, 2018.

### **1.3 Description**

#### **1.3.1 16 Wellington Road**

The subject property at 16 Wellington Road contains a one-storey Art Moderne style building with a smooth white stucco exterior surface (Appendix B, Images 1-3). The building is prominently placed on the northeast corner of Wellington Road and Grand Avenue, and features a flat roof, curved corner main entrance, and large rectangular-shaped glass block windows. The cornice and small overhang above the main entrance are clad in black metal. The building at 16 Wellington Road is set back from the property lines. Its frontage along Grand Avenue consists mainly of hardscape used for parking.

#### **1.3.2 26-28-30 Wellington Road**

The group of three buildings located on the subject properties at 26-28-30 Wellington Road are matching one-and-a-half-storey houses with side hall plans and steeply pitched gable roofs (Appendix B, Image 7). The houses are representative examples of the Queen Anne Revival style and are all primarily constructed of concrete block, a relatively new building material at the time of their construction, circa 1906. The building at 26 Wellington Road has seen alterations to the upper gable cladding (Appendix B, Image 4) and all three of the buildings have seen alterations to various windows. Despite these alterations, the overall massing and distinctive Queen Anne Revival styling remains reasonably consistent throughout the buildings on these three properties (Appendix B, Images 4-7).

### **1.4 History**

For a detailed property history, please refer to the Cultural Heritage Evaluation Reports (CHERs) for the properties located at 16 Wellington Road and 26-28-30 Wellington Road, included in the Selected Sources section of this report.

#### **1.4.1 16 Wellington Road**

The building on the property at 16 Wellington Road was built in 1946 by Robert Dobbyn. The building originally served as the office and printing plant for the Art Novelty Company, which specialized in the production of advertising and promotional products. The property was leased to Dobbyn Creative Printing Limited in 1973, and later sold to subsequent owners of Dobbyn Creative Printing Limited in 1977 and subsequently. The building continued to be used as a printing facility until as recently as 2010. The property was sold in 2015 and then sold again in 2023 to the City of London.

#### **1.4.2 26-28-30 Wellington Road**

The buildings located at 26-28-30 Wellington Road are situated on Lot 19, Registered Plan 11(4<sup>th</sup>). The lot was purchased by Joseph Nicholson in September of 1905 and subsequently subdivided into the three lots currently extant. In 1906, Nicholson constructed three matching houses, one on each of the three new lots.

In 1906, after the houses on each lot were constructed, Joseph Nicholson sold the properties. The property at 26 Wellington Road was sold to James A. Mapletoft for \$1,750. The property at 28 Wellington Road was sold to Alfred Woodfine for \$1,900. And the property at 30 Wellington Road was sold to Benjamin Askey for \$1,700. Each property passed through several owners in the following years and are now all owned by the City of London.

## 2.0 Discussion and Considerations

### 2.1 Legislative and Policy Framework

Cultural heritage resources are to be conserved and impacts assessed as per the fundamental policies of the *Provincial Policy Statement (2020)*, the *Ontario Heritage Act*, and *The London Plan*.

#### 2.1.1 Provincial Policy Statement

Heritage Conservation is a matter of provincial interest (Section 2.d, *Planning Act*). The *Provincial Policy Statement (2020)* promotes the wise use and management of cultural heritage resources and directs that “significant built heritage resources and significant cultural heritage landscapes shall be conserved” (Policy 2.6.1, *Provincial Policy Statement 2020*).

“Significant” is defined in the *Provincial Policy Statement (2020)* as, “resources that have been determined to have cultural heritage value or interest.” Further, “processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*.”

Additionally, “conserved” means, “the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained.”

#### 2.1.2 Ontario Heritage Act

Section 27, *Ontario Heritage Act* requires that a register kept by the clerk shall list all properties that have been designated under the *Ontario Heritage Act*. Section 27(1.2), *Ontario Heritage Act* also enables Municipal Council to add properties that have not been designated, but that Municipal Council “believes to be of cultural heritage value or interest” on the Register.

The only cultural heritage protection afforded to heritage listed properties is a 60-day delay in the issuance of a demolition permit. During this time, Council Policy directs that the Community Advisory Committee on Planning (CACP) is consulted, and a public participation meeting is held at the Planning & Environment Committee. A Cultural Heritage Evaluation Report (CHER) is required for a demolition request for a building or structure on a heritage listed property.

Section 29, *Ontario Heritage Act* enables municipalities to designate properties to be of cultural heritage value or interest. Section 29, *Ontario Heritage Act* also establishes consultation, notification, and process requirements, as well as a process to appeal the designation of a property. Objections to a Notice of Intention to Designate are referred back to Municipal Council. Appeals to the passing of a by-law to designate a property pursuant to the *Ontario Heritage Act* are referred to the Ontario Land Tribunal (OLT).

##### 2.1.2.1 Criteria for Determining Cultural Heritage Value or Interest

Ontario Regulation 9/06, as amended by Ontario Regulation 569/22, establishes criteria for determining the cultural heritage value or interest of individual properties. These criteria are consistent with Policy 573\_ of *The London Plan*. These criteria are:

1. The property has design or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.
2. The property has design or physical value because it displays a high degree of craftsmanship or artistic merit.
3. The property has design or physical value because it demonstrates a high degree of technical or scientific achievement.
4. The property has historical value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.
5. The property has historical or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.

6. The property has historical or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.
9. The property has contextual value because it is a landmark.

A property is required to meet two or more of the abovementioned criteria to merit protection under Section 29 of the *Ontario Heritage Act*.

### **2.1.3 The London Plan**

The Cultural Heritage chapter of *The London Plan* recognizes that our cultural heritage resources define our City's unique identity and contribute to its continuing prosperity. It notes, "The quality and diversity of these resources are important in distinguishing London from other cities and make London a place that is more attractive for people to visit, live or invest in." Policies 572\_ and 573\_ of *The London Plan* enable the designation of individual properties under Part IV of the *Ontario Heritage Act*, as well as the criteria by which individual properties will be evaluated.

In addition, there are policies directing mitigation approaches for projects with direct impacts to cultural heritage resources.

Policy 567\_ states: "In the event that demolition, salvage, dismantling, relocation or irrevocable damage to a cultural heritage resource is found necessary, as determined by City Council, archival documentation may be required to be undertaken by the proponent and made available for archival purposes."

Policy 569\_ states: "Where, through the process established in the Specific Policies for the Protection, Conservation and Stewardship of Cultural Heritage Resources section of this chapter and in accordance with the Ontario Heritage Act, it is determined that a building may be removed, the retention of architectural or landscape features and the use of other interpretive techniques will be encouraged where appropriate."

### **2.1.4 Register of Cultural Heritage Resources**

Municipal Council may include properties on the Register of Cultural Heritage Resources that it "believes to be of cultural heritage value or interest." These properties are not designated but are considered to have potential cultural heritage value or interest.

The Register of Cultural Heritage Resources states that further research is required to determine the cultural heritage value or interest of heritage listed properties. If a property is evaluated and found to not meet the criteria for designation, it should be removed from the Register of Cultural Heritage Resources.

The properties at 16 Wellington Road and 26-28-30 Wellington Road are included on the Register of Cultural Heritage Resources as listed properties.

## **3.0 Financial Impact/Considerations**

None

## **4.0 Key Issues and Considerations**

The City of London Rapid Transit Master Plan (RTMP) proposed a 24-kilometre Bus Rapid Transit (BRT) system comprised of four segments, combined into two operation routes: the north/east corridor and the south/west corridor, with 38 bus stops in total. The BRT system was approved by the City of London Council through the RTMP in July 2017. The second stage of the process was completed using the Transit Project Assessment Process (TPAP) under *Ontario Regulation 231/08: Transit Projects and*

## *Metrolinx Undertakings.*

The City of London is in the Detailed Design Phase for the Wellington Gateway segment of the BRT project. The Wellington Gateway segment extends south from the Downtown Loop segment at King Street and extends 7.5 kilometres south along Wellington Street/Wellington Road to the intersection of Exeter Road and Bessemer Road near Highway 401.

The Wellington Gateway construction project involves the widening of Wellington Road at its intersection with Grand Avenue to accommodate dedicated transit lanes and a new multi-use pathway. As the buildings located at 16 Wellington Road and 26-28-30 Wellington Road are currently located near the current right-of-way, the impact of the road widening as proposed in the Detailed Design phase of this project poses a direct impact to the buildings.

Previously, each property was evaluated in a CHER using the criteria of *O. Reg. 9/06: Criteria for Determining Cultural Heritage Value or Interest*. Each of these properties met the minimum mandated criteria for designation under the *Ontario Heritage Act* and are understood to be significant cultural heritage resources. Subsequently, the impacts of the proposed BRT project were considered in a Heritage Impact Assessments (HIAs) prepared for the properties at 16 Wellington Road and 26-28-30 Wellington Road to recommend options to mitigate potential negative impacts arising from the BRT project.

### **4.1 16 Wellington Road**

A CHER was prepared by AECOM in November 2018 and an HIA was prepared by AECOM in October 2023 for the property at 16 Wellington Road.

#### **4.1.1 Cultural Heritage Evaluation Report (CHER)**

The CHER completed as a part of the Environmental Project Report (EPR) completed under the Transit Project Assessment Process (TPAP). The property at 16 Wellington Road was evaluated against criteria from *O. Reg. 9/06*. The property was determined to have significant cultural heritage value or interest, meeting three of the aforementioned criteria. A Statement of Cultural Heritage Value or Interest was prepared, and heritage attributes were identified. Further information can be found in the CHER included in the Selected Sources section of this report.

The CHER recommended that an HIA be prepared for this property to identify appropriate mitigation measures with respect to any anticipated impacts.

#### **4.1.2 Heritage Impact Assessment (HIA)**

An HIA for the property at 16 Wellington Road was completed based on the 90% Detail Design for the Wellington Gateway construction project (Appendix C).

The HIA determined that retention of the existing building *in-situ* is not feasible as there are direct impacts to the building by the planned roadway alignment. Relocation of the existing building was determined unfeasible as the type and size of the structure is not conducive. Demolition and additional mitigation measures were determined to be the only feasible approach, including:

- Documentation of the building in compliance with Policy 567\_ of *The London Plan*, using photography and measured drawings; and
- Commemoration of the property including the installation of a cultural heritage interpretive sign and a retaining wall reflecting the rounded profile of the existing building at 16 Wellington Road.

Staff agree with the findings and recommendations of the HIA for the property at 16 Wellington Road.

#### **4.1.3 Documentation and Commemoration**

To date, the existing building on the property at 16 Wellington Road has been documented photographically by staff. Using Remotely Piloted Aircraft Systems (RPAS), the exterior of the building has been documented in the form of a highly detailed three-dimensional model showing all elevations of the building (Appendix E,

Images 9-10). Measured elevation drawings have also been completed for all elevations of the building and can be found in Appendix E.

The commemoration measured recommended by the HIA have been carefully considered by the project team as the Wellington Gateway construction project has progressed through the Detail Design stage. The HIA recommended a variety of commemoration options, including the installation of a curved retaining wall, reflecting the curved profile and material finish of the existing building on the corner of the property at 16 Wellington Road. In subsequent revisions during the Detail Design phase of the Wellington Gateway project, it was determined that a retaining wall would no longer be required in this location. Staff considered the implementation of a curved noise-barrier wall, reflecting the curved profile of the existing building. It was determined that a curved noise wall is not technically feasible.

A cultural heritage interpretive sign is recommended to commemorate the cultural heritage value of the property at 16 Wellington Road. The cultural heritage interpretive sign is proposed to be installed nearby the subject property in the gore (triangular parcel of land) created by the intersection Wellington Road and High Street. The location of the cultural heritage interpretive sign is identified on the Detailed Design drawings included in Appendix I. The Education Sub-Committee of the CACP will be consulted in the development of the content and details of the cultural heritage interpretive sign.

#### **4.2 26-28-30 Wellington Road**

A CHER was prepared by AECOM in January 2019 for a group of 35 properties, including those at 26-28-30 Wellington Road, and an HIA was prepared by AECOM in May 2023 for the properties at 26-28-30 Wellington Road.

##### **4.2.1 Cultural Heritage Evaluation Report (CHER)**

The CHER for a group of 35 properties along Wellington Road, including those at 26-28-30 Wellington Road, was completed as a part of the Environmental Project Report (EPR) completed under the Transit Project Assessment Process (TPAP). The properties at 26-28-30 Wellington Road were each evaluated against criteria from *O. Reg. 9/06*. The properties were all determined to have significant cultural heritage value or interest, each individually meeting two of the aforementioned criteria. A Statement of Cultural Heritage Value or Interest was drafted for each of the properties and heritage attributes were identified. Further information can be found in the CHER included in the Selected Sources section of this report.

The CHER recommended that an HIA be prepared for these properties to identify appropriate mitigation measures with respect to any potential impacts.

##### **4.2.2 Heritage Impact Assessment (HIA)**

An HIA for the properties at 26-28-30 Wellington Road was completed based on the 50% Detail Design for the Wellington Gateway construction project (Appendix D).

The HIA determined that retention of the existing buildings in-situ as well as relocation of the existing buildings are not considered to be feasible. A Structural Condition Assessment for 26-28-30 Wellington Road was completed by EXP Services on June 10, 2022, finding that approximately 30-40% of the exterior façades, constructed of the “one-of-a-kind” handmade concrete blocks, would require repairs and/or removal for each building to be safe to move. The HIA concluded that the number of repairs required would diminish the integrity of this heritage attribute. Demolition and additional mitigation measures were recommended by the HIA, including:

- Documentation of the building in compliance with Policy 567\_ of *The London Plan*, using photography and measured drawings; and
- Commemoration of the subject properties including the installation of a metal plaque for each building, installed in the sidewalk/boulevard near the former location of the buildings.

Staff agree with the findings and recommendations of the Heritage Impact Assessment for the properties at 26-28-30 Wellington Road.

### **4.2.3 Documentation and Commemoration**

To date, the existing buildings on the properties at 26-28-30 Wellington Road have been documented photographically by staff. Through the use of Remotely Piloted Aircraft Systems (RPAS), the exterior of the building on the property at 28 Wellington Road has been documented in the form of a highly detailed three-dimensional model showing all elevations of the building (Appendix H, Images 11-12). The existing building at 28 Wellington Road was elected as a representative example suitable for documentation. Measured elevation drawings have also been completed for all elevations of the building and can be found in Appendix F.

The commemoration measured recommended by the HIA have been carefully considered as the Wellington Gateway construction project has progressed through the Detail Design stage. The HIA recommended a variety of commemoration options, including the installation of metal plaques in the public sidewalk commemorating the buildings. Staff considered the recommended commemoration options in terms of an implementation and operations perspective and deemed this approach to be unfeasible due to operational, maintenance, and safety concerns.

To commemorate the significant cultural heritage value of the resources on the properties at 26-28-30 Wellington Road, the RPAS documentation has been used to create a profile of the concrete block exterior of the buildings. This profile will be replicated in the nearby noise wall along the east side of Wellington Road between Kennon Place and Grand Avenue to maintain the significant physical and design value of this early expression of the material. The location of the noise wall is shown on the Detailed Design drawings included in Appendix I.

### **4.3 Consultation**

The CHER for the property at 16 Wellington Road was previously circulated to the London Advisory Committee on Heritage (LACH) at its meeting on December 18, 2018.

And, the properties at 26-28-30 Wellington Road were evaluated as part of the Wellington Group CHER that was previously circulated to the LACH at its meeting on February 13, 2019.

Pursuant to the Council Policy Manual, notification of the opportunity to participate in the public participation meeting regarding a demolition request for the heritage listed properties at 16 Wellington Road and 26-28-30 Wellington Road will be sent to property owners within 120m of the subject property on January 11, 2024, as well as community groups including the Architectural Conservancy Ontario – London Region Branch, the London & Middlesex Historical Society, and the Urban League of London. Notice will be published in *The Londoner* on January 11, 2024.

## **5.0 Conclusion**

The properties at 16 Wellington Road and 26-28-30 Wellington Road were identified, included on the Register of Cultural Heritage Resources, and evaluated using the criteria of *O. Reg. 9/06*. The evaluations found that each of the properties met the minimum criteria to merit designation under the *Ontario Heritage Act*.

The Wellington Gateway construction project for BRT will have direct impacts to each of these properties. These impacts cannot be avoided. The potential negative impacts were considered in the HIAs prepared for these properties, which recommended mitigation measures.

Mitigation measures recommended to mitigate adverse impacts have been carried forward by the project team in the Detailed Design for the Wellington Gateway construction project. Documentation, using photographs, elevation drawings, and 3D models, have been prepared for a representative sample of the buildings. Commemoration is proposed in the form of a custom profile for the required noise wall,



replicating the concrete blocks of the houses at 26-28-30 Wellington Road, and the installation of a future cultural heritage interpretive sign nearby.

The in-situ conservation of significant cultural heritage resources is preferred and is the most consistent with the provincial and municipal policy framework. Staff have carefully considered the cultural heritage values and heritage attributes of these resources, the potential alternatives and impacts to each of these resources, and the proposed mitigation measures. Recognizing the cultural heritage value of the resources at 26-28-30 Wellington Road, staff recommend that the proposed mitigation measures be implemented, and the properties be removed from the Register of Cultural Heritage Resources.

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Manager, Heritage and Urban Design

### Appendices

Appendix A	Property Locations
Appendix B	Images
Appendix C	Heritage Impact Assessment: 16 Wellington Road (AECOM, October 2023) (attached separately)
Appendix D	Heritage Impact Assessment: 26-28-30 Wellington Road (AECOM, May 2023) (attached separately)
Appendix E	Elevation Drawings: Building at 16 Wellington Road
Appendix F	Elevation Drawings: Buildings at 26-28-30 Wellington Road
Appendix G	3D Documentation: Building at 16 Wellington Road (SkyDeploy)
Appendix H	3D Documentation: Buildings at 28 Wellington Road (SkyDeploy)
Appendix I	Wellington Gateway Construction Project Detail Design Drawings

### Selected Sources

- Corporation of the City of London. *2023-2027 Strategic Plan*.
- Corporation of the City of London. Property file.
- Corporation of the City of London. *Register of Cultural Heritage Resources*. 2022.
- Corporation of the City of London. *The London Plan*. 2022 (consolidated).
- Ministry of Culture. *Ontario Heritage Toolkit: Heritage Property Evaluation*. 2006.
- Ontario Heritage Act*. 2023, c. 21. Sched. 6.
- AECOM Canada Ltd. Cultural Heritage Evaluation Report: 16 Wellington Road, London, Ontario. November 2018. <https://pub-london.escribemeetings.com/filestream.ashx?DocumentId=55758>
- AECOM Canada Ltd. Cultural Heritage Evaluation Report: 35 Properties, Wellington Road, London, Ontario Bus Rapid Transit – Transit Project Assessment Process. January 2019. <https://pub-london.escribemeetings.com/filestream.ashx?DocumentId=57675>
- AECOM Canada Ltd. Heritage Impact Assessment: 16 Wellington Road, London, Ontario Wellington Gateway Bus Rapid Transit and Infrastructure Improvements. October 2023.
- AECOM Canada Ltd. Heritage Impact Assessment: 26-30 Wellington Road, London, Ontario Wellington Gateway Bus Rapid Transit and Infrastructure Improvements. May 2023.

# Appendix A – Property Locations

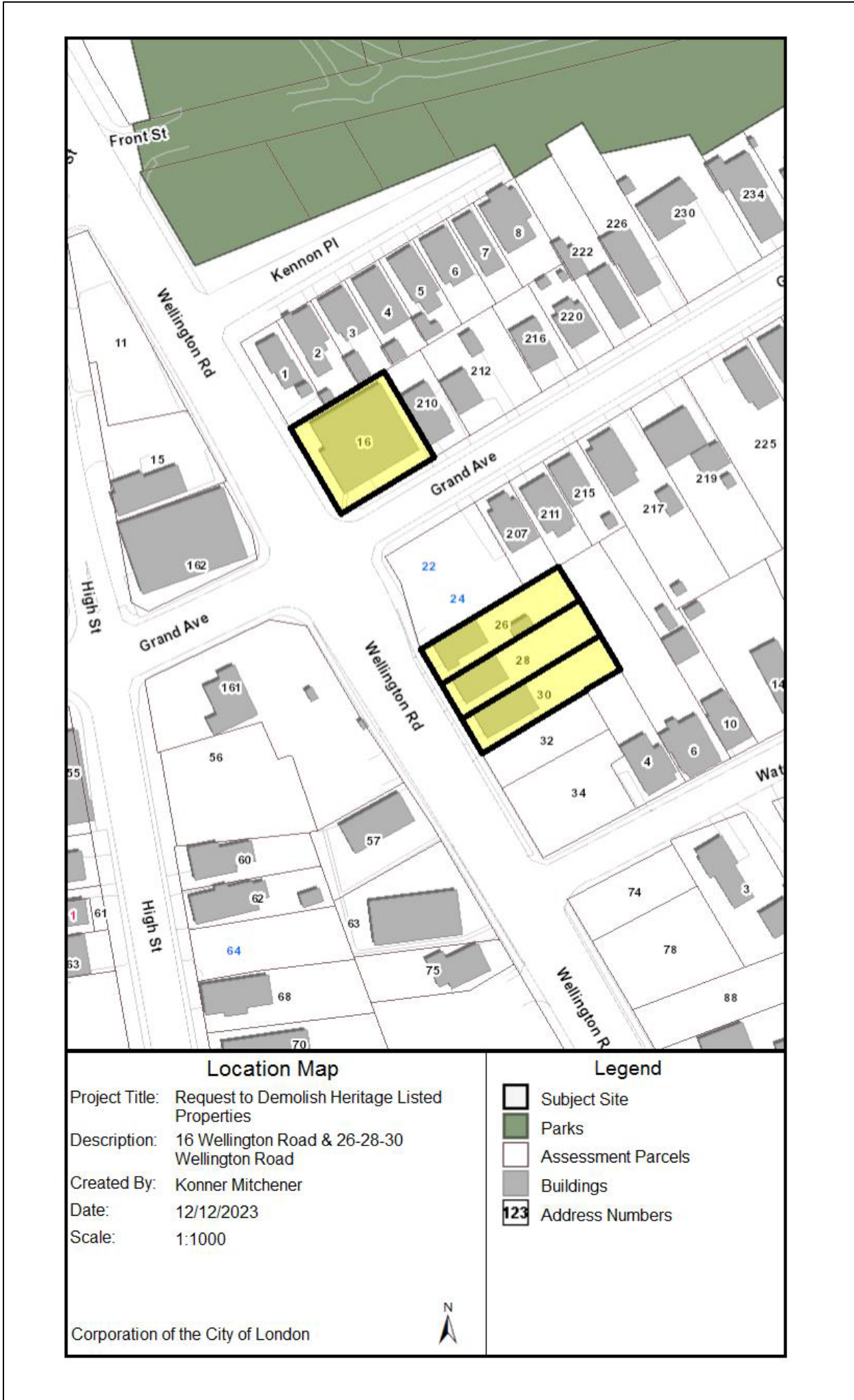


Figure 1: Location of the subject properties at 16 Wellington Road and 26-28-30 Wellington Road.

**Appendix B – Images**



*Image 1: Photograph of the building on the subject property at 16 Wellington Road (taken September 20, 2023).*



*Image 2: Photograph of the south elevation of the building on the subject property at 16 Wellington Road (taken September 20, 2023).*



*Image 3: Photograph of the west elevation of the building on the subject property at 16 Wellington Road (taken September 20, 2023).*



*Image 4: Photograph showing part of the building on the subject property at 26 Wellington Road (taken September 20, 2023).*



Image 5: Photograph showing part of the building on the subject property at 28 Wellington Road (taken September 20, 2023).



Image 6: Photograph showing part of the building on the subject property at 30 Wellington Road (taken September 20, 2023).



Image 7: Photograph showing the buildings on the subject properties at 26-28-30 Wellington Road (taken November 17, 2022).



Image 8: Photograph showing the buildings on the subject properties at 26-28-30 Wellington Road (taken September 20, 2023).

## **Appendix C – Heritage Impact Assessment: 16 Wellington Road**

Heritage Impact Assessment (AECOM Canada Ltd., dated October 2023) – *attached separately*

## **Appendix D – Heritage Impact Assessment: 26-30 Wellington Road**

Heritage Impact Assessment (AECOM Canada Ltd., dated August 2023) – *attached separately*



**Appendix E – Elevation Drawings: Building at 16 Wellington Road**

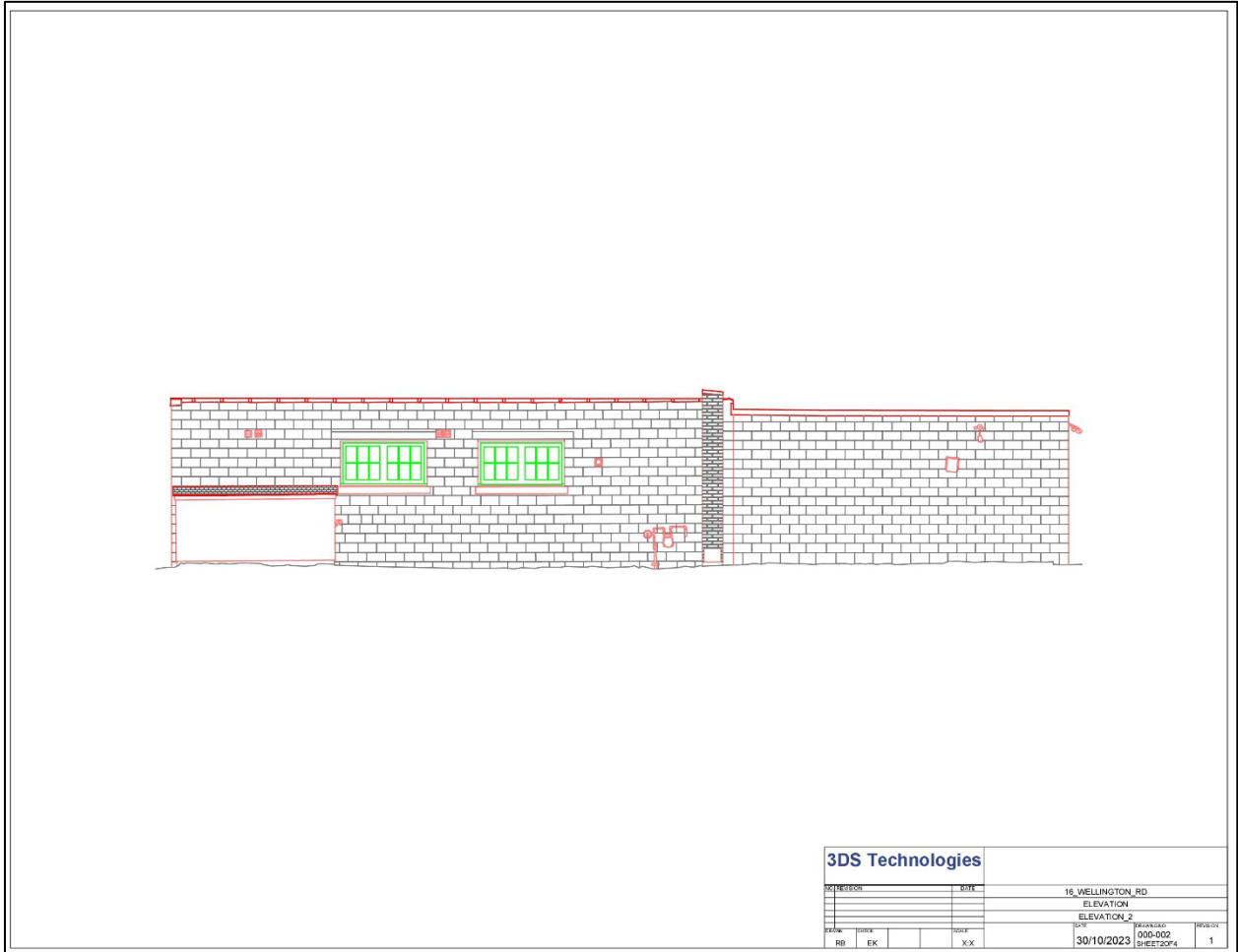


Figure 2: North elevation of the building at 16 Wellington Road (3DS Technologies, dated October 30, 2023).

