

Agenda

London Advisory Committee on Heritage

The 7th Meeting of the London Advisory Committee on Heritage
June 13, 2018, 5:30 PM
Committee Rooms #1 and #2

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|--|-------|
| 1. Call to Order | |
| 1.1 Disclosures of Pecuniary Interest | |
| 2. Scheduled Items | |
| 2.1 5:30 PM George Bikas, Drewlo Holdings Ltd. - Demolition Request for Heritage Listed Property at 2154 Richmond Street by Drewlo Holdings Ltd. | 3 |
| 2.2 5:45 PM Garrett Rodman, London Heritage Council – Heritage Coffee Sleeves Project | 23 |
| 2.3 6:00 PM Mark Tovey – Hellmuth Boys College Interpretive Sign | |
| 2.4 6:15 PM Amy Barnes and Chris Uchiyama, Letourneau Heritage Consulting – Heritage Places 2.0 – Status Update | |
| 3. Consent | |
| 3.1 6th Report of the London Advisory Committee on Heritage | 29 |
| 3.2 Notice of Planning Application - Zoning By-law Amendment - 147-149 Wellington Street and 253-257 Grey Street | 35 |
| 3.3 Notice of Planning Application - Zoning By-Law Amendment - 391 South Street | 76 |
| 3.4 City of London Long Term Water Storage - Municipal Class Environmental Assessment - Notice of Project Commencement and Public Information Centre # 1 | 81 |
| 3.5 Notice of Public Meeting - Paramount Development (London) Inc. - 809 Dundas Street | 83 |
| 4. Sub-Committees and Working Groups | |
| 5. Items for Discussion | |
| 5.1 Cultural Heritage Evaluation Report - The Queen's Bridge (1-BR-05) Queens Avenue over Thames River | 88 |
| 5.2 Heritage Planners' Report | |
| (Note: A copy of the Heritage Planners' Report will be available at the meeting) | |
| 6. Deferred Matters/Additional Business | |

7. Adjournment

Next Meeting Date: July 11, 2018

Report to London Advisory Committee on Heritage

To: Chair and Members
London Advisory Committee on Heritage
From: John M. Fleming
Managing Director, Planning and City Planner
Subject: Demolition Request for Heritage Listed Property at 2154
Richmond Street by Drewlo Holdings Ltd.
Meeting on: June 13, 2018

Recommendation

That, on the recommendation of the Managing Director, Planning & City Planner, with the advice of the Heritage Planner, the following actions **BE TAKEN** with respect to the request for the demolition of the heritage listed property located at 2154 Richmond Street:

- a) The Chief Building Official **BE ADVISED** that Municipal Council consents to the demolition of this property;
- b) 2154 Richmond Street **BE REMOVED** from the Register (Inventory of Heritage Resources); and,
- c) The property owner **BE REQUESTED** to commemorate the historic contributions of the McCormick-Brickenden-Greenway family in the future development of this property.

Executive Summary

Summary of Request

A demolition request for the heritage listed property at 2154 Richmond Street was submitted.

Purpose and the Effect of Recommended Action

The purpose of the recommended action is to remove the property from the Register (*Inventory of Heritage Resource*) with the effect of allowing the buildings on the property to be demolished.

Rationale of Recommended Action

Staff evaluated the property using the criteria of *Ontario Heritage Act* Regulation 9/06 and found that the property is not meet the criteria for designation.

Analysis

1.0 Background

1.1 Property Location

The property at 2154 Richmond Street is located on the east side of Richmond Street, just north of Sunningdale Road East (Appendix A). The property is part of the former London Township that was annexed by the City of London in 1993. The property abuts the northern limits of the City of London.

1.2 Cultural Heritage Status

The property has been included on the *Inventory of Heritage Resources* since at least 2006. The *Inventory of Heritage Resources* was adopted as the Register pursuant to Section 27 of the *Ontario Heritage Act* in 2007. The property at 2154 Richmond Street is identified as Priority 2 resource.

1.3 Description

The property at 2154 Richmond Street is a large property with a rural character. The property is approximately 90 acres in size and is historically known as the south half of Lot 16, Concession VI, in the former London Township. Portions of the original 100 acre parcel were previously sold.

The property contains a house, barns, and drive shed (garage), which are described below. The remainder of the property is agricultural fields, paddock, and treed areas.

1.3.1 House

The house at 2154 Richmond Street is located near the southwest corner of the property, near to the intersection of Richmond Street and Sunningdale Road North (Appendix B). The house is accessed by a drive off of Richmond Street, which is enunciated by timber-clad lamp posts that flank the entrance to the driveway. The driveway loops around the house. A pond is located to the north of the driveway.

The house has a complicated massing, which indicates many previous alterations and additions to the original building. The existing house appears to have an augmented C-shaped footprint, with a partial concrete (likely parged) and partial fieldstone foundation. The building is two storeys in height with a hipped roof, with a small gable with attic window in the north wing.

The buff brick portion of the building is believed to be the original structure, and likely dating prior to 1878 as a structure is shown on the *Illustrated Historical Atlas of Middlesex County* (see Figure 2, Appendix A). Detailing of the paired window on the south façade suggests that the original building may have been constructed in the Queen Anne Revival architectural style, which is demonstrated in the floral-motif piercework in the wood trim of the window opening (see Image 7, Appendix B). This type of motif is found on buildings in London with confirmed dates of construction in the 1870s and 1880s. A buff brick addition was added to comprise part of the north wing of the main floor. This addition created an umbrage around the front door of the house.

From the side (north and south) facades, it is clear to see a large rear addition, which is clad in half-timbering in a mock Tudor style. This cladding is continued on the second floor addition to the original structure. The rear addition features a flat roof.

Some of the windows have been replaced with modern units, and some historic wood windows remain however most wood windows have aluminum storm windows. The front door is wood, but stylistically dates to the mock Tudor style additions to the building, as does the exterior light at the front.

A drive shed (garage) is located behind the house. It is constructed of wood and has a shed style roof. Some of the bays have sliding doors, whereas other bays are open.

1.3.2 Barns

The barns located at 2154 Richmond Street, together, form an ell with a common wall (see Appendix B). Within the *Stage 1 Archaeological & Built Heritage Assessment, Upland North Area Plan (2002)*, the barns are noted as “display a spectrum of material and building techniques extending from typical early forms of building with primitive material and limited tools to an innovative application of industrial products.”

Unfortunately, a fire caused substantial damage to the barns on February 16, 2018. This resulted in extensive damage to the structure (see Images 10-15, Appendix B). While some of the north barn remains, little remains of the south barn.

The north barn demonstrates characteristics of an English Barn, with the basement level at grade and a grain loft above. The south barn is a Bank Barn, which features a gangway (or barn hill) on the east side to access the upper level of the structure (hayloft). What can be seen of the remaining hewen timber structure appears to be mortise-and-tenon joints. Both barns have an unusual concrete block foundation, with a

rusticated or vermiculated cast detail (see Image 14, Appendix B). The interior walls of the barns appeared to have been painted, suitable for the horses that were once housed in the barns. The roof of the barns was clad in asphalt shingles, an unusual material choice for a barn roof. Refuse visible on site from the fire damage included earlier tin shingles which once clad the roof.

While at one point the barns may have been considered representative of a type and construction method, the damage caused by the fire has destroyed the integrity of the barns.

1.4 History

The Euro-Canadian history of this property begins with the grant of Lot 16, Concession VI from the Crown to the Canada Company in 1829. Lot 16 was divided into north and south halves, with the south half purchased by Folliot Gray in 1831. The property was passed to William Gray, and purchased by Philip Swarts (sic. Swartz) in 1848. In 1854, the south half of Lot 16 in Concession VI was purchased by George Walker. George Walker's son, George L. Walker, inherited his father's farm in 1890.

The Walker's called their farm "Spring Meadow," after the many springs found on the property which supplied the wells in the house, the barns, and a covered shelter near the street designed to refresh travellers (*London Township*, Volume II, p.297). The spring-fed pond was stocked with trout (Greenway).

George L. Walker sold the property to George Gleeson McCormick in 1927. George G. McCormick (1860-1936) was an heir to the McCormick Biscuit Factory fortune. He left the company shortly after the death of his father, Thomas McCormick, in 1905, leaving the management of the company to his brothers, Thomas and Frank. George G. McCormick was subsequently the President of the London Loan and Savings as well as the Consolidated Trusts Corporation (*London Township*, Volume II, p.297). He owned one of the first private motor vehicles in London in 1906.

Establishing homes north of London was fashionable for London's elite and influential families. This trend continued into the twentieth century. For example, Gibbons Lodge (1832 Richmond Street), built for the Gibbons family in the Tudor Revival style in 1932 or Hylands (now 120 Chantry Place), built for the Ivey family in the Georgian Revival style in 1937.

George G. McCormick renamed the farm at 2154 Richmond Street, "Dorindale," after his wife, Dorinda Birely McCormick (1863-1930). Their daughter, Catherine Keziah ("Kizzie") McCormick Brickenden (1896-1993) recalled the motivation for acquiring the country property at 2154 Richmond Street in about 1927:

In any case, the Geo. McC's were happy in their bungalow across from our 960 Wellington place. However, there was a lot more paving going on in the city, and to get a good ride outside our own paddock, necessitated quite a lot of clip-clopping over pavement, and encountering much annoying traffic. Papa had his eye on a good sized farm (90 odd acres), several miles north of the city limits. It had a big, useable stables, a staunch house; where help could live; lots of trees and ponds – altogether a lovely spot. It was promptly christened "Dorindale" after Mommy, and she and Papa drove out often for a picnic in the little summer house under the lovely shady trees. This happy situation did not last very long, however, because dear Mommy (who had not been really strong since her bad accident many years before, and yet had been such a source of love and courage) had that rare quality of patience, plus cheerfulness, that is very scarce – died all too soon (Brickenden 1978, 32).

Hunter and Jumper Canadian Sport Horses were raised at Dorindale, as well as Oxford sheep and Guernsey cattle (Archaeologix 2002). The farm was planted with oats and wheat, with a 10-acre apple orchard, and a grove of black walnut trees planted at the behest of Sir William Mullock (Greenway n.d., Middlesex Centre Archives). George and Dorinda McCormick also maintained a City house at 298 Dufferin Avenue (demolished

in advance of the construction of City Hall at 300 Dufferin Avenue), and later the O. Roy Moore-designed Spanish Revival masterpiece at 270 Victoria Street (heritage listed property) following its completion in 1928. Kizzie Brickenden and her husband, George Arthur Porte Brickenden (1896-1971), married in 1918 and lived at 960 Wellington Street (demolished in 1993). George Brickenden was a pilot in the Royal Air Force during WWI and a Wing Commander in WWII. He was also a partner in a London law firm, first opened as Brickenden, McMillan and Ferguson, and later served as Judge in Norfolk County.

Kizzie Brickenden took over management of the farm in about 1930 and inherited it upon her father's death in 1936. The farm house at 2154 Richmond Street was remodelled to include the "Grandfathers wing" of the home. In her memoirs (1978), Kizzie Brickenden recounts,

Art's and my plan for remodelling the very old, but sturdily built house at "Dorindale" were pretty well advanced, and it wasn't too long before we moved everything (horses first, and it was a treat to ride them in our own green fields, instead of pavement!) And now both grandfathers were comfortable ensconced in a special "Grandfathers Wing" which my own dear G. McC had added. A happy arrangement indeed, for Art and me, and for the children, and under the circumstances, probably the best for the two Grandpas (32).

It is suspected that these alterations in the 1930s led to the transition of what may have originally been a Queen Anne Revival style farmhouse to a structure more like the existing mock Tudor house building seen today. Mock Tudor, or Tudor Revival, was a popular architectural style in the 1930s and is often typified by half timbering and stonework detailing, as well as Tudor arch motifs. These characteristics can be seen applied at the building located at 2154 Richmond Street through previous alterations.

As an accomplished local actress and producer of theatrical productions, Kizzie Brickenden was instrumental in persuading the president of the Famous Players Theatre to sell the Grand Theatre in 1945 to the London Little Theatre for \$35,000 (*100 Fascinating Londoners*, 95-96). By 1949, 10% of Londoners (over 6,000 people) were subscribers of the Grand Theatre (*London: 150 Cultural Moments*, 85). In 1971, the London Little Theatre became Theatre London, and subsequently the Grand Theatre in 1983. The Grand Theatre, including its proscenium arch, is individually designated under the *Ontario Heritage Act*, and located within the Downtown Heritage Conservation District. The Brickenden Awards, "to celebrate and acknowledge excellence in independent theatre in London, in recognition of the continued burgeoning of new and non-mainstream theatre groups in London since the mid-90s," were named in honour of the late local actress, director, and playwright Kizzie Brickenden (Brickenden Awards).

In addition to her thespian accolades, Kizzie Brickenden's memoir, *Catherine Keziah... Her Story* (1978), shared her passion for equestrian sports and pride in her family. Family lore recounts a previous fire in the house at 2154 Richmond Street, where the Arva volunteer firemen saved the house while Kizzie Brickenden had lunch at the Knotty Pine Inn. Kizzie McCormick Brickenden was featured in *Chatelaine* magazine's article, "The Women of London" (1954), and *100 Fascinating Londoners* (2005).

George and Kizzie Brickenden's daughter, Alice Dorinda ("Dinnie") Brickenden (Hall-Holland) (Fuller) Greenway (b. 1920), received 6 acres at the southwest corner of the farm as a gift from her parents upon her marriage to Squadron Leader William Hall-Holland in 1942. A home was constructed at 2118 Richmond Street for the Hall-Holland family, but was demolished in 2013. Dinnie Greenway remained on the farm with late husbands, Col. Oswald M. Fuller and Dr. Robert Greenway, and subsequently moved into the house at 2154 Richmond Street in the 1990s. Dinnie Greenway only recently moved out of the house at 2154 Richmond Street after the fire on February 16, 2018. Dinnie Brickenden is well regarded for her contributions to the local equestrian community, including the Pony Club and the Royal Winter Fair.

2.0 Legislative and Policy Framework

2.1 Provincial Policy Statement

Section 2.6.1 of the *Provincial Policy Statement* (2014) directs that “significant built heritage resources and significant cultural heritage landscapes shall be conserved.” “Significant” is defined in the *Provincial Policy Statement* (2014) as, in regards to cultural heritage and archaeology, “resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, and event, or a people.”

2.2 Ontario Heritage Act

Section 27 of the *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) of the *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 London Advisory Committee on Heritage (LACH) is consulted, and a public participation meeting is held at the Planning & Environment Committee.

Section 29 of the *Ontario Heritage Act* enables municipalities to designate properties to be of cultural heritage value or interest. Section 29 of the *Ontario Heritage Act* also establishes consultation, notification, and process requirements, as well as a process to appeal the designation of a property. Appeals to the Notice of Intent to Designate a property pursuant to Section 29 of the *Ontario Heritage Act* are referred to the Conservation Review Board (CRB).

2.3 Official Plan/The London Plan

Chapter 13 (Heritage of the City of London’s *Official Plan* (1989, as amended) recognizes that properties of cultural heritage value or interest

Provide physical and cultural links to the original settlement of the area and to specific periods or events in the development of the City. These properties, both individually and collectively, contribute in a very significant way to the identity of the City. They also assist in instilling civic pride, benefitting the local economy by attracting visitors to the City, and favourably influencing the decisions of those contemplating new investment or residence in the City.

The objectives of Chapter 13 (Heritage) support the conservation of heritage resources, including encouraging new development, redevelopment, and public works to be sensitive to, and in harmony with, the City’s heritage resources (Policy 13.1.iii). This direction is also supported by the policies of *The London Plan* (adopted 2016); *The London Plan* has greater consideration for potential cultural heritage resources that are listed, but not designated under the *Ontario Heritage Act*, through planning processes.

The Strategic Plan for the City of London 2015-2019 identifies heritage conservation as an integral part of “Building a Sustainable City.”

2.4 Uplands North Area Plan

In preparation of the *Uplands North Area Plan* (2003), the *Stage 1 Archaeological & Built Heritage Assessment, Uplands North Area Plan* (Archaeologix 2002) was prepared. This surveyed past archaeological assessments to identify where further archaeological work was required. Three properties with built heritage resources were also identified: 348 Sunningdale Road East (demolished in 2015), 2154 Richmond Street North, and 660 Sunningdale Road East. Both properties on Sunningdale Road East were previously included on the *Inventory of Heritage Resources*, and 2154 Richmond Street was subsequently added.

Regarding 2154 Richmond Street, the *Uplands North Area Plan* states,

Planner: K. Gonyou

Both the house and the barn on this property are significant. This property should be listed in the Inventory of Heritage Resources with a Priority 2 rating.

In a memo to the LACH on June 12, 2002, the Heritage Planner noted,
Both the house and the barn at 2154 Richmond Street are significant because of their association with the McCormick and Brickenden families. While the house has been greatly altered over time, the barn remains largely intact and displays numerous significant aspects of construction. The report recommends that this property should be listed in the Inventory of Heritage Resources with a Priority 2 rating. The report also recommends that efforts should be made to encourage the preservation of the barn at 2154 Richmond Street.

2.5 Register (Inventory of Heritage Resources)

Municipal Council may include properties on the *Inventory of Heritage Resources* (Register) 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.

Priority levels were assigned to properties included in the *Inventory of Heritage Resources* (Register) as an indication of their potential cultural heritage value. Priority 2 properties are:

“Buildings merit evaluation for designation under Part IV of the *Ontario Heritage Act*. They have significant architectural and/or historical value and may be worthy of protection by whatever incentives may be provided through zoning considerations, bonusing or financial advantages” (*Inventory of Heritage Resource*, 2005).

The *Inventory of Heritage Resources* (Register) states that further research is required to determine the cultural heritage value or interest of heritage listed properties.

3.0 Demolition Request

Written notice of their intention to demolish the house and barn located at 2154 Richmond Street was submitted by agents acting on behalf of the property owner and received on April 27, 2018. This notice of intention to demolish was accompanied by a structural investigation report of the barn structure (VanBoxmeer & Stranges Engineering Ltd., April 17, 2018) which was referred to the Building Division.

Municipal Council must respond to a notice of intention to demolish a heritage listed property within 60 days, or the request is deemed consented. During this 60-day period, the London Advisory Committee on Heritage (LACH) is consulted and, pursuant to Council Policy, a public participation meeting is held at the Planning & Environment Committee.

The 60-day period for the demolition request for the property at 2154 Richmond Street expires on June 26, 2018.

Staff undertook a site visit of the property, accompanied by a representative of the property owner, on May 2, 2018. The site visit included an exterior inspection of the property and buildings.

4.0 Cultural Heritage Evaluation

4.1 Criteria for Determining Cultural Heritage Value or Interest

The criteria of *Ontario Heritage Act* Regulation 9/06 establishes criteria for determining the cultural heritage value or interest of individual properties. These criteria are:

1. Physical or design value:
 - i. Is a rare, unique, representative or early example of a style, type, expression, material or construction method;
 - ii. Displays a high degree of craftsmanship or artistic merit; or,

- iii. Demonstrates a high degree of technical or scientific achievement.
- 2. Historical or associative value:
 - i. Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;
 - ii. Yields, or has the potential to yield, information that contributes to an understanding of a community or culture; or,
 - iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
- 3. Contextual value:
 - i. Is important in defining, maintaining or supporting the character of an area;
 - ii. Is physically, functionally, visually or historically linked to its surroundings; or,
 - iii. Is a landmark.

A property is required to meet one or more of the abovementioned criteria to merit protection under Section 29 of the *Ontario Heritage Act*. Should the property not meet the criteria for designation, the demolition request should be granted and the property removed from the *Inventory of Heritage Resources* (Register).

The evaluation of the property using the criteria of *Ontario Heritage Act* Regulation 9.06 can be found below.

Table 1: Evaluation of 2154 Richmond Street using the criteria of Ontario Heritage Act Regulation 9/06.

| Cultural Heritage Value | Criteria | Evaluation |
|---|---|--|
| The property has design value or physical value because it, | Is a rare, unique, representative or early example of a style, type, expression, material, or construction method | <p>The house located at 2154 Richmond Street has been substantially altered in a manner that does not demonstrate significant design or physical value. The house does not take the appearance of a farm house, which would be typically expected of a house in this location, or of the mansions established by prominent families the area north of London in the 1930s. It is not considered to be rare, unique, representative, or an early example of a style, type, expression, material or construction method.</p> <p>The barns at 2154 Richmond Street may have once been considered as representative examples of barn types and construction methods in the former London Township, however a fire on February 16, 2018 has destroyed the integrity of the barns to the extent where they no longer retain physical features to represent cultural heritage value or interest for the property.</p> |
| | Displays a high degree of craftsmanship or artistic merit | The property is not considered to demonstrate a high degree of craftsmanship or artistic merit. There is little detailing or ornamentation of the house or barns to demonstrate a high degree of craftsmanship or artistic merit. |
| | Demonstrates a high degree of technical or scientific achievement | The property is not considered to demonstrate a high degree of technical or scientific achievement. |

| Cultural Heritage Value | Criteria | Evaluation |
|--|---|--|
| The property has historical value or associative value because it, | Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community | <p>The property is associated with the McCormick-Brickenden-Greenway family, who purchased the property at 2154 Richmond Street in 1927 and resided there until very recently. The McCormick-Brickenden-Greenway family has made many contributions to the London community (the Grand Theatre or the Pony Club, for example), and is of local interest as demonstrated by the number of local publications which highlight members of the family, such as <i>100 Fascinating Londoners</i>.</p> <p>However, there are other properties in London which are also, or perhaps better, reflect potential significance of themes, people, organizations, and institutions associated with the McCormick-Brickenden-Greenway family:</p> <ul style="list-style-type: none"> • McCormick Factory, 1156 Dundas Street (designated under the <i>Ontario Heritage Act</i>) • Home of Thomas P. McCormick, brother of George G. McCormick, 294 Wolfe Street (West Woodfield Heritage Conservation District) and 651 Talbot Street (heritage listed property) • Home of Frank A. McCormick (brother of George G. McCormick), 238 Hyman Street (West Woodfield Heritage Conservation District) • Home of G. F. Brickenden (parents of G. A. P. Brickenden), 326 Queens Avenue (West Woodfield Heritage Conservation District) • Home of George G. and Dorinda McCormick (parents of Keziah McCormick Brickenden), 270 Victoria Street (heritage listed property) • Grand Theatre, 471 Richmond Street (designated under the <i>Ontario Heritage Act</i>) <p>While the McCormick-Brickenden-Greenway family may be influential in London, this is better represented by the exemplary properties where their contributions have been demonstrated.</p> |
| | Yields, or has the potential to yield, information that contributes to an understanding of a community or culture | The property is not believed to yield, or have the potential to yield, information that contributes to an understanding of a community or culture. |
| | Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community | The property is not known to demonstrate or reflect the work of an architect, artist, builder, designer, or theorist who is significant to a community. |

| Cultural Heritage Value | Criteria | Evaluation |
|---|---|--|
| The property has contextual value because it, | Is important in defining, maintaining, or supporting the character of an area | The property is not considered to define, maintain, or support the varied character of the area in a significant manner. The surrounding area is transitioning from an agricultural area to an area that is residential in character. Alterations to the house does not lend itself to define, maintain, or support the character of the past, current, or anticipated future character of the area. The loss of the barns has diminished the potential for this property to be recognized as a tangible link to the agricultural past of this area. |
| | Is physically, functionally, visually, or historically linked to its surroundings | The property is historically linked to its surroundings as an old building, however not in a significant manner. Landscaping, vegetation, and the topography of the property limit the potential visual links of the property to the surrounding area. The property is not physically or functionally linked to its surroundings in a significant manner. |
| | Is a landmark | The property is not believed to be a landmark. |

4.3 Consultation

Pursuant to Council Policy for the demolition of heritage listed properties, notification of the demolition request was sent to 80 property owners within 120m of the subject property on May 30, 2018, as well as community groups including the Architectural Conservancy Ontario – London Region, London & Middlesex Historical Society, and the Urban League. Notice was also published in *The Londoner* on May 31, 2018.

5.0 Conclusion

The evaluation of 2154 Richmond Street found that the property did not meet the criteria for designation under Part IV of the *Ontario Heritage Act*. The fire damage to the barns located at 2154 Richmond Street has compromised their integrity to the extent where the barns are no longer able to retain their cultural heritage value or interest. While the property is directly associated with the McCormick-Brickenden-Greenway family, there are other properties in London that better reflect the historic interest of this family. The property was not found to have significant contextual values.

However, the McCormick-Brickenden-Greenway family is of historic interest. Research and evaluation identified interesting information related to the history of the family, and their role as leaders in London. Efforts should be made to recognize the contributions of the McCormick-Brickenden-Greenway family in the future development of this property. This could include, but should not be limited to: street names (noting that Springmeadow Road already exists in London), park names or features, cultural heritage interpretive signs, or entry features.

| | |
|------------------------|--|
| Prepared by: | Kyle Gonyou, CAHP Heritage Planner |
| Submitted by: | Gregg Barrett, AICP Manager, Long Range Planning and Research |
| Recommended by: | John M. Fleming, MCIP, RPP Managing Director, Planning and City Planner |

June 6, 2018
KG/

Appendix A Property Location
Appendix B Images

Sources

Archaeologix Inc. *Stage 1 Archaeological & Built Heritage Assessment, Uplands North Area Plan*. 2002.

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The Brickendens. "About." Retrieved <https://www.brickenden.org/about/>.

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\\FILE2\users-z\pdp\Shared\policy\HERITAGE\Demolition\Richmond Street, 2154\2018-06-13 LACH Demo 2154 Richmond Street.docx

Appendix A – Property Location

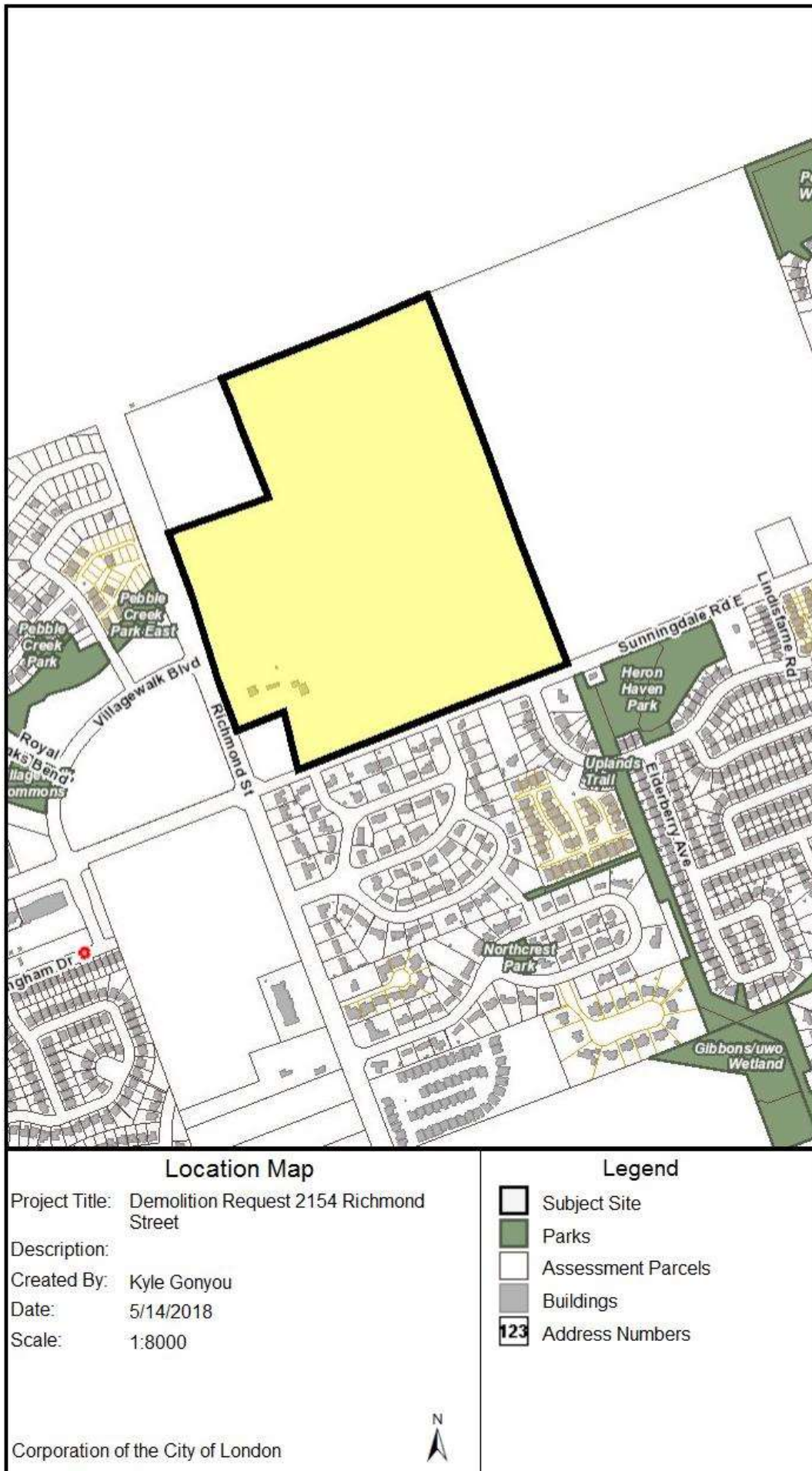


Figure 1: Property location of 2154 Richmond Street.

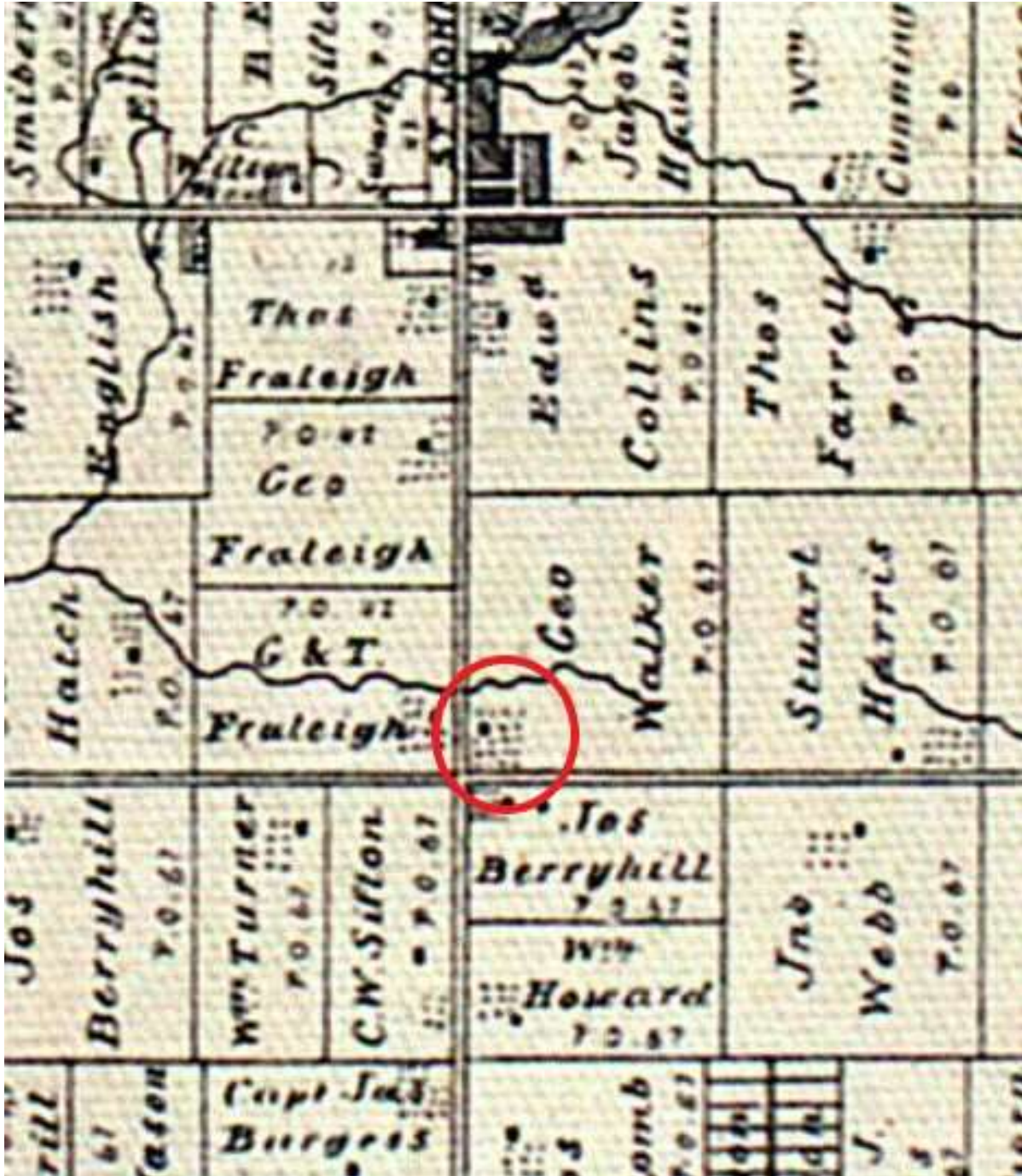


Figure 2: Detail of the Map of the Township of London in the Illustrated Historical Atlas of Middlesex County (1878) identifying the property now known as 2154 Richmond Street, with the building location circled in red.

Appendix B – Images



Image 1: Main (west) façade of the house at 2154 Richmond Street (courtesy of Middlesex Centre Archives, London Township Local Architectural Conservation Advisory Committee files, 1990).



Image 2: Main (west) façade of the house at 2154 Richmond Street (Archaeologix, 2002).

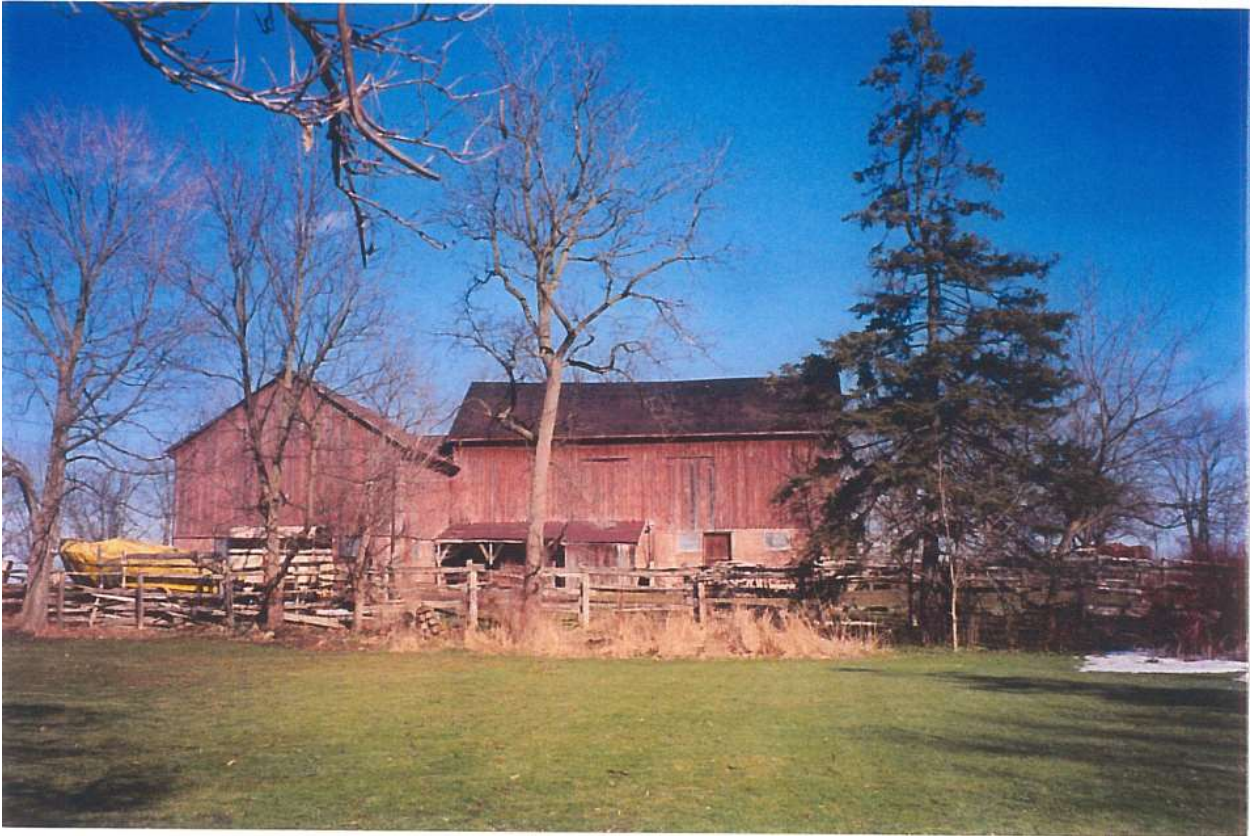


Image 3: View of the barns located at 2154 Richmond Street (Archaeologix, 2002).



Image 4: View of the property at 2154 Richmond Street from the entry feature at Richmond Street.



Image 5: View of the house at 2154 Richmond Street from the driveway, looking northeast.



Image 6: View of the south façade of the house located at 2154 Richmond Street. Note the difference in exterior cladding materials and roof forms, which helps to articulate alterations to the original brick masonry building.



Image 7: Detail of the floral-motif piercework in the wood trim of the window opening on the south façade of the house located at 2154 Richmond Street.



Image 8: View of the north façade of the house located at 2154 Richmond Street.



Image 9: Rear (east) façade of the house located at 2154 Richmond Street.



Image 10: View looking southeast from into the barnyard, showing the north barn located at 2154 Richmond Street. Note ruins of south barn in the distance beyond the north barn.



Image 11: View of the barns looking east from the south lawn of the property at 2154 Richmond Street. Note the extent of the damage to the south barn.



Image 12: View of the east façades of the barns located at 2154 Richmond Street. Note the extent of the damage to the south barn.



Image 13: View of the south façades of the barns located at 2154 Richmond Street. Note the extent of the damage to the south barn.



Image 14: Detail of the cast concrete block which comprises the base of the barns located at 2154 Richmond Street.



Image 15: Detail of the damage caused by fire on February 16, 2018 to the south barn located at 2154 Richmond Street.



POUR OVER LONDON: HERITAGE COFFEE SLEEVES

Project Funding Proposal to the City of London's
London Advisory Committee on Heritage
June 13, 2018
London Heritage Council

VISION FOR THE HERITAGE COFFEE SLEEVES PROJECT

To provide a dose of history along with
Londoners' cups of coffee in the
morning.

All local, all interesting, all informative!

GOALS FOR THE HERITAGE COFFEE SLEEVES PROJECT

- Bring local heritage into Londoners' everyday lives,
- Encourage discussion and storytelling among Londoners, over coffee and online, and
- Promote the work of the London Heritage Council, LondonFuse's heritage stories, and Edgar and Joe's Café

STAKEHOLDERS



PROCESS

Designing, sourcing,
and ordering coffee
sleeves

Distribution
of sleeves
and
promotion
of project

Evaluation and
continued
promotion of
initiative

COFFEE SLEEVE MOCKUP

DID YOU KNOW...
THAT LONDON, ONTARIO'S LABATT PARK,
BUILT IN 1877,
IS THE WORLD'S OLDEST BASEBALL DIAMOND?

#POUROVERLDN

FRONT

COFFEE SLEEVE MOCKUP



FRONT

COFFEE SLEEVE MOCKUP



BACK

BUDGET

| Item | Estimated Cost | Shipping Estimate | Total |
|-----------------------|---------------------------|-------------------|-----------|
| 10,000 Coffee Sleeves | \$850.00 + tax (\$960.50) | \$165.00 | \$1125.50 |

In-kind Donations:

- Administration of project and design and development of coffee sleeves (London Heritage Council)
- Design and development of coffee sleeves and promotion (LondonFuse)
- Distribution (Edgar and Joe's Café)

PROJECT EVALUATION

- Monitor social media channels for use of the hashtag
- Gather anecdotal information from Edgar and Joe's Café
- Analyze social and web analytics for impact and reach

THANK YOU!
QUESTIONS?