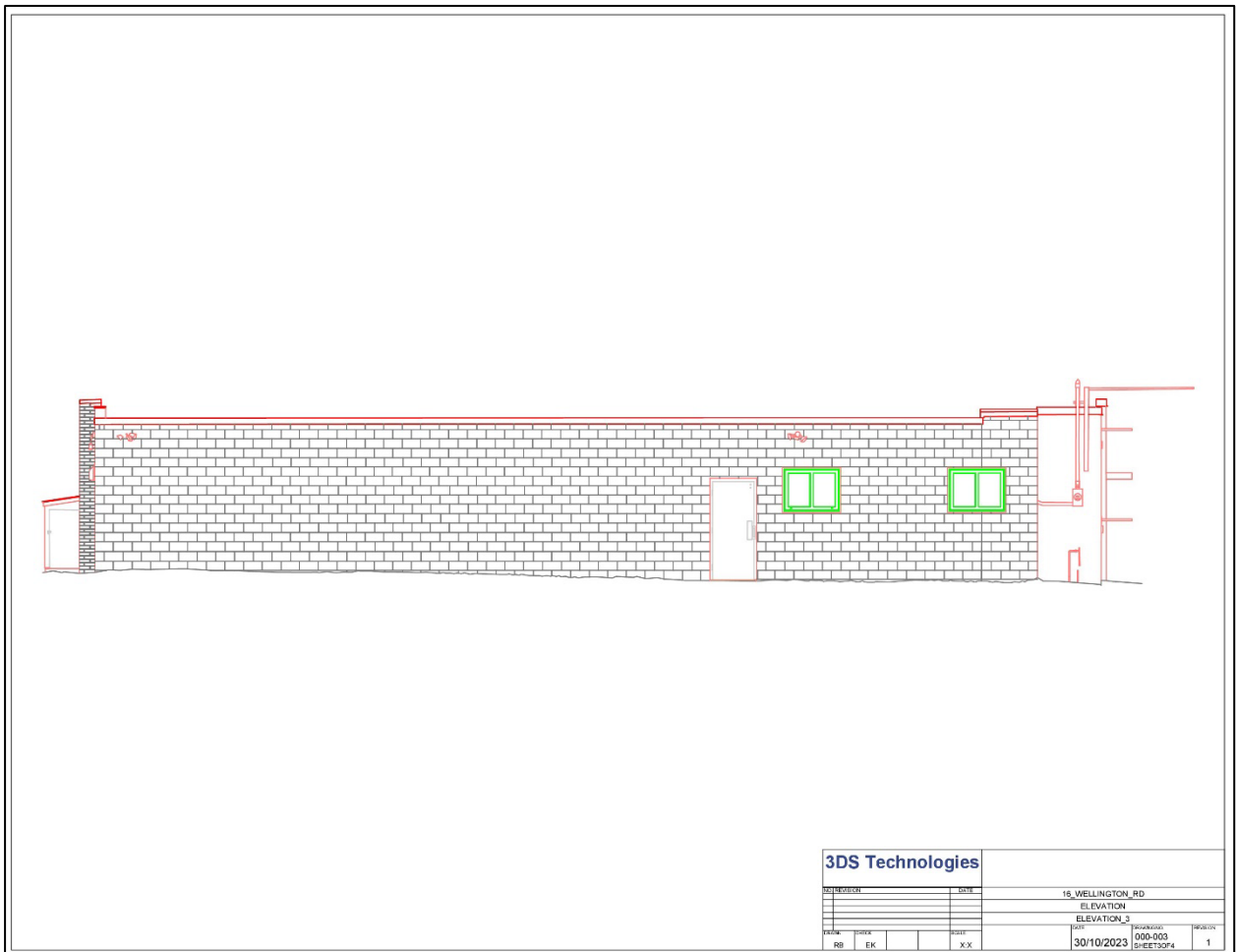


Figure 3: East elevation of the building at 16 Wellington Road (3DS Technologies, dated October 30, 2023).

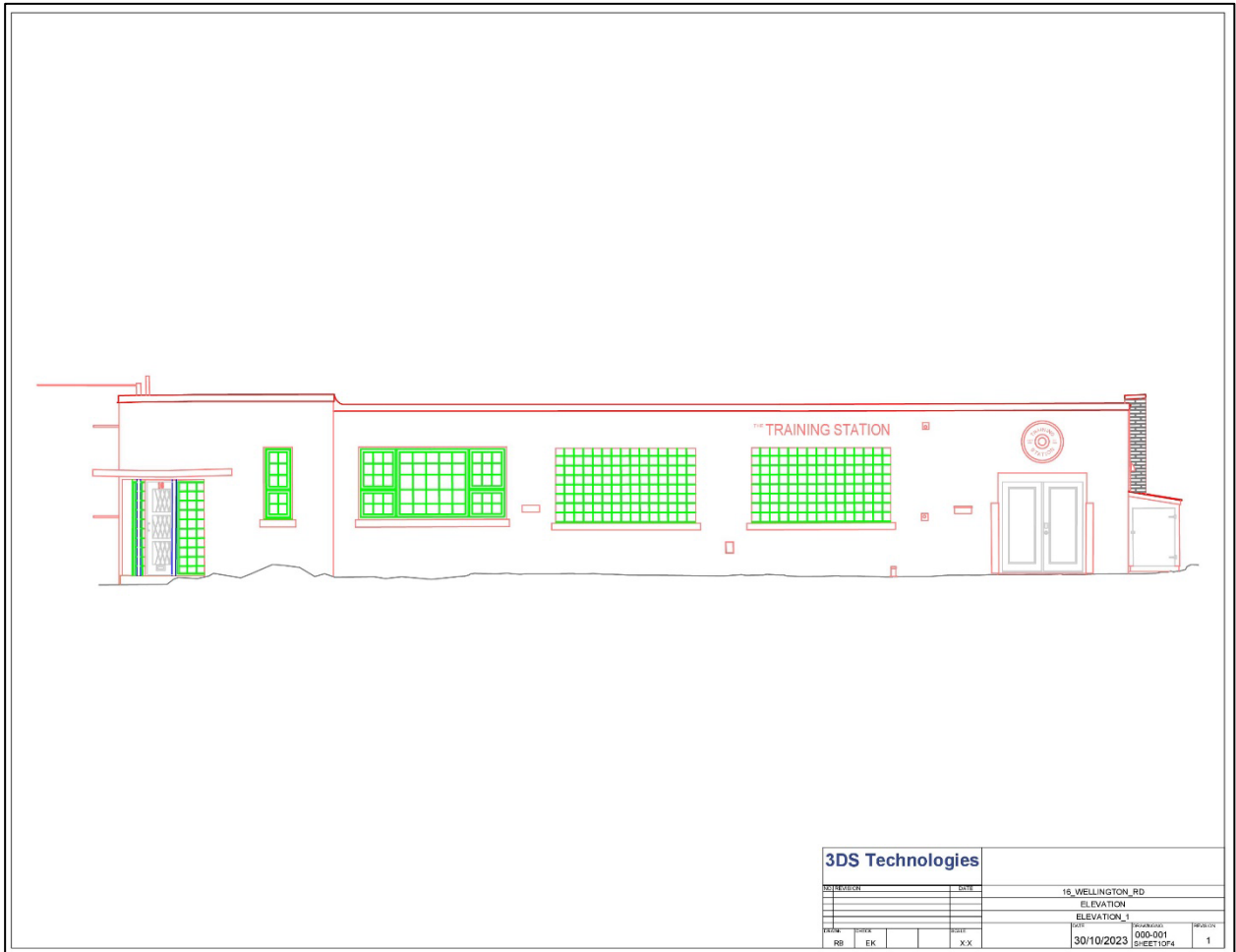


Figure 4: South elevation of the building at 16 Wellington Road (3DS Technologies, dated October 30, 2023).

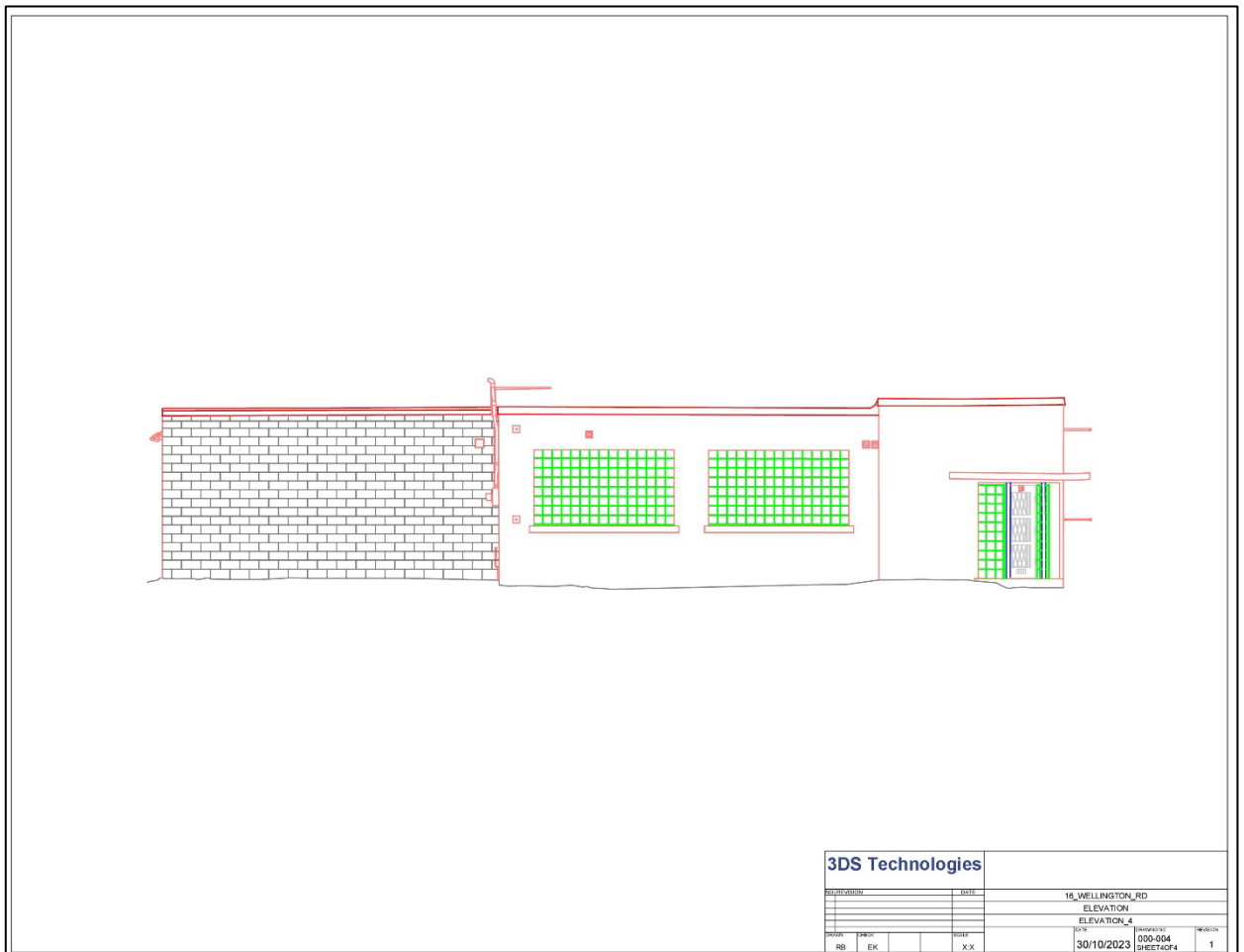


Figure 5: West elevation of the building at 16 Wellington Road (3DS Technologies, dated October 30, 2023).

# Appendix F – Elevation Drawings: Buildings at 26-28-30 Wellington Road



Figure 6: North elevation of the house at 26 Wellington Road (3DS Technologies, dated October 6, 2023).

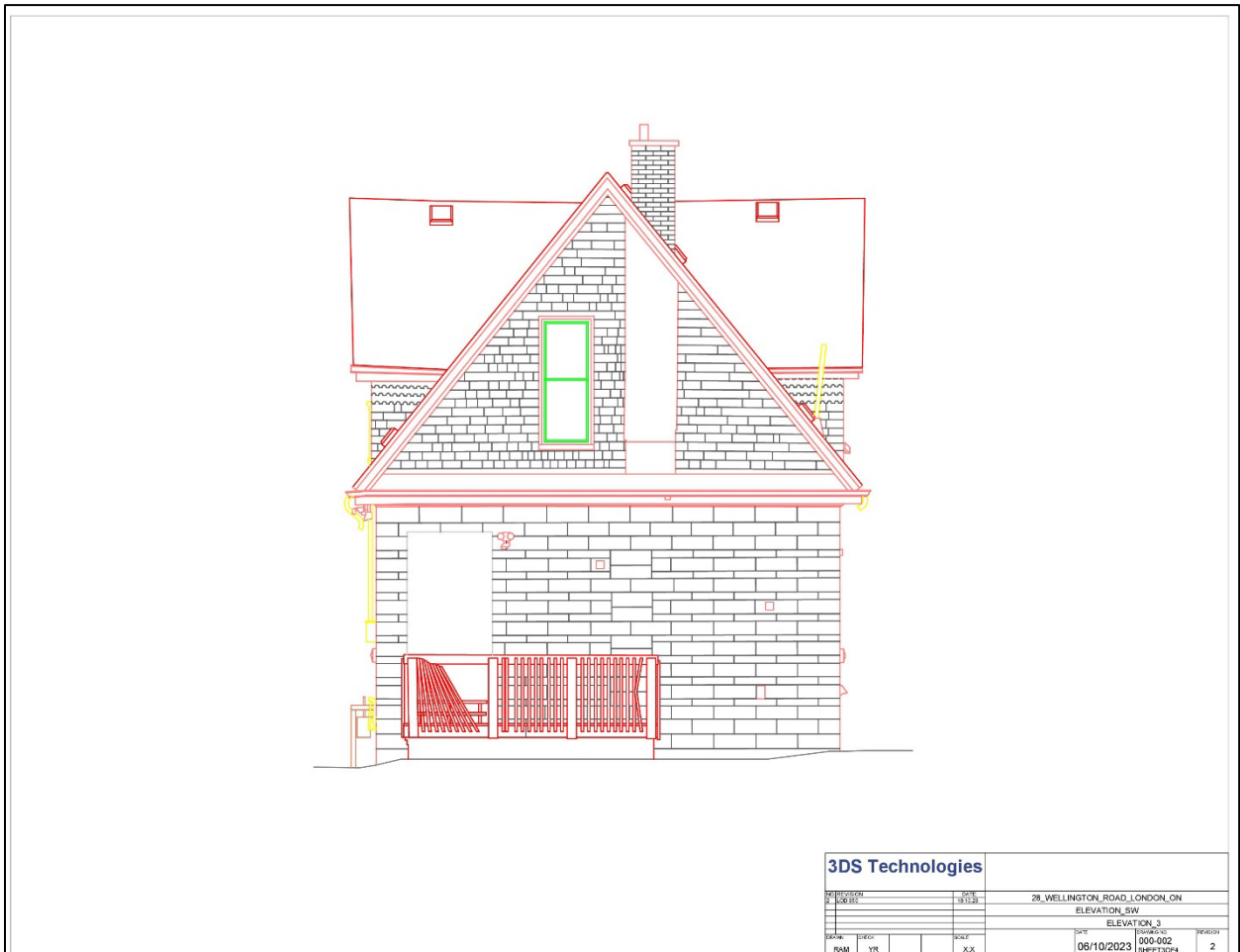


Figure 7: East elevation of the house at 26 Wellington Road (3DS Technologies, dated October 6, 2023).

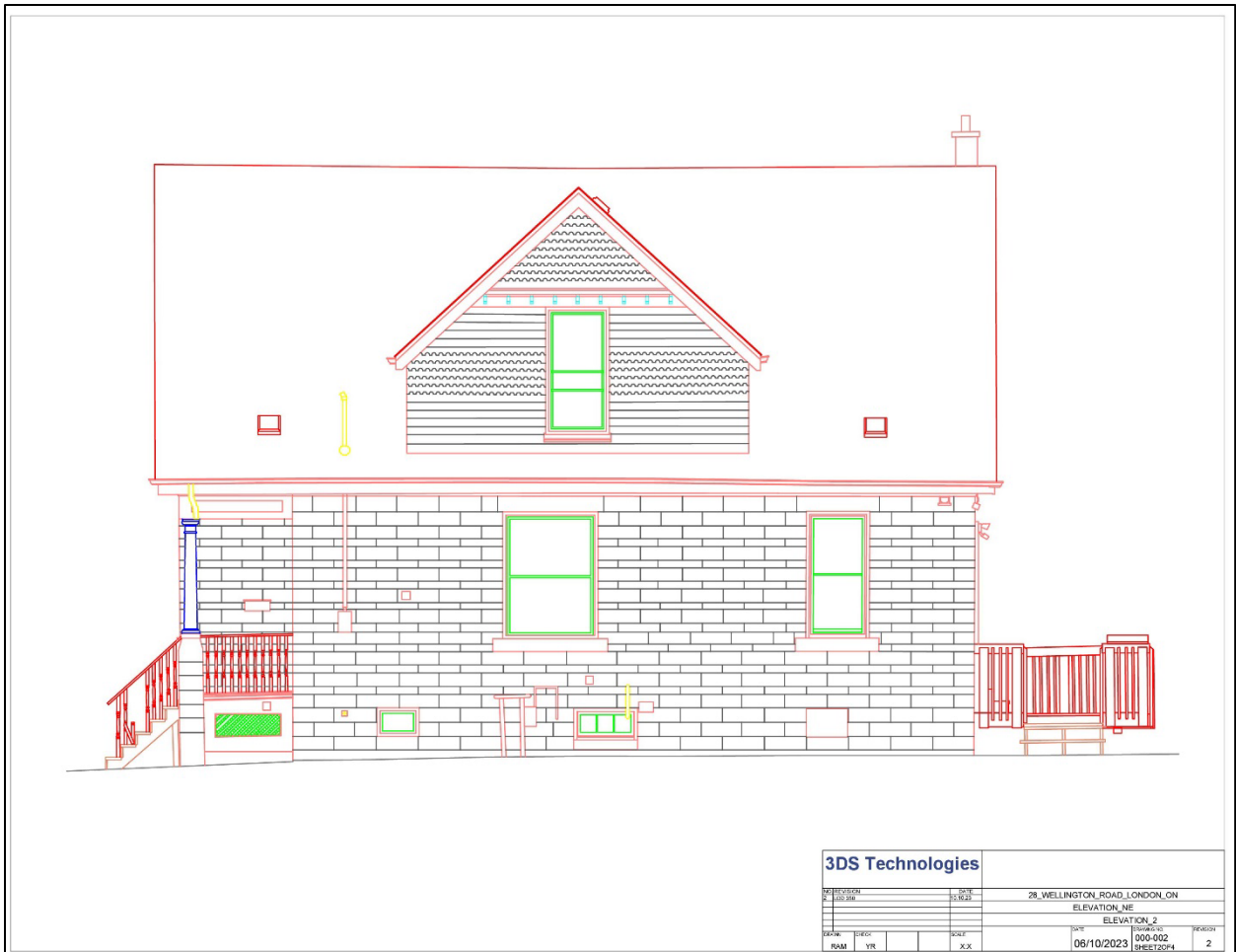


Figure 8: South elevation of the house at 26 Wellington Road (3DS Technologies, dated October 6, 2023).

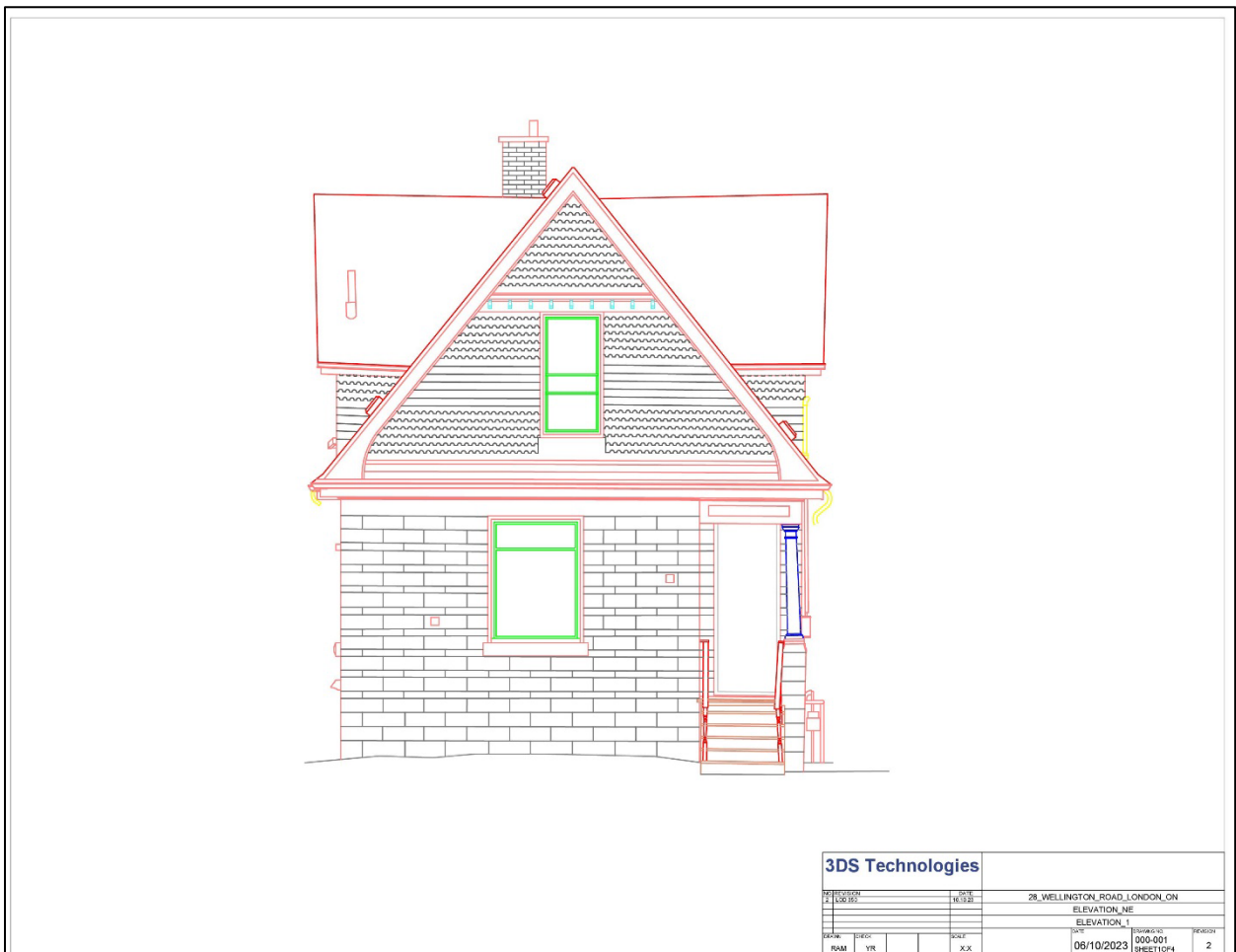


Figure 9: West elevation of the house at 26 Wellington Road (3DS Technologies, dated October 6, 2023).

## Appendix G – 3D Documentation: Building at 16 Wellington Road



Image 9: Screen capture showing 3D documentation of the building on the property at 16 Wellington Road (SkyDeploy, received November 15, 2023).



Image 10: Screen capture showing 3D documentation of the building on the property at 16 Wellington Road (SkyDeploy, received November 15, 2023).

## Appendix H –3D Documentation: Building at 28 Wellington Road



Image 11: Screen capture showing 3D documentation of the house on the property at 28 Wellington Road (SkyDeploy, received August 10, 2023).



Image 12: Screen capture showing 3D documentation of the house on the property at 28 Wellington Road (SkyDeploy, received August 10, 2023).

# Appendix I – Wellington Gateway Construction Project Detail Design Drawings

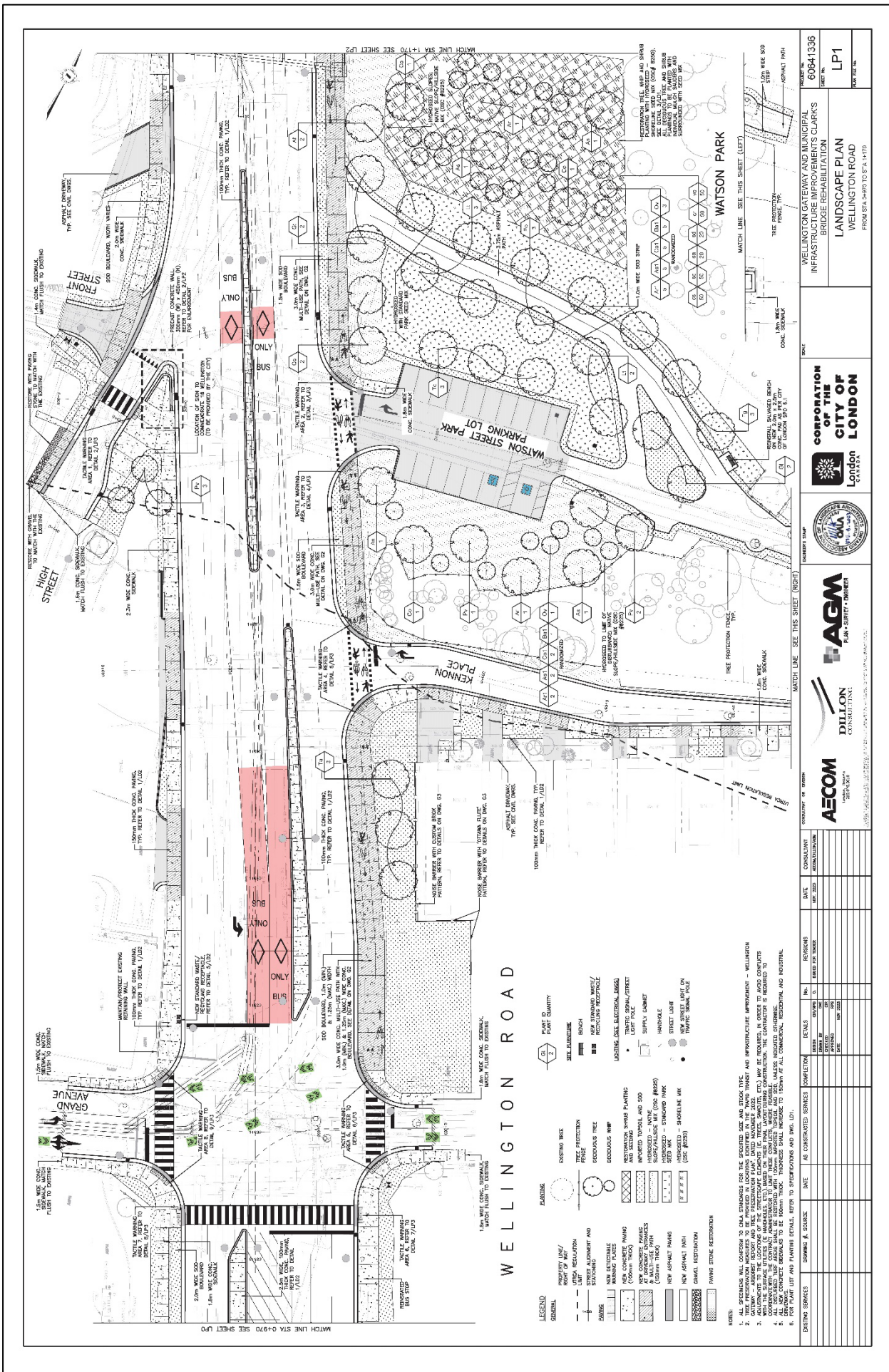


Figure 10: Wellington Gateway Construction Project Detail Design Drawings (AECOM, Dillon Consulting, AGM, dated November 2023).







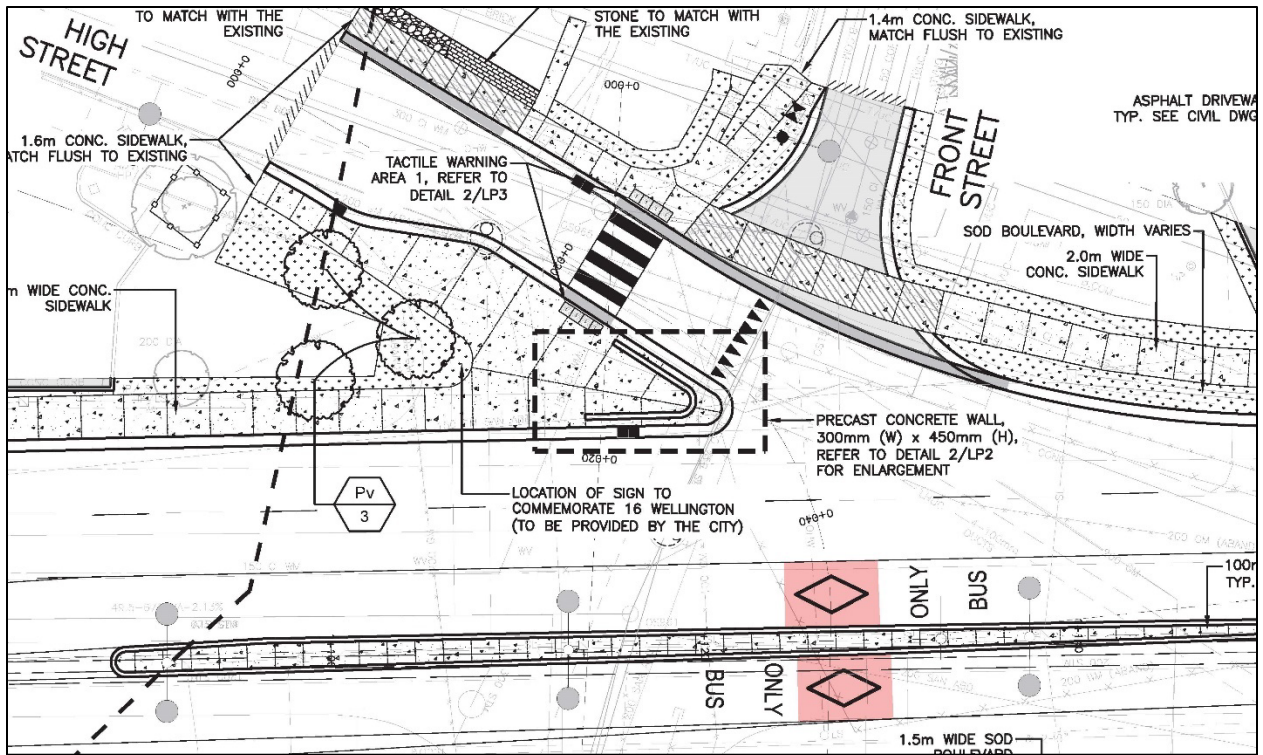


Figure 13: Detail from Wellington Gateway Construction Project Detail Design Drawings, showing proposed location of cultural heritage interpretive sign for the building at 16 Wellington Road (AECOM, Dillon Consulting, AGM, dated November 2023).