LONDON
Heritage
COUNCIL

**LONDON
FUSE**

LONDON**FUSE**.CA



London Advisory Committee on Heritage

Report

6th Meeting of the London Advisory Committee on Heritage
May 9, 2018
Committee Rooms #1 and #2

Attendance PRESENT: D. Dudek (Chair), D. Brock, J. Cushing, H. Elmslie,
S. Gibson, T. Jenkins, J. Manness, B. Vazquez, K. Waud and M.
Whalley and J. Bunn (Secretary)

ABSENT: H. Garrett

ALSO PRESENT: R. Armistead, J. Dent, L. Dent, K. Gonyou
and C. Parker

The meeting was called to order at 5:30 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 Fugitive Slave Chapel

That the Heritage Planners BE REQUESTED to prepare a Statement of Cultural Heritage Value or Interest for the Fugitive Slave Chapel at its new location at 432 Grey Street pursuant to direction from the Municipal Council during the repeal of the heritage designating by-law for 275 Thames Street; it being noted that a verbal delegation from D. McNeish, with respect to this matter, was received;

it being further noted that the Municipal Council resolution from its meeting held on April 24, 2018, with respect to the 5th Report of the London Advisory Committee on Heritage, was received.

2.2 Demolition Request for Heritage Listed Property at 2096 Wonderland Road North by Invest Group Ltd.

That, on the recommendation of the Managing Director, Planning & City Planner, with the advice of the Heritage Planner, with respect to the request for the demolition of the heritage listed property located at 2096 Wonderland Road North by Invest Properties Ltd., that notice BE GIVEN, under the provisions of Section 29(3) of the *Ontario Heritage Act*, R.S.O. 1990, c. O. 18, of Municipal Council's intention to designate the property located at 2096 Wonderland Road North to be of cultural heritage value or interest for the reasons included on the attached Statement of Cultural Heritage Value or Interest;

it being noted that the applicant has also submitted a planning application that will considered separately at a future meeting of the Planning and Environment Committee;

it being further noted that the attached presentation from K. Gonyou, Heritage Planner, was received with respect to this matter.

2.3 Notice of Application - Old East Village Dundas Street Corridor Secondary Plan

That the following actions be taken with respect to the Notice of Application dated March 12, 2018 and the Notice the Public Meeting dated April 11, 2018 from C. Parker, Senior Planner, with respect to the Old East Village Dundas Street Corridor Secondary Plan:

a) the Civic Administration BE REQUESTED to ensure that the Request for Proposal include a stage 1 archaeological assessment and a Cultural Heritage Resource Assessment; it being noted that the Cultural Heritage Screening Report for Bus Rapid Transit (BRT) considered properties on King Street but not on Dundas Street; and,

b) the Civic Administration BE REQUESTED to update the study area to include the Western Fair Grounds, as well as the properties located at 430 Elizabeth Street and 345 Lyle Street;

it being noted that the attached presentation from C. Parker, Senior Planner, was received with respect to this matter.

2.4 Hear, Here Cultural Interpretive Signage Program

That it BE NOTED that the staff report dated May 9, 2018 and the attached presentation from Dr. M. Hamilton, Western University and Dr. M. Tovey, Western University, with respect to the Hear, Here Cultural Interpretive Signage Program, was received.

3. Consent

3.1 5th Report of the London Advisory Committee on Heritage

That it BE NOTED that the 5th Report of the London Advisory Committee on Heritage, from its meeting held on April 11, 2018, was received.

3.2 Municipal Council Resolution - 4th Report of the Environmental and Ecological Planning Advisory Committee

That it BE NOTED that the Municipal Council resolution from its meeting held on April 10, 2018, with respect to the 4th Report of the Environmental and Ecological Planning Advisory Committee, was received.

3.3 Notice of Planning Application - Zoning By-law Amendment - 131 King Street

That the Civic Administration BE ADVISED that the London Advisory Committee on Heritage (LACH) supports the conclusions of the Heritage Impact Assessment for the application for a zoning by-law amendment for the property located at 131 King Street with the exception of the following matters:

- the step back should be consistent with the Downtown Heritage Conservation District guidelines;
- the vehicular access on King Street should be removed because it prevents a contiguous building interface; and,
- the frontage on York Street;

it being noted that the LACH supports the activation of the alley, as proposed and the overall design of the building.

3.4 Notice of Application - Draft Plan of Vacant Land Condominium and Zoning By-law Amendment - 459 Hale Street

That it BE NOTED that the Notice of Planning Application dated April 18, 2018, from L. Mottram, Senior Planner, with respect to Draft Plan of Vacant Land Condominium and Zoning By-law Amendment for the property located at 459 Hale Street, was received.

3.5 Notice of Public Meeting - Archaeological Management Plan - The Corporation of the City of London - City-Wide

That it BE NOTED that the Notice of Public Meeting, dated April 11, 2018, from K. Gonyou, Heritage Planner, with respect to the Archaeological Management Plan for the City of London, was received.

3.6 Notice of Public Meeting - The Corporation of the City of London - City-wide - Low-density Residential (R1, R2, R3) Zones within the Primary Transit Area

That it BE NOTED that the Notice of Public Meeting, dated April 25, 2018, from M. Knieriem, Planner II, with respect to Low Density Residential (R1, R2, R3) Zones within the Primary Transit Area, was received.

3.7 Notice of Public Meeting - Official Plan, the London Plan and Downtown Plan Criteria for Downtown Temporary Surface Commercial Parking Lots

That it BE NOTED that the Notice of Public Meeting, dated April 11, 2018, from C. Parker, Senior Planner, with respect to the Official Plan, The London Plan and Downtown Plan criteria for Downtown temporary surface commercial parking lots, was received.

3.8 Maintenance Standards for Heritage Listed Properties

That it BE NOTED that the Memo, dated May 9, 2018, from W. Jeffrey, Supervisor, Municipal Law Enforcement Services and K. Gonyou, Heritage Planner, with respect to maintenance standards for heritage listed properties, was received.

3.9 Shift London (Bus Rapid Transit)

That it BE NOTED that the communication, dated April 22, 2018, from J. Grainger, Architectural Conservancy Ontario - London Region Branch, with respect to Shift London (Bus Rapid Transit BRT) in relation to culturally significant sections of the BRT corridors, was received.

3.10 Fugitive Slave Chapel Preservation Project

That it BE NOTED that the communication, dated May 9, 2018, from G. Hodder, with respect to the Fugitive Slave Chapel Preservation Project Steering Committee, was received.

3.11 Status of the Philip Aziz Studio

That the communication, dated April 9, 2018, from S. Bentley, with respect to the Philip Aziz Studio on Philip Aziz Drive BE FORWARDED to Western University for review; it being noted that the Philip Aziz Estate, including the house, studio and landscape walls, is a significant cultural heritage

resource that is designated under Part IV of the *Ontario Heritage Act*; it being further noted that the London Advisory Committee on Heritage shares the concerns of Ms. Bentley with respect to the maintenance of the property.

3.12 Cultural Heritage Evaluation Report - Kensington Bridge (1-BR-06)

That it BE NOTED that the London Advisory Committee on Heritage supports the findings of the Cultural Heritage Evaluation Report for Kensington Bridge in London, Ontario, dated March 2018 and prepared by AECOM.

4. Sub-Committees and Working Groups

4.1 Stewardship Sub-Committee Report

That it BE NOTED that the Stewardship Sub-Committee report, from its meeting held on May 2, 2018, was received.

5. Items for Discussion

5.1 Amendment to Heritage Alteration Permit Application by Ivy Homes Ltd. - 33 Beaconsfield Avenue, Wortley Village-Old South Heritage Conservation District

That, on the recommendation of the Managing Director, Planning and City Planner, with the advice of the Heritage Planner, the application made under Section 42 of the *Ontario Heritage Act*, by Ivy Homes Ltd. to amend the Heritage Alteration Permit for the property located at 33 Beaconsfield Avenue, located within the Wortley Village-Old South Heritage Conservation District, BE PERMITTED as proposed in the drawings appended to the staff report dated May 9, 2018, subject to the following terms and conditions:

- all exposed wood be painted, including but not limited to: the porch railing and spindles, porch skirt, porch steps, window trim, front door, doorway trim, and transom trim; and,
- the Heritage Alteration Permit be displayed in a location visible from the street until the work is completed;

it being noted that the attached presentation from K. Gonyou, Heritage Planner, was received with respect to this matter.

5.2 Heritage Alteration Permit Application by H. Virtue - 841 Princess Avenue

That, on the recommendation of the Managing Director, Planning and City Planner, with the advice of the Heritage Planner, the application under Section 42 of the *Ontario Heritage Act*, by H. Virtue, to alter the porch of the building located at 841 Princess Avenue, within the Old East Heritage Conservation District, BE PERMITTED subject to the following terms and conditions:

- the Heritage Planner be circulated on the applicant's Building Permit application drawings to verify compliance with the submitted design, prior to issuance of the Building Permit;
- all exposed wood be painted; and,
- the Heritage Alteration Permit be displayed in a location visible from the street until the work is completed;

it being noted that the ~~attached~~ presentation from L. Dent, Heritage Planner, was received with respect to this matter.

5.3 Heritage Alteration Permit Application by D. Russell - 529 Princess Avenue

That consent BE GIVEN for the application made under Section 33 of the *Ontario Heritage Act*, by D. Russell, to erect a new porch on the property located at 529 Princess Avenue (designated under Part IV of the *Ontario Heritage Act* by By-law No. L.S.P.-3014-15), as proposed in the ~~attached~~ drawings, subject to the following terms and conditions:

- the removal of the turret;
- the width of the porch being revised to only be the width of the house;
- the Heritage Planner being circulated on the applicant's Building Permit application drawings to verify compliance with the submitted design, prior to issuance of the Building Permit;
- the stringer ends and risers be enclosed on both sets of porch stairs;
- all exposed wood being painted; and,
- the Heritage Alteration Permit being displayed in a location visible from the street until the work is completed

it being noted that the ~~attached~~ presentation from L. Dent, Heritage Planner, was received with respect to this matter.

5.4 LACH Terms of Reference

That, the following actions be taken with respect to the London Advisory Committee on Heritage Terms of Reference:

- a) the City Clerk BE DIRECTED to:
 - i) change the Emerging Leaders representative to a representative from a general youth-oriented organization, for example ACO NextGen;
 - ii) add a member to represent the indigenous population; and,
 - iii) add a member from the London Society of Architects;
- b) the membership totals on the current Terms of Reference BE UPDATED.

5.5 Heritage Planners' Report

That it BE NOTED that the ~~attached~~ submission from K. Gonyou and L. Dent, Heritage Planners, with respect to various updates and events, was received.

6. Deferred Matters/Additional Business

6.1 (ADDED) CHO Newsletter

That it BE NOTED that copies of the Community Heritage Ontario newsletter dated "Spring 2018", were distributed to the members of the London Advisory Committee on Heritage.

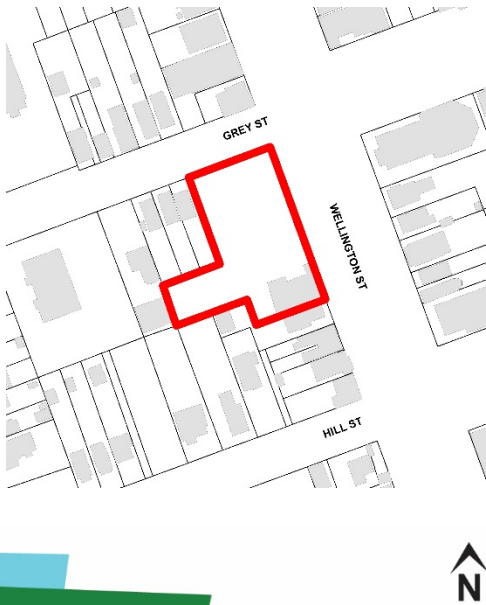
7. Adjournment

The meeting adjourned at 9:22 PM.

NOTICE OF PLANNING APPLICATION

Zoning By-Law Amendment

147-149 Wellington Street and 253-257 Grey Street



File: Z-8905

Applicant: JAM Properties Inc.

What is Proposed?

Zoning amendment to allow:

- An 18-storey (63 metre) apartment building;
- 262 residential units (593uph);
- Two levels of underground parking (162 spaces);
- 38 surface parking spaces.

LEARN MORE & PROVIDE INPUT

Please provide any comments by **June 8, 2018**

Mike Corby

mcorby@london.ca

519-661-CITY (2489) ext. 4657

Planning Services, City of London, 206 Dundas St., London ON N6A 1G7

File: Z-8905

You may also discuss any concerns you have with your Ward Councillor:

Tanya Park

tpark@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.**

Application Details

Commonly Used Planning Terms are available at london.ca/planapps.

Requested Zoning By-law Amendment

To change the zoning from a Business District Commercial Special Provision (BDC(8)) Zone and Business District Commercial Special Provision (BDC(4) Zone to a Business District Commercial Special Provision Bonus (BDC(8))*B() Zone and Business District Commercial Special Provision Bonus (BDC(4))*B() Zone. Changes to the currently permitted land uses and development regulations are summarized below. The complete Zoning By-law is available at london.ca/planapps.

Current Zoning

Zone: BDC(4) & BDC(8)

Permitted Uses: Provides for and regulates a mix of retail, restaurant, neighbourhood facility, office and residential uses.

Special Provision(s): BDC(4) a) Permitted Uses: i) Any use permitted in the BDC and BDC2 Zones; ii) Group homes type 2. BDC(8) a) Permitted Uses: i) Any use permitted in the BDC and BDC2 Zone variations; ii) Group Home Type 2. b) Regulations: i) Lot Area (Minimum) 4000 m² (43,057.00 sq.ft.). ii) Lot Depth (Minimum) 45 m (147.64 ft.). iii) Landscaped Open Space (Minimum) 15%. iv) Coverage (Maximum) 30 %. v) Special Regulation Any buildings or structures and their permitted uses must front onto an Arterial Street. vi) Off-Street Parking (Minimum) Front Yard Parking setback shall be 3 metres (10.0 feet) to any arterial street.

Residential Density: 250uph

Height: 12 metres

Requested Zoning

Zone: BDC(4)*B() & BDC(8)*B()

Permitted Uses: Same uses as existing zoning

Special Provision(s): Same special provisions will exist.

Residential Density: 593 uph

Height: 63 metres

Bonus Zone: The bonus zone would permit a residential density of 593uph and maximum height of 63 metres in return for eligible facilities, services and matters outlined in Section 19.4.4 of the Official Plan. Other provisions such setbacks, lot coverage and a parking reduction may also be considered through the re-zoning process as part of the bonus zone.

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. These lands are currently designated as Main Street Commercial Corridor and High Density Residential in the Official Plan, which permits small-scale retail uses; service and repair establishments, food stores; convenience commercial uses; personal and business services; pharmacies; restaurants; financial institutions; small-scale offices; small-scale entertainment uses; galleries; studios; community facilities such as libraries and day care centres, correctional and supervised residences; residential uses (including secondary uses) and units created through the conversion of existing buildings, or through the development of mixed-use buildings as the main uses.

The subject lands are in the Rapid Transit Corridor Place Type in *The London Plan*, permitting a range of retail, service, office, cultural, recreational, and institutional uses.

How Can You Participate in the Planning Process?

You have received this Notice because someone has applied to change 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. For more detailed information about the public process, go to the [Participating in the Planning Process](http://london.ca/planapps) page at london.ca.

See More Information

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

- visiting Planning Services at 206 Dundas Street, Monday to Friday between 8:30am and 4:30pm;
- contacting the City's Planner listed on the first page of this Notice; or
- viewing the application-specific page at london.ca/planapps.

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 Services 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.

This request represents residential intensification as defined in the policies of the Official Plan. Under these policies, Planning Services staff and the Planning and Environment Committee will also consider detailed site plan matters such as fencing, landscaping, lighting, driveway locations, building scale and design, and the location of the proposed building on the site. We would like to hear your comments on these matters.

Attend a Future Public Participation Meeting

The Planning and Environment Committee will consider the requested zoning changes on a date that has not yet been scheduled. The City will send you another notice inviting you to attend this meeting, which is required by the *Planning Act*. You will also be invited to provide your comments at this public participation meeting. 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 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. 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 Secretary of the Committee.

Right to Appeal to the Local Planning Appeal 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 Local Planning Appeal 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 Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

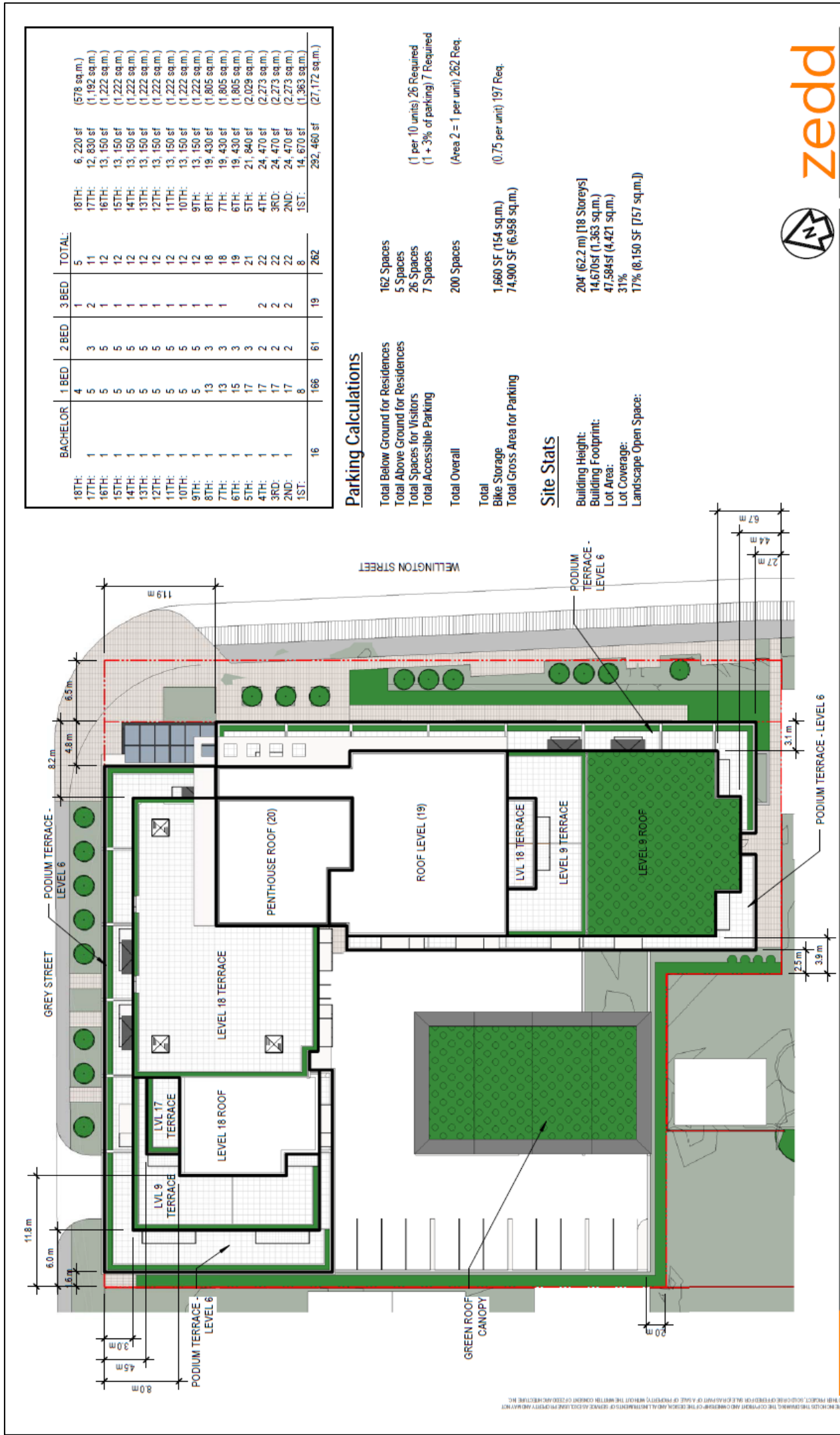
For more information go to <http://elto.gov.on.ca/tribunals/lpat/about-lpat/>.

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 Cathy Saunders, City Clerk, 519-661-CITY(2489) ext. 4937.

Accessibility – Alternative accessible formats or communication supports are available upon request. Please contact accessibility@london.ca or 519-661-CITY(2489) extension 2425 for more information.

Site Concept



The above image represents the applicant's proposal as submitted and may change.

Building Renderings



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

Heritage Impact Statement

147 Wellington Street

JAM PROPERTIES INC.