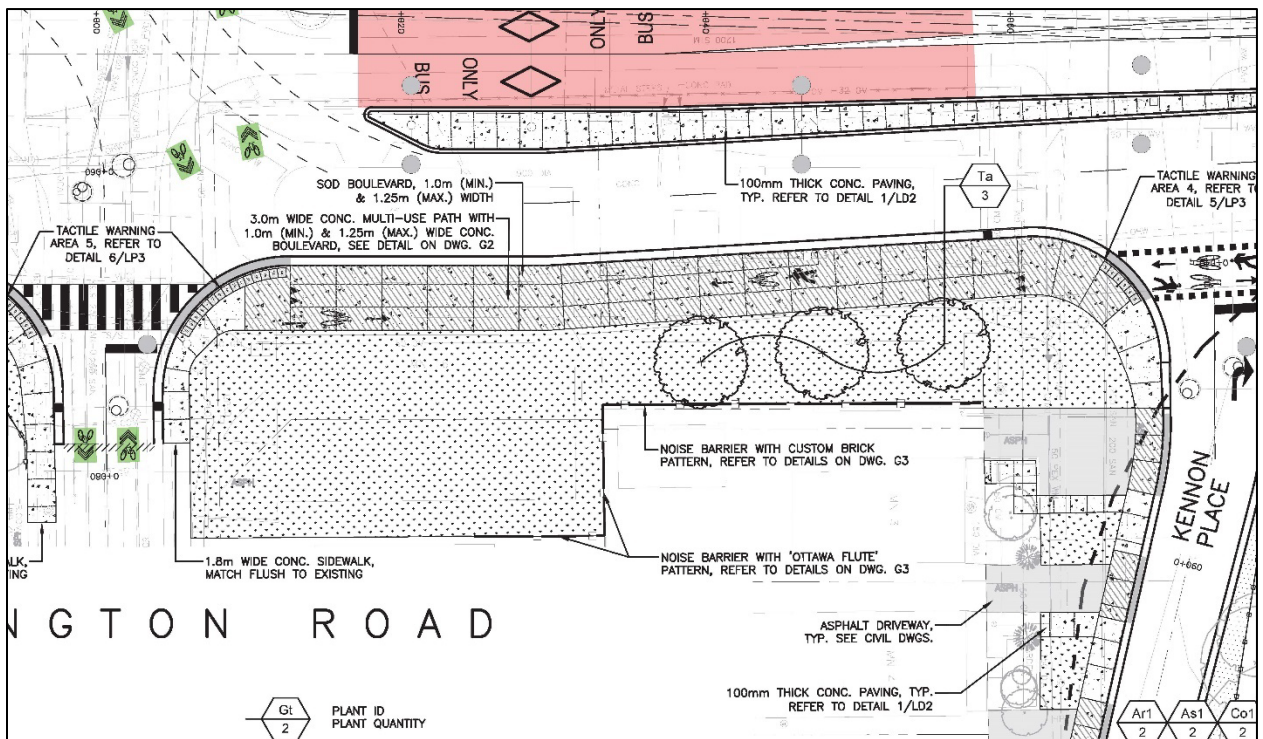


Figure 14: Detail from Wellington Gateway Construction Project Detail Design Drawings, showing proposed location of custom noise barrier wall (AECOM, Dillon Consulting, AGM, dated November 2023).

# Heritage Impact Assessment: 16 Wellington Road, London, Ontario

## Wellington Gateway Bus Rapid Transit and Infrastructure Improvements

Corporation of the City of London

60641336

October 2023

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

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## Revision History

Rev #	Revision Date	Revised By:	Revision Description
0	January 2022	Liam Ryan	Draft HIA Prepared
1	October 2022	Liam Ryan	City of London Comments
2	October 2023	Liam Ryan	Final HIA Prepared

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*Wellington Gateway Bus Rapid Transit and Infrastructure Improvements*

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# 1. Introduction

## 1.1 Project Context

AECOM Canada Ltd. (AECOM) was retained by the City of London to complete a Heritage Impact Assessment (HIA) for the property with the municipal address of 16 Wellington Road (the 'Subject Property') as part of the work being completed for the Wellington Gateway segment of the proposed London Bus Rapid Transit (BRT) system (the 'project').

At the onset of the Rapid Transit Master Plan (RTMP) process, the proposed route was a 24-kilometre BRT system that comprised of four segments, combined into two operation routes: the north/east corridor and the south/west corridor, with 38 bus stops in total. The BRT system was approved by the City of London Council through the RTMP in July 2017. The second stage of the process was completed using the *Transit Project Assessment Process* (TPAP) under Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings. As part of the TPAP, an Environmental Project Report (EPR)<sup>1</sup> was completed in 2019. Since the commencement of the TPAP there has been refinement of the BRT network through the development and evaluation of alternative design options, public and stakeholder engagement, and the identification of impacts on the environment.

As a support document to the EPR, a Cultural Heritage Screening Report (CHSR) authored by WSP was finalized in 2019. The CHSR was written to establish a developmental history of the proposed BRT Study Area. The CHSR identified properties with recognized and potential cultural heritage value or interest that may be impacted by the project. The screening criteria of the Ministry of Tourism, Culture and Sport (MTCS) *Criteria for Evaluating Potential Built Heritage Resources and Cultural Heritage Landscapes* and the 40-year threshold were used to identify potential cultural heritage resources, not on the City of London *Register of Cultural Heritage Resources*. With the recommendation of London's Advisory Committee on Heritage (LACH),<sup>2</sup> Municipal Council added 347 potential cultural heritage resources to the City of London's *Register of Cultural Heritage Resources* as "Listed."

In October 2018, the TPAP process was paused in a "Time Out". Process to strengthen the project's cultural heritage strategy. A total of 67 potential cultural heritage resources were identified as having potential cultural heritage value or interest and were determined to potentially be directly impacted by the construction of the BRT. As the project footprint was refined and reduced, the number of properties requiring further work were reduced and as a result, 51 cultural heritage resources required Cultural Heritage Evaluation Reports (CHERs). In November 2018, AECOM completed a CHER on the property at 16 Wellington Road, in which it was evaluated for cultural heritage value or interest, and it was determined to meet the criteria of Ontario Regulation 9/06 of the *Ontario Heritage Act*.

To date, the cultural heritage work has been completed with engagement with the CACP, Community Advisory Committee on Planning (CACP) and MTCS. The EPR document for the BRT recommends HIAs for properties potentially impacted by the project post-TPAP, in the Detailed Design phase. The EPR states that during Detailed Design, mitigation measures will be addressed to minimize impacts to heritage properties.

The City of London is in the 90% Detailed Design Phase for the Wellington Gateway segment of the project. The Wellington Gateway segment extends south from the Downtown Loop segment at King Street and extends 7.5 kilometres south along Wellington Street/Wellington Road<sup>3</sup> to the intersection of Exeter Road and Bessemer Road near Highway 401. The route includes 11 bus stations, located at King Street, Horton Street East, South Street, Bond

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<sup>1</sup> The EPR is a thorough report that is required as part of the TPAP. It is intended to provide enough information to understand what the project is and how it will affect the natural, social, cultural, transportation and economic environments

<sup>2</sup> Now the Community Advisory Committee on Planning (CACP) serves as the City's municipal heritage committee.

<sup>3</sup> Note: Wellington Street becomes Wellington Road south of the Thames River

Street, Base Line Road East, Commissioners Road East, Wilkins Street, Southdale Road East, Montgomery Gate, Bradley Avenue, and Exeter Road.

Currently, the Wellington Gateway Phasing Plan is comprised of four design segments:

- Design Segment 1 – York Street to Grand Avenue
- Design Segment 2 – Grand Avenue to Wilkins Street
- Design Segment 3 – Wilkins Street to Montgomery Gate
- Design Segment 4 – Montgomery Gate to Exeter Road

In November 2018, a CHER was completed by AECOM for 16 Wellington Road as part of the TPAP for the project. Based on the heritage evaluation undertaken in the CHER, 16 Wellington Road was determined to meet Ontario Regulation 9/06 of the *Ontario Heritage Act*. The CHER recommended that an HIA be completed for the property if it is to be directly adversely impacted by the project.

The following HIA for 16 Wellington Road is based on the 90% Detailed Design for Wellington Gateway located in Design Segment 1. The HIA was developed in engagement with the City of London Heritage Planner, Kyle Gonyou. In addition, this HIA includes input from AECOM's structural engineering team and Dillon Consulting Limited, responsible for the project's detailed design and the project's Landscape Plan.

## 1.2 Location and Physical Description of the Subject Property

### 1.2.1 Location

The Subject Property, as shown in **Figure 1** and **Figure 2**, has a municipal address of 16 Wellington Road. Historically, the Subject Property is within part of the north half of Lot 25, Broken Front Concession, or Concession "B" in the former Westminster Township. The Subject Property is approximately 0.069 hectares in size and is in Lot 13 of Registered Plan 11. It is located in the northeast corner of the intersection of Wellington Road and Grand Avenue, in the South London (also known as Old South). The Subject Property is bound by Wellington Road to the west, Grand Avenue to the south, residential property to the east (210 Grand Avenue), and residential properties to the north (1, 2, and 3 Kennon Place).

### 1.2.2 Physical Description

The Subject Property contains one building; a one-storey Art Moderne style industrial building with a smooth stucco exterior surface<sup>4</sup>. The building has a horizontal emphasis on the street. Identifiable features on the building of the Art Moderne style include its flat roof, curved corner main entrance, and large rectangular-shaped glass block windows. The cornice and above the main entrance are framed in black with aluminum or steel which gives the building a streamlined look. Consistent with residential properties along Grand Avenue, the building at 16 Wellington Road is set back from the property line. Its frontage on Grand Avenue consists mainly of hardscape used for automobile parking. The corner entrance and Wellington Road frontage is landscaped with manicured lawn, one mature tree, and a pair of hedgerows flanking the main entrance concrete footpath. The existing conditions section of this report (**Section 5.3**) contains a full description of the property and the building.

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<sup>4</sup> The CHER incorrectly identified exterior surface as concrete. The exterior surface is stucco.

## 1.3 Summary of Property Impacts on 16 Wellington Road

Based on the 90% Detailed Design, the design impacts approximately 11.8 metres of the property along its eastern boundary. The detailed design indicates Wellington Road will be widened at the corner of Wellington Road and Grand Avenue to two northbound lanes, the sidewalk and curb, and a retaining wall that runs along Wellington Road (**Figure 5**). As the building within 16 Wellington Road is setback 3 metres from the current right-of-way then the impact of the road widening as proposed in the 90% Detailed Design poses a direct impact to the building. As such, and in accordance with the recommendation in *CHER* (AECOM 2018), an HIA is required prior to demolition to any structure on this property. This HIA will be a support document in the demolition application for this property.

### 1.3.1 Property Owner

The property at 16 Wellington Road is currently owned by the City of London.

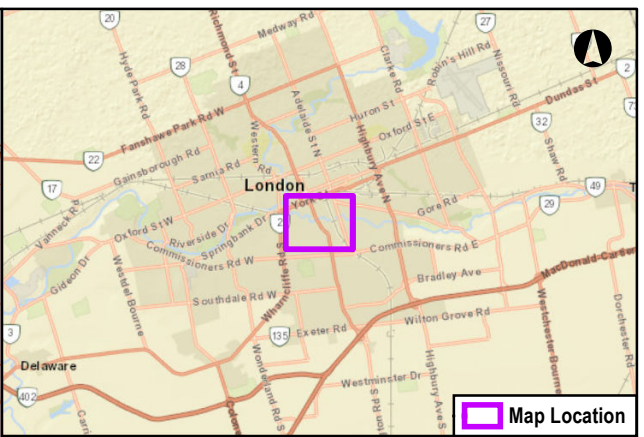
### 1.3.2 Current Cultural Heritage Status of the Subject Property

The Subject Property was listed on the City of London's *Register of Cultural Heritage Resources* on March 26, 2007.

It should be noted that the Subject Property has been identified as a potential heritage resource since at least 2006 when it was included on the *Inventory of Resources*<sup>5</sup>.

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<sup>5</sup> On March 26, 2007, Municipal Council adopted the *Inventory of Heritage Resources as the Register pursuant to Section 27, Ontario Heritage Act in its entirety*.

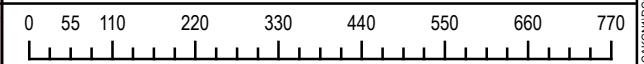


**Legend**

Subject Property

**Heritage Impact Assessment  
Wellington Gateway Bus Rapid Transit  
& Infrastructure Improvements**

Location of the Subject Property



Meters  
DATUM: NAD 1983 UTM Zone 17N

October 2021  
P#:60641336

1:10,000  
\*when printed 11"x17"

Source: MNR 2020, MNR, [http://wms.ess-ws.nrcan.gc.ca/wms/toporama\\_en](http://wms.ess-ws.nrcan.gc.ca/wms/toporama_en)  
Image: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c)



**Figure 1**

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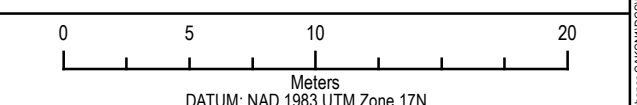
Map location: \\na.aecocom.com\GIS\ASAMERK\GIS\Heritage\CAK\N\DCS\P\geos\TR\60641336\_RT\_WEL\_Gateway90C\_CAD\_GIS920\_192\_GIS\_Graphics\Design\01\_Reports\H\A16\_WellingtonSt\_WellingtonMXD\Fig-1-16WellingtonSt\_StudyAreaLocation\_60641336.mxd  
Map Date: 10/25/2021 4:12:10 PM User: carla



- Legend**
- Parcel Boundary
  - Subject Property

**Heritage Impact Assessment  
Wellington Gateway Bus Rapid Transit  
& Infrastructure Improvements**

Location of the Subject Property over an  
Aerial Photograph



October 2021	1:300 * when printed 11"x17"	Source: MNRF 2020, City of London 2019 Image: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User
P#:60641336	V#:	

<b>AECOM</b>	<b>Figure 2</b>
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Map location: \\na.aecomed.com\ITSP\AMER\KID\esener-CAC\W\DCS\Projects\TRN\60641336\_R1\_WEL\_Gateway\900\_CAD\_GIS\920\_929\_GIS\_Graphics\Design\01\_Reports\H\A\16\_Wellington\MXD\Fig-2-16WellingtonST\_StudyArea\_60641336.mxd  
Date saved: 10/25/2021 4:09:39 PM User: Name: cadid

## 1.4 Methodology

This HIA adheres to the guidelines set out in the MTCS *InfoSheet #5 Heritage Impact Assessment and Conservation Plans* as part of the *Ontario Heritage Tool Kit* (2006). This HIA addresses the impacts of the project on the Subject Property, which is listed on the *Register of Cultural Heritage Resources* as 16 Wellington Road.

For the purpose of this HIA, AECOM undertook the following key tasks:

- Reviewed appropriate background documents including the:
  - *Cultural Heritage Screening Report: London Bus Rapid Transit System*. (WSP Canada Inc., Final February 27, 2019).
  - *Cultural Heritage Evaluation Report: 16 Wellington Road, London Ontario*. (AECOM, November 2018).
- Consulted with the City of London Heritage Planner, to confirm the scope of the HIA and to brainstorm commemoration options.
- Conducted a field review to document the existing conditions of the Subject Property from the public right-of-way on October 29, 2021.
- Identified and prepared a description of the proposed undertaking;
- Assessed the proposed infrastructure impacts, based on the 90% Detailed Design, on the cultural heritage value and heritage attributes of the Subject Property; and,
- Prepared mitigation options and mitigation measures with recommendations to avoid or reduce any negative impacts to the Subject Property.

This HIA was completed by a team of AECOM's Cultural Resource Management staff including Liam Ryan (Cultural Heritage Planner), Tara Jenkins (Cultural Heritage Specialist, Lead), and Adria Grant (Associate Vice President, Impact Assessment and Permitting). The HIA was developed in engagement with the City of London Heritage Planner, Kyle Gonyou. In addition, this HIA includes input from AECOM's structural engineering team and Dillon Consulting Limited, responsible for the Project's detailed design and the Project's Landscape Plan

## 1.5 Community Engagement

Below includes a summary of the engagement activities and feedback undertaken for the development of this HIA.

For the purposes of this HIA, community engagement involved contacting the City of London to document any municipal or local level heritage impact assessment provisions that should be included in this HIA. Kyle Gonyou verified that the City of London currently does not have a Terms of Reference for the preparation of HIAs.

The following stakeholders were contacted with inquiries regarding the background of the Subject Property (**Table 1**).

**Table 1: Results of Stakeholder's Engagement**

Contact	Contact Information	Date	Notes
London Free Press	Via website	November 17, 2021	An email was sent to London Free Press that requested the photo negative of <b>Image 2</b> (as referred by the Western University archives).  At the time this report was submitted, no response was received.
Kyle Gonyou City of London, Heritage Planner  Michael Greguol City of London, Heritage Planner	Via Microsoft Teams	November 18, 2021	A meeting between the AECOM heritage team and Kyle Gonyou and Michael Greguol was held to review and discuss commemoration options for the Subject Property.
City of London  Dillion Consulting	Via Microsoft Teams	November 30, 2021	A meeting between the AECOM heritage team, the City of London, and Dillion Consulting to review commemoration strategies and discuss coordination.
Kyle Gonyou / City of London / Heritage Planner  Samuel Shannon / City of London / Technologist II	Via Microsoft Teams	September 21, 2022.	A meeting between the AECOM heritage team, Kyle Gonyou, and Samuel Shannon was held to review and discuss the relocation and commemoration options for the Subject Property.

## 2. Policy Framework

The authority to request an HIA arises from the *Ontario Heritage Act*, Section 2(d) of the *Planning Act*, the Provincial Policy Statement (2020), and the City of London's Official Plan: *The London Plan* (June 23, 2016).

### 2.1 Planning Act and Provincial Policy Statement

The *Planning Act* (1990) and the associated Provincial Policy Statement (2020) provide a legislative framework for land use planning in Ontario. Both documents identify matters of provincial interest, which include the conservation of significant features of architectural, cultural, historical, archaeological, or scientific interest. The *Planning Act* requires that all decisions affecting land use planning matters "shall be consistent with" the Provincial Policy Statement. In general, the Provincial Policy Statement recognizes that Ontario's long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral, cultural heritage, and archaeological resources for their economic, environmental, and social benefits.

Pursuant to Section 2.6 of the 2020 Provincial Policy Statement, Policy 2.6.1 states "Significant built heritage resources and significant cultural heritage landscapes shall be conserved." The 2020 Provincial Policy Statement issued under the authority of the *Planning Act* defines "conserved" as "means the identification, protection, management, and use of built heritage resources, cultural heritage landscapes, and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted, or adopted by the relevant planning authority and/or decision designated and available for the purposes of this definition."

To conserve a cultural heritage resource, a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development or site alteration that affects a cultural heritage resource. Using tools such as heritage impact assessments, municipalities and approval authorities can further enhance their own heritage preservation objectives.

Furthermore, a policy in Section 2.6 of the 2020 Provincial Policy Statement, Policy 2.6.3, states "Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it had been demonstrated that the heritage attributes of the protected heritage property will be conserved."

### 2.2 Ontario Heritage Act

The *Ontario Heritage Act* enables municipalities and the province to designate individual properties and/or districts as being of cultural heritage value or interest. The province or municipality may also "list" a property or include a property on a municipal register that has not been designated but is believed to be of cultural heritage value or interest. *Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest* (O. Reg. 9/06) under the *Ontario Heritage Act* provides criteria for determining cultural heritage value or interest. If a property meets one or more of the criteria it may be designated under Section 29 of the *Ontario Heritage Act*.

Under section 27(9) of the *Ontario Heritage Act* it is stated that:

If a property that has not been designated under this Part has been included in the register under subsection (3), the owner of the property shall not demolish or remove a building or structure on the property or permit the demolition or removal of the building or structure unless the owner gives the council of the municipality



at least 60 days notice in writing of the owner's intention to demolish or remove the building or structure or to permit the demolition or removal of the building or structure.

## 2.3 The London Plan

*The London Plan* is the City of London's new Official Plan and has been entirely in force and effect, as of May 2022. *The London Plan* sets out a new approach for planning in London which emphasizes growing inward and upward, so that the City can reduce the costs of growth, create walkable communities, revitalize urban neighbourhoods and business areas, protect farmlands, and reduce greenhouse gases and energy consumption. The plan sets out to conserve the City's cultural heritage and protect environmental areas, hazard lands, and natural resources.

Specifically related to heritage conservation, *The London Plan* outlines a number of policies related to the conservation of cultural heritage resources within the city. The following General Cultural Heritage Policies are applicable to this project:

*(565\_) New development, redevelopment, and all civic works and projects on and adjacent to heritage designated properties and properties listed on the Register will be designed to protect the heritage attributes and character of those resources, to minimize visual and physical impact on these resources. A heritage impact assessment will be required for new development on and adjacent to heritage designated properties and properties listed on the Register to assess potential impacts and explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resource and its heritage attributes.*

*(566\_) Relocation of cultural heritage resources is discouraged. All options for on-site retention must be exhausted before relocation can be considered.*

*(567\_) In the event that demolition, salvage, dismantling, relocation or irrevocable damage to a cultural heritage resource is found necessary, as determined by City Council, archival documentation may be required to be undertaken by the proponent and made available for archival purposes."*

*(568\_) Conservation of whole buildings on properties on the Register is encouraged and the retention of facades alone is discouraged. The portion of a cultural heritage resource to be conserved should reflect its significant attributes including its mass and volume.*

*(569\_) Where, through the process established in the specific Policies for the Protection Conservation and Stewardship of Cultural Heritage resources section of this chapter and in accordance with the Ontario Heritage Act, it is determined that a building may be removed, the retention of architectural or landscape features and the use of other interpretive techniques will be encouraged where appropriate.*

*(586\_) The City shall not permit development and site alteration on adjacent lands to heritage designated properties or properties listed on the Register except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the heritage designated properties or properties listed on the Register will be conserved.*

*(590\_) Where a property has been identified on the Register and an application is submitted for its demolition or removal, the Heritage Planner and the Clerks Department will be notified in writing immediately. A demolition permit will not be issued until such time as City Council has indicated its approval, approval with conditions, or denial of the application pursuant to the Ontario Heritage Act. Council may also request such information that it needs for its consideration of a request for demolition or removal.*

*(591\_) Where a heritage designated property or a property listed on the Register is to be demolished or removed, the City will ensure the owner undertakes mitigation measures including a detailed documentation of the cultural heritage features to be lost, and may require the salvage of materials exhibiting cultural heritage value for the purpose of re-use or incorporation into the proposed development.*

### **2.3.1 Municipal Heritage Alteration Permit**

The Subject Property at 16 Wellington Road is not designated under the *Ontario Heritage Act*, and therefore a heritage alteration permit is not required.

## 3. Summary of Background Research and Analysis

For the full documentation of the background, and research refer to the *Cultural Heritage Evaluation Report: 16 Wellington Road, London Ontario*. (AECOM, November 2018). The following summarizes the research of the CHER and new information gleaned during the production of this HIA.

### 3.1 Historical Background – Land use History

#### 3.1.1 1810-1850

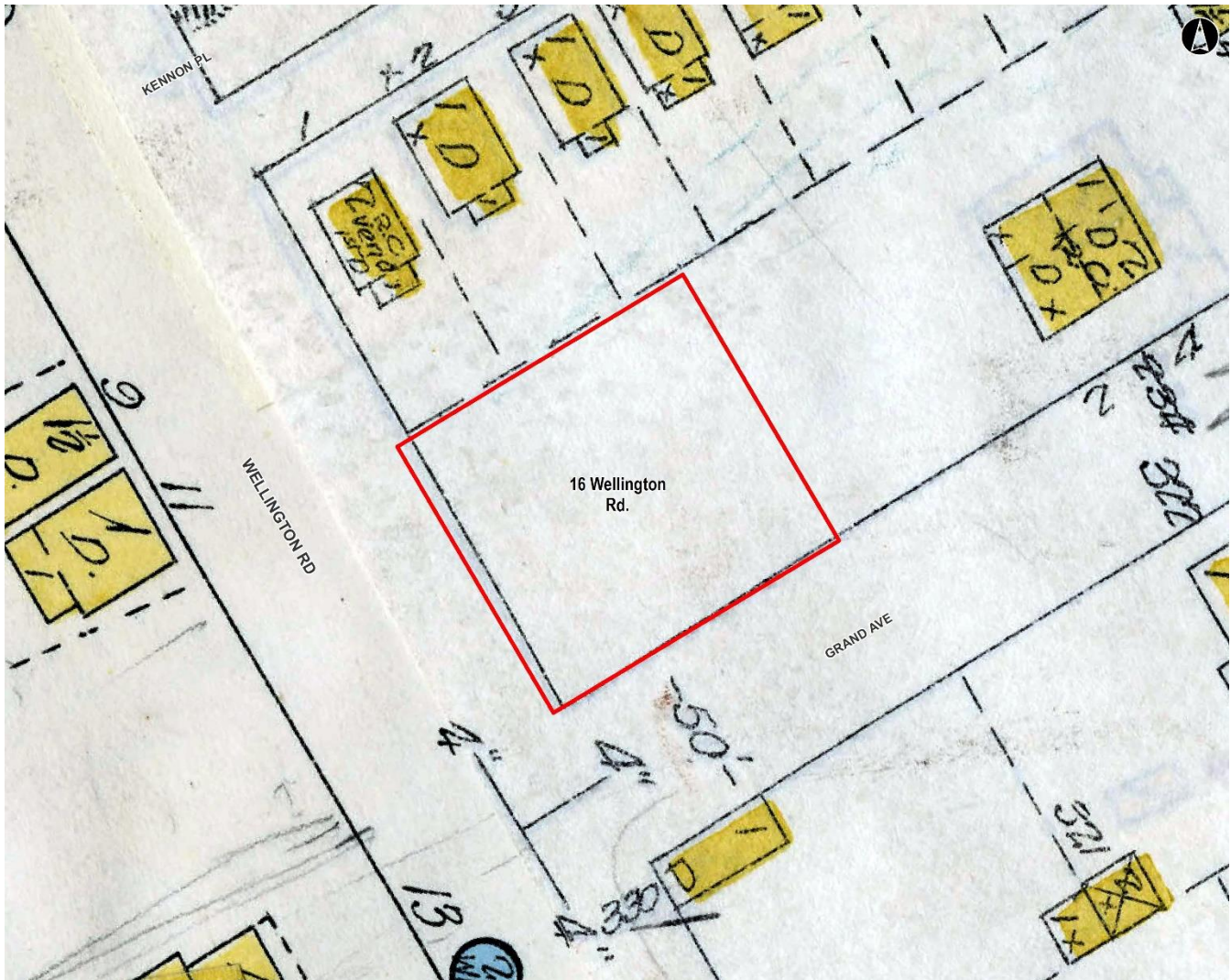
The Subject Property is located in the northern portion of Lot 25, Broken Front Concession, or Concession “B” in the former Westminster Township. Located on the west side of Wellington Road, Lot 25 was vacant for many years following its original survey. In 1839, Albert Scriver Odell received 69 ½ acres in the north portion of the lot from the Crown. The southern portion of the lot was deeded to Edward Matthews in 1850. Odell already owned Lot 24 immediately to the east, having purchased it from James Lester in 1822. The Odell family was one of the earliest families to settle in Westminster Township. Albert was the first of his family to arrive in the Township in 1810, settling on Lot 24, Concession I, along Commissioners Road near the present Victoria Hospital. One of ten children, Albert was born in 1787 to John Odell and Enor Schriver. The Odell family had originally settled in Dutchess County, New York, and were of Dutch origin. John left New York following the American Revolution and relocated near Montreal. All of John and Enor’s children would eventually settle in Westminster Township, with the exception of their son Loop, who died in Lower Canada. The first records of the Westminster Council, dated March 4<sup>th</sup>, 1817, identify Albert S. Odell and Robert Frank as “overseers of highways”. Albert Odell did not reside on the Subject Property; however, the 1854 assessment roll lists him as living on Lot 26, Concession I, former Westminster Township. Albert and his wife, Charlotte Percival, did not have children. Charlotte predeceased Albert sometime prior to 1852; Albert himself passed away in 1856.

#### 3.1.2 1851-1945

In 1851, a section of the original Lot 25 west of Wellington Road and immediately south of the Thames River was subdivided into smaller residential lots and registered as Plan 11 (4<sup>th</sup>). The Subject Property at 16 Wellington Road comprises a portion of Lot 13 from this plan.

The *1912 Rev. 1922 Insurance Plan of the City of London, Ontario* (**Figure 3**) shows that the surrounding area was well developed by the turn of the twentieth century. A number of brick and frame houses were present along Kennon Place and Clarke Street (Grand Avenue).

**Figure 3: Subject Property Overlaid on the 1912 Rev. 1922 Goad's Fire Insurance Plan of the City of London**



Lot 13 remained vacant until 1939 when the land was bought by the Western Trust Company for \$1478.85. In the same year, the Western Trust Company would subdivide the land into five parcels. The vacant corner portion of Lot 13 where the Subject Property is located was purchased by the City of London in 1941 for an unknown price and was later sold to Robert Dobbyn in 1945 for \$275.

### 3.1.3 1946-Present

In 1946, Robert Dobbyn designed and built 16 Wellington Road to serve as his new office and printing plant for the Art Novelty Company (**Image 1**) (Dirks, 1999). The building was designed as a streamlined one-storey white stucco structure with a flat roof, glass-block windows, and a round front entrance.

The Art Novelty Company specialized in the production of advertising “novelties” (which would today be known as promotional products) such as calendars, flyers, and postcards. The company was originally founded in Strathroy, Ontario. In 1922, it was purchased by Robert’s father Alfred B. Dobbyn, and Hedley Smith. They moved the company to London and converted the garage of Alfred’s house at 385 Wortley Road into a print shop (Dirks, 1999).