April 2018

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- 6.2 City of London Official Plan
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SECTION 7 – CONCLUSION

APPENDIX 1

SOURCES

SECTION 1 - INTRODUCTION

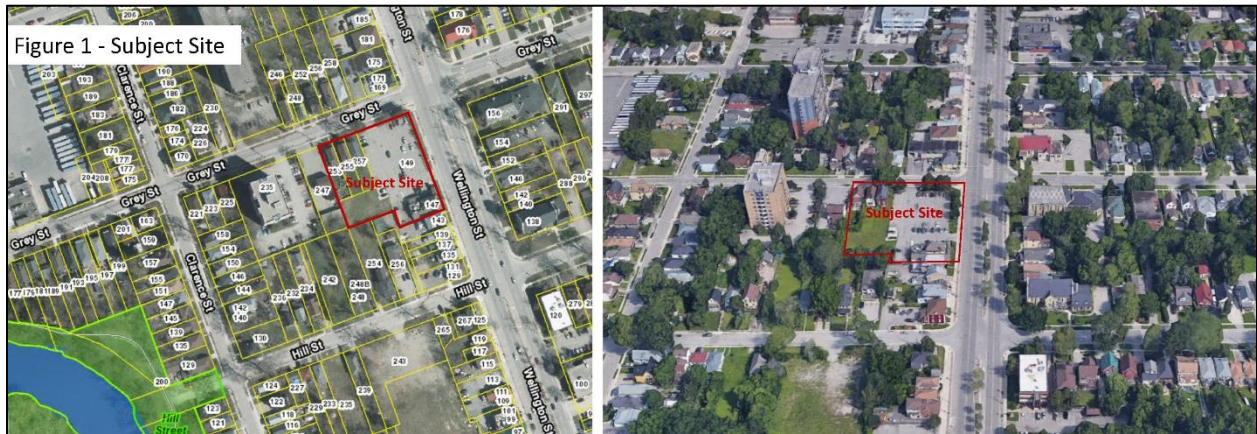
On behalf of JAM PROPERTIES INC., Zelinka Priamo Ltd., has applied for a Zoning By-law Amendment to permit a proposed high-rise apartment development on lands located at 147 Wellington Street and 253-257 Grey Street.

Although the current policy regime does not require that a Heritage Impact Statement be prepared one has been provided to have regard for the heritage policies in the London Plan. On this basis, the report will determine if any cultural heritage resources are impacted by the proposed high-rise apartment development.

SECTION 2 – SITE DETAILS

2.1 The Subject Lands

The subject lands are located at the southwesterly corner of Grey Street and Wellington Street (Figure 1). The subject lands are comprised of four parcels of land known municipally as 149, 147 Wellington Road, and 253-257 Grey Street, and have a combined area of approximately 0.44ha (1.09ac), a frontage of approximately 72.2m (236.8 ft) on Wellington Road, and 66.9m (219.4 ft) on Grey Street. A 6.0x6.0m daylight triangle is required at the corner of Wellington Street and Grey Street as well as a road widening dedication of 24.0m from centre line along Wellington Street. In the future Grey Street is intended to be converted to two way traffic.



Wellington Street is classified as an Arterial Road and Grey Street is classified as a Secondary Collector Road according to the City of London Schedule C - Transportation Corridors.

The subject lands contain flat lands. A restaurant and three single detached homes are located on the subject lands, as well as associated parking and open space. The subject lands are considered a community gateway to downtown London, given their location in close proximity to the downtown boundary located at the CN Railway Line.

2.2 Site History

Fire insurance plans show past uses on the subject lands were mainly residential dwellings with the exception of a grocery store at the corner of Wellington and Grey Streets (Appendix 1).

Today, the subject lands consist of a restaurant and three single-detached homes, as well as associated parking and open space.

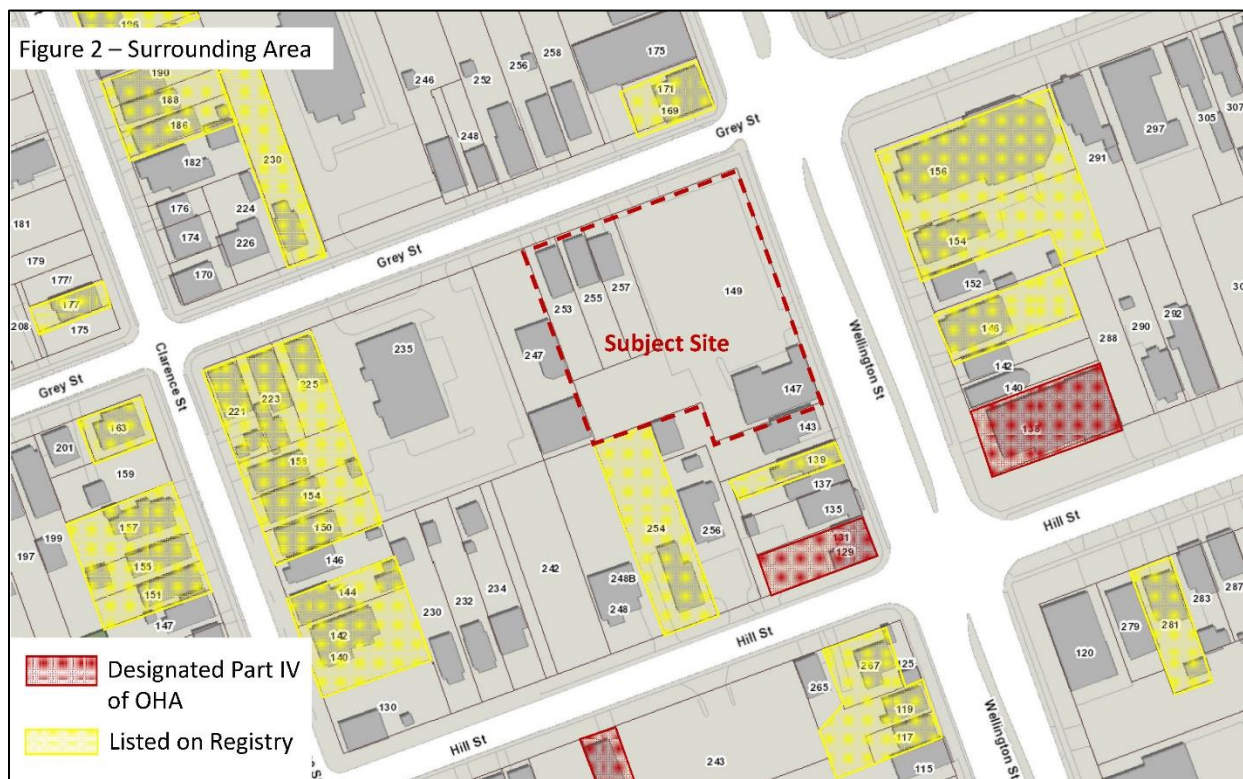
None of the properties that make up the subject site are designated under the Ontario Heritage Act nor are listed on the Registry.

The subject lands are located within the SoHo neighbourhood which has been identified as a potential Heritage Conservation District.

SECTION 3 – SURROUNDING AREA

The subject lands are in the vicinity of two properties designated under Part IV Ontario Heritage Act and five non-designated properties listed on the City of London's Inventory of Heritage Resources (Figure 2 and attached photo inventory).

Overall this neighbourhood was mainly residential dwellings with some commercial uses along Wellington Street which included grocery stores, bakeries, and a butcher. See Fire insurance plans in Appendix 1.



3.1 Properties designated under Part IV of the Ontario Heritage Act

131/129 Wellington Road, c.1873

The building locally known as the "Antiques Building" was built by Henry Winder, a prominent local merchant in this area of Wellington Street. The two-storey building shows elements of

Regency and Italianate style of architecture and is one of the oldest surviving wooden buildings in London. Some of the heritage attributes include:

- 28 centimetre wide flush board wood siding;
- Symmetrical layout with similar windows on all four sides of the building and a low-pitched hip roof;
- Wood quoins on the corners that are visible from the street;
- A decorated frieze under the eaves on all four sides;
- Segmental windows and door openings;
- A recessed front door case with geometric woodwork detail around the alcove;
- Woodwork in the bottom halves of the sidelights to echo the alcove detail; and
- A prominent front door which is accented by large distinctive transom.

138 Wellington Road, c.1862

The Christ's Church was built in 1862-63 and is the second oldest Anglican Church in London. It was designed by London architect William Robinson. It is an example of High Victorian Gothic architecture. Some of the exterior heritage attributes include:

- Hip-roof;
- Built from London white brick;
- Lancet windows
- Gable and buttresses on the front exterior façade;
- Double wooden doors, arched gothic transoms and wooden hood moulds;
- Decorative door surround comprised of three course of raised brick;
- Lancet windows fitted with matching wooden hood moulds and sills; and
- Central sill on the front façade.

3.2 Non-designated properties listed on the City of London's Inventory of Heritage (Registry)

| Address | Year | Building Name | Architectural Style | Priority |
|-----------------------|---------|--------------------------|---------------------|----------|
| 171 Wellington Street | c. 1890 | Cooper Investments | Queen Anne | 2 |
| 156 Wellington Street | c. 1876 | Wellington United Church | Gothic Revival | 2 |
| 154 Wellington Street | c. 1875 | | Italianate | 2 |
| 146 Wellington Street | c. 1879 | Klo Reality Ltd. | Ontario Cottage | 2 |
| 139 Wellington Street | c. 1868 | Beckett Property | Georgian Revival | 2 |
| 267 Hill Street | c. 1881 | London Discount Co. | Ontario Cottage | 1 |
| 254 Hill Street | c. 1868 | | Italianate | 3 |
| 239 Hill Street | c. 1880 | Farquhar Property | SHP Cottage | 2 |
| 230 Grey Street | c. 1887 | | Italianate | 3 |

SECTION 4 – POLICY REVIEW

4.1 Provincial Policy Statement 2014 (PPS)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act “provides policy direction on matters of provincial interest related to land use planning” in order to ensure efficient, cost-efficient development and the protection of resources. All planning applications, including Zoning By-Law Amendment applications, are required to be consistent with these policies.

Policies in the 2014 PPS relevant to the subject lands are as follows:

*“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 has been demonstrated that the heritage attributes of the protected heritage property will be conserved.” Section 2.6.3*

6.0 PPS Definitions:

Adjacent lands (d) means those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan.

Protected heritage property means 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 Site.

Heritage attributes means the principal features or elements that contribute to a protected heritage property’s cultural heritage value or interest, and may include the property’s built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (including significant views or vistas to or from a protected heritage property).

4.2 City of London Official Plan

Section 13 provides policies regarding the cultural heritage value of properties in London. The subject lands are adjacent to protected heritage properties and must have regard for the following policies in the Official Plan:

Section 13.2.3.1 – Alteration or Demolition on Adjacent Lands

“Where a heritage building is protected under Parts IV, V or VI of the Ontario Heritage Act, development, site alteration or demolition may be permitted on adjacent lands where it has been evaluated through a Heritage Impact Statement, and demonstrated to the satisfaction of Council that the heritage values, attributes and integrity of the protected heritage property are retained. For the purposes of this section, adjacent lands shall include lands that are contiguous, and lands that are directly opposite a protected heritage property, separated only by a laneway or municipal road.”

4.3 The London Plan

A new City of London Official Plan (The London Plan) has been adopted by Council, but is subject of several appeals to the Ontario Municipal Board. Notwithstanding, consideration has been given to the Cultural Heritage policy 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.”

4.4 Ontario Heritage Tool Kit

The Ontario Ministry of Tourism, Culture and Sport developed the Ontario Heritage Tool Kit as a guide to help understand the heritage conservation process in Ontario.

The tool kit provides guidelines for the preparation of heritage studies, such as Heritage Impact Statements and provides a list of possible negative impacts on a cultural heritage resource. These include, but are not limited to, the following impacts:

1. Destruction of any, part of any, significant heritage attributes or features;
2. Alteration that is not sympathetic, or is incompatible with the historic fabric and appearance;
3. Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance;
4. Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
5. Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
6. Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;
7. A change in land use where the change in use negates the property's cultural heritage value; and
8. Land disturbances, such as change in grade that alters soils and drainage patterns that adversely affect cultural heritage resources.

SECTION 5 – PROPOSED DEVELOPMENT

The development proposes the demolition of the three existing single detached dwellings and the existing restaurant and the construction of a new, L-shaped, 18-storey residential apartment building on the northeast corner of the site. The building will be composed of a 5-storey podium stepping up to 18 storeys along Wellington Road, and a 4 storey podium stepping up to 17 storeys along Grey Street (see Figure 3). A total of 262 apartment units are proposed within the building at a residential density of 593 UPH.

A total of 200 parking spaces are proposed at grade and within a two level underground structure. The underground levels accommodate 164 spaces, while the ground level accommodates 36 spaces, which includes 31 visitor parking spaces and 5 accessible parking spaces. The ground level parking has a proposed green roof canopy to screen the views of some of the surface parking from the apartment building. Access to the site is proposed off Grey Street through a tunnel through the main floor of the proposed building. The ramp to the parking levels is located to the rear of the building, out of view from the public.

Amenity space in the form of a rooftop terrace and green roof is provided on the 9th floor of the building, as well as rooftop terraces on the 6th, 17th and 18th floors, with views of Wellington Street and Grey Street. Landscaping is proposed along the Wellington Street and Grey Street frontages, as well as along the interior property lines abutting neighbouring properties.



Figure 3 – Proposed Development

SECTION 6 – ANALYSIS AND MITIGATION

6.1 Provincial Policy Statement 2014 (PPS)

The proposed Zoning By-Law Amendment is consistent with the policies of the 2014 Provincial Policy Statement. There are no protected heritage properties adjacent to the subject lands as per the PPS definition of “adjacent” and “protected heritage property”.

6.2 City of London Official Plan

The proposed Zoning By-Law Amendment is consistent with Section 13.2.3.1 of the City of London Official Plan. There are no lands that are contiguous, or that are directly opposite (separated only by a laneway or municipal road) that are protected under Parts IV, V or VI of the Ontario Heritage Act. As such, no further Heritage Assessments are required based on these policies.

6.3 The London Plan

The following consideration was given to the London Plan, however, since policy 565 is subject to an appeal at the Ontario Municipal Board Section 13 of the existing Official Plan shall be relied on.

Policy 565 requires new development and redevelopment to be designed to protect the heritage attributes of listed non-designated properties. As per the Provincial Policy Statement definition, a heritage attribute means the principal features or elements that contribute to a protected heritage property's cultural heritage value or interest (The full definition of heritage attributes can be found in Section 4.1 of this report).

In order to determine heritage attributes a property must be considered first for protection under section 29 of the Ontario Heritage Act. Listed properties are only candidates for protection and require further research and an assessment using a comprehensive evaluation that is consistent with Ontario Regulation 9/06.

Once an evaluation is completed, and the property warrants protection under section 29 of the Ontario Heritage Act, then a Statement of Cultural Heritage Value or Interest is prepared along with a description of the heritage attributes.

Policy 565 should not give non-designated listed properties the same treatment as designated properties under section 29 of the Ontario Heritage Act. Listed properties are candidates for protection and stating they have heritage attributes is speculative until an evaluation is completed using Ontario Regulation 9/06.

Policy 565 should be consistent with the definition of heritage attributes in the Provincial Policy Statement. The definition states only designated properties have heritage attributes. A heritage attribute is a principal feature or element that contributes to a protected heritage property designated under Parts IV, V, or VI of the Ontario Heritage Act (The full definition of heritage attributes and protected heritage property can be found in Section 4.1 of this report).

6.4 Ontario Heritage Tool Kit

As per the city of London Official Plan, there are no lands that are contiguous, or that are directly opposite (separated only by a laneway or municipal road) that are protected under Parts IV, V or VI of the Ontario Heritage Act.

SECTION 7 – CONCLUSION

The proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement and is in conformity with the City of London Official Plan.

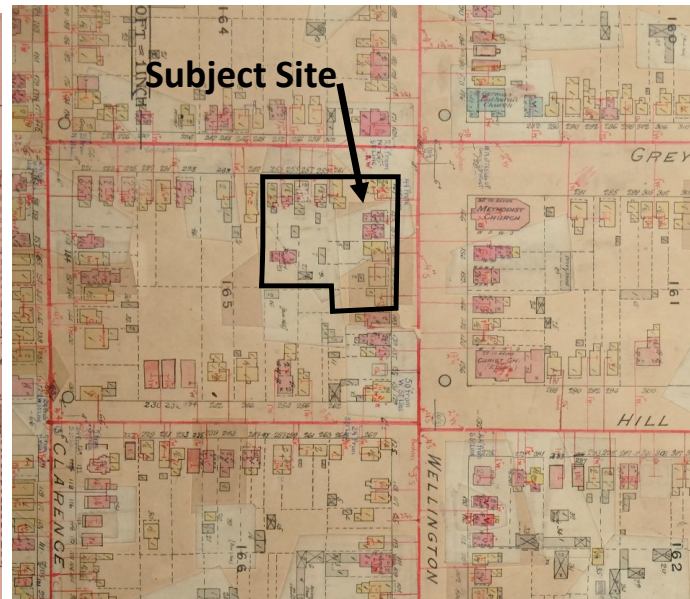
It is our opinion the cultural heritage resources within the vicinity of the subject lands will not be impacted by the proposed high-rise apartment development.