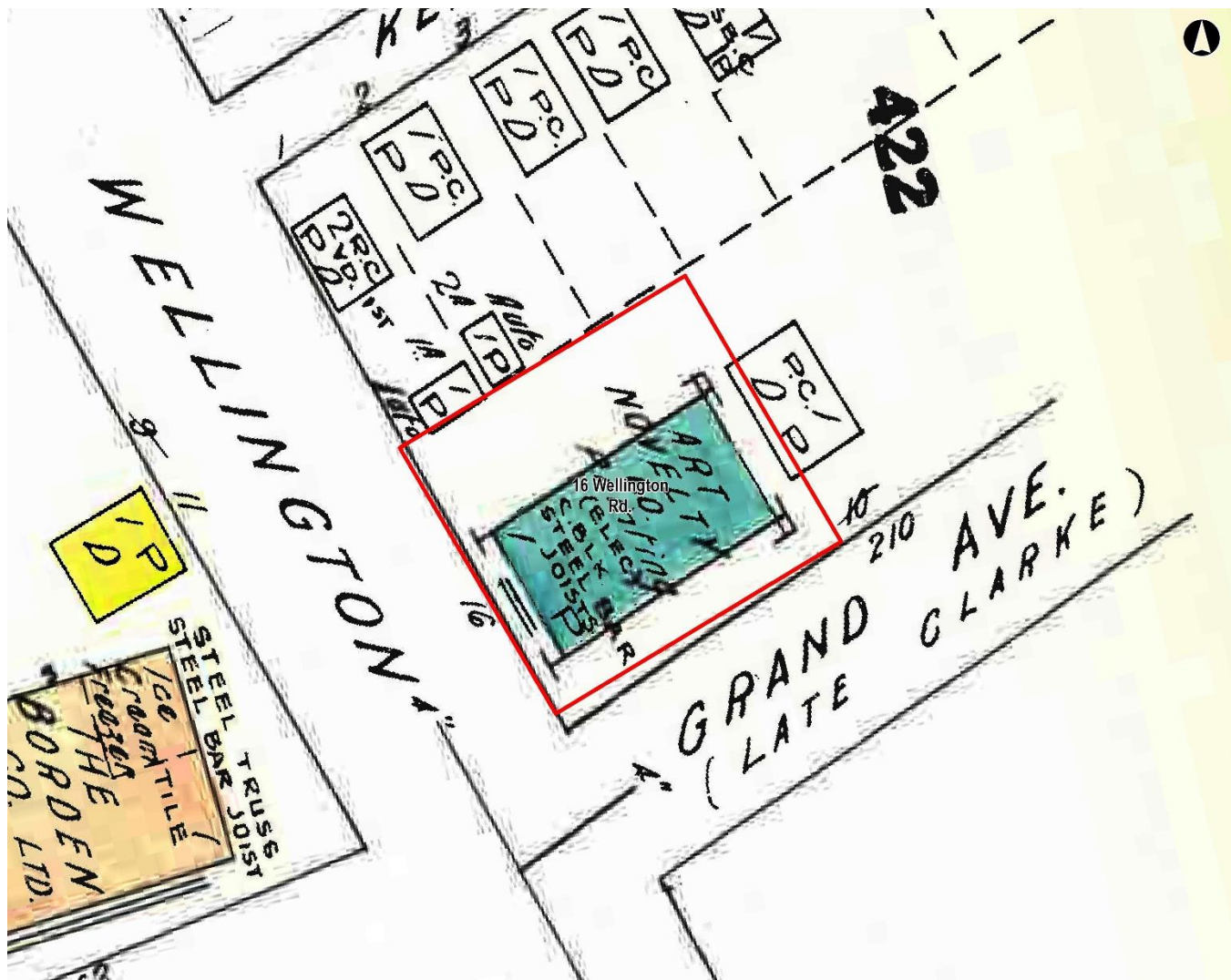
Alfred B. Dobbyn was born in Canada in 1872 to parents of Irish descent. Alfred married his wife, Christine Dobbyn on April 5, 1894. The couple had a total of five children. Robert Dobbyn was born on June 2, 1912 and was the youngest of Alfred's children.

Robert Dobbyn joined the Art Novelty Company business after finishing high school, and eventually took it over. After taking over the business, Robert decided the business needed a new image and a smart new building (Dirks, 1999).

In 1946, the building was constructed in the Art Moderne architectural style. The first evidence of a building at 16 Wellington Road is in the 1947 City Directory, with the Art Novelty Company listed as the business on the property. Robert Dobbyn was also listed as a printer living at 435 Worley Road in the Canadian Voters List, 1949. The company operated under the Art Novelty Company name for twenty-three years, before being renamed Dobbyn Creative Printing Limited in 1969 (**Image 2**).

The *1958 Goad's Fire Insurance Plan of the City of London* illustrates the Art Novelty Company Printing building located within the Subject Property (**Figure 4**). The figure shows that the building is constructed of concrete block with steel bar joists. There is a parapet. The figure also demonstrates that the original configuration of the building has a rectangular footprint. The concrete block addition post-dates the building's depiction in the 1958 Goad's Fire Insurance Plan of the City of London.

Figure 4: Subject Property Overlaid on the 1958 Insurance Plan of the City of London



On February 1, 1973, Robert Dobbyn leased the property to Dobbyn Creative Printing Limited for an undisclosed price (OnLand). On September 1, 1977, Robert Dobbyn sold the property to Lorne D. Evans and Donald K. Lovell for an undisclosed price. One year after the purchase, on September 1, 1978, Lorne D. Evans and Donald K. Lovell sold the property to Evlo Limited for an undisclosed price (OnLand). It is presumed that Lorne D. Evans and Donald K. Lovell continued to own Dobbyn Creative Printing Limited as they were featured in the September 23, 1980, article featuring the business in the London Free Press (**Appendix B**) (Hynes, 1980). Sometime between 1978 and 1992 the ownership of the property changed from Evlo Limited to Dobbyn Creative Printing Limited. On April 3, 1992, Dobbyn Creative Printing Limited sold the property to Donald K. Lovell and Dorthey Lovell for \$270,000. At this time, Terry McDonald is recognized as the owner of Dobbyn Creative Printing Limited (Dirk, 1999). Terry was the fifth owner of Dobbyn Creative Limited when he bought the business in 1992.

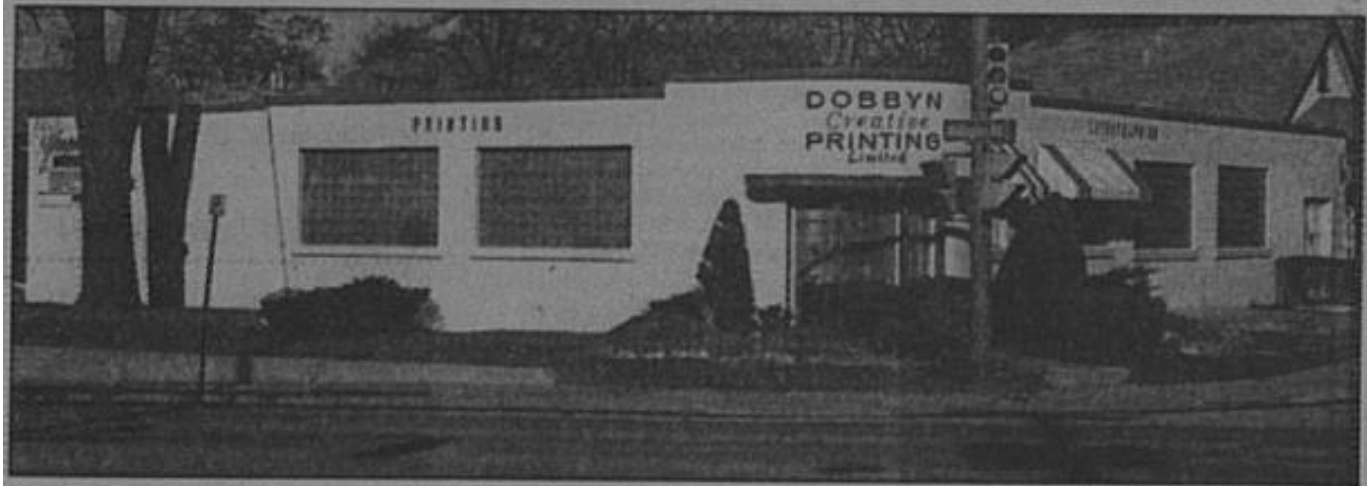
As recently as 2010, the building continued to be used as a printing facility by Murray Prepress Limited. In 2015, after 70 years of the building being used as a printing facility, the property was sold to a company identified as 16 Wellington Holdings Limited, and currently houses a fitness centre called “The Training Station”, and a naturopathic clinic called “Rebalance London”.



**Image 1<sup>6</sup>:**  
16 Wellington Road circa. 1948, showing the building occupied by Art Novelty Company

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<sup>6</sup> Retrieved from: *Western Archives, Western University via Historypin.net*



**Image 2<sup>7</sup>:**  
16 Wellington Road – Dobbyn Creative Printing Limited, circa 1993

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<sup>7</sup> Retrieved From: Dirk, 1999, London Free Press



## 4. Heritage Evaluation of 16 Wellington Road

### 4.1 Statement of Cultural Heritage Value

The Statement of Cultural Heritage Value and the Heritage Attributes were excerpted directly from the *Cultural Heritage Evaluation Report: 16 Wellington Road, London Ontario* (AECOM, November 2018).

#### 4.1.1 Description of the Property

Situated on the northeast corner of the intersection of Wellington Road and Grand Avenue in the City of London, Ontario, the property at 16 Wellington Road is a relatively squared corner property that maintains significant frontage along both roads. The property includes a small grass area, and parking lot along Grand Avenue, however, the vast majority of the property consists of the single storey building that defines the property. Constructed of concrete block, the south and west façades of the building are clad in smooth, white parged concrete and the building is designed in the Art Moderne architectural style. In addition, the building utilizes its location as a corner building with its main entrance situated at the corner of the property.

#### 4.1.2 Cultural Heritage Value

Originally constructed in 1946, the building located at 16 Wellington Road is a rare, representative example of Art Moderne style architecture within the City of London. The building was initially designed and constructed by Robert Dobbyn to serve as a new office and printing plant for his company, the Art Novelty Company, which specialized in the production of advertising novelties, or promotional materials. Dobbyn's company moved operations from Strathroy, Ontario, where the company was founded to take up residence in the purpose-built structure at 16 Wellington Road in 1947. The Art Novelty Company continued to operate from this location for 23 years before being re-named to the Art Dobbyn Company in 1969. The company passed through various ownerships in the late-20<sup>th</sup> century; however, the Dobbyn name maintained its association with the building and the property. More recently, the building was home to the Murray Press Limited, another printing facility, and today the building houses a fitness centre and naturopathic clinic.

As an example of Art Moderne architecture, the building includes various design elements that are considered key features of the style. As an evolution of the Art Deco style, the building's horizontal massing, flat roof, rounded corner, glass block windows, and horizontal, streamlined appearance are all key elements associated with the style. The smooth white concrete purging, flat roof, low, horizontal form, rounded corner, and centre frontispiece contribute to this building's design value as a rare and representative example of the Art Moderne style. Further, the style is relatively under-represented within the City of London, and the building at 16 Wellington Road is a good example of this style within the City.

The building at 16 Wellington Road is also functionally and physically important in defining the intersection of Wellington Road and Grand Avenue. The building maintains frontage along both Wellington Road and Grand Avenue and is built in a style that utilizes rounded corners as an aesthetic component. As a result, the style functions in manner that assists in the contextual value of the property, as the building and its rounded corners plays a role in defining one of the corners of this intersection. The building's style and form lends itself to the landscape and its setting at this intersection.

#### 4.1.3 Heritage Attributes

The heritage attributes that reflect the cultural heritage value of the property include:

- Single-story building with horizontal massing

- Flat roof
- Rounded corner entrance, consisting of its walkway, awning, glass block sidelights, front door, and
- projected awning
- Glass block windows used throughout the building and sidelights, utilized in the centre door to the building
- Original/early wood front door, with three windows, original hardware, and metal letter slot
- Smooth concrete cladding
- Orientation of building, with main entrance addressing the corner of the intersection

## 5. Assessment of Existing Conditions

### 5.1 Introduction

In November 2018, Liam Smythe, Cultural Heritage Specialist with AECOM completed a field review of the Subject Property as part of the completion of the CHER. A second field review was completed for this HIA by Tara Jenkins, Cultural Heritage Specialist with AECOM on October 26, 2021, from the public right-of-way to identify any changes to the property since the completion of the CHER. Photographs from the 2021 field reviews are found in **Appendix A** of this HIA.

### 5.2 Description of Surrounding Context

The Subject Property with the municipal address of 16 Wellington Road is located within Design Segment 1 (York Street to Grand Avenue) of the Wellington Gateway Phasing Plan. The property at 16 Wellington Road is located at the northeast corner of the intersection of Wellington Road and Grand Avenue (**Figure 1** and **Figure 2**). Historically, the Subject Property is located on Lot 25, Broken Front Concession or Concession “B”, of Westminster Township. It is now part of the South London within the City of London.

Wellington Road is a major four-lane traffic artery that passes through the area from southeast to northwest. Grand Avenue is a two-lane residential street following an east-west orientation. A set of traffic signals controls the intersection. While the neighbourhood surrounding the Subject Property is primarily a residential area, a number of one and two-storey commercial establishments are located along Wellington Road, particularly north of Watson Street. Around the Subject Property, there is a mixture of single detached houses, and semi-detached houses, interspersed with stores and restaurants along both sides of the road. Sidewalks are present along both sides of Wellington Road, with street lighting mounted on wooden utility poles. There are a few trees present along Wellington Road, aside from those located on private properties. Residential streets in the area are straight, following a loose grid pattern with short rectangular blocks. Grand Avenue, Watson Street, and Kennon Place are all dead-end streets that terminate a short block east of Wellington Road. Residential units are typically small one or one-and-a-half-storey detached or semi-detached houses, constructed in the early to mid-twentieth century. Most of these houses are located on large to medium rectangular lots with mature trees.

### 5.3 Property Description

In general, the existing conditions of the Subject Property and building have not changed in any significant manner since the property’s documentation in 2018 for the CHER.

#### 5.3.1 Industrial/Commercial Building

The Subject Property consists of a one-storey rounded corner industrial/commercial building, that is designed in the Art Moderne architectural style. The original building was constructed in 1946 with concrete blocks. It has a rectangular footprint with a flat roof and is clad in white smooth stucco. A rectangular one-storey concrete block addition built after 1958, spans the north elevation of the original building.

##### 5.3.1.1 South and West Elevations

The south and west elevations are designed in the Art Moderne style (**Photograph 1**). The south elevation faces Grand Avenue while the west elevation faces Wellington Road. The southernmost end of the elevations form a rounded corner which is the location of the main entrance. The rounded corner creates a frontispiece, projected

slightly forward from the rest of the façade, with a raised step in the otherwise straight cornice. The entranceway consists of a single door flanked by two slender round posts, and sidelights of glass block. The door is made of wood. A flat concrete awning extends out from the façade above the doorway, following the curve of the façade. Like the cornice, it is finished with black painted metal flashing (**Photograph 2**).

To the east of the entrance is a small, vertically oriented, four-over-four sash vinyl casement-style window, with a fabric-covered awning and concrete sill. The remainder of the south elevation has three large, equally spaced, horizontally arranged windows with concrete sills. The westernmost window opening has been updated with two 4-over-4 casement-style windows. The other two windows are original to the building and consist of frosted glass blocks. A pair of double doors are present at the easternmost end of the façade. Signage for “The Training Station” is present above the easternmost glass block window, and a round red sign is affixed to the building just above the double doors. The windows on the structure are not original to the construction of the building.

The western elevation, like the south elevation, has black metal flashing along the cornice (**Photograph 4**). The southernmost end of the elevation forms a rounded corner with the south façade with the main entrance. Approximately halfway along the elevation, there is a setback suggesting that a concrete block extension has been added (**Photograph 3**). The remainder of the façade has two large, equally spaced, horizontally arranged frosted glass block windows with concrete sills (**Photograph 5**).

### 5.3.1.2 North Elevation

The north elevation is obscured by a neighbouring fence. It consists of a single-storey concrete block addition that has been painted white. Like other elevations, it has black-painted metal flashing on the cornice, with a small step towards the western end. There are two small rectangular horizontal sliding windows visible at the western end of the façade (**Photograph 3**).

### 5.3.1.3 East Elevation

The east elevation is partially obscured by the neighbouring residential structure. It consists of a single storey façade of white painted concrete blocks. There are two small window openings with horizontally arranged 6-over-6 sash windows with concrete sills. A small storage box with a hinged lid is attached to the building’s east façade. No photos are provided of the east elevation.

## 5.3.2 Landscape

Consistent with residential properties along Grand Avenue, the building at 16 Wellington Road is setback from the property line. Its frontage on Grand Avenue consists mainly of hardscape used for automobile parking. The corner entrance and Wellington Road frontage are landscaped with a small lawn, several mature trees, and a pair of hedgerows along the entrance footpath. There is also a small retaining wall and a mature tree in the lawn along the Wellington Road frontage. There are no other buildings located on the Subject Property.

## 5.3.3 Adjacent Properties

The properties adjacent to 16 Wellington Road include a mid-twentieth century residential subdivision to the north and east. The Subject Property is bound by Wellington Road to the west (across from Wellington Road is 162 Grand Avenue), Grand Avenue to the south, residential property to the east (210 Grand Avenue), and residential properties to the north (1, 2, and 3 Kennon Place).

Based on the City of London’s *Register of Cultural Heritage Resources* and a review of the CHER for the Subject Property (AECOM, 2018), there are three Listed properties adjacent to the Subject Property. 1 Kennon Place, 2 Kennon Place, and 3 Kennon Place were all Listed on March 27, 2018. The three properties are adjacent to the rear

of the Subject Property, to the north, and are separated by a wooden fence. In addition, located across Wellington Road is 162 Grand Avenue, which was also Listed on March 27, 2018.

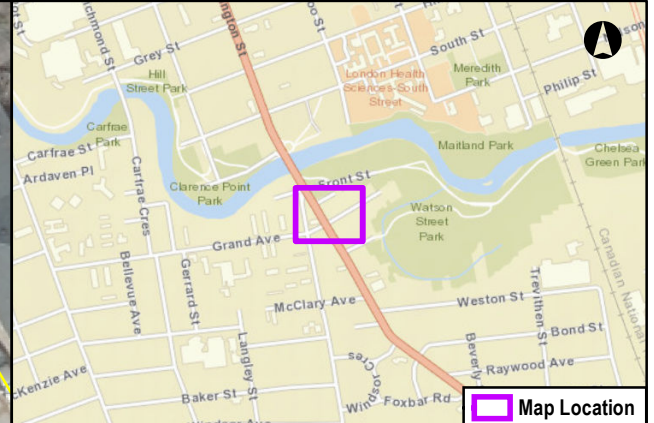
## 6. Impact Assessment

### 6.1 Description of the Proposed Project






The City of London retained AECOM for Design Segment 1 for the Detailed Design of the Wellington Gateway London BRT Project. In June 2021, AECOM completed the 90% Detailed Design for Wellington Gateway. The project is scheduled for phased construction beginning in 2023 to 2026.

Based on the 90% Detailed Design (**Figure 5**), the impacts to 16 Wellington Road are directly related to the widening of Wellington Road to accommodate dedicated transit lanes and to align with the widening of Clark's Bridge over the Thames River.

The 90% Detailed Design in the vicinity of the Subject Property, shows that on the east side of Wellington Road, the sidewalk and curb will encroach into the Subject Property to accommodate the new bus lanes. The 90% Detailed Design also shows that infrastructure improvements will require the demolition of the structure within 16 Wellington Road. There is a proposed retaining wall within the Subject Property.

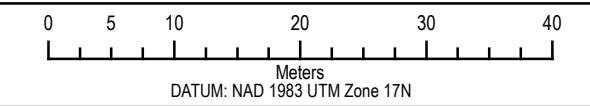


**Legend**

-  Edge of Pavement
-  Curb
-  Lane Markings
-  Sidewalk
-  Retaining Wall
-  Parcel Boundary
-  Subject Property

**Heritage Impact Assessment  
Wellington Gateway Bus Rapid Transit  
& Infrastructure Improvements**

90% Design  
16 Wellington Road, City of London



October 2022	1:600 *when printed 11"x17"	Source: MNRFP 2020, City of London 2021 Image: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User
P#:60641336	V#:	

**AECOM** **Figure 5**

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Map location: I:\GIS\AECOM\Projects\60641336\GIS\Map\MapLocation.mxd; Date saved: 16/12/2022 9:16:00 PM; User: Name: cadm

## 6.2 Assessment of Impacts

### 6.2.1 Screening for Potential Impacts

To assess the potential impacts of the undertaking, identified cultural heritage resources are considered against a range of possible impacts based on the *Ontario Heritage Tool Kit, Heritage Resources in the Land Use Planning Process, InfoSheet #5 Heritage Impact Assessments and Conservation Plans* (MTCS 2006:3) which include, but are not limited to:

- Destruction, removal, or relocation of any, or part of any, significant heritage attributes or features
- Alteration that is not sympathetic, or is incompatible, with the historic fabric or appearance
- Shadows created that alter the appearance of a heritage attribute or change the exposure or visibility of a natural feature or plantings, such as a garden
- Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship
- Direct or indirect obstruction of significant views or vistas from, within, or to a built or natural heritage feature
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource<sup>8</sup>

The MTCS document defines “impact” as a change, either positive or adverse, in an identified cultural heritage resource resulting from a particular activity. This HIA identifies *direct (physical) impacts, indirect impacts, and/or positive impacts* as the impact types that a construction component and/or activity may have on cultural heritage resources.

A direct (physical) negative impact has a permanent and irreversible negative effect on the cultural heritage value or interest of a property or results in the loss of a heritage attribute on all or part of the heritage property. Any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect a heritage property, including archaeological resources. An indirect negative impact is the result of an activity on or near the property that may adversely affect its cultural heritage value or interest and/or heritage attributes. A positive impact will conserve or enhance the cultural heritage value or interest and/or heritage attributes of the property.

### 6.2.2 Impact Assessment Approach

Based on the 90% Detailed Design, the Subject Property will be directly impacted by the demolition of the structure within 16 Wellington Road. The proposed new roadway alignment will create a widened road, complete with a new retaining wall, curb, and sidewalk on the northeastern side of Wellington Road. This proposed new infrastructure is within the current property boundary of the Subject Property. The impact assessment of the proposed project in **Table 2**, below, presents the possible impacts in the *Ontario Heritage Tool Kit, Heritage Resources in the Land Use Planning Process, InfoSheet #5 Heritage Impact Assessments, and Conservation Plans* (MTCS 2006:3).

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<sup>8</sup> This HIA only examines impacts to above-ground cultural heritage resources. Archaeological resources are presented in a separate report.



The conservation of cultural heritage resources in planning is a matter of public interest. Changes to a roadway such as widening projects and modifications to intersections have the potential to adversely affect cultural heritage resources by direct impacts.

This HIA documents the assessment of anticipated construction impacts on the Subject Property as related to the 90% Detailed Design.

The intention of the impact assessment contained in this HIA is to:

- Review the Detailed Design as it relates to the Subject Property;
- Identify the impacts as outlined in the *Ontario Heritage Toolkit* (MTCS 2006) based on the 90% Detailed Design on the Subject Property; and
- Provide mitigation measures to avoid or mitigate potential direct and indirect adverse impacts to the Subject Property, including its heritage attributes. The proposed mitigation measures inform the next steps of the project planning and design.

The following section presents the results of the impact assessment and outlines the potential impacts to the Subject Property based on the 90% Detailed Design of the project for Segment 1 of Wellington Road.

### 6.2.3 Assessment of Impacts

Based on the 90% Detailed Design for the project, the property at 16 Wellington Road will be directly impacted. The impact assessment of the proposed project in **Table 2** utilizes presented the possible impacts in the *Ontario Heritage Tool Kit, Heritage Resources in the Land Use Planning Process, InfoSheet #5 Heritage Impact Assessments and Conservation Plans* (MTCS 2006:3):

**Table 2: Impact Assessment – 16 Wellington Road**

Impact	Discussion of Impacts
Destruction, removal, or relocation	<p><b>Direct Adverse Impact – Destruction of the Structure at 16 Wellington Road:</b></p> <p>Based on the 90% Detailed Design (<b>Figure 5</b>), the impacts to 16 Wellington Road are directly related to the widening of Wellington Road to accommodate dedicated transit lanes and to align with the widening of Clark’s Bridge over the Thames River. The 90% Detailed Design indicates that the Subject Property will accommodate a widened road complete with a new retaining wall, new curb, and sidewalk on the eastern side of Wellington Road. This proposed new infrastructure is within the current property boundary of the Subject Property. Given the 90% Detailed Design overlay, the design indicates that this will require the demolition of the building located within the Subject Property.</p>
Alteration	<p><b>No direct adverse impact.</b></p> <p>This category is not applicable as the building within the Subject Property will be removed by the proposed development.</p>
Shadows	<p><b>No indirect adverse impact.</b></p> <p>This category is not applicable as the building within the Subject Property will be removed by the proposed development.</p>
Isolation	<p><b>No indirect adverse impact.</b></p>

Impact	Discussion of Impacts
	This category is not applicable as the building within the Subject Property will be removed by the proposed development.
Direct or indirect obstruction of significant views	<b>No indirect adverse impact.</b>  This category is not applicable as the building within the Subject Property will be removed by the proposed development.
A change in land use	<b>Direct Adverse Impact – Minor Change in Land Use</b>  Based on the 90% Detailed Design ( <b>Figure 5</b> ), the impacts to 16 Wellington Road are limited to an estimated 0.036 hectares of land. The estimated 0.036 hectares of land will be impacted and changed into the dedicated transit lanes, retaining wall, new curb, and sidewalk on the eastern side of Wellington Road.
Land disturbance	<b>No indirect adverse impact – Soil Disturbance</b>  There is an expected soil disturbance involved in the removal of the proposed building. However, these lands have been previously disturbed by the construction of the existing building on the Subject Property.  Refer to the Stage 1-2 Archaeological Assessment that was completed during the TPA

### 6.2.4 Summary of Impacts

The proposed Wellington Gateway section of the London BRT project is anticipated to directly impact the Subject Property through the demolition of the building located at 16 Wellington Road. This property was determined to meet the criteria of Ontario Regulation 9/06 based on the CHER completed in November 2018 (AECOM, 2018). The destruction of the structure within the Subject Property is an adverse impact to the cultural heritage value and interest of the property. Mitigation measures options and recommendations have been summarized in **Section 7** and **Section 8** below.

## 7. Assessment of Mitigation Options

The property at 16 Wellington Road has cultural heritage value or interest since it meets the criteria set out in O. Regulation 9/06 of the *Ontario Heritage Act*. As identified, the proposed development will have a direct adverse impact on the cultural heritage value of the building located within 16 Wellington Road. Accordingly, three mitigation options are presented.

- Retention *in Situ* (Alternative 1)
- Relocation (Alternative 2)
- Demolition with Additional Mitigation Measures (Alternative 3)

### 7.1 Evaluation of Alternatives

#### 7.1.1 Retention *in Situ* (Alternative 1)

The Environmental Assessment process<sup>9</sup> included reviewing multiple design alternatives for each proposed leg of the BRT system and experienced a “Time Out” Process as outlined in Section 1.6.4 of the EPR, stating that further consideration was required for the cultural heritage strategy before completing the TPAP. Throughout the process, many factors were taken into consideration to find the optimal design solution, which formed the Council-approved EPR drawings. These drawings included consideration for minimizing property impacts while designing the transportation infrastructure required within the right-of-way such as minimum sidewalk, bike lanes, vehicle lanes, dedicated bus lanes, median widths, and setbacks. Throughout detailed design, the City and Consultants reviewed the EA design for Wellington Road and made adjustments where possible to help revise the right-of-way to further scale back property impacts.

The Subject Property is located within the Wellington Road Curve design segment which is located along Wellington Road south of the Thames River to Base Line Road crossing. This section of the road has an existing reverse horizontal curve<sup>10</sup> (or “S” curve), which does not meet current design standards. Various alignments and configurations were considered for this section of Wellington Road. The preferred design of the 90% Detailed Design is to lengthen the curves improving the safe movement of vehicles, which will result in an improvement to pedestrian safety. Wellington Road will have two centre running BRT lanes with two lanes of traffic in either direction. The preferred design of the Wellington Road Curve has been optimized in preliminary design to reduce the impacts to the fronting properties where possible while meeting the design standards and safety requirements along this portion of the road.

The property and building located at 16 Wellington Road is directly impacted by the proposed roadway alignment. The impacts are directly related to the widening of the road itself, to accommodate the dedicated transit lanes, and improve the overall horizontal geometry of the road to improve vehicle and pedestrian safety along this portion of the corridor. At this specific location, the signalized Grand Avenue intersection is being maintained, which includes the northbound left turn lane and the inclusion of a bike lane/multi-use path. The additions will result in a wider road cross-section. A shift of alignment to the west to reduce the impacts to 16 Wellington Road would create impacts to three multi-unit residential buildings and a single commercial building. Therefore, avoiding the building at 16 Wellington Road is not feasible.

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<sup>9</sup> The environmental assessment process ensures that governments and public bodies consider potential environmental effects before an infrastructure project begins.

<sup>10</sup> A reverse curve (or “S” curve) is a section of the horizontal alignment of a highway or a railroad route in which a curve to the left or right is followed immediately by a curve in the opposite direction.

## 7.1.2 Relocation (Alternative 2)

Where retention *in situ* is not feasible, relocation is often the next option considered to mitigate the loss of a heritage resource. As with retention, relocation of a structure must be balanced with cultural heritage value or interest identified. Relocation removes the building at 16 Wellington Road from its contextual setting but allows for the preservation of its heritage attributes. This is only a viable option where the integrity of the structure is sound, and an economically viable new location is available.

The footprint of the Subject Property boundary is not large enough to allow for the relocation of the building at 16 Wellington Road within the property. Therefore, relocation of the building is not feasible within the current Subject Property boundary. To relocate the building off-site, it would have to be relocated to a sympathetic site, which would include its relocation to a large vacant lot at the corner of an intersection, preferably on Wellington Road. The entrance of the building should remain orientated to the corner of an intersection since this is a heritage attribute of the property. However, as review of Google Maps and the Multiple Listing Services (MLS) Gallery map did not identify any vacant lots for sale on a corner lot along Wellington Road that could accommodate the building. In addition, relocating a structure of this size is likely to result in damage to the building. Therefore, it is considered by AECOM that relocation of the building within the Subject Property for this project is not feasible.

## 7.1.3 Demolition with Additional Mitigation Measures (Alternative 3)

Demolition is the mitigation option only when retention or relocation is not feasible. Removing this structure without further mitigation would not comply to Policy 591 which states; *where a heritage designated property or a property listed on the Register is to be demolished or removed, the City will ensure the owner undertakes mitigation measures including detailed documentation of the cultural heritage features to be lost and may require the salvage of materials exhibiting cultural heritage value for the purpose of re-use or incorporation into the proposed development.* In addition, Policy 569 states that *where through the process established in the specific Policies for the Protection Conservation and Stewardship of Cultural Heritage resources section of this chapter and in accordance with the Ontario Heritage Act, it is determined that a building may be removed, the retention of architectural or landscape features and the use of other interpretive techniques will be encouraged where appropriate.*

Based on AECOM's assessment of Alternative 1 and Alternative 2, demolition is considered the only viable option for this property. Therefore, the following sections present the mitigation measures required for demolition.

### 7.1.3.1 Demolition with Documentation

Given the property has been determined to have cultural heritage value or interest, prior to the demolition of the building at 16 Wellington Road, documentation is required. Documentation will provide a record of the building's construction details and a detailed photographic record of the resource, including its interior. Documentation is required before there are any changes to the property. Adequate documentation may involve high-resolution photography, photogrammetry, LiDAR scan or measured drawings of all elevations, and additional structure-specific research and analysis. Drawings must be drawn to scale and include:

- Overall dimensions
- Site plan depicting the location of the existing building
- Elevation plan for each elevation of the existing building
- Specific sizes of existing building elements of interest (signs, windows, awnings, etc.)
- Detailed information including trim, siding, mouldings, etc., including sizes and profiles
- Building materials used
- Interior documentation, including photographs and a floor plan

The quality of the documentation must be such that the building can be understood even though the physical evidence has disappeared. The documentation report will be filed with the Heritage Planner at the City of London.

### 7.1.3.2 Demolition with Commemoration

Given the property has been determined to have cultural heritage value or interest commemoration is required. Commemoration creates a public record of the Subject Property and provides a physical reminder of the land use history of the property. A commemoration strategy communicates the cultural heritage value of the building after it is demolished. The following commemorative options have been proposed to memorialize and remember the former Dobbyn Creative Printing Company building located at 16 Wellington Road:

#### Commemorative Option A: Cultural Heritage Interpretative Sign

Commemorative Option A recommends the installation of a cultural heritage interpretative sign on the site of 16 Wellington Road, the location of the Dobbyn Printing Company Building. A sign will present a textual and pictorial historical and architectural overview of the Dobbyn Creative Printing Company itself and the associated printing facility currently located at 16 Wellington Road.

The cultural heritage interpretative sign should be installed by the City of London on a portion of the Subject Property that will remain in ownership by the City (i.e. the new Wellington Road right-of-way). The location of this sign should be specified in the Issued for Tender Documents and the construction level drawings and should be installed after the demolition of the building and completion of the project. Consider using historic images as documented in this report (**Image 1 or Image 2**)<sup>11</sup>. The following provides a draft of the text for a cultural heritage interpretative sign:

***Dobbyn Creative Printing Limited***  
***Built-in 1946***

*In 1946, Robert Dobbyn, owner of the Art Novelty Company, designed and constructed the building at 16 Wellington Road. The new building would serve as a new office and printing plant for the company. The Art Novelty Company specialized in the production of advertising “novelties” (which would today be known as promotional products) such as calendars, flyers, and postcards. The business began in 1922 when Robert’s father, Alfred B. Dobbyn and Hedley Smith, purchased the Strathroy based Art Novelty Company. The original location of the business was in the garage of Albert B. Dobbyn’s home at 385 Wortley Road.*

*In 1969, the Art Novelty Company was renamed by Robert Dobbyn to Dobbyn Creative Printing Limited. The Dobbyn name was maintained for over 70 years. In 2010, the building was the printing facility for Murray Prepress Limited. In 2015, the property was sold and was no longer used for printing.*

*Robert Dobbyn designed the building at 16 Wellington Road in the Art Moderne architectural style. As an evolution of the Art Deco style, the building’s horizontal massing, a round corner entrance, stucco cladding, glass block casement windows, and black metal flashing along the roofline, are all key elements of the Art Moderne style which gave the building an overall streamlined appearance.*

#### Commemorative Option B: Retaining Wall and Salvage

Based on the 90% Detailed Design, a retaining wall is anticipated to be located within the Subject Property. This commemoration option recommends that the retaining wall proposed for this property is designed with Art Moderne design elements which would commemorate the Art Moderne style of the former printing facility. The following architectural elements should be considered for commemoration:

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<sup>11</sup> Note, for Image 2, the London Free Press was contacted in the production of this HIA, however a digital copy of the image was not obtained at the time of the completion of this HIA.

- Design the retaining wall with a rounded corner. Rounding can be generally accommodated if a cast-in-place concrete wall is considered.
- Consider a painted stucco finish on the retaining wall that could be applied to the concrete.

## 8. Conclusion and Recommendation

The Subject Property is currently listed on the City of London's *Register of Cultural Heritage Resources*. As part of the CHER completed by AECOM in 2018, the property was evaluated using the criteria of Ontario Regulation 9/06 and was determined to have cultural heritage value or interest. Based on the impact assessment conducted in this HIA, the property will be directly adversely impacted. Specifically, the demolition of the building located at 16 Wellington Road is required as part of the project. Therefore, based on the results of the impact assessment and the assessment of mitigation options presented in **Section 7** of this HIA, the following is recommended.

As retention of the building located at 16 Wellington Road *in-situ* and relocation are not considered to be feasible, and demolition is the only viable option (**Alternative 3**), the following mitigation measures are recommended:

- 1) Prior to any changes to 16 Wellington Road, including the demolition of the building, the City should secure the services of a Qualified Person, such as a professional architect, to measure and photographically document the building in compliance with Policy 567, *the London Plan*. The documentation material should be provided to the City of London Heritage Planner and the material should be appended to this HIA. Drawings must be drawn to scale and should include, but are not limited to:
  - Overall dimensions
  - Site plan depicting the location of the existing building
  - Elevation plan for each elevation of the existing building
  - Specific sizes of existing building elements of interest (signs, windows, awnings, etc.)
  - Detailed information including trim, siding, mouldings, etc., including sizes and profiles
  - Building materials used
  - Interior documentation, including photographs and a floor plan
- 2) Commemoration of the property is required. One or both commemorative options as proposed in **Section 7** of this HIA, should be established in the 100% Detailed Design phase for the Subject Property.
  - a. The following steps are required to implement **Commemorative Option A**, the cultural heritage interpretative sign:
    - Determine the location of the cultural heritage interpretative sign in the 100% Detailed Design phase. Show on the Issued for Tender Documents and the construction level drawings.
    - The cultural heritage interpretative sign is to be referred to London's Cultural Office, with budgeting allocated for its design during the construction phase of this Project.
    - The cultural heritage interpretative sign should be installed following the completion of the demolition of 16 Wellington Road and after the completion of the construction of the Project.
  - b. The following steps are required to implement **Commemorative Option B**, the retaining wall:
    - Design the retaining wall to replicate the Art Moderne rounded corner of the existing building at 16 Wellington Road. The design, including the type of paint and colour of the paint, should be completed in the 100% Detailed Design phase on the Issued for Tender Documents and the construction level drawings. The design drawings and specifications should be included in the documents for Tender.

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# Appendix **A**

## Photographs



**Photograph 1:**  
South elevation of 16 Wellington Road, looking north (AECOM 2021)



**Photograph 2:**

View entranceway illustrating the single door that is flanked by two slender round posts and frosted glass block sidelights, looking northeast (AECOM 2021)



**Photograph 3:**  
North elevation and a view of the rear extension, looking southwest (AECOM 2021)



**Photograph 4:**  
West and south elevation of 16 Wellington Road, looking northeast (AECOM 2021)



**Photograph 5:**

View of the frosted glass block windows with concrete sills, looking east (AECOM 2021)

# Appendix **B**

## Magazine and Newspaper Articles



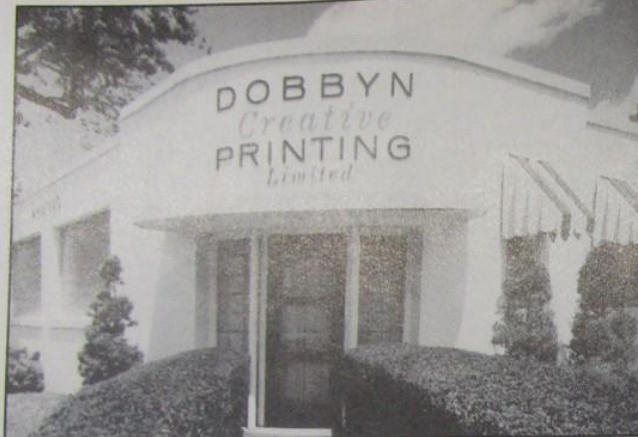


Image 3:  
A London Printer Leaves His Mark (Dirk, 1999, London Free Press)



Image 4<sup>12</sup>:  
Dobbyn Printing Plant is Downright Neighborly (Hynes, 1980)

<sup>12</sup> Retrieved from: London Magazine (Summer 1993) Pg. 32



**Dobbyn Creative Printing Limited, 16 Wellington Rd.  
(corner of Wellington and Grand)**

*Richard Morrison, architect,  
Breivik Scorgie Wasylo Morrison Architects inc.*

It's not stylistically prominent, and it's not a landmark in the conventional sense of the word. But for Richard Morrison, the simple and straightforward Dobbyn building "marks the land it sits on and denotes it very clearly," and that makes it special.

Also notable, says Morrison, is the building's principle adornment — its signage. "It's a printer's building and they've been careful in the selection of typography. It fits the building and the building's function perfectly which is rare."

Situated on a commercial strip with not much north of the building to relate to, it manages, says Morrison, to "stand by it-

self without being obtrusive.

Further, the Dobbyn building resolves the corner, Morrison notes is always a difficult element to deal with by eliminating that transition. "That was typical of the Modernist style and it's laudable."

**200 Queens Ave. (corner of Queens and Clarence)**  
*James Patten, curator of contemporary art,  
London Regional Art and Historical Museums*

This building catches James Patten's eye regularly when walking in the area. Patten attributes the attraction to a "tension" in the building between its turquoise color, which he finds unusual in architecture; and its subdued, geometric structure. He finds it interesting that the daring color is restrained by the building's grey stone and simple forms.

Patten likes the way 200 Queens expresses its steel grid structure through its facade. "It's so blatantly modern and in contrast to St. Paul's. It suggests the architect was confident and bold and attractive."

There is, notes Patten, a "real sophistication" that was lacking in the decades following. Modernism was "so easy to bastardize that we ended up with a horrible legacy of knock-off apartment buildings and office towers in the years that followed. At 200 Queens the vision of modernism is still fresh and pure."

Patten thinks 200 Queens is an important building in a city that has few good examples of modernism. "I'm terrified that a building like this is a sitting duck for a bad renovation. It would, says Patten, "completely destroy" the subtle relationship of the parts and overall integrity of the building."

**Image 5<sup>13</sup>:**

Dobbyn Creative Printing Limited, 16 Wellington Rd. (London Magazine, Summer 1993)

<sup>13</sup> Retrieved from: London Magazine (Summer 1993) Pg. 32

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# Heritage Impact Assessment: 26-30 Wellington Road, London, Ontario

## Wellington Gateway Bus Rapid Transit and Infrastructure Improvements

Corporation of the City of London

60641336

August 2023

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## Revision History

Rev #	Revision Date	Revised By:	Revision Description
0	January 2022	Liam Ryan/Tara Jenkins	Draft HIA prepared
1	October 2022	Liam Ryan	City of London Comments R1
2	August 2023	Liam Ryan	City of London Comments R2

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*Wellington Gateway Bus Rapid Transit and Infrastructure Improvements*

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# 1. Introduction

## 1.1 Project Context

AECOM Canada Ltd. (AECOM) was retained by the City of London to complete a Heritage Impact Assessment (HIA) for the properties with the municipal addresses of 26 Wellington Road, 28 Wellington Road and 30 Wellington Road (the 'subject properties') as part of the work being completed for the Wellington Gateway segment of the proposed London Bus Rapid Transit (BRT) system (the 'project').

At the onset of the Rapid Transit Master Plan (RTMP) process, the proposed route was a 24-kilometre BRT system that comprised of four segments, combined into two operation routes: the north/east corridor and the south/west corridor, with 38 bus stops in total. The BRT system was approved by the City of London Council through the RTMP in July 2017. The second stage of the process was completed using the *Transit Project Assessment Process* (TPAP) under Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings. As part of the TPAP, an Environmental Project Report (EPR)<sup>1</sup> was completed in 2019. Since the commencement of the TPAP there has been refinement of the BRT network through the development and evaluation of alternative design options, public and stakeholder engagement, and the identification of impacts on the environment.

As a support document to the EPR, a Cultural Heritage Screening Report (CHSR) authored by WSP was finalized in 2019. The CHSR was written to establish a developmental history of the proposed BRT Study Area. The CHSR identified properties with recognized and potential cultural heritage value or interest that may be impacted by the project. The screening criteria of the Ministry of Tourism, Culture and Sport (MTCS) *Criteria for Evaluating Potential Built Heritage Resources and Cultural Heritage Landscapes* and the 40-year threshold were used to identify potential cultural heritage resources, not on the City of London *Register of Cultural Heritage Resources*. With the recommendation of London's Advisory Committee on Heritage (LACH),<sup>2</sup> Municipal Council added 347 potential cultural heritage resources to the City of London's *Register of Cultural Heritage Resources* as "Listed."

In October 2018, the TPAP process was paused in a "Time Out" process to strengthen the project's cultural heritage strategy. A total of 67 potential cultural heritage resources were identified as having potential cultural heritage value or interest and were determined to potentially be directly impacted by the construction of the BRT. As the project footprint was refined and reduced, the number of properties requiring further work was reduced and as a result, 51 cultural heritage resources required Cultural Heritage Evaluation Reports (CHERs). The subject properties at 26-30 Wellington Road, were three properties identified in the City of London CHSR (October 2018) as being directly impacted by the project and were added to the Heritage Register of Cultural Heritage Resources.

In February 2019, a group CHER was completed by AECOM which included 26-30 Wellington Road as part of the TPAP for the project. Based on the heritage evaluations undertaken in the CHER, 26, 28, and 30 Wellington Road were each determined to meet Ontario Regulation 9/06. The CHER recommended that an HIA be completed for each property if they are to be directly impacted by the project.

To date, the cultural heritage work has been completed with engagement with the Community Advisory Committee on Planning (CACP) and MTCS. The EPR document for the BRT recommends HIAs for properties potentially impacted by the project post-TPAP, in the Detailed Design phase. The EPR states that during Detailed Design, mitigation measures will be addressed to minimize impacts to heritage properties.

---

<sup>1</sup> The EPR is a thorough report that is required as part of the TPAP. It is intended to provide enough information to understand what the project is and how it will affect the natural, social, cultural, transportation and economic environments.

<sup>2</sup> Now the Community Advisory Committee on Planning (CACP) serves as the City's municipal heritage committee.

As of July 2021, the City of London is in the 50% Detailed Design phase for the Wellington Gateway segment of the project. The Wellington Gateway segment extends south from the Downtown Loop segment at King Street and extends 7.5 kilometres south along Wellington Street/Wellington Road<sup>3</sup> to the intersection of Exeter Road and Bessemer Road near Highway 401. The route includes 11 bus stations, located at King Street, Horton Street East, South Street, Bond Street, Base Line Road East, Commissioners Road East, Wilkins Street, Southdale Road East, Montgomery Gate, Bradley Avenue, and Exeter Road.

Currently, the Wellington Gateway Phasing Plan is comprised of four design segments:

- Design Segment 1 – York Street to Grand Avenue;
- Design Segment 2 – Grand Avenue to Wilkins Street;
- Design Segment 3 – Wilkins Street to Montgomery Gate; and
- Design Segment 4 – Montgomery Gate to Exeter Road.

The following HIA for 26-30 Wellington Road is based on the 50% Detailed Design for Wellington Gateway located in Design Segment 2. The HIA was developed in consultation with the City of London Heritage Planner, Kyle Gonyou. In addition, this HIA includes input from AECOM's structural engineering team and Dillon Consulting Limited, responsible for the Project's detailed design and the Project's Landscape Plan.

## 1.2 Location and Physical Description of the Subject Properties

The subject properties, shown in **Figure 1** and **Figure 2**, have the municipal addresses of 26 Wellington Road, 28 Wellington Road, and 30 Wellington Road. Historically they are within part of the south half of Lot 25, Broken Front Concession, or Concession "B", in the former Westminster Township, Middlesex County. Currently they are within part of Lot 19, Registered Plan 11(4<sup>th</sup>). The subject properties are located in South London (also known as Old South) on the east side of Wellington Road, between Watson Street and Grand Avenue. The subject properties are bound by Wellington Road to the west, a vacant residential property to the south (32 Wellington Road)<sup>4</sup>, a residential property to the east (4 Watson Street), and a vacant property to the north.

### 1.2.1 26 Wellington Road

The building located at 26 Wellington Road is a one-and-a-half-storey building with a side hall plan and a steeply pitched gable roof. It has been designed with Queen Anne Revival style influences and constructed of concrete block circa 1906. The existing conditions section of this report contains a full description of the property and its residential structure (see **Section 5.3.1**).

### 1.2.2 28 Wellington Road

The building located at 28 Wellington Road is a one-and-a-half-storey building with a side hall plan and a steeply pitched gable roof. It has been designed with Queen Anne Revival style influences and constructed of concrete block circa 1906. The existing conditions section of this report contains a full description of the property and residential structure (**Section 5.3.2**).

---

<sup>3</sup> Note: Wellington Street becomes Wellington Road south of the Thames River

<sup>4</sup> The structure located within 32 Wellington Road has been removed since the October 29, 2021

### 1.2.3 30 Wellington Road

The building located at 30 Wellington Road is a one-and-a-half-storey building with a side hall plan and a steeply pitched gable roof. It has been designed with Queen Anne Revival style influences and constructed of concrete block circa 1906. The existing conditions section of this contains a full description of the property and residential structure (**Section 5.3.3**).

## 1.3 Summary of Property Impacts on 26-30 Wellington Road

The 50% Detailed Design shows that on the northeast side of Wellington Road, the road, curb, sidewalk and boulevard will encroach into each subject property to accommodate the new bus lanes for the project. The 50% Detailed Design also shows that these infrastructure improvements will require the demolition of the three buildings within each subject property (**Figure 4**). As such, and in accordance with the recommendation in the CHER (AECOM, 2019), an HIA is required prior to demolition of any structures on these properties. This HIA will be a support document in the demolition application for each property.

### 1.3.1 Property Owner

Each subject property is owned by the City of London.

### 1.3.2 Current Cultural Heritage Status of the Subject Properties

The subject properties, 26, 28 and 30 Wellington Road are individually listed on the City of London's *Register of Cultural Heritage Resources* on March 27, 2018.



**Photograph 1:**

View of the three buildings located at 26-30 Wellington Road, looking northeast (Photograph taken by AECOM, 2021)



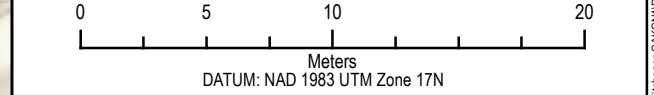


**Legend**

- Parcel Boundary
- Subject Property

**Heritage Impact Assessment  
Wellington Gateway Bus Rapid Transit  
& Infrastructure Improvements**

Subject Property - 26 Wellington Road,  
28 Wellington Road and 30 Wellington Road  
City of London



November 2021	1:300 * when printed 11"x17"	Source: MNRFP 2020, City of London 2019 Image: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User
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<b>AECOM</b>	<b>Figure 2</b>
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## 1.4 Methodology

This HIA adheres to the guidelines set out in the MTCS *InfoSheet #5 Heritage Impact Assessment and Conservation Plans* as part of the *Ontario Heritage Tool Kit* (2006). This HIA addresses the impacts of the project on the subject properties which are all listed on the *Register of Cultural Heritage Resources*.

For the purpose of this HIA, AECOM undertook the following key tasks:

- Reviewed appropriate background documents including the:
  - *Cultural Heritage Screening Report: London Bus Rapid Transit System*. (WSP Canada Inc., Final February 27, 2019);
  - *Cultural Heritage Evaluation Report: 35 Properties, Wellington Road, London Ontario*. (AECOM, February 2019); and
  - *Structural Condition Assessment 26, 28 and 30 Wellington Road London ON* (EXP Services Inc., June 10, 2022).
- Consulted with the City of London Heritage Planner, to confirm the scope of the HIA and to brainstorm commemoration options;
- Conducted a field review to document the existing conditions of the Subject Property from the public right-of-way on October 29, 2021;
- Identified and prepared a description of the proposed undertaking;
- Assessed the proposed infrastructure impacts, based on the 50% Detailed Design, on the cultural heritage value and heritage attributes of the Subject Property; and
- Prepared mitigation options and mitigation measures with recommendations to avoid or reduce any negative impacts to the Subject Property.

This HIA was completed by a team of AECOM's Cultural Resource Management staff including Liam Ryan (Cultural Heritage Planner), Tara Jenkins (Cultural Heritage Specialist, Lead), and Britta Patkowski (Associate Vice President, Planning and Permitting). The HIA was developed in engagement with the City of London Heritage Planner, Kyle Gonyou. In addition, this HIA includes input from AECOM's structural engineering team and Dillon Consulting Limited, responsible for the Project's detailed design and the Project's Landscape Plan within Design Segment 2.

## 1.5 Community Engagement

Below includes a summary of the engagement activities and feedback undertaken for the development of this HIA.

For the purposes of this HIA, community engagement involved contacting the City of London to document any municipal or local level heritage impact assessment provisions that should be included in this HIA. Kyle Gonyou verified that the City of London currently does not have a Terms of Reference for the preparation of HIAs. In addition, the archival staff at the London Room, London Public Library, were contacted to gain more historical information on the subject properties. The following stakeholders were contacted with inquiries regarding background of the subject properties (**Table 1**):

**Table 1: Results of Community Engagement**

Contact	Contact Information	Date	Notes
Kyle Gonyou / City of London / Heritage Planner	Via Microsoft Teams	August 24, 2021	Kyle approved a grouped HIA to include all three properties in one report.
Kyle Gonyou / City of London / Heritage Planner  Michael Greguol / City of London / Heritage Planner	Via Microsoft Teams	November 18, 2021	A meeting between the AECOM heritage team and Kyle Gonyou and Michael Greguol was held to review and discuss commemoration options for the Subject Properties.
City of London  Dillon Consulting	Via Microsoft Teams	November 30, 2021	A meeting between the AECOM heritage team, the City of London and Dillon Consulting to review commemoration options and discuss coordination.
Peter McAllister / Dillon Consulting / Senior Project Manager  Kate Preston / Dillon Consulting / Associate, Landscape Architect	Via Microsoft Teams	December 16, 2021	A meeting between the AECOM heritage team and Peter McAllister and Kate Preston from Dillon Consulting was conducted to review and discuss commemoration options for each subject property.  A number of commemoration options were presented and discussed during the meeting. The most feasible options can be found in <b>Section 7</b> of this report.
London Room / London Public Library	Research.request@lpl.ca	December 10, 2022	The London Room provided the AECOM heritage team with City Directory documents/images that provided insight into the concrete machinery production industry in London, ON during the early 1900s.
Richvale-York Block Inc.	lteseo@richvaleYork.com	July 28, 2022	AECOM emailed the block company to see if new block could be made to be compatible in shape, size, colour and appearance as the original.
City of London  Dillon Consulting	Via Microsoft Teams	April 11, 2023	A meeting between the AECOM heritage team, the City of London and Dillon Consulting to review round 2 revision comments from the City of London.

## 2. Policy Framework

The authority to request a HIA arises from the *Ontario Heritage Act*, Section 2(d) of the *Planning Act*, the Provincial Policy Statement (2020) and the City of London's Official Plan: *The London Plan* (June 23, 2016).

### 2.1 Planning Act and Provincial Policy Statement

The *Planning Act* (1990) and the associated Provincial Policy Statement (2020) provide a legislative framework for land use planning in Ontario. Both documents identify matters of provincial interest, which include the conservation of significant features of architectural, cultural, historical, archaeological, or scientific interest. The *Planning Act* requires that all decisions affecting land use planning matters "shall be consistent with" the Provincial Policy Statement. In general, the Provincial Policy Statement recognizes that Ontario's long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral, cultural heritage, and archaeological resources for their economic, environmental, and social benefits.

Pursuant to Section 2.6 of the 2020 Provincial Policy Statement, Policy 2.6.1 states "Significant built heritage resources and significant cultural heritage landscapes shall be conserved." The 2020 Provincial Policy Statement issued under the authority of the *Planning Act* defines "conserved" as "means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision designated and available for the purposes of this definition".

To conserve a cultural heritage resource, a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development or site alteration that affects a cultural heritage resource. Using tools such as heritage impact assessments, municipalities and approval authorities can further enhance their own heritage preservation objectives.

Furthermore, a policy in Section 2.6 of the 2020 Provincial Policy Statement, Policy 2.6.3, states "Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it had been demonstrated that the heritage attributes of the protected heritage property will be conserved".

### 2.2 Ontario Heritage Act

The *Ontario Heritage Act* enables municipalities and the province to designate individual properties and/or districts as being of cultural heritage value or interest. The province or municipality may also "list" a property or include a property on a municipal register that has not been designated but is believed to be of cultural heritage value or interest. *Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest* (O. Reg. 9/06) under the *Ontario Heritage Act* provides criteria for determining cultural heritage value or interest. If a property meets one or more of the criteria it may be designated under Section 29 of the *Ontario Heritage Act*.

Under section 27(9) of the *Ontario Heritage Act* it is stated that:

If a property that has not been designated under this Part has been included in the register under subsection (3), the owner of the property shall not demolish or remove a building or structure on the property or permit the demolition or removal of the building or structure unless the owner gives the council of the municipality

at least 60 days notice in writing of the owner's intention to demolish or remove the building or structure or to permit the demolition or removal of the building or structure.

## 2.3 The London Plan

*The London Plan* is the City of London's new Official Plan and has been entirely in force and effect, as of May 2022. *The London Plan* sets out a new approach for planning in London which emphasizes growing inward and upward, so that the City can reduce the costs of growth, create walkable communities, revitalize urban neighbourhoods and business areas, protect farmlands, and reduce green building gases and energy consumption. The plan sets out to conserve the City's cultural heritage and protect environmental areas, hazard lands, and natural resources.

Specifically related to heritage conservation, *The London Plan* outlines a number of policies related to the conservation of cultural heritage resources within the city. The following General Cultural Heritage Policies are applicable to this project:

*(565\_) New development, redevelopment, and all civic works and projects on and adjacent to heritage designated properties and properties listed on the Register will be designed to protect the heritage attributes and character of those resources, to minimize visual and physical impact on these resources. A heritage impact assessment will be required for new development on and adjacent to heritage designated properties and properties listed on the Register to assess potential impacts and explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resource and its heritage attributes;*

*(566\_) Relocation of cultural heritage resources is discouraged. All options for on-site retention must be exhausted before relocation can be considered;*

*(567\_) In the event that demolition, salvage, dismantling, relocation or irrevocable damage to a cultural heritage resource is found necessary, as determined by City Council, archival documentation may be required to be undertaken by the proponent and made available for archival purposes;*

*(568\_) Conservation of whole buildings on properties on the Register is encouraged and the retention of facades alone is discouraged. The portion of a cultural heritage resource to be conserved should reflect its significant attributes including its mass and volume;*

*(569\_) Where, through the process established in the specific Policies for the Protection Conservation and Stewardship of Cultural Heritage resources section of this chapter and in accordance with the Ontario Heritage Act, it is determined that a building may be removed, the retention of architectural or landscape features and the use of other interpretive techniques will be encouraged where appropriate;*

*(586\_) The City shall not permit development and site alteration on adjacent lands to heritage designated properties or properties listed on the Register except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the heritage designated properties or properties listed on the Register will be conserved;*

*(590\_) Where a property has been identified on the Register and an application is submitted for its demolition or removal, the Heritage Planner and the Clerks Department will be notified in writing immediately. A demolition permit will not be issued until such time as City Council has indicated its approval, approval with conditions, or denial of the application pursuant to the Ontario Heritage Act. Council may also request such information that it needs for its consideration of a request for demolition or removal; and*

*(591\_) Where a heritage designated property or a property listed on the Register is to be demolished or removed, the City will ensure the owner undertakes mitigation measures including a detailed documentation of the cultural heritage features to be lost and may require the salvage of materials exhibiting cultural heritage value for the purpose of re-use or incorporation into the proposed development.*

### **2.3.1 Municipal Heritage Alteration Permit**

The subject properties at 26-30 Wellington Road are not designated under the *Ontario Heritage Act*, and therefore heritage alteration permits are not required for this project.

### 3. Summary of Background Research and Analysis

For the full documentation of the background research refer to the *Cultural Heritage Evaluation Report: 35 Properties, Wellington Road, London Ontario*. (AECOM, February 2019). The following summarizes the research of the CHER and new information gleaned in the production of this HIA.

#### 3.1 Historical Background – Overview

The buildings located at 26, 28 and 30 Wellington Road are situated on part of Lot 19, Registered Plan 11(4<sup>th</sup>). Land registry records indicate that Lot 19 remained undivided until it was purchased by Joseph Nicholson in September 1905.<sup>5</sup> Nicholson divided the property into three smaller residential lots in 1906 and constructed the three buildings in each subject property.