Appendix 1

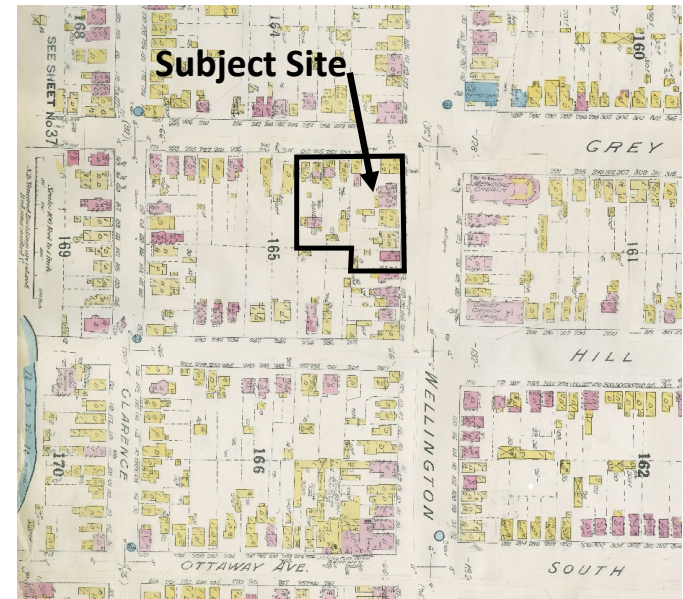
Fire Insurance Mapping



1881 Rev. 1888 Insurance Plan



1892 Rev. 1902 Insurance Plan



1912 Rev. 1922 Insurance Plan

Note: Boundaries of Subject Lands are Approximate

Air Photos



1922 Air Photo

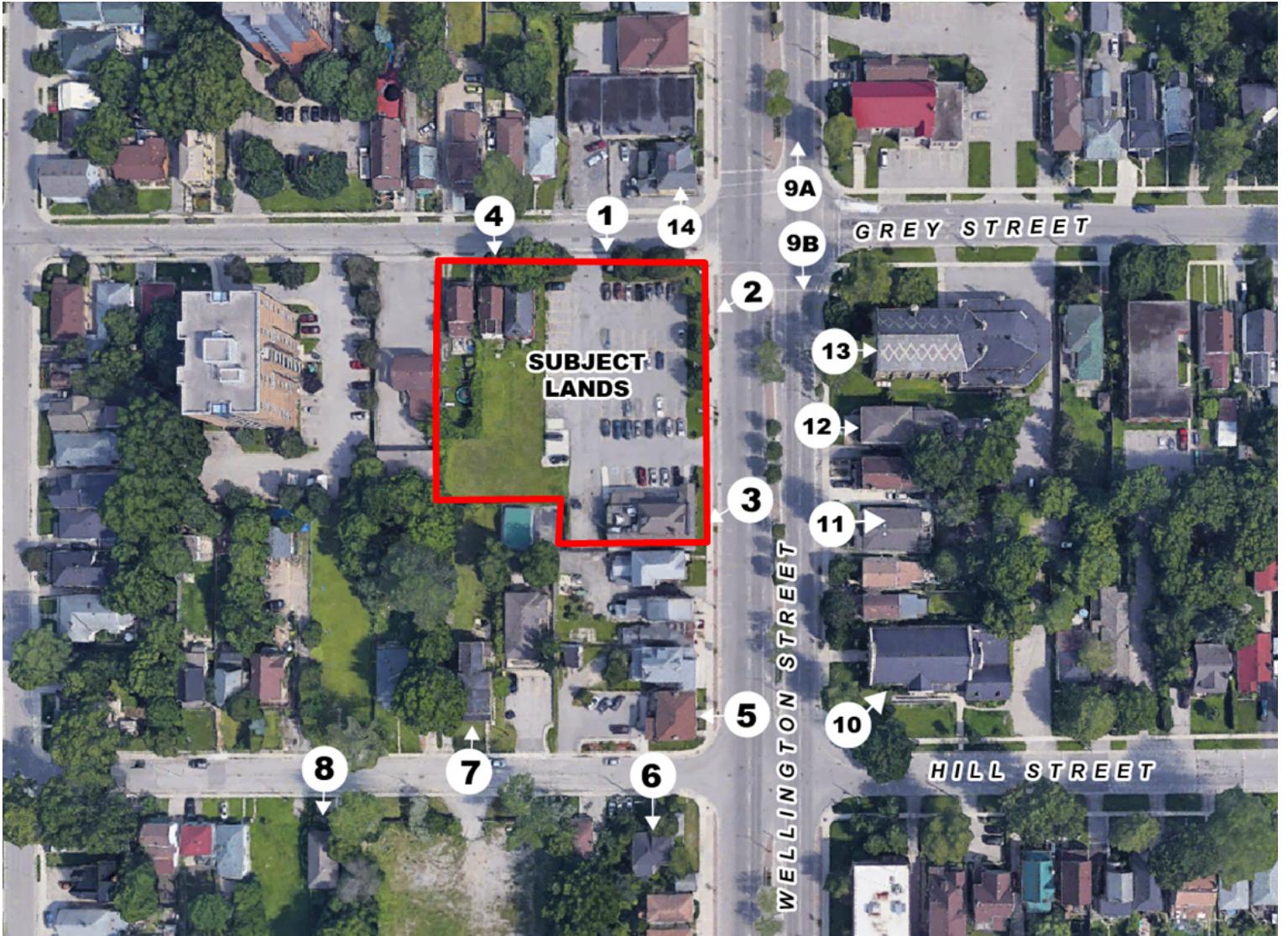


1950 Air Photo

Note: Boundaries of Subject Lands are Approximate

PHOTO INDEX MAP

Heritage Impact Statement
147 Wellington Street/253-257 Grey Street





1. Subject lands from Grey street, looking south



2. Subject lands from Wellington Street, looking southwest

Appendix A - Photo Inventory

Page 1 of 8

Heritage Impact Statement – 147 Wellington Street/253-257 Grey Street



3. Family Circle restaurant in the south portion of the subject lands. To be demolished.



4. Single detached homes on Grey Street in the east portion of the subject lands. To be demolished.

Appendix A - Photo Inventory

Page 2 of 8

Heritage Impact Statement – 147 Wellington Street/253-257 Grey Street



5. 129, 131 Wellington Street looking west



6. 267 Hill Street looking south

Appendix A - Photo Inventory

Page 3 of 8



7. 254 Hill Street looking north



8. 239 Hill Street looking south



9A. Wellington Street corridor facing north



9B. Wellington Street corridor facing south

Appendix A - Photo Inventory

Page 5 of 8

Heritage Impact Statement – 147 Wellington Street/253-257 Grey Street



10. 138 Wellington Street looking east



11. 146 Wellington Street looking east

Appendix A - Photo Inventory

Heritage Impact Statement – 147 Wellington Street/253-257 Grey Street



12. 152 Wellington Street looking east



13. Adjacent place of worship use to the east of Wellington Street

Appendix A - Photo Inventory

Page 7 of 8

Heritage Impact Statement – 147 Wellington Street/253-257 Grey Street



14. Adjacent commercial use to the north of the subject lands

ONE FORTY SEVEN

Jam Properties Inc.

17-019

APRIL 19TH, 2018



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| | | | |
|-------|----------------------|-------|------------------------|
| SK-00 | Coversheet | SK-21 | Elevation |
| SK-01 | Rendering | SK-22 | Elevation |
| SK-02 | Site Survey | SK-23 | Elevation |
| SK-03 | Site Context | SK-30 | Isometric |
| SK-04 | Geo Location | SK-31 | Corner Perspective |
| SK-05 | Geo Location | SK-32 | Wellington Perspective |
| SK-08 | Sections | SK-33 | Grey Perspective |
| SK-11 | Parking Plans | SK-34 | Entrance Details |
| SK-12 | Site - Ground Floor | SK-35 | Design Details |
| SK-13 | Level 2-5 | SK-40 | Sun Study - Summer |
| SK-14 | Level 6-8 | SK-41 | Sun Study - Equinox |
| SK-15 | Floor Plan 9-16 | SK-42 | Sun Study - Winter |
| SK-16 | Floor Plan 17 and 18 | | |
| SK-20 | Elevation | | |

ARCHITECTURE | DESIGN | PLANNING

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17-019 ONE FORTY SEVEN

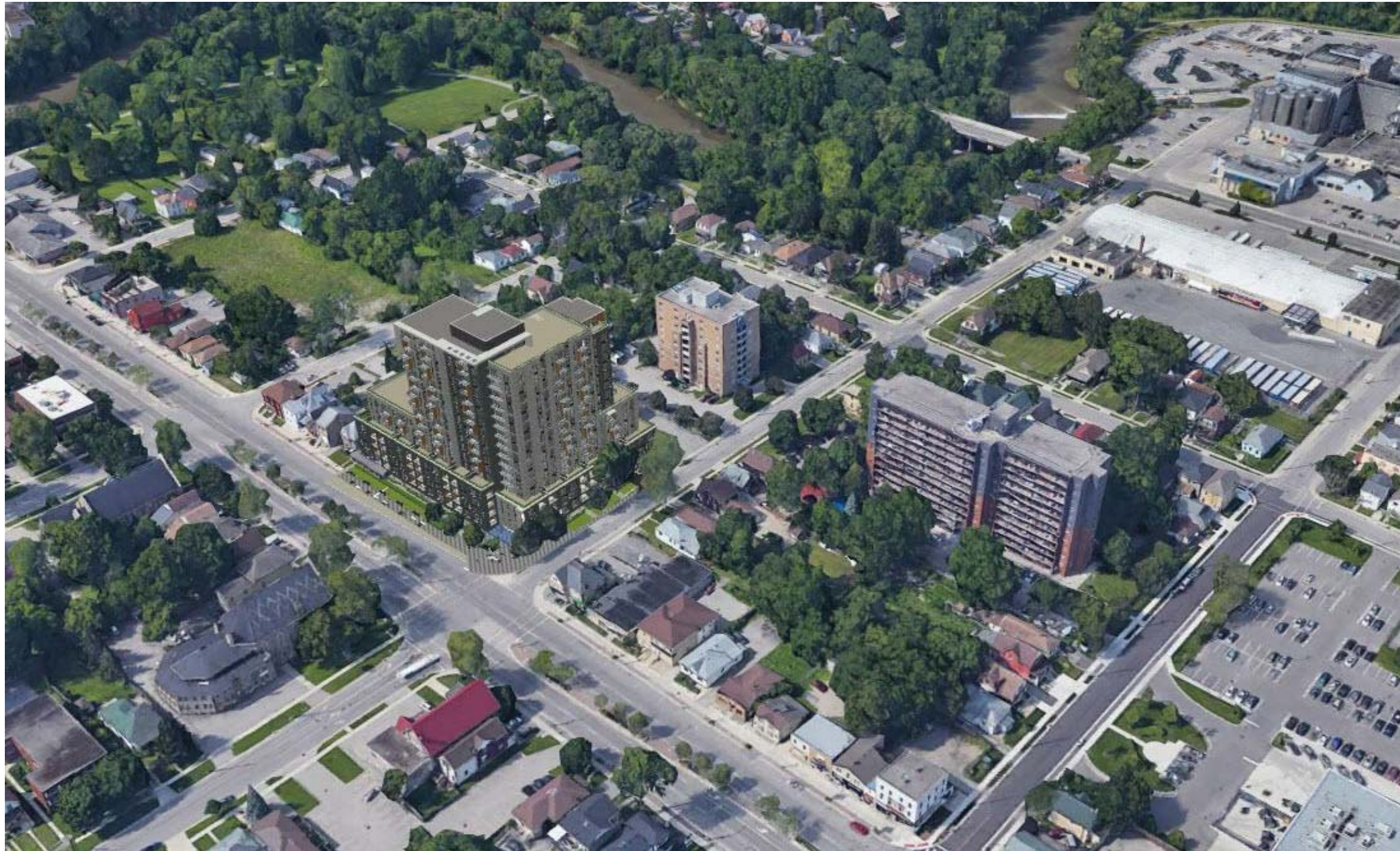
Jam Properties Inc.

Rendering

APRIL 19TH, 2018 SK-01

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AERIAL VIEW LOOKING WEST

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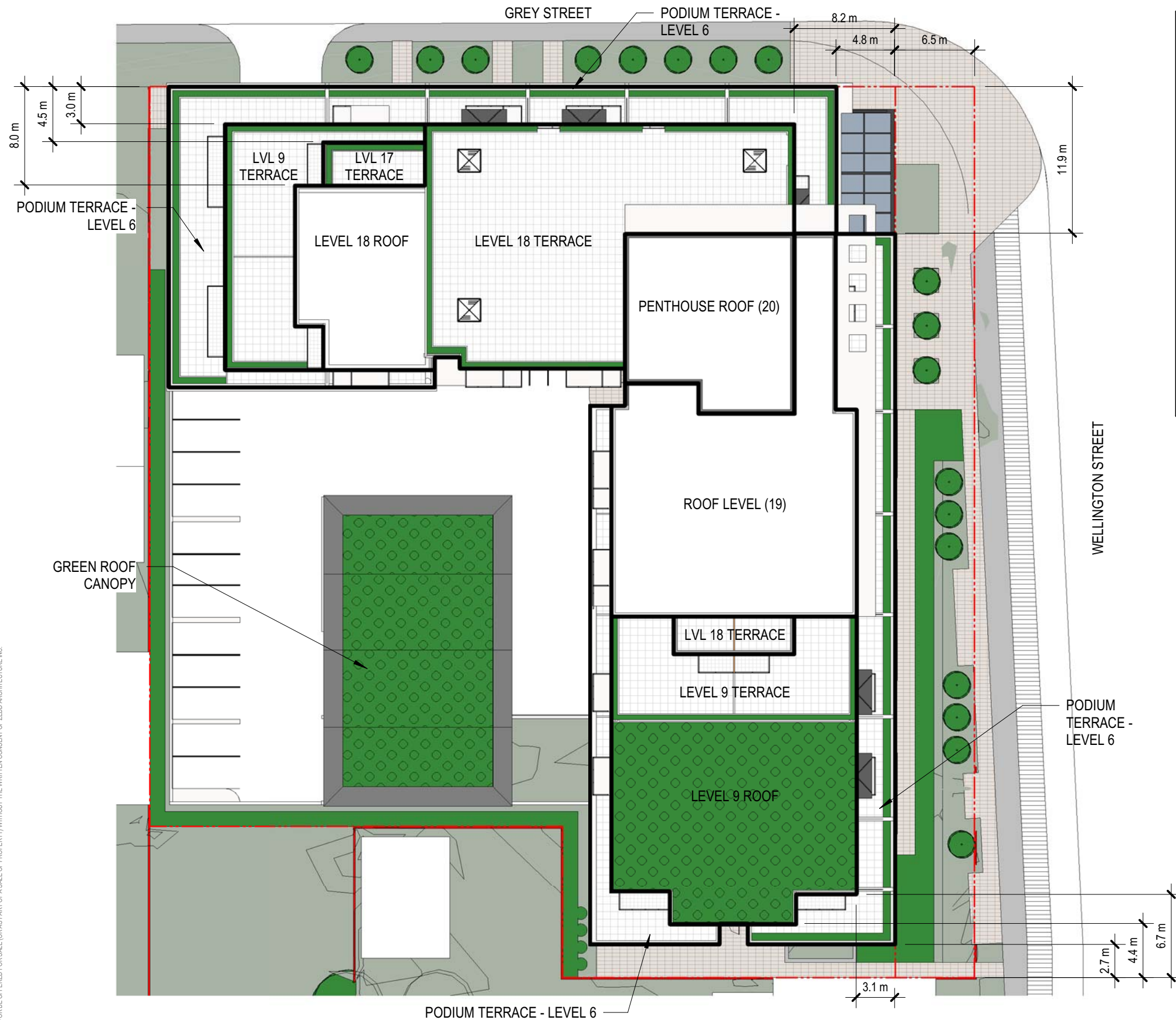
Geo Location

APRIL 19TH, 2018

SK-04

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| | BACHELOR | 1 BED | 2 BED | 3 BED | TOTAL: | | | |
|-------|----------|-------|-------|-------|--------|-------|------------|----------------|
| 18TH: | | 4 | | 1 | 5 | 18TH: | 6,220 sf | (578 sq.m.) |
| 17TH: | 1 | 5 | 3 | 2 | 11 | 17TH: | 12,830 sf | (1,192 sq.m.) |
| 16TH: | 1 | 5 | 5 | 1 | 12 | 16TH: | 13,150 sf | (1,222 sq.m.) |
| 15TH: | 1 | 5 | 5 | 1 | 12 | 15TH: | 13,150 sf | (1,222 sq.m.) |
| 14TH: | 1 | 5 | 5 | 1 | 12 | 14TH: | 13,150 sf | (1,222 sq.m.) |
| 13TH: | 1 | 5 | 5 | 1 | 12 | 13TH: | 13,150 sf | (1,222 sq.m.) |
| 12TH: | 1 | 5 | 5 | 1 | 12 | 12TH: | 13,150 sf | (1,222 sq.m.) |
| 11TH: | 1 | 5 | 5 | 1 | 12 | 11TH: | 13,150 sf | (1,222 sq.m.) |
| 10TH: | 1 | 5 | 5 | 1 | 12 | 10TH: | 13,150 sf | (1,222 sq.m.) |
| 9TH: | 1 | 5 | 5 | 1 | 12 | 9TH: | 13,150 sf | (1,222 sq.m.) |
| 8TH: | 1 | 13 | 3 | 1 | 18 | 8TH: | 19,430 sf | (1,805 sq.m.) |
| 7TH: | 1 | 13 | 3 | 1 | 18 | 7TH: | 19,430 sf | (1,805 sq.m.) |
| 6TH: | 1 | 15 | 3 | | 19 | 6TH: | 19,430 sf | (1,805 sq.m.) |
| 5TH: | 1 | 17 | 3 | | 21 | 5TH: | 21,840 sf | (2,029 sq.m.) |
| 4TH: | 1 | 17 | 2 | 2 | 22 | 4TH: | 24,470 sf | (2,273 sq.m.) |
| 3RD: | 1 | 17 | 2 | 2 | 22 | 3RD: | 24,470 sf | (2,273 sq.m.) |
| 2ND: | 1 | 17 | 2 | 2 | 22 | 2ND: | 24,470 sf | (2,273 sq.m.) |
| 1ST: | | 8 | | | 8 | 1ST: | 14,670 sf | (1,363 sq.m.) |
| | 16 | 166 | 61 | 19 | 262 | | 292,460 sf | (27,172 sq.m.) |

Parking Calculations

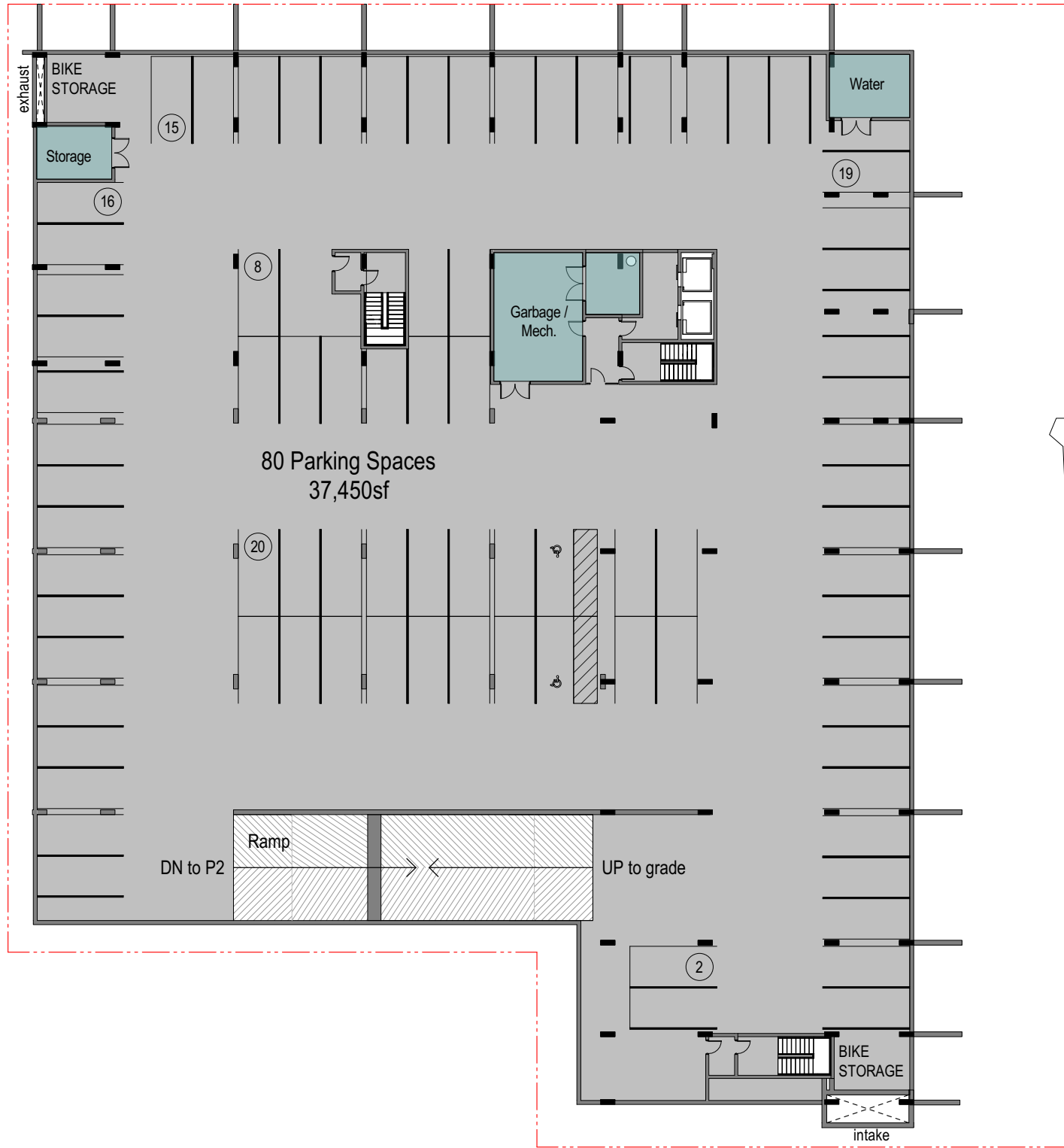
| | | |
|--|--------------------------------|--------------------------------|
| Total Below Ground for Residences | 162 Spaces | |
| Total Above Ground for Residences | 5 Spaces | |
| Total Spaces for Visitors | 26 Spaces | (1 per 10 units) 26 Required |
| Total Accessible Parking | 7 Spaces | (1 + 3% of parking) 7 Required |
| Total Overall | 200 Spaces | (Area 2 = 1 per unit) 262 Req. |
| Total Bike Storage | 1,660 SF (154 sq.m.) | (0.75 per unit) 197 Req. |
| Total Gross Area for Parking | 74,900 SF (6,958 sq.m.) | |

Site Stats

| | |
|------------------------------|-----------------------------------|
| Building Height: | 204' (62.2 m) [18 Storeys] |
| Building Footprint: | 14,670sf (1,363 sq.m.) |
| Lot Area: | 47,584sf (4,421 sq.m.) |
| Lot Coverage: | 31% |
| Landscape Open Space: | 17% (8,150 SF [757 sq.m.]) |

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Parking Sublevel 1

Parking Sublevel 2

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Level 2-4 (22 Units ea.)