##### 3.1.1 Historical Background – 26 Wellington Road

Joseph Nicholson sold the property at 26 Wellington Road to James A. Mapletoft in May 1906 for \$1,750.<sup>6</sup> The price suggests that Mapletoft purchased the completed building as opposed to a vacant lot. 26 Wellington Road first appears in the City of London Directory in 1907 with J. A. Mapletoft listed as the resident<sup>7</sup>. Mapletoft would occupy the property at 26 Wellington Road for over 50 years. It is assumed Mapletoft died around 1958 since that year the building was transferred to his widow Mary Mapletoft. Mary continued to live there until her death in 1960. The building was then sold to Tony Protopapas the same year and after that, the building passed through several owners.<sup>8</sup>

##### 3.1.2 Historical Background – 28 Wellington Road

Joseph Nicholson sold the property at 28 Wellington Road to Alfred Woodfine in August 1906 for \$1,900<sup>9</sup>. This price suggests that Woodfine purchased a completed building from Nicholson. 28 Wellington Road first appears in the City of London Directory in 1907, with Alfred Woodfine listed as resident<sup>10</sup>. Woodfine sold the building the following year to William Sholdice, who in turn sold it to Harold Phillips in 1913. The property passed through several owners during the next few decades. It was purchased by Arthur H. Sant in 1922. A. H. Sant and F. K. Dickinson are both listed as residents until the 1930s. It appears that Dickinson purchased the building from Sant in 1934 and continued to reside there into the 1970s.<sup>11</sup>

##### 3.1.3 Historical Background – 30 Wellington Road

Joseph Nicholson sold the property at 30 Wellington Road to Benjamin Askey in August 1906 for \$1,700. This price suggests that Askey purchased a completed building from Nicholson. 30 Wellington Road first appears in the City of London Directory in 1907, with Benjamin Askey listed as resident<sup>12</sup>. Askey sold the property in 1911 to Fred Delaney, who would reside there until the early 1950s. Delaney sold the property to Frank Woodward in 1950, who then sold

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<sup>5</sup> MCLRO (33). Book 170 Chester Street; Plan 11, 400

<sup>6</sup> MCLRO (33). Book 170. Op Cit.

<sup>7</sup> Vernon, 1907-1908

<sup>8</sup> MCLRO (33). Book 170. Op Cit.

<sup>9</sup> MCLRO (33). Book 170. Op Cit.

<sup>10</sup> Vernon, 1907-1908

<sup>11</sup> MCLRO (33). Book 170. Op Cit.

<sup>12</sup> Vernon, 1907-1908

it to Hugh Willis in 1956.<sup>13</sup> The City Directories indicate that the building was likely divided into two residential units around 1965.

### 3.1.4 1892 Rev. 1907 Goad's Fire Insurance Plan of the City of London, Ontario

The 1892 Rev. 1907 Goad's Fire Insurance Plan of the City of London, Ontario (Sheet 46) (Figure 3) shows that the surrounding area was well developed in the early 20<sup>th</sup> century. The map shows that most buildings on Wellington Road, High Street and Clarke Street (now Grand Avenue) in the vicinity of the subject properties were constructed of brick or wood. In general, a screening of the 1892 Rev. 1907 Goad's Fire Insurance Plan of the City of London, Ontario (Sheet 46) shows that there were less than twenty concrete block buildings in London by 1907, as the technology had just arrived in London the previous year (See Section 3.2 for a historical overview of concrete block buildings in London).

Figure 3: Subject Properties Overlaid on the 1892 Rev. 1907 Goad's Fire Insurance Plan of the City of London, Ontario



13. MCLRO (33). Book 170. Op Cit.

## 3.2 Brief History of Concrete Block Buildings in London

Harmon S. Palmer created and patented his “down face” block machine in 1900. Soon after, the use of this machine for concrete block making became widespread in the United States and Canada (Hayden, 2022). The use of the concrete block was not only for its beauty, but also for its ease in use. Builders with proper machines and materials could make their own buildings, with a design tailored to their personal tastes, and they could operate it by themselves.

Concrete production has a rich history in London, Ontario. Henry Pocock was an architect and the founder of London Concrete Machinery Company (founded in 1905). In 1906, he built and sold concrete brick making machines<sup>14</sup> when he was running the business from his home at 28 Redan Street at that time<sup>15</sup>. Shortly after, in 1907, he built a small factory for his company at 19 Marmora Street<sup>16</sup>. The Concrete Machinery Company was first illustrated at 19 Marmora Street in the 1908-1909 City of London Directory<sup>17</sup>. Pocock was one of the first designers and contractors in western Ontario to experiment with the use of cement block construction<sup>18</sup>.

Pocock competitor's, Frank A. Borst and John Groscop based in Auburn Indiana founded the Ideal Concrete Machinery Company on September 26, 1904. The two men established their only location outside of the United States of America at 124 York Street London, Ontario in October 1906<sup>19</sup> (**Image 1**). The Ideal Concrete Machinery Company is the only other concrete block making company in the London City Directory in 1907.



**Image 1:** Ideal Concrete Machinery Company Advertisement, circa 1906<sup>20</sup>

<sup>14</sup> Scott, 1930

<sup>15</sup> Vernon, 1907-1908

<sup>16</sup> 19 Marmora Street remains extant in London. It is a two-storey concrete rusticated block building with decorative block patterning. The building was sold to I.X.I. Spice Co. in 1910 (1912, Rev. 1915 Goad's FIP).

<sup>17</sup> Vernon, 1908-1909

<sup>18</sup> Biographical Dictionary of Architects in Canada 1800 – 1950, n.d.

<sup>19</sup> The Advertiser, October 26, 1906, p.9

<sup>20</sup> American Carpenter & Builder, 1906



With the continuing success of Pocock's concrete brick making machine for his business, the Concrete Machinery Company, by circa 1907, built and sold concrete block making machines<sup>21</sup>. The next year, Pocock designed and began to manufacture the continuous-type concrete mixer. These products sold very well in the days when concrete construction was in its infancy<sup>22</sup>. Concrete blocks for construction were gaining in popularity at this time as they were cheaper than clay bricks, more durable, grow stronger with age and cannot be destroyed by fire<sup>23</sup>.

Pocock's concrete block making machine proved to be so successful by 1910 he expanded his business and built a large factory at the southeast corner of Cabell Street and Kitchener Avenue in the City of London<sup>24</sup>. In the 1930s the automated blockmaking machine arrived and so the Concrete Machinery Company was building over 16 different sizes and designs of concrete mixers and employed over 100 workers. Products were delivered all over Canada and the United States.

In 2009 a large assembly facility was built at 15790 Robins Hill Road and the company, today, continues to build specialized concrete mixers. Now operating under the name London Machinery Inc., they are part of the Oshkosh Corporation.

The background research conducted for this HIA suggests that Pocock's industrial factory on Marmora Street and Borst and Grosco's industrial factory on York Street, were the only two concrete machinery producers in London in 1906, when the subject properties were built. Considering the three buildings at 26-30 Wellington Road are constructed of concrete block with a decorative patterning, it is most likely the block making machine to build the buildings at 26-30 Wellington Road was manufactured and purchased local, either from the London Concrete Machinery Company or the Ideal Concrete Machinery Company. While it is possible that the buildings within subject properties represent Pocock's business in its infancy (before he officially sold the concrete block machine), it is more realistic that the blocks used to construct the buildings were constructed using machinery produced by the Ideal Concrete Machinery Company. This is because Pocock began producing and selling block making machines in 1907<sup>25</sup>, whereas the Ideal Concrete Machinery Company was selling block making machines in 1906 (**Image 1**). Since the buildings were built circa 1906, it is presumed that machinery from the Ideal Concrete Machinery Company was used to build the three buildings.

Regardless of who made the blockmaking machine, the technology at the time, in 1906, meant that the blocks were manufactured on the building site with the hand operated block making machine. The Ideal Concrete Machine depicted in **Image 1** is a "hand-tamp" block machine which consists of a mold box requiring the operator to place the dry concrete mixture in the box, then mix with a hand tamper until density was achieved (mixture of Portland cement, water, sand, and gravel)<sup>26</sup>. To add the rusticated appearance to a block, a thin metal plate was inserted in the mold box. The surface facing material was poured between the metal and inner wall of the mold. The standard mix was then poured on the other side of the plate. The two sides were filled in and tamped gradually. The plate was removed slowly allowing the facing material to bond with the base while still moist. Common names for the surface texturing from molds on the blocks are rock-faced, mold-formed and rusticated concrete blocks. On average 10 concrete blocks were poured by hand per person per day<sup>27</sup>. The blocks also required curing for about 5 days and then should age for about 3-4 weeks before installation.

Around the 1940s, casting ornamental concrete block went out of production by the 1940s. Today, modern blocks are produced at a plant. Plants can produce 400-2000 precast blocks per hour.

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<sup>21</sup> *Vernon, 1907-1908*

<sup>22</sup> *Scott, 1930*

<sup>23</sup> *Sears, Roebuck and Co., n.d*

<sup>24</sup> *Scott, 1930*

<sup>25</sup> *Vernon, 1907-1908*

<sup>26</sup> *Steiger, 1994*

<sup>27</sup> *Kibbel III, n.d*

The practise of blocks being made on-site had no method of quality control. Often improper proportions in the concrete mix, or inadequate curing or aging resulted in failures in the concrete block. In the Sears, Roebuck and Co. magazine on how to make your own concrete products, it stated that “the measure to your success depends entirely upon the care with which you operate your machine, the preparation of the materials and the curing of the products”<sup>28</sup>. Cracks, for example, in the concrete block is a sign of structural failure.

### 3.3 Comparative Analysis of Other Concrete Block Buildings in London, built prior to 1907

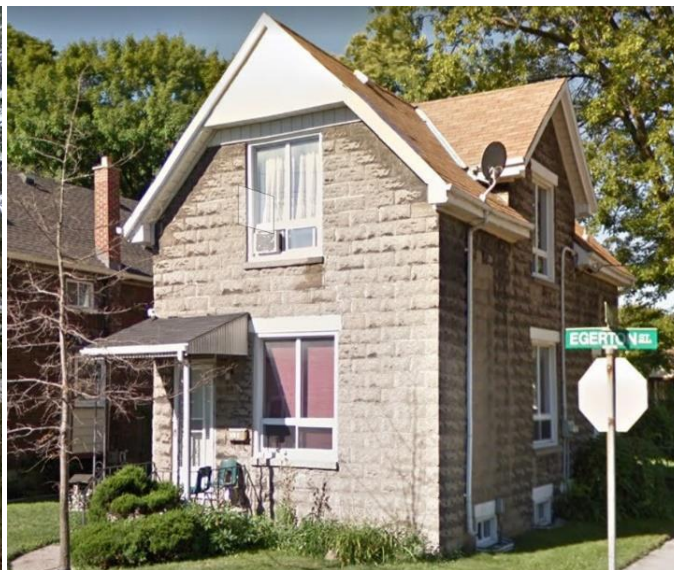
A review of the 1892 Rev. 1907 Goad’s Fire Insurance Plan indicates that 41 High Street was the only other one-and-a-half storey concrete block building in the surrounding area in 1907. Imagery from Google Street View shows that the building located at 41 High Street is in the Queen Anne Revival style constructed of uniform rusticated concrete blocks with a side hall plan and shake cedar shingles in the gable, very similar in design to the buildings within the subject properties.

While 26-30 Wellington Road and 41 High Street were the only concrete block Queen Anne Revival style buildings located in the surrounding area, several other concrete block Queen Anne Revival style buildings were located throughout London. Using the 1892 Rev. 1907 Goad’s Fire Insurance Plan it was determined that other concrete block Queen Anne Revival style buildings were extant by 1907 in London, including but not limited to:

- 41 High Street (**Image 2**);
- 281 Egerton Street (**Image 3**);
- 922 Princess Avenue (**Image 4**);
- 924 Princess Avenue (**Image 5**);
- 926 Princess Avenue (**Image 6**);
- 928 Princess Avenue (**Image 7**); and
- 588 Oxford Street East (**Image 8**).



**Image 2:**  
41 High Street  
(Google Street View, 2021)



**Image 3:**  
281 Egerton Street  
(Google Street View, 2016)

<sup>28</sup> Kibbel III, n.d, pp. 1



**Image 4**  
922 Princess Avenue  
(Google Street View, 2020)



**Image 5**  
924 Princess Avenue  
(Google Street View, 2020)



**Image 6**  
926 Princess Avenue  
(Google Street View, 2020)

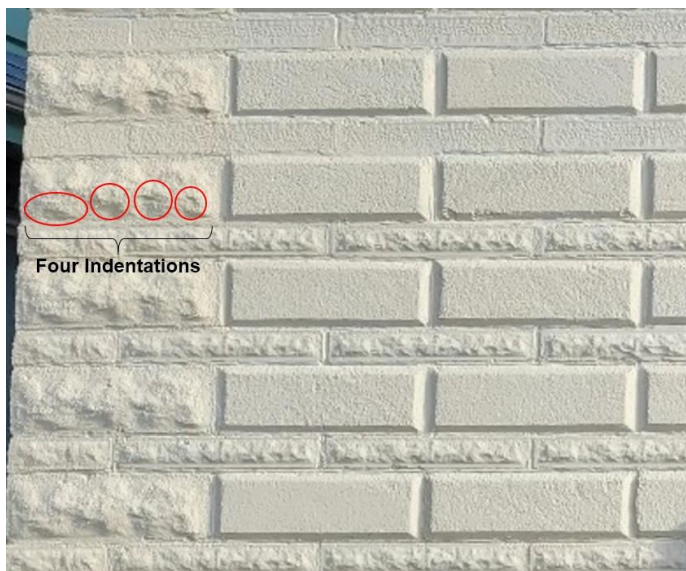


**Image 7**  
928 Princess Avenue  
(Google Street View, 2020)



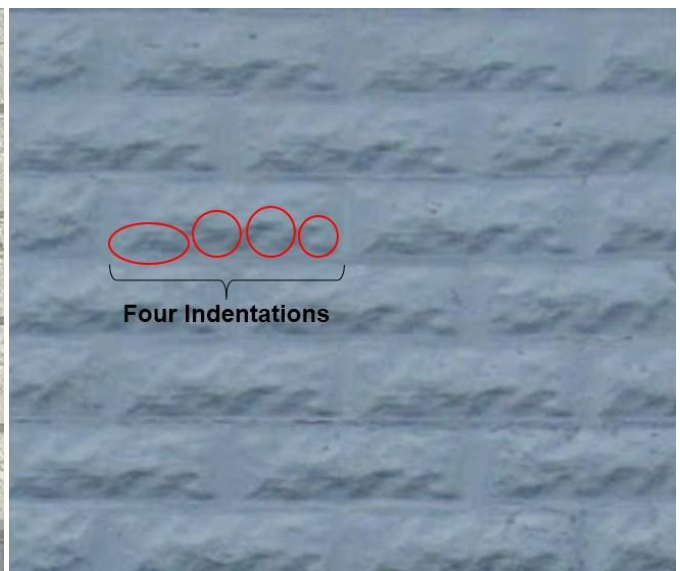
**Image 8**  
588 Oxford Street East  
(Google Street View, 2021)

It is important to note the visual differences and similarities in the concrete blocks used to construct these buildings. By visual comparison, the pattern on the concrete block of 41 High Street is visually identical to that of the rusticated stone concrete used on the quoins and the foundation of the building at 26-30 Wellington Road. **Image 9** and **Image 10** show that the blocks used to create the quoins and the foundation of the building located at 26 Wellington Road and the concrete blocks found at 41 High Street appear to have been created using the same mold. This is believed as the blocks on these two structures share the same distinct four indentations. These four indentations are not found on the other structural examples. This suggests that the same mold and perhaps machine was used to build these buildings.



**Image 9**

An image of the building located at 28 Wellington Street, illustrating the four indentations found on the concrete blocks (AECOM 2021)



**Image 10**

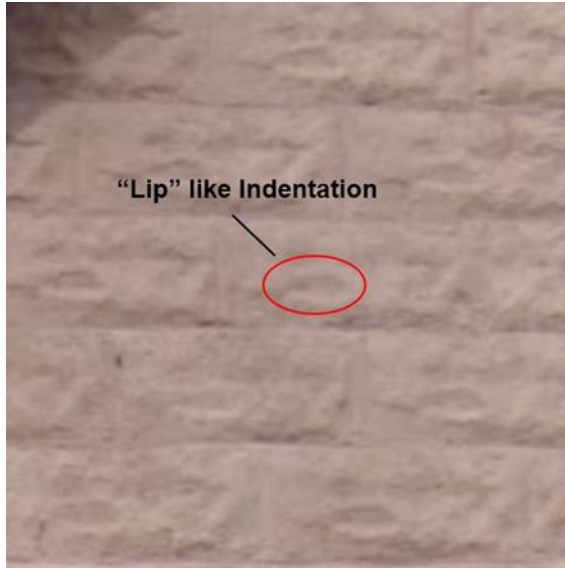
An Image of 41 High Street, illustrating the four indentations found on the concrete blocks (Google Street View, 2021)

Similarly, the pattern on the concrete blocks of 922, 924, 926, and 928 Princess Avenue are constructed of rusticated concrete blocks visually identical to each other, but visually distinct from the pattern found on the concrete blocks buildings located at 26-30 Wellington Road and 41 High Street. This suggests that a different mold was used to build the buildings on Princess Street. 588 Oxford Street East and 281 Egerton Street also both have unique concrete block patterns. For example, **Image 11**, **Image 12**, and **Image 13** show concrete blocks with different patterns from those found used to construct the buildings located at 26-30 Wellington Road.

**Image 11** illustrates the block pattern found on 928 Princess Avenue do not contain the four distinct indentations illustrated in **Image 9** and **Image 10**. Instead, **Image 11** illustrates a “lip” like indentation pattern that is found on all the concrete blocks. This “lip” like indentation is found on the other three Princess Street concrete buildings, but on none of the other structural examples.

**Image 12** illustrates the block pattern found on 281 Egerton Street and how the block pattern contains a central ridge with a surrounding “valley” (or indentations). The central ridge and surrounding “valley” pattern are not found on any of the other structural examples.

**Image 13** illustrates the blocks found on 588 Oxford Street East and how the block itself is much smaller than the blocks used to construct the other examples. The blocks size is estimated to be roughly half the length of the blocks used to construct the other structural examples.



**Image 11**

An image of 928 Princess Avenue, illustrating the “lip’ like indentations found on the concrete blocks (Google Street View, 2020)



**Image 12**

An image of 281 Egerton Street Wellington, illustrating central ridge with surrounding “valley” (or indentations) found on the concrete blocks (Google Street View, 2016)



**Image 13**

An image of 588 Oxford Street East, illustrating the shorter in length found on the building (Google Street View, 2021)

While all the examples of Queen Anne Revival style buildings are constructed from concrete blocks, it is believed that the molds used to create the blocks and their unique patterns were different from one another. It is believed that builders in London prior to 1907 were creating concrete block molds for their own desired concrete shape and appearance. These builders would go to purchase a concrete block making machine and use their molds to build individual building or a row of buildings. This means that the mold that was used for 26-29 Wellington Street is not believed to have been the same mold used to create the pattern of block found on 922-928 Princess Avenue, 588 Oxford Street East or 281 Egerton Street. The unique concrete block pattern displayed on each building or row of buildings is what contributes to the cultural heritage value of these early examples of concrete block Queen Anne Revival style buildings in the City of London. It should be noted that the concrete block buildings at 26-30 Wellington

Road, are the only examples in this comparative analysis that also integrate smooth faced blocks in the exterior façade designs.

Based on the technology available in 1906-1907 (see **section 3.2**), and the observations made in this comparative analysis, the unique concrete block pattern displayed in the exterior facades of the buildings located at 26-30 Wellington Road contributes to the cultural heritage value of the buildings.

## 4. Heritage Evaluation of 26-30 Wellington Road

During the *Cultural Heritage Evaluation Report: 35 Properties, Wellington Road, London Ontario*. (AECOM, February 2019), 26 Wellington Road, 28 Wellington Road and 30 Wellington Road were evaluated for cultural heritage value or interest separately. Below are the results of the Ontario Regulation 9/06 heritage evaluation for all three properties.

### 4.1 26 Wellington Road

#### 4.1.1 Statement of Cultural Heritage Value

The following Statement of Cultural Heritage Value and the Heritage Attributes was excerpted directly from the *Cultural Heritage Evaluation Report: 35 Properties, Wellington Road, London Ontario* (AECOM, February 2019).

##### 4.1.1.1 Description of the Property

The property consists of a one-and-a-half-storey, side hall plan residential structure with a steeply pitched gable roof. The building was designed with Queen Anne style influences and constructed of concrete block. In addition, the property contains a brick driveway that runs along the south elevation of the building and a medium sized backyard containing mature trees. The building is located on the east side of Wellington Road, between Watson Street and Grand Avenue. Historically, 26 Wellington Road, 28 Wellington Road and 30 Wellington Road were located in Lot 25, Broken Front Concession or Concession "B", of Westminster Township. It is now part of the South London within the City of London.

##### 4.1.1.2 Cultural Heritage Value

Originally constructed in 1906, the building located at 26 Wellington Road is a rare, representative example of a Queen Anne style building constructed of concrete block. The building was constructed by Joseph Nicholson, who constructed the neighbouring buildings at 28 and 30 Wellington Road at the same time, forming a grouping of three buildings nearly identical in architectural composition and materials. Nicholson acquired the land for the properties in 1906 and shortly thereafter divided the property into three lots, which he sold off for residential purposes after constructing the dwellings. The property at 26 Wellington Road was sold to James A. Maplettoft, who occupied the building for over forty years. Since 1958, the property has continued to be passed to individual owners and used for residential purposes.

As a storey-and-a-half Queen Anne style dwelling, with a side hall plan, the building at 26 Wellington Road was designed and constructed in a form and style that can be commonly found in London. However, the design is most commonly found in London with the use of buff brick with ornate wood detailing in the front gable of the building. In contrast, the building at 26 Wellington Road is constructed with concrete block. Further, the concrete block is arranged in an alternating pattern that includes coursing of smooth concrete block and much narrower rusticated concrete block. As a result, the building is a rare example of the Queen Anne style, side-hall plan dwelling constructed with smooth and rusticated concrete block, which was a short-lived residential construction material introduced at the end of the nineteenth century and was briefly popular during the first few decades of the 20<sup>th</sup> century.

Contextually, the building is one of three nearly identical dwellings that were constructed by Joseph Nicholson in 1906. Immediately south of the building at 26 Wellington Road, the buildings at 28 and 30 Wellington Road were designed in the same style, with the same materials. Today, the appearance differs primarily in paint colour and siding, but the three properties are historically and visually linked to each other. Collectively, the three properties hold contextual value.



### 4.1.1.3 Heritage Attributes

The heritage attributes that reflect the cultural heritage value of the property include:

- Architectural design and form as a storey-and-a-half Queen Anne style cottage with side hall plan;
- Gable roof;
- Use and patterned arrangement of rusticated and smooth concrete block on the exterior;
- End gable on west façade as a key component of the architectural composition;
- Recessed entryway;
- Colonnade on plinth at the southwest corner of the porch;
- Transom light above front door; and
- Location of original windows.

## 4.2 28 Wellington Road

### 4.2.1 Statement of Cultural Heritage Value

The following Statement of Cultural Heritage Value and the Heritage Attributes was excerpted directly from the *Cultural Heritage Evaluation Report: 35 Properties, Wellington Road, London Ontario* (AECOM, February 2019).

#### 4.2.1.1 Description of the Property

The property consists of a one-and-a-half-storey, side hall plan residential structure with a steeply pitched gable roof. The building was designed with Queen Anne style influences and constructed of concrete block. In addition, the property contains a brick driveway that runs along the south elevation of the building and a medium sized backyard containing mature trees. The building is located on the east side of Wellington Road, between Watson Street and Grand Avenue. Historically, 26 Wellington Road, 28 Wellington Road and 30 Wellington Road were located in Lot 25, Broken Front Concession or Concession “B”, of Westminster Township. It is now part of the South London within the City of London.

#### 4.2.1.2 Cultural Heritage Value

Originally constructed in 1906, the building located at 28 Wellington Road is a rare, representative example of a Queen Anne style building constructed of concrete block. The building was constructed by Joseph Nicholson, who constructed the neighbouring buildings at 26 and 30 Wellington Road at the same time, forming a grouping of three buildings nearly identical in architectural composition and materials. Nicholson acquired the land for the properties in 1906 and shortly thereafter divided the property into three lots, which he sold off for residential purposes after constructing the dwellings. The property at 28 Wellington Road was sold to Alfred Woodfine. Between 1907 and 1922, the property exchanged hands numerous times until it passed to the ownership of A.H. Sand and F.K Dickinson. Dickinson continued to live at this address into the 1970s. The property continues to be used for residential purposes.

As a storey-and-a-half Queen Anne style dwelling, with a side hall plan, the building at 28 Wellington Road was designed and constructed in a form and style that can be commonly found in London. However, the design is most commonly found in London with the use of buff brick with ornate wood detailing in the front gable of the building. In contrast, the building at 28 Wellington Road is constructed with concrete block. Further, the concrete block is arranged in an alternating pattern that includes coursing of smooth concrete block and much narrower rusticated concrete block. As a result, the building is a rare example of the Queen Anne style, side-hall plan dwelling constructed with smooth and rusticated concrete block, which was a short-lived residential construction material introduced at the end of the nineteenth century and was briefly popular during the first few decades of the 20<sup>th</sup> century.

Contextually, the building is one of three nearly identical dwellings that were constructed by Joseph Nicholson in 1906. Immediately adjacent to the building at 28 Wellington Road, the buildings at 26 and 30 Wellington Road were

designed in the same style, with the same materials. Today, the appearance differs primarily in paint colour and siding, but the three properties are historically and visually linked to each other. Collectively, the three properties hold contextual value.

### 4.2.1.3 Heritage Attributes

The heritage attributes that reflect the cultural heritage value of the property include:

- Architectural design and form as a storey-and-a-half Queen Anne style cottage with side hall plan;
- Gable roof;
- Use and patterned arrangement of rusticated and smooth concrete block exterior;
- End gable on west façade as a key component of the architectural composition;
- Recessed entryway;
- Colonette on plinth at the southwest corner of the porch.
- Transom light above front door;
- Location of original windows;
- Imbricated wood shingles in second storey gables; and
- Applied leaf motif in bargeboard.

## 4.3 30 Wellington Road

### 4.3.1 Statement of Cultural Heritage Value

The following Statement of Cultural Heritage Value and the Heritage Attributes was excerpted directly from the *Cultural Heritage Evaluation Report: 35 Properties, Wellington Road, London Ontario* (AECOM, February 2019).

#### 4.3.1.1 Description of the Property

The property consists of a one-and-a-half-storey, side hall plan residential structure with a steeply pitched gable roof. The building was designed with Queen Anne style influences and constructed of concrete block. In addition, the property contains an asphalt driveway that runs along the south elevation of the building and a medium sized backyard containing mature trees. The building is located on the east side of Wellington Road, between Watson Street and Grand Avenue. Historically, 26 Wellington Road, 28 Wellington Road and 30 Wellington Road were located in Lot 25, Broken Front Concession or Concession “B”, of Westminster Township. It is now part of the South London within the City of London.

#### 4.3.1.2 Cultural Heritage Value

Originally constructed in 1906, the building located at 30 Wellington Road is a rare, representative example of a Queen Anne style building constructed of concrete block. The building was constructed by Joseph Nicholson, who constructed the neighbouring buildings at 26 and 28 Wellington Road at the same time, forming a grouping of three buildings nearly identical in architectural composition and materials. Nicholson acquired the land for the properties in 1906 and shortly thereafter divided the property into three lots, which he sold off for residential purposes after constructing the dwellings. The property at 30 Wellington Road was sold to Benjamin Askey, who in turn sold the property to Fred Delaney in 1911. Delaney continued to live at the building until the 1950s, when he sold it to Frank Woodward. Since then, the property has continued to exchange hands and be used for residential purposes.

As a storey-and-a-half Queen Anne style dwelling, with a side hall plan, the building at 30 Wellington Road was designed and constructed in a form and style that can be commonly found in London. However, the design is most commonly found in London with the use of buff brick with ornate wood detailing in the front gable of the building. In contrast, the building at 30 Wellington Road is constructed with concrete block. Further, the concrete block is arranged in an alternating pattern that includes coursing of smooth concrete block and much narrower rusticated concrete block. As a result, the building is a rare example of the Queen Anne style, side-hall plan dwelling constructed

with smooth and rusticated concrete block, which was a short-lived residential construction material introduced at the end of the nineteenth century and was briefly popular during the first few decades of the 20<sup>th</sup> century.

Contextually, the building is one of three nearly identical dwellings that were constructed by Joseph Nicholson in 1906. Immediately north of the building at 30 Wellington Road, the buildings at 26 and 28 Wellington Road were designed in the same style, with the same materials. Today, the appearance differs only in paint colour, but the three properties are historically and visually linked to each other. Collectively, the three properties hold contextual value.

### **4.3.1.3 Heritage Attributes**

The heritage attributes that reflect the cultural heritage value of the property include:

- Architectural design and form as a storey-and-a-half Queen Anne style cottage with side hall plan;
- Gable roof;
- Use and patterned arrangement of rusticated and smooth concrete block exterior;
- End gable on west façade as a key component of the architectural composition;
- Recessed entryway; and,
- Colonnette on plinth at the southwest corner of the porch;
- Transom windows above front door;
- Location of original windows;
- Imbricated wooden shingles in gables; and
- Decorative wooden bargeboard with applied leaf motif.

## 5. Assessment of Existing Conditions

### 5.1 Introduction

In November 2018, Liam Smythe, Cultural Heritage Specialist with AECOM completed a field review of the subject properties as part of the completion of the CHER. A second field review was completed for this HIA by Tara Jenkins, Cultural Heritage Specialist with AECOM on November 23, 2021, from the public right-of-way to identify any changes to the properties since the completion of the CHER. Photographs from the 2021 field reviews are found within **Appendix A** of this HIA.

### 5.2 Description of Surrounding Context

The subject properties are located on the east side of Wellington Road, between Watson Street and Grand Avenue (**Photograph 2**). The subject properties are located in close proximity to Wellington Road (**Photograph 3**). Wellington Road is a major four-lane traffic artery road which follows a north-south orientation between Downtown London and Highway 401. Topographically, the properties are situated on a relatively level grade along this portion of Wellington Road.

The area surrounding the subject properties is a mixture of single detached buildings and low-rise apartment buildings, interspersed with commercial buildings along both sides of Wellington Road. Sidewalks are present along both sides the road, with street lighting mounted on wood utility poles. There are a few trees present along the roadway, aside from those located on private properties. Residential streets in the area are relatively straight, following a loose grid pattern with short rectangular residential blocks. Buildings in the area are typically small one or one-and-a-half-storey detached buildings, typically constructed in the early- to mid-20<sup>th</sup> century. Most of these buildings are located on large to medium rectangular lots with mature trees.

### 5.3 Property Description

In general, the existing conditions of the subject properties have not changed in any significant manner since the property's documentation in 2019 for the CHER.

#### 5.3.1 Building – 26 Wellington Road

The building located at 26 Wellington Road is a one-and-a-half-storey building with a side hall plan and a steeply pitched gable roof (**Photograph 4**). It has been designed with Queen Anne Revival style influences and constructed of concrete block. The west (front) façade has a gable end that faces Wellington Road. The second storey gable is clad with green horizontal aluminium siding and flashing.

There is a narrow porch on the southwest corner of the building with concrete stairs, a concrete landing and cast-iron railings (**Photograph 5**). Located at the southwest corner of the concrete porch is a simple wooden colonnette on a concrete block plinth. A single-leaf door with a screen door and a transom light above serves as the main entrance. A large rectangular window with a concrete sill is located on the first storey and a one-over-one sash window located in the gable of the second storey. Dormers on the north and south sides also contain similar one-over-one sash windows. The south elevation of the building contains a concrete block chimney, and the north elevation contains a red brick chimney.

The first storey of the building is constructed of concrete blocks and narrower concrete blocks. These concrete blocks are arranged in an alternating pattern that includes coursing of smooth concrete block and much narrower rusticated

concrete brick<sup>29</sup>. Larger rusticated blocks are used to form quoins at the corners of the building and on the foundation (**Photograph 6**).

### 5.3.1.1 Landscape

The landscaping located at 26 Wellington Road is modest with a small garden located along the west (front) elevation. There are several mature trees located at the rear of the property. In addition, the property contains a brick driveway that runs along the south elevation of the building. A small utilitarian shed is located on the rear of the property.

## 5.3.2 Building – 28 Wellington Road

The building located at 28 Wellington Road is a one-and-a-half-storey building with a side hall plan and a steeply pitched gable roof (**Photograph 7**). It has been designed with Queen Anne Revival style influences and constructed of concrete block. The west (front) façade has a gable end that faces Wellington Road. The gable contains its original scalloped and shake cedar shingles in a pattern and there are wood brackets beneath the apex in the gable. There is evidence of decorative bargeboard with a leaf motif exhibited near the bottom of the gable.

There is a narrow wooden porch on the southwest corner of the building with wooden railings. A single-leaf door and a transom light above serves as the entrance. Located at the southwest corner of the concrete porch is a simple wooden colonnette on a concrete block plinth. A large rectangular window with a concrete sill is located on the first storey and a one-over-one sash window located in the end gable of the second storey. Dormers on the north and south sides of the building and the windows located on the northern and southern elevations on the first storey of the building also contain similar one-over-one sash windows.

The first storey of the building is constructed of concrete blocks and narrower concrete blocks. These concrete blocks are arranged in an alternating pattern that includes coursing of smooth concrete block and much narrower rusticated concrete brick. The larger rusticated blocks are used to form quoins at the corners of the building and on the foundation (**Photograph 8**). The concrete blocks and bricks of the entire first storey have been painted light yellowish beige.

### 5.3.2.1 Landscape

The landscaping located at 28 Wellington Road is modest with a small garden located along the west (front) elevation of the building and several mature trees are located on the rear of the property. In addition, the property contains a brick driveway that runs along the south elevation of the building. A small utilitarian shed is located on the rear of the property.

## 5.3.3 Building – 30 Wellington Road

The building located at 30 Wellington Road is a one-and-a-half-storey building with a side hall plan and a steeply pitched gable roof (**Photograph 9**). It has been designed with Queen Anne Revival style influences and constructed of concrete block. The west (front) façade has a gable end that faces Wellington Road. The gable contains its original scalloped and shake cedar shingles in a pattern, similar to the building located at 28 Wellington Road, and there are wood brackets beneath the apex in the gable. There is evidence of decorative bargeboard with a leaf motif exhibited near the top of the gable.

There is a narrow wooden umbrage porch with wooden handrails on the southwest corner of the building. A single wooden leaf door with a 3 x 3 window, screen door and a transom light above serve as the entrance, and there is a

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<sup>29</sup> The difference between the concrete blocks and concrete bricks are the size, composition, shape and weight. For example, concrete blocks are larger in size and come in both solid and hollow variants. Whereas as concrete bricks are smaller and are dominated by the solid variant.

simple wooden colonnette on a stone plinth at the southwest corner of the porch. A large rectangular window with a concrete sill and wooden shutters is located on the first storey of the building and a one-over-one sash window is located in the end gable of the second storey. Dormers on the north and south sides of the building and the windows located on the northern and southern elevations on the first storey of the building also contain similar one-over-one sash windows. In addition, a concrete block chimney is located on the southern elevation of the building.

The first storey is constructed of concrete block and narrower concrete blocks. The blocks and bricks are arranged in an alternating pattern that includes coursing of smooth concrete block and much narrower rusticated concrete bricks. The larger rusticated blocks are used to form quoins at the corners of the building and the foundation (**Photograph 10**). The concrete blocks and bricks have been painted a pale orange.

### **5.3.3.1 Landscape**

The landscaping located at 30 Wellington Road is modest with a small garden located along the west (front) elevation of the building and several mature trees are located on the rear of the property. In addition, the property contains an asphalt driveway that runs along the south elevation of the building.

### **5.3.4 Adjacent Properties**

Based on the City of London's *Register of Cultural Heritage Resources* and a review of the CHER for the subject properties (AECOM, 2019), there are no cultural heritage properties adjacent to the Subject Properties.

16 Wellington Road, a property that is listed on the City of London's *Register of Cultural Heritage Resources* is located a short distance north of the subject properties on the north side of Grand Avenue (specifically, north of 26 Wellington Road).

## 6. Impact Assessment

### 6.1 Description of the Proposed Project

Dillon Consulting, teamed with AECOM to deliver the overall project, is completing the detailed design for Design Segment 2 of Wellington Gateway London BRT Project. In June 2021, AECOM received the 50% Detailed Design for Wellington Gateway from Dillon Consulting. The full rapid transit project is scheduled for a phased construction over 2023-2026, with Design Segment 2 scheduled for later in the overall schedule. Based on the 50% Detailed Design (**Figure 4**), the impacts to 26 Wellington Road, 28 Wellington Road and 30 Wellington Road are directly related to the widening of Wellington Road to accommodate dedicated transit lanes and to align with the widening of Clark's Bridge over the Thames River.

### 6.2 Assessment of Impacts

#### 6.2.1 Screening for Potential Impacts

To assess the potential impacts of the undertaking, identified cultural heritage resources are considered against a range of possible impacts based on the *Ontario Heritage Tool Kit, Heritage Resources in the Land Use Planning Process, InfoSheet #5 Heritage Impact Assessments and Conservation Plans* (MTCS 2006:3) which include, but are not limited to:

- Destruction, removal or relocation of any, or part of any, significant heritage attributes or features;
- Alteration that is not sympathetic, or is incompatible, with the historic fabric or appearance;
- Shadows created that alter the appearance of a heritage attribute or change the exposure or visibility of a natural feature or plantings, such as a garden;
- Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship;
- Direct or indirect obstruction of significant views or vistas from, within, or to a built or natural heritage feature;
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces; and
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource<sup>30</sup>.

The MTCS document defines “impact” as a change, either positive or adverse, in an identified cultural heritage resource resulting from a particular activity. This HIA identifies *direct (physical) impacts*, *indirect impacts*, and/or *positive impacts* as the impact types that a construction component and/or activity may have on cultural heritage resources.

A direct (physical) negative impact has a permanent and irreversible negative affect on the cultural heritage value or interest of a property, or results in the loss of a heritage attribute on all or part of the heritage property. Any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect a heritage property, including archaeological resources. An indirect negative impact is the result of an activity on or near the property that

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



<sup>30</sup> This HIA only examines impacts to above-ground cultural heritage resources. Archaeological resources are presented in a separate report.

may adversely affect its cultural heritage value or interest and/or heritage attributes. A positive impact will conserve or enhance the cultural heritage value or interest and/or heritage attributes of the property.



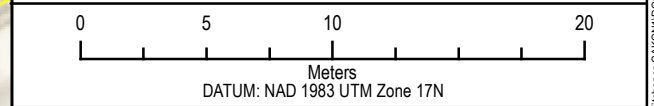


**Legend**

-  Edge of Pavement
-  Curb
-  Lane Markings
-  Sidewalk
-  Parcel Boundary
-  Subject Property

**Heritage Impact Assessment  
Wellington Gateway Bus Rapid Transit  
& Infrastructure Improvements**

50% Design - 26 Wellington Road,  
28 Wellington Road and 30 Wellington Road  
City of London



September 2022	1:300 * when printed 11"x17"	Source: MNRF 2020, City of London 2019 Image: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User
P#:60641336	V#:	

<b>AECOM</b>	<b>Figure 4</b>
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Map location: \\na.aecocom.com\FPS\AMER\Kleiner-CAC\N\DCS\Projects\TR\60641336\_RT\_WEL\_Gateway\900\_CAD\_GI\90520\_129\_GIS\_Graphics\Design\01\_Reports\HIA\26-30\_Wellington\MO\DC-Fgr-26-30\WellingtonSI\50Design\_60641336.mxd Date saved: 01/26/22 11:11:20 AM User Name: carla

## 6.2.2 Impact Assessment Approach

Based on the 50% Detailed Design, the subject properties will be directly impacted by the demolition of the buildings on each property. The proposed new roadway alignment will create a widened road, complete with a new curb and sidewalk on the eastern side of Wellington Road. This proposed new infrastructure is within the current property boundaries of the subject properties. The impact assessment of the proposed project in **Table 2** below, presents the impacts in the *Ontario Heritage Tool Kit, Heritage Resources in the Land Use Planning Process, InfoSheet #5 Heritage Impact Assessments and Conservation Plans* (MTCS 2006:3).

The conservation of cultural heritage resources in planning is a matter of public interest. Changes to a roadway such as widening projects and modifications to intersections have the potential to adversely affect cultural heritage resources by direct impacts.

This HIA documents the assessment of anticipated construction impacts on the subject properties as related to the 50% Detailed Design.

The intention of the impact assessment contained in this HIA is to:

- Review the Detailed Design as it relates to the Subject Properties;
- Identify the impacts as outlined in the *Ontario Heritage Toolkit* (MTCS 2006) based on the 50% Detailed Design, on the Subject Properties; and
- Provide mitigation measures to avoid or mitigate potential direct and indirect adverse impacts to the Subject Properties, including its heritage attributes. The proposed mitigation measures inform the next steps of the project planning and design.

The following section presents the results of the impact assessment and outlines the potential impacts to the subject properties based on the 50% Detailed Design of the project for Design Segment 2 of Wellington Road.

## 6.2.3 Assessment of Impacts

The impact assessment for the proposed project in **Table 2** utilizes the *Ontario Heritage Tool Kit, Heritage Resources in the Land Use Planning Process, InfoSheet #5 Heritage Impact Assessments and Conservation Plans* (MTCS 2006:3):

**Table 2: Impact Assessment – 26-30 Wellington Road**

Impact	Discussion of Impacts
Destruction, removal or relocation	<p><b>Direct Adverse Impacts – Destruction of the three buildings within the subject properties:</b></p> <p>Based on the 50% Detailed Design (<b>Figure 4</b>), the impacts to 26 Wellington Road, 28 Wellington Road and 30 Wellington Road are directly related to the widening of Wellington Road to accommodate dedicated transit lanes and to align with the widening of Clark’s Bridge over the Thames River. The 50% Detailed Design indicates that the subject properties will accommodate a new curb and sidewalk on the eastern side of Wellington Road This proposed new infrastructure is within the current property boundaries of the subject properties. Given the 50% Detailed Design overlay, the design indicates that this will require the demolition of all three buildings located within the subject properties.</p>
Alteration	This category is not applicable as the buildings within the subject properties will be removed by the proposed development.

Impact	Discussion of Impacts
Shadows	This category is not applicable as the buildings within the subject properties will be removed by the proposed development.
Isolation	This category is not applicable as the buildings within the subject properties will be removed by the proposed development.
Direct or indirect obstruction of significant views	This category is not applicable as the buildings within the subject properties will be removed by the proposed development.
A change in land use	Based on the 50% Detailed Design ( <b>Figure 4</b> ), the impacts to 16 Wellington Road are limited to an estimated 0.030 hectares of land. The estimated 0.030 hectares of land will be impacted and changed into the widened road, complete with a new curb and sidewalk.
Land disturbance	There is expected soil disturbance involved in removal of the proposed building. However, these lands have been previously disturbed by construction of the existing building on the Subject Properties.  Refer to the Stage 1-2 Archaeological Assessment that was completed during the TPAP.

### 6.2.4 Summary of Impacts

The proposed Wellington Gateway section for the London BRT project is anticipated to directly impact the subject properties through the demolition of the three buildings located at 26-30 Wellington Road. Each of the properties were determined to meet the criteria of Ontario Regulation 9/06 based on the CHER completed in 2019 (AECOM, 2019). The destruction of the three buildings within the subject properties are an adverse impact to the cultural heritage value and interest of each property. Mitigation measures options and recommendations have been summarized in **Section 7** and **Section 8** below.

## 7. Assessment of Mitigation Options

The properties at 26-30 Wellington Road have cultural heritage value or interest since they meet the criteria set out in O. Regulation 9/06 of the *Ontario Heritage Act*. As identified in **Table 2**, the proposed development will have a direct adverse impact on the cultural heritage value of the three separate buildings located within the Subject Properties. Accordingly, three mitigations alternatives are presented.

- Retention *in Situ* (Alternative 1);
- Relocation (Alternative 2); and
- Demolition with Additional Mitigation Measures (Alternative 3).

### 7.1 Evaluation of Alternatives

#### 7.1.1 Retention *in Situ* (Alternative 1)

The Environmental Assessment process<sup>31</sup> included reviewing multiple design alternatives for each proposed leg of the BRT system and experienced a “Time Out” Process as outlined in Section 1.6.4 of the EPR, stating that further consideration was required for the cultural heritage strategy before completing the TPAP. Throughout the process, many factors were taken into consideration to find the optimal design solution, which formed the Council approved EPR drawings. These drawings included consideration for minimizing property impacts while designing the transportation infrastructure required within the right-of-way such as minimum sidewalk, bike lanes, vehicle lanes, dedicated bus lanes, median widths, and setbacks. Throughout detailed design, the City and Consultants continued to review the EA design for Wellington Road and make adjustments where possible to help revise the right-of-way to further scale back property impacts. As the design process continues, Dillon Consulting continues to search for ways to avoid further disruption to other land while providing a safe transportation design.

The subject properties are located within the Wellington Road Curve design segment, which is located along Wellington Road south of the Thames River to Base Line Road crossing. This section of the road has an existing reverse horizontal curve<sup>32</sup> (or “S” curve) which does not meet current design standards. Various alignments and configurations were considered for this section of Wellington Road. The preferred design of the 50% Detailed Design is to lengthen the curves improving safe movement of vehicles, which will result in an improvement to pedestrian safety. Wellington Road will have two centre running BRT lanes with two lanes of traffic in either direction. The preferred design of the Wellington Road Curve has been optimized in preliminary design to reduce the impacts to the fronting properties where possible, while meeting the design standards and safety requirements along this portion of the road.

The property and building located at 26-30 Wellington Road are directly impacted by the proposed roadway alignment. The impacts are directly related to the widening of the road itself, to accommodate the dedicated transit lanes, to align with the widening of Clark’s Bridge over the Thames River, and to improve the overall horizontal geometry of the road to improve vehicle and pedestrian safety along this portion of the corridor. At this specific location, the signalized Grand Avenue intersection is being maintained, which includes the northbound left turn lane and the inclusion of a bike lane/multi-use path. The additions will result in a wider road cross section. A shift of alignment to the west to reduce the impacts to 26-30 Wellington Road would create impacts to three high density residential buildings and a single commercial building. Therefore, avoiding the building at 26-30 Wellington Road is not feasible.

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<sup>31</sup> *The environmental assessment process ensures that governments and public bodies consider potential environmental effects before an infrastructure project begins.*

<sup>32</sup> *A reverse curve (or “S” curve) is a section of the horizontal alignment of a highway or a railroad route in which a curve to the left or right is followed immediately by a curve in the opposite direction.*

## 7.1.2 Relocation (Alternative 2)

Where retention *in situ* is not feasible, relocation is often the next option considered to mitigate the loss of a heritage resource. As with retention, relocation of a structure must be balanced with cultural heritage value or interest identified. Moving these building at 26-30 Wellington Road would be a multi-stage process which requires coordination, experience, and attention-requiring applications. Relocation removes the three buildings from their contextual setting. This is only a viable option where the integrity of each structure is sound, and an economically viable new location for this group of buildings is available.

A Structural Condition Assessment for 26, 28 and 30 Wellington Road was completed by EXP Services Inc. (EXP) on June 10, 2022. The Structural Condition Assessment was completed by a qualified structural engineer to document the existing conditions of the three buildings located at 26, 28 and 30 Wellington Road and provide a professional opinion on the movability and/or relocation of the existing buildings. No forensics, coring and/or material testing was carried out as a part of this assignment. Only visual observations were undertaken in the assessment by EXP.

EXP notes that the three buildings located at 26, 28 and 30 Wellington Road are constructed of “one-of-a-kind hand made brick in a hand-made patterned heritage style”<sup>33</sup>. As supported by the Statements of Cultural Heritage Value for each building, much of the cultural heritage value and character of the buildings are directly associated with the “one-of-a-kind hand made brick” on all elevations of the buildings. Note, AECOM determined the buildings were constructed on-site using a hand-operated concrete block making machine. The blocks are smooth (panel face) or rusticated (rock face) of various sizes which give the blocks an architectural appearance creating a unique visual effect. However, it is possible the smaller narrow rusticated courses are made of concrete brick, however that likely would have required a separate brick-making machine.<sup>34</sup> Without an extraction of material, it cannot be concluded if block and/or brick was made to construct the buildings.

The Structural Condition Assessment estimated that approximately 30%-40% of the exterior façade of the “one-of-a-kind hand made brick” would require repairs and/or removal for each building, to be acceptable and safe to move<sup>35</sup>. This estimate does not include any additional repairs required on the exterior walls from the inside, that may have potential to affect the bricks on the outside (i.e., replacing or reinforcing an exterior wall from the inside. This will require work on the exterior of the structure as well) <sup>36</sup>. In addition, it is believed that a new structural lintel for each building would be required at the entire building perimeter in order to support the block façade if the building is elevated out-of-place<sup>37</sup>. Any repairs would need to include structural rehabilitation on the interior of the building along with exterior façade restoration and/or reinforcement. EXP concludes that the number of repairs or removals required to move the structure and exterior façades of all three residential buildings would compromise the integrity of the buildings<sup>38</sup>.

The AECOM cultural heritage team agrees with EXP’s expert opinion that the number of repairs required would diminish the integrity of the three residential buildings, which includes the current heritage value. The use and patterned arrangement of the rusticated (or rock-faced) and smooth concrete block exterior must be preserved in order to retain their cultural heritage value. The comparative examples in subsection 3.3 of this HIA show that builders in London prior to 1907 were creating their desired shape and appearance which means they were creating their own molds for each building or row of concrete block buildings they built. Therefore, replicating the hand-made concrete blocks on the façade of the three buildings would be a difficult task due to the loss of such technology.

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<sup>33</sup> EXP 2022:2

<sup>34</sup> Sears, Roebuck and Co., n.d. [b]: 24-25

<sup>35</sup> EXP 2022:2

<sup>36</sup> EXP 2022:2

<sup>37</sup> EXP 2022:2

<sup>38</sup> EXP 2022:2

Parks Canada *Standards and Guidelines for the Conservation of Historic Places in Canada* for the rehabilitation for exterior walls state that replacement material of exterior walls should convey the same or compatible appearance. Replacement concrete blocks should be compatible in size, scale, material, style, and colour (Section 4.3.2. Exterior Walls, Standard 18). Selecting incompatible new concrete blocks would create a false historic appearance. If adding new concrete blocks in the amount of 30-40% is done incorrectly, it can lead to a loss in the cultural heritage value of the buildings.

Given EXP's findings, AECOM has determined there are four conservation options for the buildings:

- Replace with modern blocks;
- Find salvaged block for the repairs;
- Find a mason who could cast new blocks to match the old; and
- Treat the exterior with a new cladding.

**Modern Blocks:** Consultation with Dillon Consulting suggests that the pattern of the blocks may be possible to replicate by using modern day casting technologies, however the difficulty lies in creating the same aged appearance of the current blocks, especially for the building located at 26 Wellington Road which consists of unpainted blocks<sup>39</sup>. The newly created precast blocks would not contain the same character and therefore would not be complimentary to the remaining blocks. It is likely that modern blocks, especially at 26 Wellington Road would create an unsightly appearance which is not recommended by Parks Canada, as stated above. Therefore, using modern day casting technologies to create replacement blocks is not recommended.

**Salvaged Blocks:** Alternatively, from manufacturing new blocks, the buildings could be repaired with salvaged concrete blocks. However, finding salvaged blocks with the same pattern is highly unlikely since, as discussed in subsection 3.1.4.1, these buildings built with concrete blocks at the turn of the 20<sup>th</sup> century were using different unique molds. Therefore, it is unlikely that salvaged blocks can be procured with the same pattern and reused in the repair of the buildings.

**Replication by a Mason:** Although the process is not overly complicated or impossible to replicate "antique" rusticated concrete blocks by using the hand-made machine method, it is a slow and tedious process. Replication by hand would allow for a block that is compatible in size, scale, material, style, and colour, as recommended by Parks Canada, above. However, this method is an uncommon approach used to repair turn-of-the-century concrete block buildings. The process of replication using the hand-made machine method as the possibility of taking over two years depending on the skills of the mason to produce enough block for the buildings on the subject properties, the availability of such hand-made machines and the interesting completing a time-consuming and difficult task. It has been described as a "lost art"<sup>40</sup>. Such companies like "Classic Rock Face Block" are in the United States and ship to Canada and was one of the few companies found in an internet search for a company that specializes in restoring early 20<sup>th</sup> century concrete block buildings and makes customized concrete blocks<sup>41</sup>. Therefore, finding a local mason to replicate the concrete block may be challenging in London. Regardless, given the time to create the replicated block, this option will not be possible in the schedule for this project, since EXP made it clear that the block requires replacement prior to relocation.

**New Cladding:** When there are failures in these early concrete blocks, especially in large areas of the exterior façade, the most common treatment is to coat the whole exterior of the building with cement mortar or stucco finish<sup>42</sup>.

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<sup>39</sup> email communication with Kate Preston, Landscape Architect at Dillon, July 27, 2022

<sup>40</sup> *Special to The Oregonian*, 2013

<sup>41</sup> <http://www.classicrockfaceblock.com/>

<sup>42</sup> Kibbel III, n.d

However, this method would conceal these decorative block homes which would diminish the cultural heritage value of the buildings on the subject properties. Therefore, this repair method is not recommended.

In summary, although by the results of the EXP's Structural Condition Assessment, AECOM believes relocating the buildings in one piece is possible, the steps necessary to relocate, including replacement of 30-40% of the concrete block, would diminish the integrity of the cultural heritage value of these properties. Relocation only allows for only partial preservation of their heritage attributes and is not recommended.

### 7.1.3 Demolition with Additional Mitigation Measures (Alternative 3)

Demolition is the mitigation option only when retention or relocation is not feasible. Removing this structure without further mitigation would not comply to Policy 591 which states; *where a heritage designated property or a property listed on the Register is to be demolished or removed, the City will ensure the owner undertakes mitigation measures including a detailed documentation of the cultural heritage features to be lost and may require the salvage of materials exhibiting cultural heritage value for the purpose of re-use or incorporation into the proposed development.* In addition, Policy 569 states that *where through the process established in the specific Policies for the Protection Conservation and Stewardship of Cultural Heritage resources section of this chapter and in accordance with the Ontario Heritage Act, it is determined that a building may be removed, the retention of architectural or landscape features and the use of other interpretive techniques will be encouraged where appropriate.*

Based on AECOM's assessment of Alternative 1 and Alternative 2, demolition is considered the only viable option for these properties. Therefore, the following sections present the mitigation measures required for demolition.

#### 7.1.3.1 Demolition with Documentation

Given the properties have been determined to have cultural heritage value, prior to demolition of the buildings 26, 28, and 30 Wellington Road, documentation is required. Documentation will provide a record of the houses construction details and a detailed visual record of each resource, including its interior. Documentation is required before there are any changes to the property. Documentation should pay specific attention to the cultural heritage attributes of each property identified in the CHER (AECOM, 2019) and excerpted in **Section 4** in this report.

Documentation of the houses prior to demolition may be achieved by using a Remotely Piloted Aircraft System (RPAS), commonly referred to as a drone, which provides a three-dimensional (3D) model of each building. A drone service company, such as that of AECOM's Unmanned Aircraft Systems (UAS) Operations team, could be used to photograph and generate a 3D representation of each house in the subject properties before demolition. This approach will facilitate comprehensive documentation of the house, including communication of material types and dimensions. The 3D model created will ensure a detailed and accurate record of the property. The 3D representation must include:

- Overall dimensions<sup>43</sup>;
- Site plan depicting the location of the existing building;
- Elevation plan for each elevation of the existing building;
- Specific sizes of existing building elements of interest, including:
  - Rusticated and smooth concrete blocks;
  - Recessed entryway;
  - Colonnade on plinth;
  - Transom above central entrance;
  - Original windows (including sills, trim, etc.);
  - End gable on west façade; and
  - Gable roof.

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<sup>43</sup> Note the "raw data" from the RPAS is compatible with CAD, BIM or GIS systems

- Detailed information, including:
  - Rusticated and smooth concrete blocks (size, colour, type, maker stamp, etc.);
  - Recessed entryway;
  - Colonnade on plinth;
  - Transom above central entrance;
  - Original windows (including sills, trim, etc.);
  - End gable on west façade; and
  - Gable roof.
- Building materials used;
- Interior documentation, including:
  - General representative photographs; and
  - Floor Plan.
- Profile reliefs of the concrete pattern of each elevation; and
- Concrete blocks and bricks distinctive attributes to capture a sample of all patterns on the block/brick itself.

The quality of the documentation must be such that the building can be understood even though the physical evidence has disappeared.

The documentation will be filed with the Heritage Planner at the City of London. Post-demolition, the remnants of 26-30 Wellington Road should be de-listed from the City of London's *Register of Cultural Heritage Resources*.

### **7.1.3.2 Demolition with Commemoration**

Given the properties have been determined to have cultural heritage value or interest, commemoration is required. Commemoration creates a public record of the subject properties and provides a physical reminder of the land use history of the property. A commemoration strategy communicates the cultural heritage value of the group of concrete block buildings after they are demolished. The following commemorative option has been proposed to memorialize and remember the three concrete building located at 26-30 Wellington Road:

#### **Commemoration Option: Metal Plaques**

This commemoration option is to incorporate three metal plaques flush with the hardscape boulevard or sidewalk (**Image 14** and **image 15**). The plaques will memorialize and remember the three concrete block building located at 26-30 Wellington Road which are associated with early concrete block manufacturing in London. Each plaque is context-specific and should be placed in the general location of where the building once stood. The plaques should contain the address of the building and its date of construction (e.g., 26 Wellington Road, Built ca. 1906). The plaque may also contain an etched outline of the buildings.

The location of each metal plaque should be included in the design drawings for the project. The design of the plaques should be completed by the 90% Detailed Design. This commemorative option is to be integrated in the landscape drawings with any necessary installation details included in the Special Provisions. The information and design included in the plaques should be provided to London's Cultural Office, in coordination with the Consultant team Landscape Architect. The plaque should be installed after demolition of the three buildings, and during the construction of the sidewalk and boulevard.

The documentation report should include the proposed design of the plaque and the etched outline intended for its incorporation.





**Image 14:**

An example of a circular metal plaque integrated into the concrete paving located at Waterton Lakes National Park (Dillon Consulting, 2019)



**Image 15:**  
An example of a rectangular metal plaque integrated into the concrete paving (Derek & Edson, N.d.)

## 8. Conclusion and Recommendations

The subject properties at 26, 28 and 30 Wellington Road are each listed on the City of London's *Register of Cultural Heritage Resources*. As part of the CHER completed by AECOM in 2019, the three properties were evaluated using the criteria of Ontario Regulation 9/06 and they were determined to have cultural heritage value or interest. Based on the impact assessment conducted in this HIA, the properties will be directly adversely impacted. Specifically, the demolition of the three buildings located within the subject properties will be required as part of the project. Therefore, based on the results of the impact assessment and the assessment of mitigation options presented in **Section 7** of this HIA, the following is recommended.

As retention of the concrete block buildings located 26-30 Wellington Road *in-situ* and relocation of each building is not considered to be feasible, and demolition is the only viable option (**Alternative 3**), the following mitigation measures are recommended:

- 1) Prior to demolition of the building located at 26-30 Wellington Road, detailed documentation for each building should be completed by a Qualified Person, such as a professional architect to measure and photographically document the building in compliance with Policy 567\_, *The London Plan*<sup>44</sup>. The City of London should complete a documentation which could employ use of a Remotely Piloted Aircraft System (RPAS) which will photograph and generate a three-dimensional representation of each house prior to demolition. This approach will facilitate comprehensive documentation of the house, including communication of material types and dimensions. The three-dimensional model created will ensure a detailed and accurate record of the property. See Section 7.1.3.1. for a list of details to document;
- 2) Commemoration of the subject properties should be considered. The commemorative option proposed in **Section 7** of this HIA, should be established by the 90% Detailed Design for the subject properties. The following steps are required to implement Commemoration Option: Metal Plaques:
  - Allocate a location of the three metal plaques for 26, 28, and 30 Wellington Road, in the 90% Detailed Design;
  - Budgeting for the metal plaque commemoration option should be allocated during the construction phase of this project;
  - The metal plaques will be designed as part of the Landscape Architecture design and specified in the tender. A shop drawing shall be provided at the time of construction; and
  - The metal plaques should be installed following the demolition of the buildings located at 26-30 Wellington Road, and preferably during the construction of the sidewalk and boulevard for the project.