Level 5 (21 Units)

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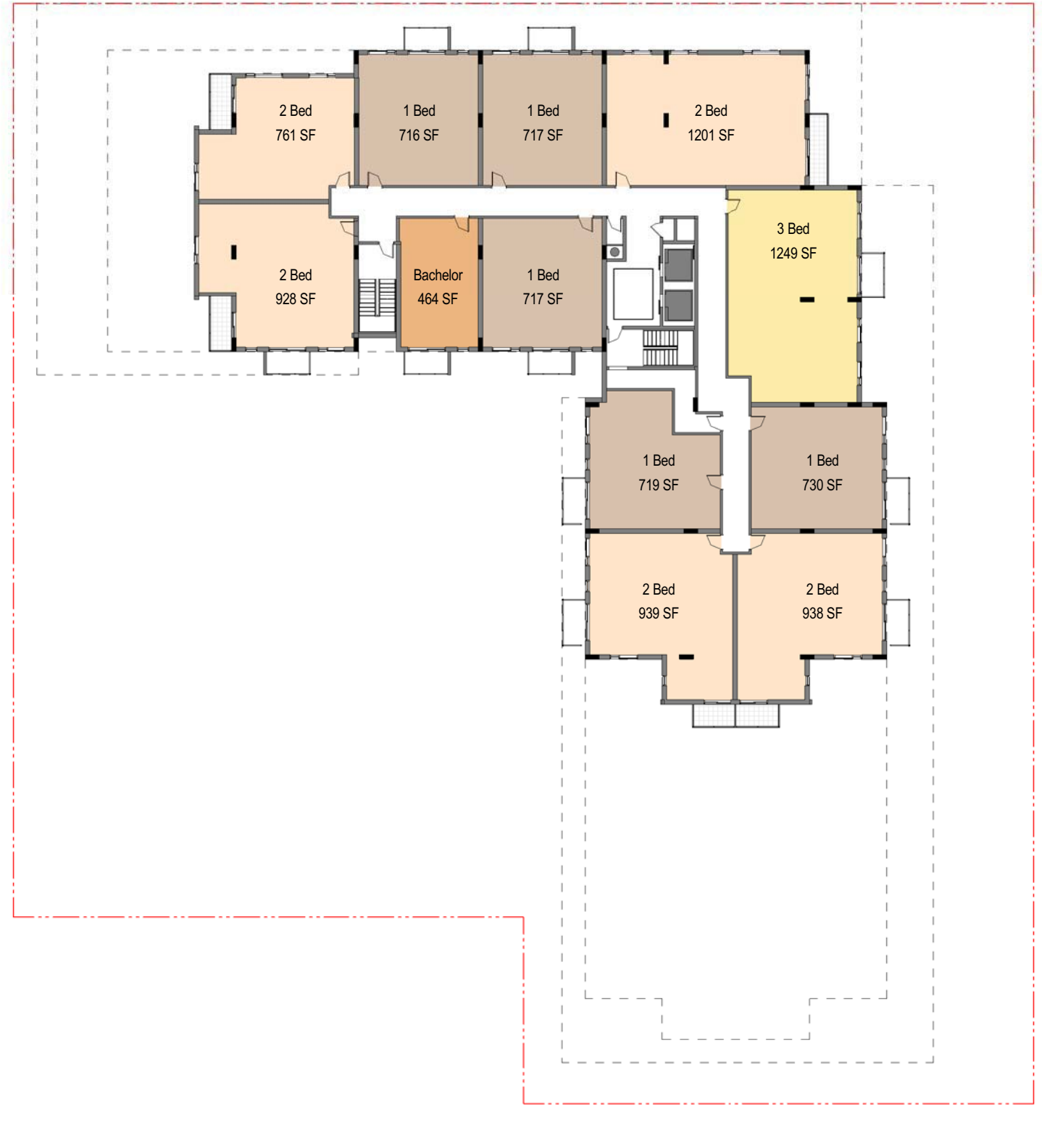
Level 6 (19 Units)



Level 7-8 (18 Units)



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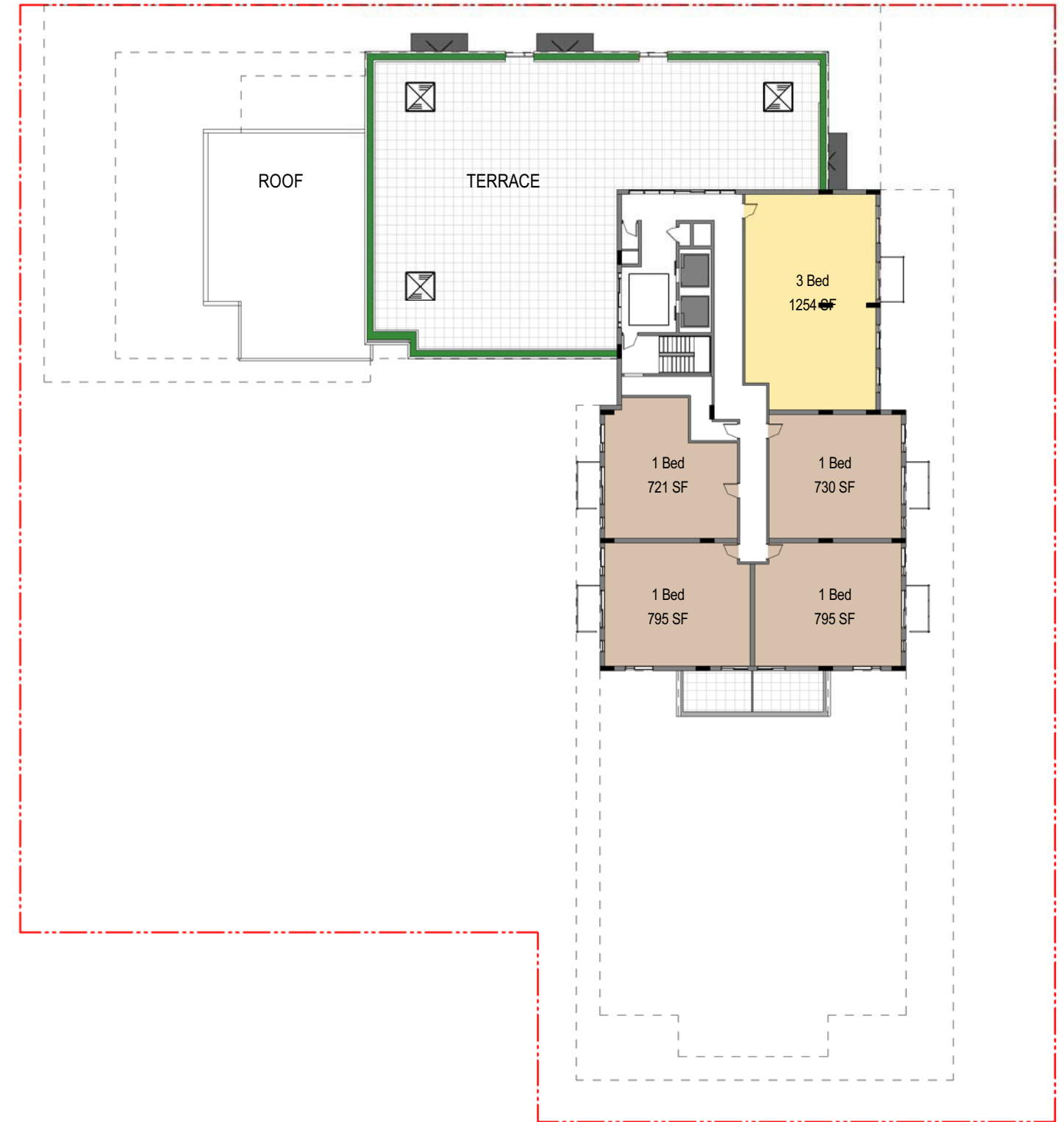


Level 9 (12 Units)

Level 10-16 (12 Units)



Level 17 (11 Units)



Level 18 (5 Units)

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CORNER OF WELLINGTON AND GREY STREET

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17-019

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Jam Properties Inc.

Corner Perspective

APRIL 19TH, 2018

SK-31

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WELLINGTON STREET LOOKING NORTH

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17-019 ONE FORTY SEVEN

Jam Properties Inc.

Wellington Perspective

APRIL 19TH, 2018

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GREY STREET LOOKING SOUTH

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Jam Properties Inc.

Grey Perspective

APRIL 19TH, 2018 SK-33

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MAIN ENTRANCE DESIGN

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Jam Properties Inc.

Entrance Details

APRIL 19TH, 2018 SK-34

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www.zeddarchitecture.com info@zeddarchitecture.com

SOURCES

City of London Fire Insurance Plans 1881 (revised 1888), 1892 (revised 1902) and 1912 (revised 1922), University of Western Ontario Libraries Map and Data Centre;

Aerial Photos, 1922 and 1950, University of Western Ontario Libraries Map and Data Centre;

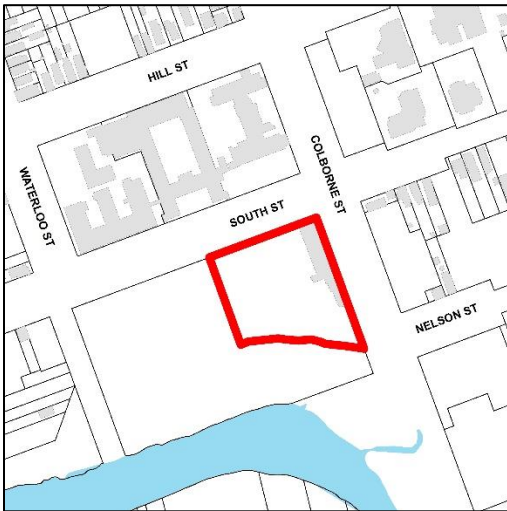
Inventory of Heritage Resources 2006, City of London; and

Ontario Heritage Tool Kit, Ministry of Tourism, Culture and Sport.

NOTICE OF PLANNING APPLICATION

Zoning By-Law Amendment

391 South Street



File: Z-8803

Applicant: City of London

What is Proposed?

A zoning amendment to allow:

- The retention and adaptive reuse of the existing Colborne Building
- A residential development with two apartment buildings of 19 and 23 storeys set atop a podium of 3-8 storeys
- Approximately 620 residential units and a density of 675 dwellings per hectare
- A bonus zone to allow for increased height and density

LEARN MORE & PROVIDE INPUT

Please provide any comments by **May 16, 2018**

Sonia Wise

swise@london.ca

519-661-CITY (2489) ext. 5887

Planning Services, City of London, 206 Dundas St., London ON N6A 1G7

File: Z-8803

london.ca/planapps

You may also discuss any concerns you have with your Ward Councillor:

Tanya Park

tpark@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.**

Application Details

Commonly Used Planning Terms are available at london.ca/planapps.

Requested Zoning By-law Amendment

To change the zoning from a holding Residential R7/R9/Regional Facility (h-5*R7*D150*H30/R9-7*H30*RF) Zone to a holding Residential R9 Special Provision Bonus (h-_*R9-3()*B-_) Zone; and a holding Residential R8 Special Provision Bonus (h-_*R8-4()*B-_) Zone. Changes to the currently permitted land uses and development regulations are summarized below. The complete Zoning By-law is available at london.ca/planapps.

Current Zoning

Zone: a holding Residential R7/R9/Regional Facility (h-5*R7*D150*H30/R9-7*H30*RF) Zone
Permitted Uses: senior citizen apartment buildings; handicapped persons apartment buildings; nursing homes; retirement lodges; continuum-of-care facilities; emergency care establishments; apartment buildings; lodging house class 2; adult secondary schools; ancillary residential and/or hotels and accommodation; places of worship; commercial parking structures and/or lots; commercial schools; community colleges; day care centres; elementary schools; hospitals; institutional uses; libraries; private schools; recreational buildings; secondary schools; stadia; supervised residences; and universities.
Residential Density: 150 units per hectare
Height: 30m

Requested Zoning

Zone: a holding Residential R9 Special Provision Bonus (h-_*R9-3()*B-_) Zone; and a holding Residential R8 Special Provision Bonus (h-_*R8-4()*B-_) Zone
Permitted Uses: senior citizen apartment buildings; handicapped persons apartment buildings; continuum-of-care facilities; lodging house class 2; emergency care establishments apartment buildings; stacked townhouses; small-scale restaurants; studios; offices; medical/dental offices; clinics; day care centres; convenience stores; pharmacies; financial institutions; personal service establishments; restaurants (eat-in); business service establishments; and hotel (within existing building).
Special Provision(s): allow for proposed uses and reduced setbacks
Residential Density: 675 units per hectare
Height: Two apartment buildings with heights of 19 storeys and 23 storeys (80m)
Bonus Zone: An increased height and density is proposed through consideration of a bonus zone in return for eligible facilities, services and matters outlined in Section 19.4.4 of the Official Plan such as the retention of the heritage designated Colborne Building, the provision of enhanced urban design and common open space.

The City may also consider the use of holding provisions to ensure the proposed development is in keeping with objectives of the Old Victoria Hospital South Street Secondary Plan.

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. These lands are currently designated as Multi-Family, High Density Residential in the Official Plan, and within the Neighbourhoods Place Type in the London Plan. The subject lands are also located within the Old Victoria Hospital South Street Secondary Plan which forms a part of both the Official Plan and London Plan and provides more detailed policy guidance for the area.

The lands are within the High-Rise Residential Designation and Four Corners Designation which permits more intense residential uses within a variety of structure types, and a focal point for the OVH Neighbourhood through a mix of uses at a pedestrian scale.

How Can You Participate in the Planning Process?

You have received this Notice because someone has applied to change 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. For more detailed information about the public process, go to the [Participating in the Planning Process](http://london.ca/planapps) page at london.ca.

See More Information

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

- visiting Planning Services at 206 Dundas Street, Monday to Friday between 8:30am and

4:30pm;

- contacting the City's Planner listed on the first page of this Notice; or
- viewing the application-specific page at london.ca/planapps.

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 Services 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.

This request represents residential intensification as defined in the policies of the Official Plan. Under these policies, Planning Services staff and the Planning and Environment Committee will also consider detailed site plan matters such as fencing, landscaping, lighting, driveway locations, building scale and design, and the location of the proposed building on the site. We would like to hear your comments on these matters.

Attend a Future Public Participation Meeting

The Planning and Environment Committee will consider the requested zoning changes on a date that has not yet been scheduled. The City will send you another notice inviting you to attend this meeting, which is required by the *Planning Act*. You will also be invited to provide your comments at this public participation meeting. 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 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. 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 Secretary of the Committee.

Right to Appeal to the Local Planning Appeal 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 Local Planning Appeal 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 Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

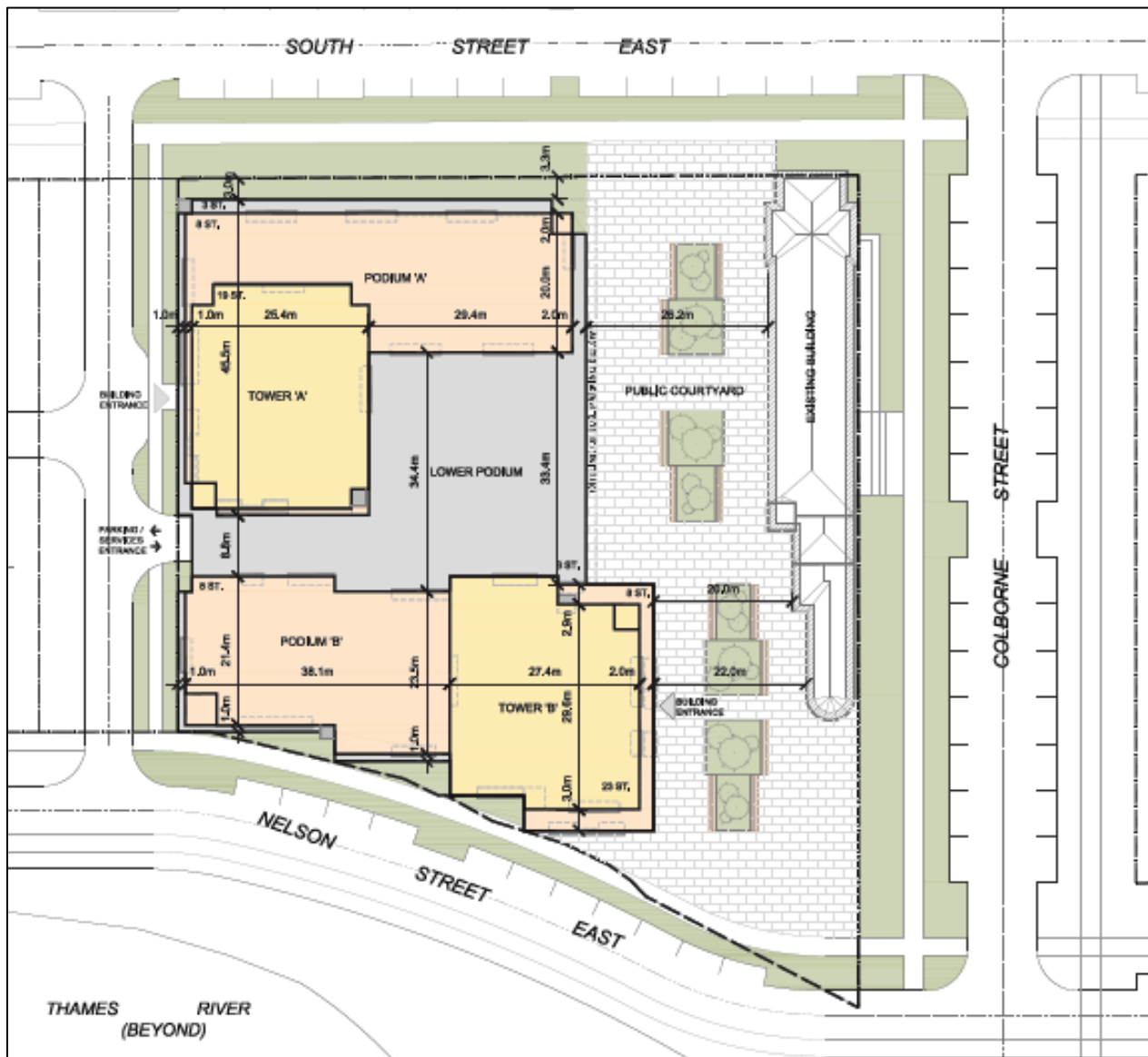
For more information go to <http://elto.gov.on.ca/tribunals/lpat/about-lpat/>.

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 Cathy Saunders, City Clerk, 519-661-CITY(2489) ext. 4937.

Accessibility – Alternative accessible formats or communication supports are available upon request. Please contact accessibility@london.ca or 519-661-CITY(2489) extension 2425 for more information.

Site Concept



Conceptual Site Plan

The above image represents the applicant's proposal as submitted and may change.

Building Renderings



View from Northeast



View From Southwest

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



**City of London
Long Term Water Storage
Municipal Class Environmental Assessment**

**NOTICE OF PROJECT COMMENCEMENT
& PUBLIC INFORMATION CENTRE #1**

The City of London is supplied with water from two lake based sources, the Lake Huron Regional Water Supply System and the Elgin Area Water Supply System (Lake Erie). In the event of a disruption or reduction in water supply, and to supply adequate water pressure, the City has reservoirs to maintain uninterrupted service. These reservoirs are shown in Figure 1 and include the Arva Reservoir and Pump Station, the Springbank Reservoirs and Pump Station, and the Southeast Reservoir and Pump Station. To address future water storage needs, the City is undertaking a Municipal Class Environmental Assessment (EA) study to determine a preferred site (or sites) for additional water storage to meet future growth and ongoing emergency supply and distribution needs. Additionally, this project will consider the feasibility of retiring the existing Springbank Reservoir #2 and the McCormick Reservoir disconnected previously, as well as options for standby power for the water distribution pumps at the existing Arva Pump Station.

Public Information Centre

Public involvement is an important part of the Class EA process. Comments and information regarding this project are being collected to assist the project team in meeting the requirements of the Environmental Assessment Act. Residents and community organizations are encouraged to participate by providing input and attending the Public Information Centres (PICs). The first of two PICs will be held to present background information and the issues to be addressed through the Class EA process. Project team members will be available to discuss the project and to receive your input. This PIC will be a drop-in event with no formal presentation.

You are invited to attend the PIC to be held:

Date: Wednesday June 20, 2018

Time: 5pm to 7pm

Location: City Hall, 300 Dufferin Avenue, London (Committee Room #1, Second Floor)

Display materials will be available on the City of London website.

To provide comments, receive additional information or be added to the study mailing list, please visit <http://www.london.ca/residents/Environment/EAs/Pages/default.aspx> or contact either of the following team members below:

Pat Lupton
Project Manager,
Corporation of the City of London
300 Dufferin Avenue
London ON, N6A 4L9
Tel: 519-661-CITY (2489) x. 5613
Email: plupton@london.ca

Nancy Martin
Environmental Planner,
AECOM Canada
250 York Street, Suite 410
London ON, N6A 6K2
Tel: 519-963-5862
Email: nancy.martin@aecom.com

With the exception of personal information, all comments will become part of the public record of the study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.

Existing Water Reservoirs



Arva Reservoir and Pump Station



Springbank Reservoir and Pump Station



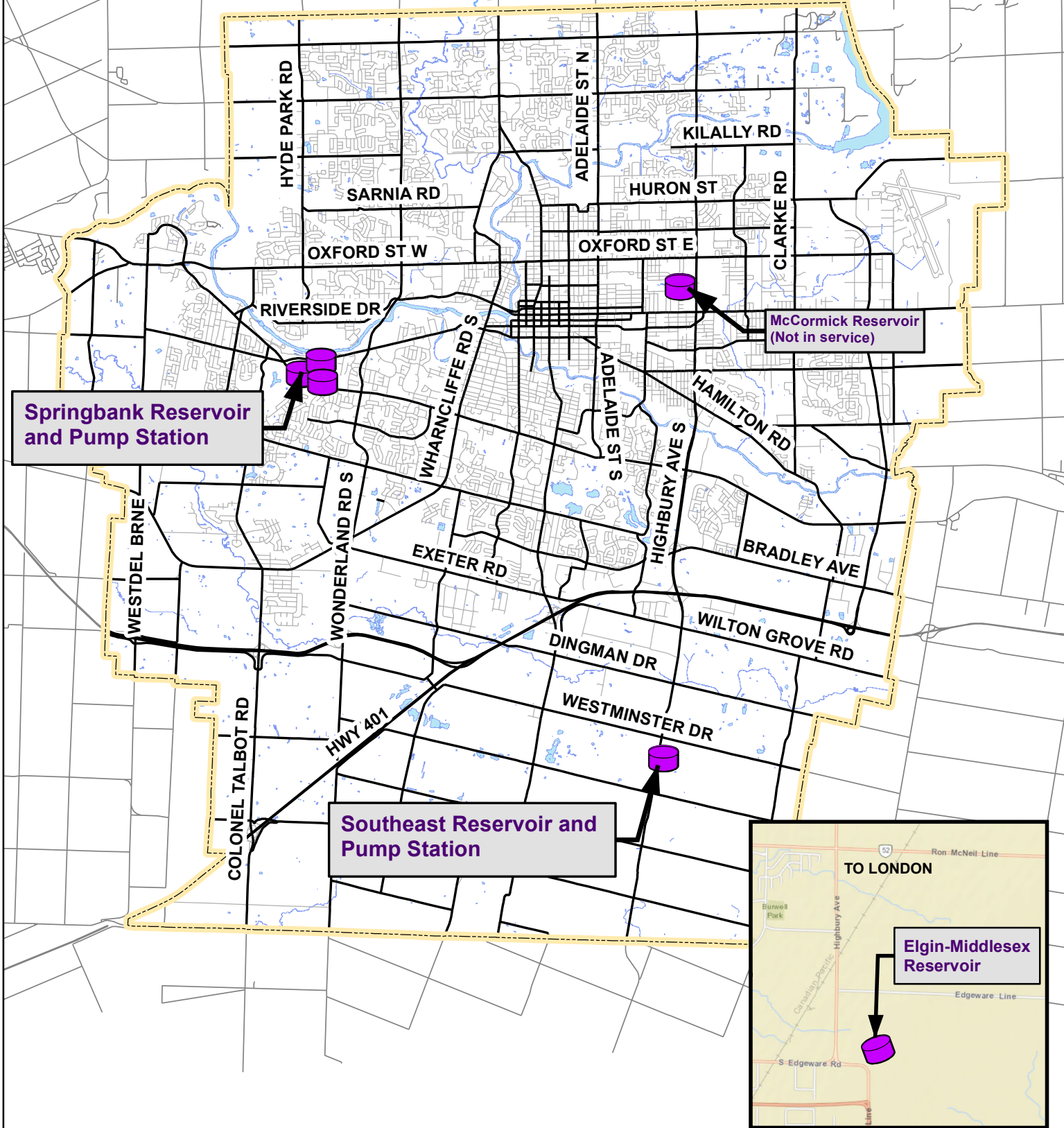
McCormick Reservoir (Not in service)



Southeast Reservoir and Pump Station



Elgin-Middlesex Reservoir





Z-8875
Planner: Sonia Wise
Telephone: 519-661-2489 ext. 5887
Fax: 519-661-5397
Email: swise@london.ca
Website: www.london.ca

May 30, 2018

NOTICE OF PUBLIC MEETING BEFORE THE PLANNING & ENVIRONMENT COMMITTEE for ZONING BY-LAW AMENDMENT APPLICATION

APPLICANT:

Paramount Development (London) Inc.

LOCATION:

809 Dundas Street - see attached map

PURPOSE AND EFFECT:

The purpose and effect of the requested Zoning By-law amendment is to permit a mixed-use development with two 24-storey towers containing 480 residential units and 1,845m² of commercial floor area.

POSSIBLE AMENDMENT

Change Zoning By-law Z.-1 from an Office Residential/Business District Commercial Special Provision (OR*BDC(20)*D250*H46) Zone which permits a wide range of commercial, retail and residential uses with a maximum density of 250 units per hectare and an approximate height of 15 storeys (46m), to a Business District Commercial Special Provision Bonus (BDC(20)*D250*H46*B-___) Zone to permit the existing range of uses permitted by the Business District Commercial Zone variation, with an increased lot coverage, an increased height of 82m, and an increased maximum density of 710 Units per hectare through a bonus zone, in return for eligible facilities, services and matters outlined in Section 19.4.4 of the Official Plan, such as the provision of enhanced urban design and underground parking.

PUBLIC MEETING:

By letter dated February 21, 2018, you were informed of the possible amendment described above.

You are now advised that the Planning & Environment Committee will consider this application at its meeting on **Monday, June 18, 2018 no earlier than 5:00 p.m.** Meetings are held in the Council Chambers on the 3rd floor of City Hall, located at 300 Dufferin Avenue (north-east corner of Wellington Street). Each application is allocated a time for public delegations. It should be recognized however, that the Planning & Environment Committee may find it necessary to exceed the limit. Your co-operation is appreciated in the event that you have to wait for your application to be considered.

Please Note: 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 Cathy Saunders, City Clerk, 519-661-2489 extension 4937.

If a person or public body does not make oral or written submissions at a public meeting or make written submissions to the City of London before the proposed amendment is adopted, the person or public body may not be entitled to appeal the decision of the Council of the City of London to the Ontario Municipal Board, or may not be added by the Board as a party to the hearing of an appeal unless, in the opinion of the Board, there are reasonable grounds to do so.

A neighbourhood or community association may exist in your area. If it reflects your views on this proposal, you may wish to select a representative of the association to submit comments on your behalf.

Your representative on City Council, Ward 4 Councillor Jesse Helmer (office 519-661-2489 ext. 4004, e-mail jhelmer@london.ca) would be pleased to discuss any concerns you may have with this application.

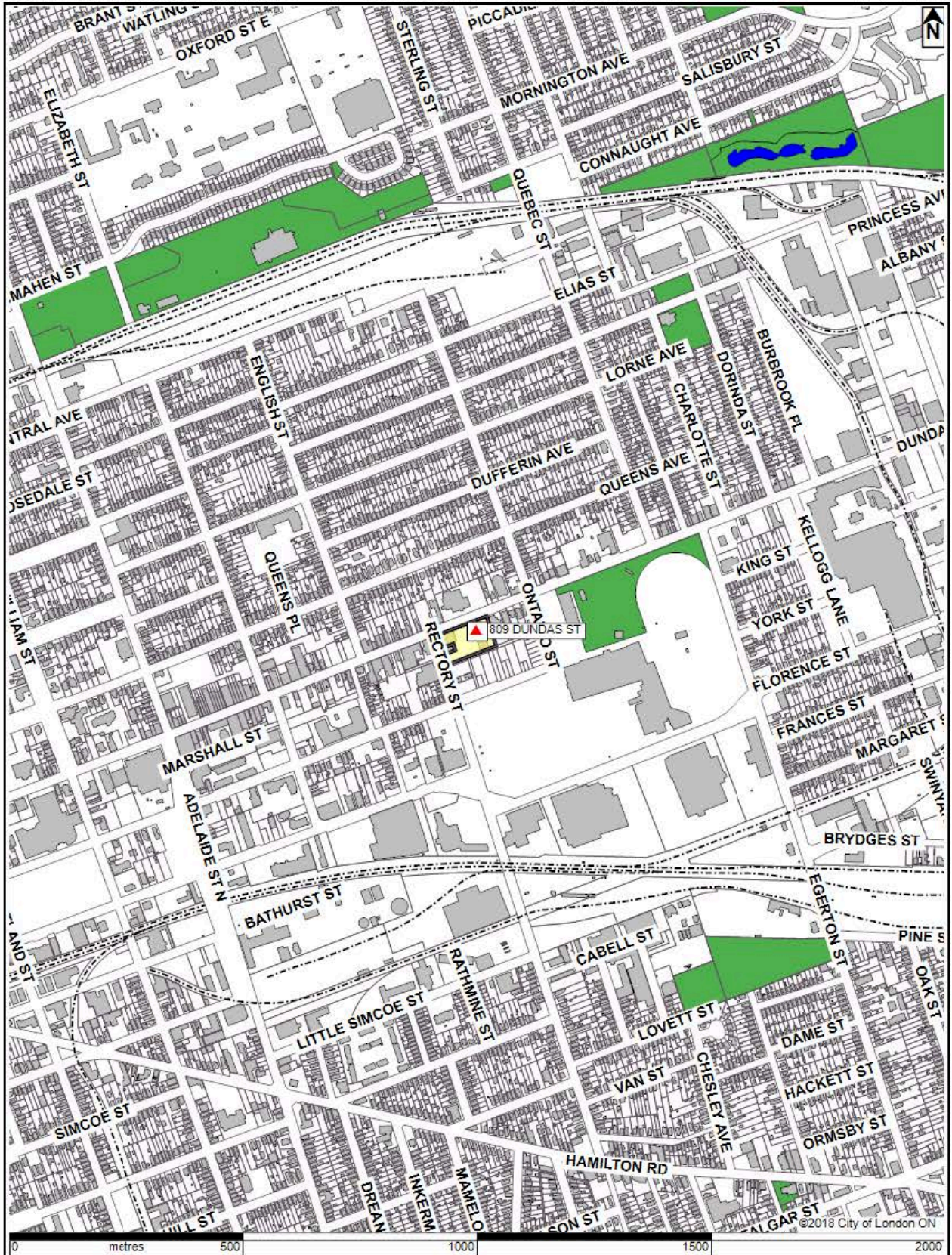
FOR MORE INFORMATION:

Copies of this report are available from Planning Services and will be available at the Planning & Environment Committee meeting. If you wish to view additional information or material about the requested Zoning By-law amendment, it is available for public viewing at Planning Services, 206 Dundas St., London, ON, Monday to Friday, 8:30a.m.-4:30p.m.

For more information, please call Sonia Wise at 519-661-2489 extension 5887, referring to "Z-8875".

TO BE NOTIFIED:






If you wish to be notified of the adoption or refusal of a request to amend the Zoning By-law, you must make a written request to the City Clerk, 300 Dufferin Avenue, P.O. Box 5035, London, ON N6A 4L9. You will also be notified if you address the Planning and Environment Committee at the public meeting about this application and leave your name and address with the Secretary of the Committee.



LOCATION MAP

Subject Site: **809 Dundas Street**
 Applicant: **PARAMOUNT DEVELOPMENTS (LONDON) INC**
 File Number: **Z-8875**
 Planner: **Sonia Wise**
 Created By: **Sonia Wise**
 Date: **2018-02-16**
 Scale: **1:10100**

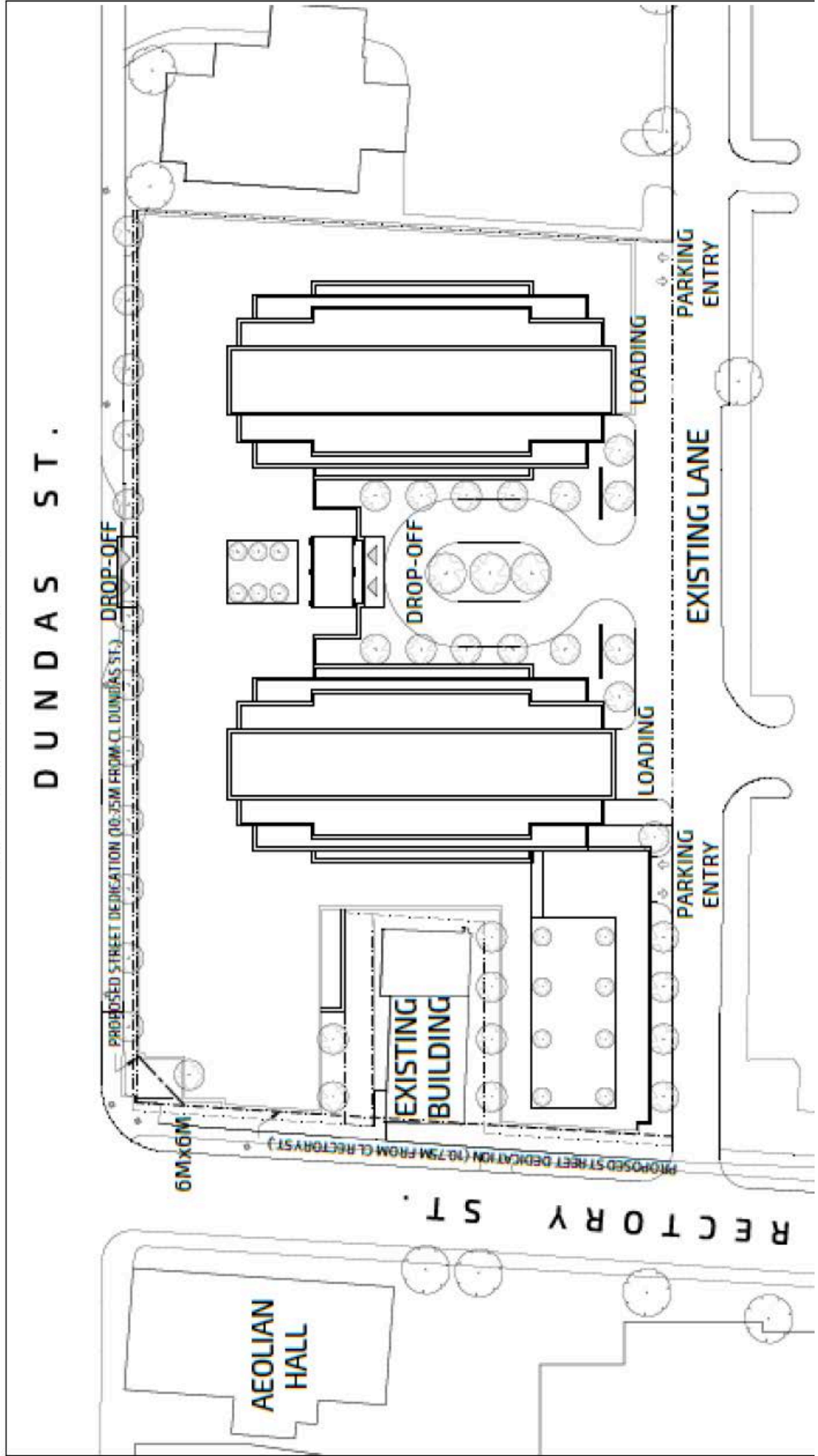
LEGEND

-  Subject Site
-  Parks
-  Assessment Parcels
-  Buildings
-  Address Numbers

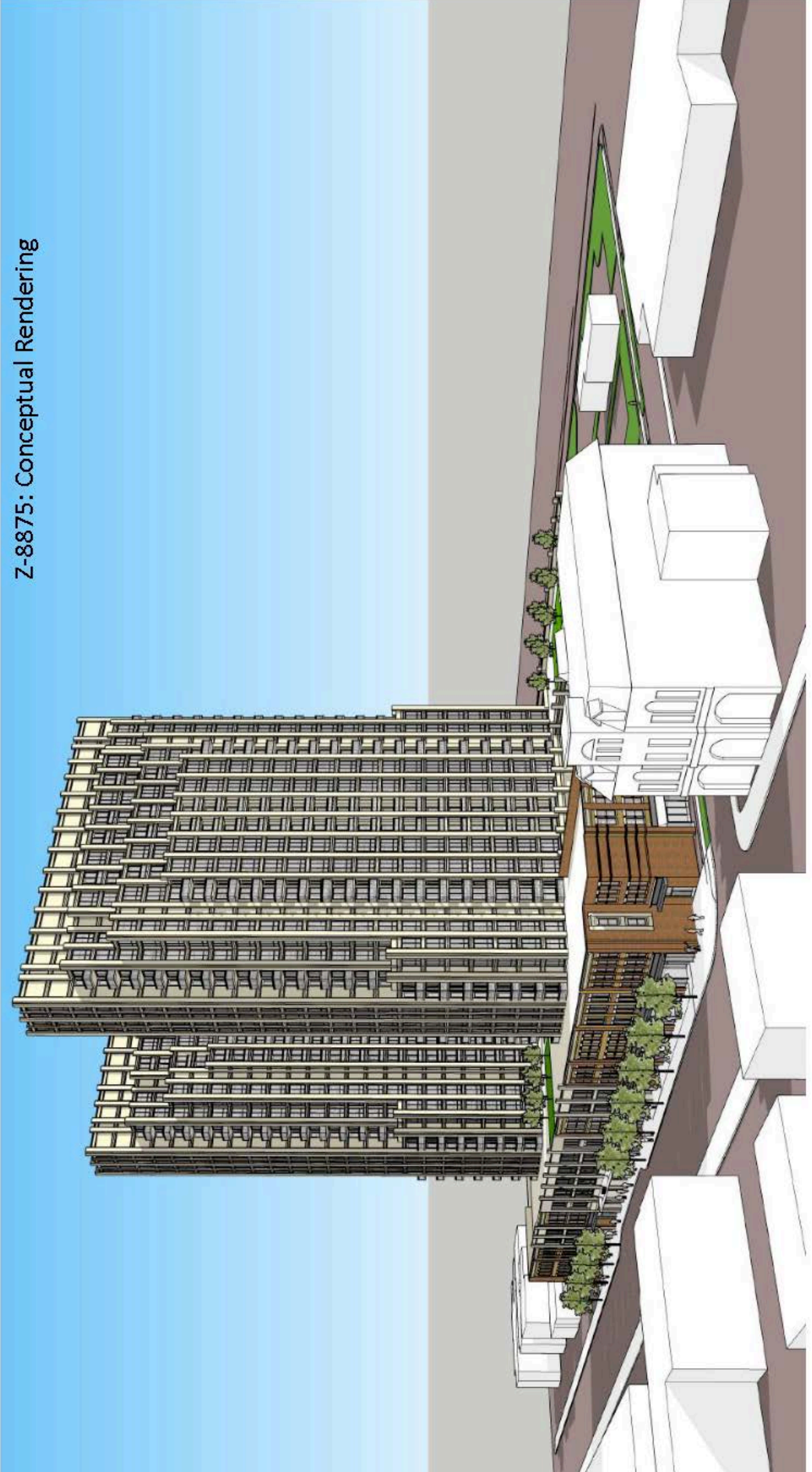
Corporation of the City of London
 Prepared By: Planning Services



Z-8875: Conceptual Site Plan



Z-8875: Conceptual Rendering



City of London

Cultural Heritage Evaluation Report The Queen's Bridge (1-BR-05) Queens Avenue over Thames River

Prepared by:

AECOM

410 – 250 York Street, Citi Plaza
London, ON, Canada N6A 6K2
www.aecom.com

519 673 0510 tel
519 673 5975 fax

March, 2018

Project Number: 60552850

Statement of Qualifications and Limitations

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

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

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

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

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

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

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

AECOM: 2015-04-13
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Signatures



Report Prepared By:

Michael Greguol, MA
Cultural Heritage Specialist



Report Reviewed By:

Fern Mackenzie, MA, CAHP
Senior Architectural Historian

Distribution List

| # Hard Copies | PDF Required | Association / Company Name |
|---------------|--------------|----------------------------|
| 2 | 1 | City of London |
| 0 | 1 | AECOM Canada Ltd. |
| | | |
| | | |

Revision History

| Revision # | Date | Revised By: | Revision Description |
|------------|-------------------|-----------------|---|
| 0 | November 30, 2017 | Michael Greguol | Draft Cultural Heritage Evaluation Report |
| 1 | February 26, 2018 | Michael Greguol | Revised Draft Cultural Heritage Evaluation Report |
| 2 | March 20, 2018 | Michael Greguol | Revised Draft Cultural Heritage Evaluation Report |
| 3 | March 22, 2018 | Michael Greguol | Final Cultural Heritage Evaluation Report |

Executive Summary

AECOM Canada Ltd. (AECOM) was retained by the City of London to conduct a Cultural Heritage Evaluation Report (CHER) as a part of a series of studies including a Preliminary Structural Design Report and Structural Evaluation Report for The Queen's Bridge (Structure No. 1-BR-05) on Queens Avenue over the North Branch of the Thames River. At the time of the preparation, there is no specific proposed undertaking; however, the design report being undertaken concurrently is anticipated to provide recommendations for rehabilitation activities for the bridge.