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<sup>44</sup> A documentation report is not within the scope of AECOM's existing assignment

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# Appendix **A**

## Photographs



**Photograph 2:**  
View of the three building located at 26-30 Wellington Road, looking east (AECOM 2021)



**Photograph 3:**

View of the three building located at 26-30 Wellington Road, illustrating their proximity to Wellington Road looking north (AECOM 2021)





**Photograph 4:**

View of the one-and-a-half storey building located at 26 Wellington Road, looking southeast (AECOM 2021)



**Photograph 5:**

View of the one-and-a-half storey building located at 26 Wellington Road, illustrating the porch, concrete landing, cast-iron railings and wooden colonnette on a concrete block plinth, looking northeast (AECOM 2021)



**Photograph 6:**

View of the first-storey building located at 26 Wellington Road, illustrating the concrete brick pattern and the large, rusticated blocks that form quins, looking east (AECOM 2021)



**Photograph 7:**

View of the one-and-a-half storey building located at 28 Wellington Road (AECOM 2021)



**Photograph 8:**

View of the first-storey building located at 28 Wellington Road, illustrating the concrete brick pattern and the large, rusticated blocks that form quoins, looking east (AECOM 2021)



**Photograph 9:**  
View of the one-and-a-half storey building located at 30 Wellington Road (AECOM 2021)



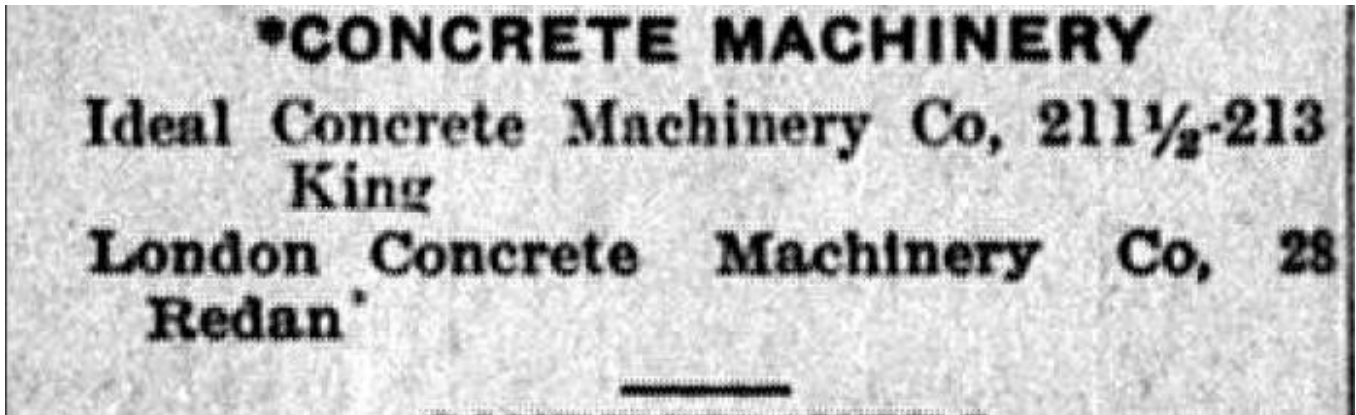
**Photograph 10:**

View of the first-storey of the building located at 30 Wellington Road, illustrating the concrete brick pattern and the large, rusticated blocks that form quoins, looking east (AECOM 2021)

# Appendix **B**

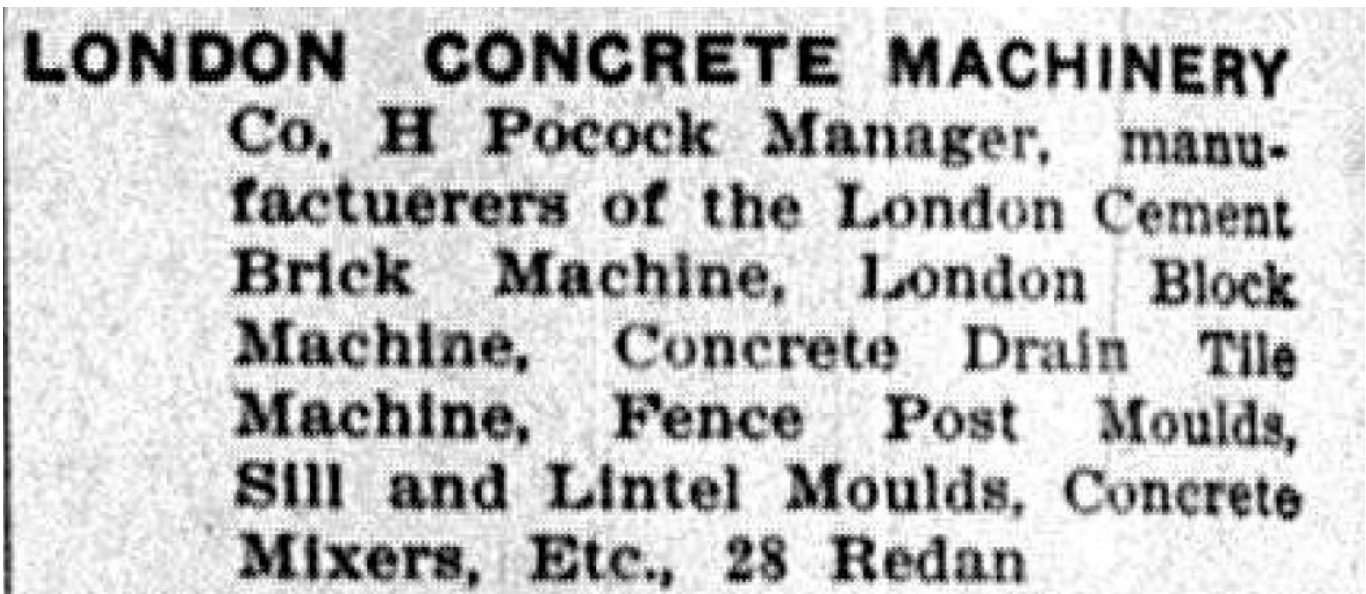
## Historical Documents





**Image 16:**

An image of the 1907-1908 City Directory illustrating that the London Concrete Machinery Company was located at 28 Redan Street in 1907<sup>45</sup>



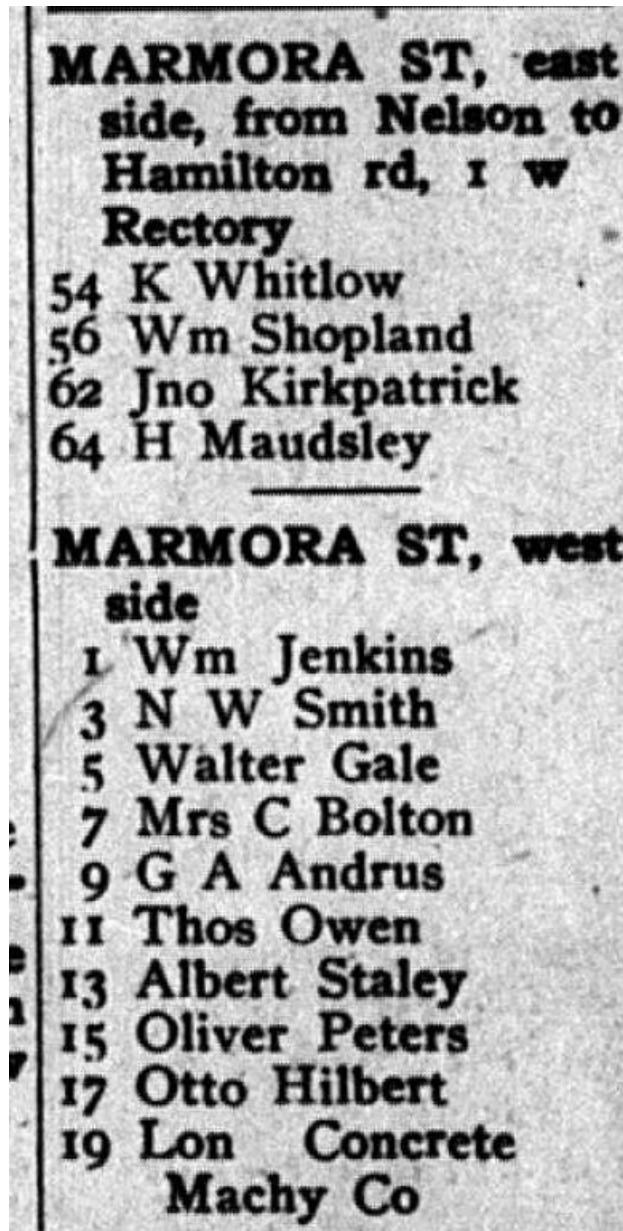
**Image 17:**

An image of the 1907-1908 City Directory illustrating that the London Concrete Machinery Company was producing and selling concrete block making machines in 1907<sup>46</sup>

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<sup>45</sup> Vernon, 1907-1908

<sup>46</sup> Vernon, 1907-1908



**Image 18**

An image of the 1908-1909 City Directory illustrating that the London Concrete Machinery Company was located at 19 Marmora Street in 1907<sup>47</sup>

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<sup>47</sup> Vernon, 1908-1909

# Appendix **C**

**Structural Condition Assessment by EXP  
Services Inc. (EXP)**



June 10, 2022

LON-00018372-GE

Mr. David Bourne, P.Eng and Ms. Tara Jenkins, MA.,GPCert CHS,CAHP  
AECOM  
250 York St,  
London, ON  
N6A 6K2

VIA Email

Re: **Structural Condition Assessment  
26, 28 and 30 Wellington Road  
London ON**

Dear Mr. Bourne and Ms. Jenkins,

As requested, EXP completed observations of the structures located at 26, 28 and 30 Wellington Road in London Ontario. These services were provided per your request to develop an opinion on the underlying structural condition of the buildings as it relates to relocating/moving the buildings. The following report will serve to document the results of our visual observations and review, along with our opinions regarding the condition on this project.

### **1. Purpose and Scope**

The purpose of our site visit was to review and document the existing conditions of the three (3) residential buildings located at 26, 28 and 30 Wellington Road for the purpose of providing our opinion on the movability and/or relocation of the existing structures.

No forensics, coring and/or material testing was carried out as a part of this assignment. Visual observations were undertaken. Mr. Anthony Travaglini, P.Eng. of EXP Services, Inc. visited the sites on May 4, 2022 and performed the visual survey, with the access/assistance provided by Ms. Stacy Badeen of the City of London.

## 2. Executive Summary

It is EXP's professional opinion that the three (3) residential buildings will be extremely difficult to re-locate and/or move.

Due to the proprietary, handmade nature of the bricks installed on all the buildings, an identical match is impossible and anything that is installed or repaired would not carry the cultural and/or heritage significance that the existing bricks contain.

This is based on our engineering judgement, knowledge of the existing structures and current condition of the structures and their façade components.

The amount of repair required to both the structure and the façade of the structures would diminish their current "heritage" and/or cultural state. EXP estimates that approximately 30%-40% of the exterior façade would require repairs, in order to be acceptable and safe to move. This estimate does not include any additional repairs required on the exterior walls from the inside, that would likely affect the bricks on the outside (i.e., replacing or reinforcing an exterior wall from the inside will require work on the exterior of the structure as well).

Additionally, due to the brick construction on these buildings, a new structural lintel would be required at the entire building perimeter in order to support the brick façade if the building is elevated out of place.

Any repairs would need to include structural rehabilitation on the interior of the building along with exterior façade restoration and/or reinforcement.

## 3. Background

EXP understands that the City of London requested a Heritage Impact Assessment be carried out on the properties as it pertains to the impending work on Wellington Road.

Based on information gathered through the City of London's "Register of Cultural Heritage Resources" report, the age of the buildings is established at (circa) 1906.

The one-of-a-kind, handmade brick is installed on all elevations of the façade. There is hand made, patterned "heritage" style brick utilized on the exterior at the main level "floor line", with smooth faced, hand made, bricks covering the remainder of the façade. The main level of the buildings is above grade; however, the distance above grade varied between structures.

#### 4. Description of Building/Structure

All three (3) of the residential structures are constructed of wood structural framing members with a brick façade. The structural wood framing supports the exterior walls (bricks) interior floors, and the roof. Interior walls consist of a stucco plaster applied over metal and wood lath.

The basements could be considered crawl spaces, as the ceiling height is less than six feet (6'). The exterior brick façade continues below the visible grade surrounding the structures. Concrete block was observed to be the construction material utilized for the foundations.

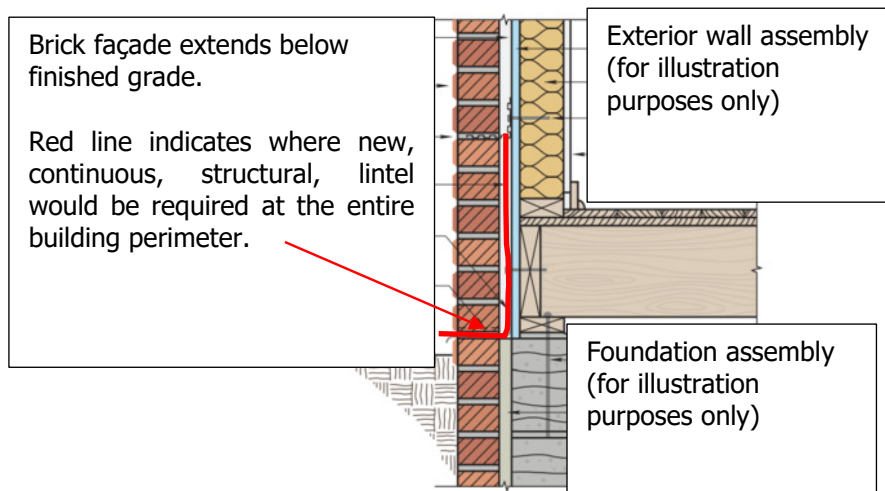
Each of the structures has at least one (1) chimney, with some having two (2) chimneys.

The one-of-a-kind, hand made brick is installed on all elevations of the façade. There is hand made, patterned “heritage” style brick utilized on the exterior at the main level “floor line”, with smooth faced, hand made bricks covering the remainder of the façade. The main level of the buildings is above grade, however the distance above grade varied between structures.

Based on EXP’s experience with similar properties, it is typically the façade that gives a building its “character” and/or heritage and/or culturally significant status.

The brick façade on all of these buildings runs, uninterrupted, from below grade, to the roof line. This means that the bricks on the upper level are supported by the bricks on the lower level, which are supported by the bricks below grade. It is unknown whether the bricks below grade are supported on any type of separate footing or the foundation wall footing.

This means that if the structure is moved out of place, wherever it is elevated from, will require a continuous lintel or structural support for the entire brick façade above the lifting point (See illustration below)



Typical exterior wall assembly requiring new, structural lintel (for illustration purposes only).

## 5. Observations and Discussion

### 5.1 26 Wellington

- 5.1.1 Access to the interior was not provided for this structure. It was arranged prior to the site visit; however, tenants were either not home or chose not to permit access, preventing our view of the superstructure on the interior. The exterior façade and bricks were reviewed (Reference Photo Nos. 1-3).
- 5.1.2 Based on the exterior observations as well as the condition of the façade, along with the interior observations performed in the subsequent buildings, EXP believes that the superstructure is likely in the same condition as the other buildings.
- 5.1.3 The exterior façade is in poor condition and extends below grade at the majority of the house perimeter. This façade would have to be broken in order for the structure to be elevated. Repairs would need to be carried out in an exceptional manner in order to achieve the same level of finish. It is EXP's experience that these repairs would never exactly match the existing.
- 5.1.4 EXP observed the bricks at/around the windows and doors to be cracked and/or damaged. Repairs to the brick façade, in conjunction with any structural repairs, are recommended prior to relocating the structure in order to ensure that the façade stays tied to the sub-structure.
- 5.1.5 There is a large, mature tree in the front yard, immediately in the sensible direction of structure movement. The tree would have to be removed prior to moving or relocating the structure.
- 5.1.6 An active power line is present in front of this property. Any relocation work and/or work on the property to relocate the structure, should account for this.
- 5.1.7 EXP observed that the chimney of this building was separating from the structure. This chimney would either need to be removed, or structural restoration/repairs would have to be undertaken to ensure that the chimney remains intact during a building move.

## 5.2 28 Wellington

- 5.2.1 Access to the interior was provided via a front door and rear door. There are two separate units within this building (Reference Photo No. 4).
- 5.2.2 EXP observed substantial cracking on the brick façade. The cracking extended through mortar joints as well as through bricks. EXP observed the bricks at/around the windows and doors to be cracked and/or damaged. Repairs to the brick façade, in conjunction with any structural repairs, are recommended prior to relocating the structure in order to ensure that the façade stays positively connected to the sub-structure.
- 5.2.3 Based on the cracking observed, an extensive facade restoration and/or repairs would need to be carried out before a building relocation project could be undertaken (Reference Photo Nos. 5 -7).
- 5.2.4 EXP observed evidence of structural deterioration and/or settlement within the building. Large cracks within the plaster finishes were observed. These cracks indicate that the sub-structure (Framing and structural members) have shifted and/or settled. A medium to large scale structural restoration and/or retrofit project would need to be undertaken to ensure that the superstructure (and/or finishes) are reinforced and maintained during a building move or relocation (Reference Photo Exhibit Nos. 8-10).
- 5.2.5 These cracks were observed on the main level and on the upper-level ceiling.
- 5.2.6 The chimney has separated from the main building and would need to be removed or structurally reinforced prior to the building relocation or move. If the chimney is removed, this would change the overall look of the building.
- 5.2.7 The exterior façade is in poor condition and extends below grade at the majority of the house perimeter. This façade would have to be broken and/or disconnected and then supported entirely in order for the structure to be elevated. Repairs would need to be carried out in an exceptional manner in order to achieve the same level of finish. It is EXP's experience that these repairs would never exactly match the existing (Reference Photo Exhibit Nos. 11 and 12).



### 5.3 30 Wellington

- 5.3.1 Access to the interior was provided via a front door. EXP observed the interior of the building was observed to be in extremely poor condition. Damage throughout the interior was observed (Reference Photo Nos. 13-16).
- 5.3.2 At locations where interior damage was observed on the exterior walls, EXP was able to view the backside of the exterior wall cavity. Large amounts of visible moisture were present within the wall on the back side of the exterior bricks. Construction in the early 1900's did not typically include an exterior weather barrier to prevent moisture and/or air movement between the exterior and interior environments (Reference Photo Exhibit No. 17).
- 5.3.3 Due to the observed moisture, EXP believes that there is likely an elevated level of deterioration on the exterior wall structural members that will affect the movability of the structure.
- 5.3.4 EXP observed substantial cracking on the brick façade. The cracking extended through mortar joints as well as through bricks. Based on the cracking observed, an extensive facade restoration and/or repairs would need to be carried out before a building relocation project could be undertaken. The chimney has also separated a large amount from the building. EXP believes the façade restoration would require re-work and/or replacement of approximately 30%-40% of the brick façade. (Reference Photo Nos. 18 and 19)
- 5.3.5 EXP observed evidence of structural deterioration and/or settlement within the building. Large cracks within the plaster finishes were observed. These cracks indicate that the sub-structure (Framing and structural members) have shifted and/or settled. Water damage from the roof was also observed on the upper level. The extent of the damage is unknown, however a large-scale restoration and/or retrofit project would need to be undertaken prior to relocation (Reference Photo Exhibit Nos. 20-22).
- 5.3.6 The exterior façade is in poor condition and extends below grade at the majority of the house perimeter. This façade would have to be broken and/or disconnected and then supported entirely in order for the structure to be elevated (Reference Photo Exhibit No. 23)
- 5.3.7 The attic was not accessible for review.

## 6. Structure Movement

- 6.1 The recommended method of structural movement for these buildings would involve assembling/erecting a steel structure beneath and/or around the building. This steel structure would then be attached to a heavy duty wheel base for moving the structure.
- 6.2 In addition to this steel sub-structure, installation of a continuous steel lintel will be required in order to fully support the brick façade.
- 6.3 This can be accomplished with excavation because the main floor level is above grade. However, removal of the brick façade will be required at multiple locations around the building.
- 6.4 Before any of these structures could be moved, extensive restoration to the facades and underlying structure needs to be carried out.
- 6.5 Based on the amount of moisture observed in the wall cavity of 30 Wellington, it is not unreasonable to expect the same level of moisture within 26 and 28 Wellington. This moisture has likely contributed to a level of deterioration that would need to A) be determined and B) restored prior to a building relocation.

## 7 Conclusions and Recommendations

### 7.1 26 Wellington

- 7.1.1 Prior to movement/relocation, EXP recommends carrying out a comprehensive exterior restoration. This would include removal and/or restoration of the damaged bricks and mortar joints. Approximately 30%-40% of the exterior façade will be affected by this exterior restoration. The 30%-40% does not account for any interior structural work required to ensure that the exterior walls are sufficiently sturdy prior to the movement of the structure.
- 7.1.2 EXP recommends carrying out a structural rehabilitation of any deteriorated structural members within the exterior walls and attic spaces prior to relocation of the structure.

### 7.2 28 Wellington

- 7.2.1 Prior to movement/relocation, EXP recommends carrying out a comprehensive exterior restoration. This would include removal and/or restoration of the damaged bricks and mortar joints. Approximately 30%-40% of the exterior façade will be affected by this exterior restoration. The 30%-40% does not account for any interior structural work required to ensure that the exterior walls are sufficiently sturdy prior to the movement of the structure.
- 7.2.2 EXP recommends carrying out a structural rehabilitation of any deteriorated structural members within the exterior walls and attic spaces prior to relocation of the structure.

### 7.3 30 Wellington

- 7.3.1 Prior to movement/relocation, EXP recommends carrying out a comprehensive exterior restoration. This would include removal and/or restoration of the damaged bricks and mortar joints. Approximately 30%-40% of the exterior façade will be affected by this exterior restoration. The 30%-40% does not account for any interior structural work required to ensure that the exterior walls are sufficiently sturdy prior to the movement of the structure.

- 7.3.2 EXP recommends carrying out a structural rehabilitation of any deteriorated structural members within the exterior walls and attic spaces prior to relocation of the structure.

We trust this information is sufficient for your requirements. If you have any questions or require any further clarification, please do not hesitate to contact this office.

Yours truly,

EXP Services Inc.



Anthony Travaglini, P.Eng.  
Team Lead  
Building Science Division



Jeff Boivin, P.Eng.  
Discipline Manager  
Building Science Division

## 8 Limitations

This report was prepared by EXP Services Inc. for the sole account of **Aecom**. The observations, comments, and recommendations in it reflect the judgement of EXP Services Inc. in light of the information available to it at the time of preparation. Any use, which a Third Party makes of, this report, or any reliance on decisions based on it, are the responsibility of such Third Parties. EXP Services Inc. accepts no responsibility for damages, if any, suffered by any Third Party as a result of decisions made or actions based on this report. Any opinion on potential budget cost estimates in no way is intended to warrant the total cost of any item or all future costs. This report is not intended to confirm that the various building components or systems are capable of fully performing their designed or required functions.

In order to achieve the objectives outlined, EXP arrived at conclusions based upon the best information presently known to us. No investigative method can completely eliminate the possibility of obtaining partially imprecise or incomplete information; it can only reduce the possibility to an acceptable level. Professional judgment was exercised in gathering and analyzing the information obtained and in the formulation of the conclusions. Like all professional persons rendering advice, we do not act as absolute insurers of the conclusions we reach, but we commit ourselves to care and competence in reaching those conclusions.

The client has agreed that EXP's employees, officers, directors and agents shall have no personal liability to the client in respect of a claim, whether in contract, tort and/or any other cause of action in law related to this report. Accordingly, the client expressly agrees that it will bring no proceedings and take no action in any court of law against any of EXP's employees, officers, directors, or agents in their personal capacity.

The client has agreed to the following limitations of liability of EXP and its consultants and sub-consultants: EXP shall have no liability to the client or any third party, in contract or tort for related claim obligations including those arising from the presence, discharge, release, escape or effect of mould, mildew, or other fungus in any form contaminants, or any other hazardous, dangerous or toxic substance. EXP's total aggregate liability direct or indirect for this project is limited to the lesser of the limit of our standard insurance or the amount set out in our proposal for this project.

EXP Services Inc. has conducted this service in a manner consistent with the level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality and under similar conditions as this project. No other representation, expressed or implied, is included or intended. It is understood that EXP is entitled to rely upon the accuracy and completeness of all information provided.

This report and any budget projections were obtained at a time when the current Global Pandemic (Covid 19) and European markets are causing large disruptions to supply chain, oil prices and labor shortages and therefore effecting costs of construction, all over. Best efforts were taken to obtain accurate pricing, however until a project is bid out, pricing will not be known.



**Photo Exhibit No. 1**  
26 Wellington – front elevation.



**Photo Exhibit No. 4**  
28 Wellington – front elevation.



**Photo Exhibit No. 2**  
26 Wellington – chimney is separating  
from main structure.



**Photo Exhibit No. 5**  
28 Wellington – cracking through bricks.



**Photo Exhibit No. 3**  
26 Wellington – north elevation, cracking  
throughout brick façade.



**Photo Exhibit No. 6**  
28 Wellington – cracking through bricks.



**Photo Exhibit No. 7**  
28 Wellington – cracking through bricks at door opening.



**Photo Exhibit No. 10**  
28 Wellington – large cracks extending full ceiling length in upper-level ceiling.



**Photo Exhibit No. 8**  
28 Wellington – large cracks extending full ceiling length in upper-level ceiling.



**Photo Exhibit No. 11**  
28 Wellington – exterior façade bricks extend below grade but support the bricks above.



**Photo Exhibit No. 9**  
28 Wellington – large cracks extending full wall height in stairwell walls.



**Photo Exhibit No. 12**  
28 Wellington – exterior façade bricks extend below grade but support the bricks above.



**Photo Exhibit No. 13**  
30 Wellington – overall of front elevation.



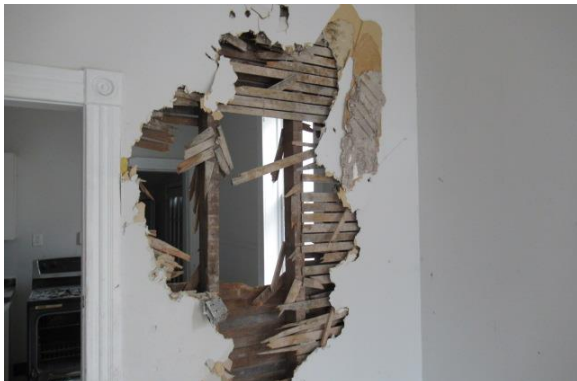
**Photo Exhibit No. 16**  
30 Wellington – substantial water damage on the interior.



**Photo Exhibit No. 14**  
30 Wellington – substantial interior damage.



**Photo Exhibit No. 17**  
30 Wellington – substantial amount of moisture in exterior walls.



**Photo Exhibit No. 15**  
30 Wellington – substantial interior damage.



**Photo Exhibit No. 18**  
30 Wellington – large cracks through bricks and mortar joints.





**Photo Exhibit No. 19**  
30 Wellington – substantial separation of chimney from the structure.



**Photo Exhibit No. 22**  
30 Wellington – large cracks in the ceiling, along with water damage from the roof.



**Photo Exhibit No. 20**  
30 Wellington – large cracks in the stairwell concrete wall.



**Photo Exhibit No. 23**  
30 Wellington – exterior façade bricks extend below grade but support the bricks above.



**Photo Exhibit No. 21**  
30 Wellington – large cracks in the ceiling, extending full ceiling length.

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## Heritage Planners' Report to CACP: January 10, 2024

1. Heritage Alteration Permits processed under Delegated Authority By-law:
  - a) 785 Wellington Street (BH HCD) – Attached garage and breezeway removal; new one-storey side addition; new detached rear garage; roof replacement with different materials; front porch, windows, and non-original door replacement.
  - b) 173 Duchess Avenue (WV-OS HCD) – Amendment – New east dormer on existing roof with paired double hung sash windows, to match previously approved west dormer.
  - c) 139 Duchess Avenue (WV-OS HCD) – New detached two-car garage at the rear side of the property.
  - d) 129 Wharnccliffe Road North (BP HCD) – New one-storey rear elevation addition; roof alterations; replacement of front windows, front door, and existing aluminum siding; front porch alterations.
  - e) 808 Waterloo Street (BH HCD) – Amendment – Change in window selection and cladding type in previously approved amendment for new dormer.
  - f) 795 Lorne Avenue (OE HCD) – Replacement of existing storm door with new custom steel security door.
  - g) 330 Clarence Street (DNTN HCD) – New security gates across front and rear entrance of existing carriageway.
  - h) 68 Albion Street (BP HCD) – Amendment – Shifted addition location to accommodate interior reconfiguration of previously approved two-storey rear addition.
  - i) 421 Ridout Street North (DNTN HCD) – Replacement of metal exterior staircase with new hot dipped galvanized steel frame staircase.
  - j) 4 Brighton Street (WV-OS HCD) – New two-storey rear addition.
  - k) 15 Ingleside Place (WV-OS HCD) – Roof replacement with different materials.
  - l) 195 Dundas Street (DNTN HCD) – New exterior staircase/vestibule accessing underground parking structure.
  - m) 538 Colborne Street (WW HCD) – Alterations to restore previously enclosed front porch, front door replacement.
  - n) 506 Ontario Street (OE HCD) – Reconstruction of lower portion of front porch to repair vehicle impact damage.
  - o) 47 Bruce Street (WV-OS HCD) – Infill of existing side elevation window opening visible from street.
  - p) 139 Duchess Avenue (WV-OS HCD) – Amendment – Change in cladding materials on previously approved new detached two-car garage.

## Upcoming Heritage Events

- London Heritage Council – Heritage Fair 2024: 100 Objects and Gems: The History of London
  - Participants will highlight how the lesser-known stories and hidden gems have contributed to defining London's heritage.
    - Saturday, February 10th, 2024, at the London Public Library, Central Branch: 251 Dundas St, London, ON, from 10:00 a.m. to 3:00 p.m.
    - <https://www.londonheritage.ca/heritagefair>
- Huron Community History Centre – Hidden Histories of Southwestern Ontario
  - The Hidden Histories is an interactive mapping project that seeks to make lesser-known histories more visible through community-based input.
    - <https://www.huronresearch.ca/communityhistory/hidden-histories-of-southwestern-ontario/>