This CHER was prepared according to the guidelines set out in the Ontario Ministry of Tourism, Culture, and Sports' *Heritage Resources in the Land Use Planning Process* document included as a part of the *Ontario Heritage Toolkit*. For the purposes of this report, AECOM undertook the following tasks:

- 1) Preparation of a land use history of the Study Area based on a review of:
 - a) Primary and secondary resources;
 - b) Historic mapping.
- 2) A review of the City of London's *Inventory of Heritage Resources*, as well as the Ontario Heritage Trust's online inventory of buildings, museums, and easement properties, the Canadian Register of Historic Places, and the Directory of Federal Heritage Designations.
- 3) A site investigation, undertaken on October 20, 2017 to document the existing conditions of the bridge structure and its associated landscape.
- 4) Evaluation of the bridge structure and its landscape using *Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest*.

When evaluated according to the criteria outlined in *Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest*, the bridge did not meet any of the criteria. As a result, The Queen's Bridge does not demonstrate sufficient cultural heritage value and thus a Statement of Cultural Heritage Value and a list of Heritage Attributes were not developed. The bridge is located between two of the City's Heritage Conservation Districts, the Blackfriars-Petersville HCD and the Downtown London HCD. The bridge connects the two HCDs, however it is not included in either HCD. Further, the bridge crosses the Thames River, a Canadian Heritage River. No further reporting related to cultural heritage is recommended for this structure.

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Appendices

Appendix A. General Arrangement Drawing, 1972

1. Introduction

1.1 Study Purpose

AECOM Canada Ltd. (AECOM) was retained by the City of London to conduct a Cultural Heritage Evaluation Report (CHER) as a part of a series of studies including a Preliminary Structural Design Report and Structural Evaluation Report for The Queen's Bridge (Structure No. 1-BR-05) on Queens Avenue over the North Branch of the Thames River (Figure 1 and Figure 2). At the time of the preparation, there is no specific proposed undertaking; however, the design report being undertaken concurrently is anticipated to provide recommendations for rehabilitation activities for the bridge.

1.2 Study Method

This CHER was prepared according to the guidelines set out in the Ontario Ministry of Tourism, Culture, and Sports' *Heritage Resources in the Land Use Planning Process* document included as a part of the *Ontario Heritage Toolkit*. For the purposes of this report, AECOM undertook the following tasks:

- 1) Preparation of a land use history of the Study Area based on a review of:
 - a) Primary and secondary resources;
 - b) Historic mapping.
- 2) A review of the City of London's *Inventory of Heritage Resources*, as well as the Ontario Heritage Trust's online inventory of buildings, museums, and easement properties, the Canadian Register of Historic Places, and the Directory of Federal Heritage Designations.
- 3) A site investigation, undertaken on October 20, 2017 to document the existing conditions of the bridge structure and its associated landscape.
- 4) Evaluation of the bridge structure and its landscape using *Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest*.

1.3 Metric Measurements

Between 1971 and 1984 Canada adopted the metric system. All structural dimensions in this text are given in Imperial units. In general, the use of Imperial rather than Metric is preferred for describing historic structures. Engineered structures were often built to standard Imperial dimensions and distinctive patterns within such structures can be obscured by converting the original Imperial to Metric units. Unless there are historical issues (i.e. contract specifications), distances and other common measurements are given in Metric units.

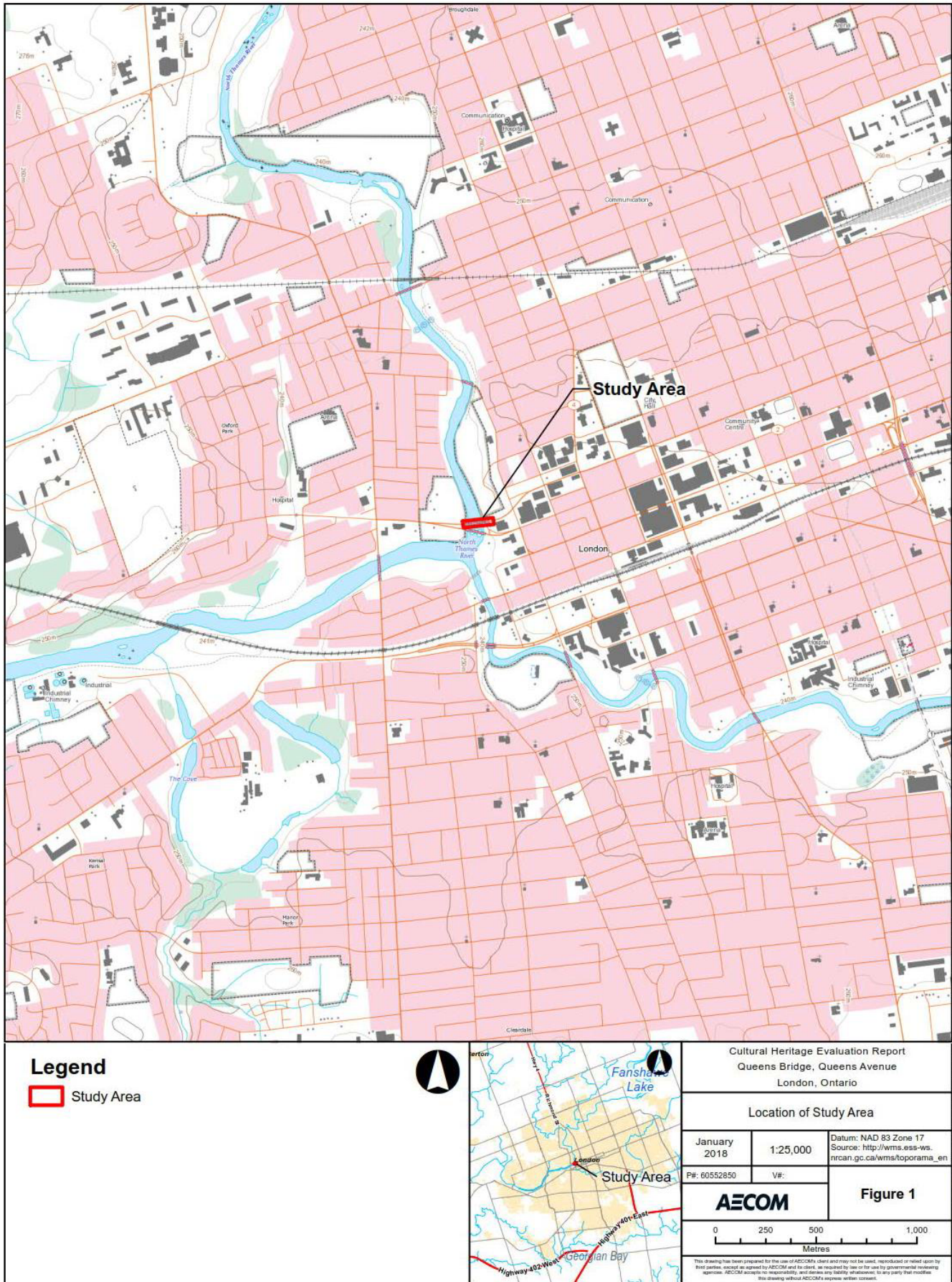


Figure 1: Location of Study Area

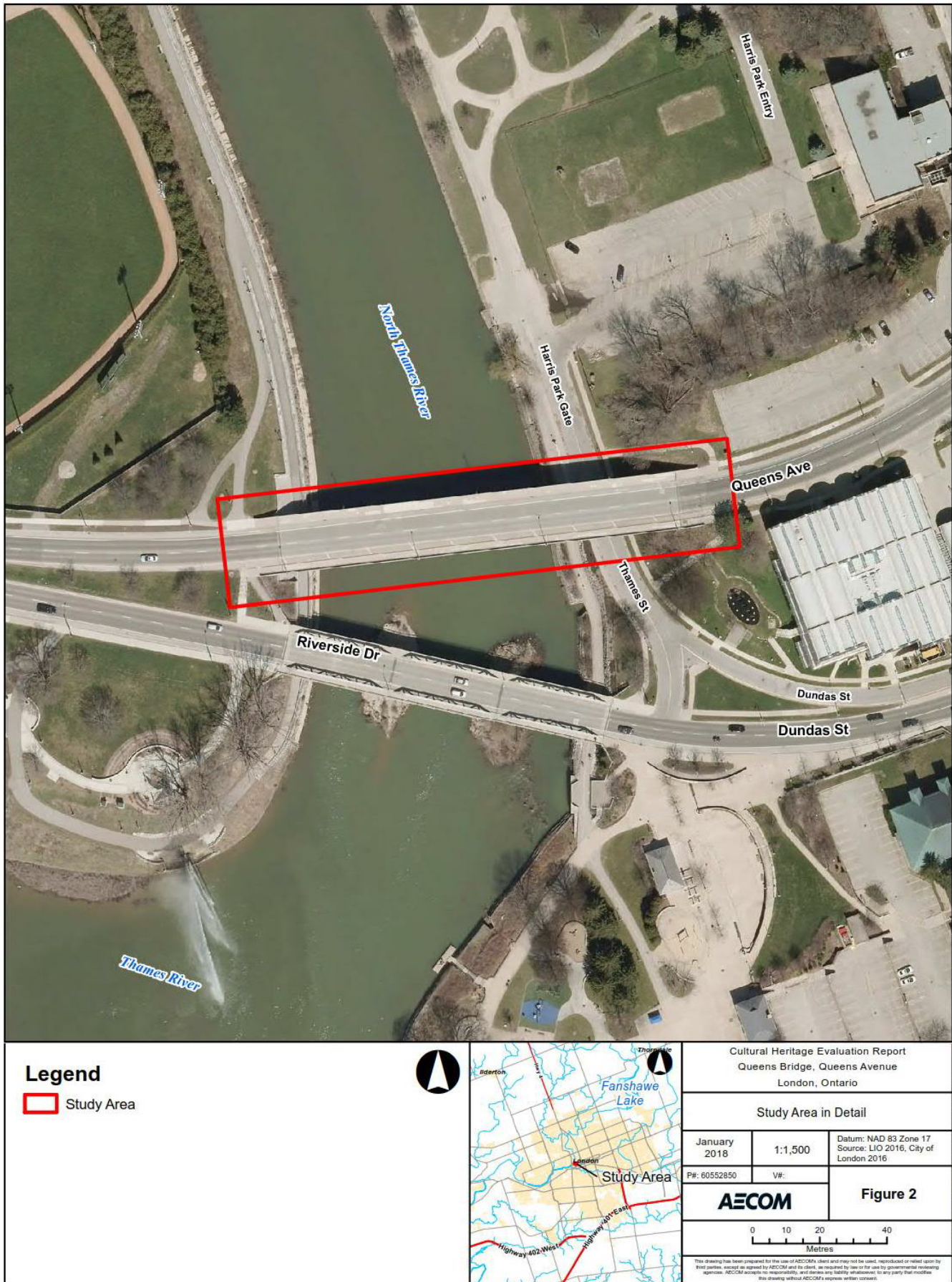


Figure 2: Study Area in Detail

2. Policy and Planning Framework

2.1 Environmental Assessment Act

This report has been produced to satisfy cultural heritage reporting requirements typically undertaken as part of the Ontario Environmental Assessment (EA) process. Pursuant to the *Environmental Assessment Act* (R.S.O. 1990, Chapter E.18), applicable infrastructure improvements and development projects are subject to appropriate studies to evaluate and assess the potential related impacts of a project on the social, economic, or cultural environment, i.e. the cultural heritage of an area. Infrastructure improvement projects have the potential to impact cultural heritage resources in various ways including, but not limited to:

- Loss or displacement of resources through removal or demolition;
- Disruption of resources by introducing physical, visual, audible, or atmospheric elements that are not in keeping with the resources and their contextual surroundings.

It is understood that at this stage, an Environmental Assessment for the bridge project has not been initiated; however, this report utilizes the methods and practice typically undertaken for cultural heritage reporting as required by the EA process.

2.2 Additional Guidelines

The methods of analysis used in the cultural heritage resource assessment process addresses cultural heritage resources under various pieces of legislation and their supporting documentation:

- *Environmental Assessment Act* (R.S.O. 1990, Chapter E.18)
 - *Guidelines for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (MCC-MOE 1992)
 - *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (MCR-MOE 1981)
- *Planning Act* (R.S.O. 1990, Chapter P.13)
 - *Heritage Resources in the Land Use Planning Process*, 2005 Provincial Policy Statement
- *Ontario Heritage Act* (R.S.O. 1990, Chapter O.18) and Ministry of Tourism, Culture, and Sport
 - *Ontario Heritage Toolkit* (MCL 2006)

2.3 City of London Official Plan

The City of London Official Plan (OP) outlines a policy context for land use planning, amongst other items, within the City of London. Chapter 13 of the OP identifies planning policies, goals, and objectives associated with the identification, evaluation, and management of cultural heritage resources (built heritage, cultural heritage landscapes, and archaeological resources) within the City. Specifically, the objectives of the OP as they relate to heritage conservation include:

- Protect in accordance with Provincial policy those heritage resources which contribute to the identity and character of the City;
- Encourage the protection, enhancement, restoration, maintenance, and utilization of buildings, structures, areas, or sites within London which are considered to be of cultural heritage value or interest to the community;

- Encourage new development, redevelopment, and public works to be sensitive to, and in harmony with, the City's heritage resources; and
- Increase public awareness and appreciation of the City's heritage resources, and encourage participation by the public, corporations, and other levels of government in the protection, restoration, and utilization of these resources.

In addition, the City maintains a descriptive inventory of properties of cultural heritage value or interest. The City of London's *Inventory of Heritage Resources* (2006) includes information related to the listing of properties in London. The inventory includes a priority level system for identifying properties of greater priority and/or significance for heritage recognition. In addition, properties designated under the *Ontario Heritage Act* are maintained in the City's inventory. The inventory is a living document subject to changes and approvals by City Council, advised by the London Advisory Committee on Heritage.

Lastly, the City of London's Strategic Plan set out a broad direction for the future of London. It identifies London City Council's vision, mission, values, strategic areas for focus and the specific strategies that define how Council and Administration will respond to the needs and aspirations of Londoners. As such, as part of the City's initiative for "Building a Sustainable City," the Strategic Plan identifies the management of upgrading of transportation infrastructure such as heritage bridges, and more specifically, the Heritage Bridge Preservation Strategy as a part of its focus on robust infrastructure.

3. Historical Overview

3.1 Natural Environment and Physical Setting

The Queen's Bridge is located within the Caradoc Sand Plains and London Annex physiographic region, which are characterized by small sand plains typically located west and east of London. At the site of the bridge, the landscape consists of a wide valley with relatively steep valley walls located in downtown London. The Thames Valley Parkway, a recreational trail extends along both the east and west sides of the river at the bridge. Both portions of the trail pass under the bridge (Images 1 and 2).

The bridge structure carries Queens Avenue over the North Branch of the Thames River. The river runs through London, flows southwest towards Chatham and eventually drains into Lake St. Clair. The South Branch of the Thames River meanders from Woodstock through south London before joining the North Branch at the Forks of the Thames River just south of The Queen's Bridge. At the site of the bridge, the river flows through a wide channel with shallow sloped banks on the east side of the river. The west side of the river is defined by the West London Dyke, which has recently undergone significant repairs and reconstruction. Two concrete piers, located within the river support the bridge.



Image 1: View looking north from The Queen's Bridge showing the Thames River and the Thames Valley Parkway trails on either side of the river.



Image 2: View looking south from The Queen's Bridge showing the Thames River and Kensington Bridge located south of the existing Queen's Bridge.

3.2 Historic Context

3.2.1 Local Historic Context

The Queen's Bridge is located in what was historically London Township, in Middlesex County. The Township of London was first surveyed by Colonel Mahlon Burwell in 1810. The lots were laid out using the double front survey system which was commonly used by the Crown between 1815 and 1829. The survey was put on hold during the War of 1812 but resumed once peace had been re-established and a total of 3,850 acres of land was reserved by Lieutenant Governor Simcoe for the future town of London. In 1826, the town plot was surveyed by Mahlon Burwell with settlement beginning shortly after around the Forks of the Thames River along Ridout Street and the Talbot Block. Settlement in London began to expand rapidly after the construction of the London District Courthouse (Middlesex County Courthouse) in 1827 with the population reaching 1,000 by 1835.

The Thames River had a profound impact on the growth of London. Historically, the City developed at the confluence of the north and south branches of the river, and as a result bridge construction has been important in connecting London to the various surroundings areas.

London underwent a number of population booms throughout its history beginning when the 32nd Regiment was stationed in London in 1838. Development of saw, cording, and grist industry powered by the Thames River and Medway Creek assisted the City's growth in the mid 1800's, bolstered by the arrival of the railways in the 1850s with the Great Western Railway in 1853, the London Port Stanley Railway in 1856, and the Grand Trunk Railway in 1858. Steady growth in London continued as the City was established as a financial centre for the surrounding regions with large manufacturing industries taking root, including the Carling Brewery and Labatt's Brewery and the

London cigar industry. London was incorporated as a Village in 1840 and by 1855 the population had leapt to 10,000 at which time it officially became a City.

The former London Township survey system laid out by Burwell created a grid pattern of eight 100-acre lot allowances.¹ The resulting survey created much of the modern farm landscape that is still visible in the rural areas north of London. The survey pattern also created the modern road pattern that is still visible today. The portion of Queens Avenue that is carried over the Thames River was not constructed as part of the urban road pattern until the late-20th century as part of an extension of Queens Avenue. The road network and transportation patterns in and out of downtown at this location was significantly realigned in the 1960s and 1970s, resulting ultimately in the extension of Queens Avenue first from Talbot Street to Ridout Street, and then further west across the Thames River. This is discussed further in Section 3.2.3.

By the late-19th century, the areas surrounding the future bridge crossing were developing as the City grew westwards across the river. Indeed, the late-19th century was a period of political and geographic expansion for the City of London, most of which focussed on the area surrounding the future bridge along the Queens Avenue alignment. For most of the 19th century, the Thames River acted as a natural geographic boundary for the developing City located east of the river. However, beginning in the mid-nineteenth century Samuel Peters – a surveyor, businessman, and later politician – and John Kent, both landowners west of the river subdivided their lands between what would become Wharncliffe Road and the river. Petersville, the result of Samuel Peter's survey located north of Blackfriars Street developed as a village on the outskirts of London. Meanwhile, Kent's land between Blackfriars Street and the confluence of the North Branch and the main branch of the Thames River was divided into larger lots and the area became popularly known as Kensington.

Plans to develop the Kensington area were delayed, most notably by flooding in 1873, and by 1874, the area was joined with Petersville to be incorporated as the Village of Petersville, renamed London West in 1881. By the end of the century bridge crossings had been constructed at Blackfriars Street (first in 1831), connecting the north end of London West to the City, and at Dundas Street (Kensington Bridge, first constructed in 1871) connecting the south end of London West to the City via the Kensington Bridge. In 1897, the London Street Railway constructed a bridge immediately adjacent to the Kensington Bridge. The bridge opened a day after London West was annexed by the City of London, symbolically connecting the two areas (Images 3 and 4).

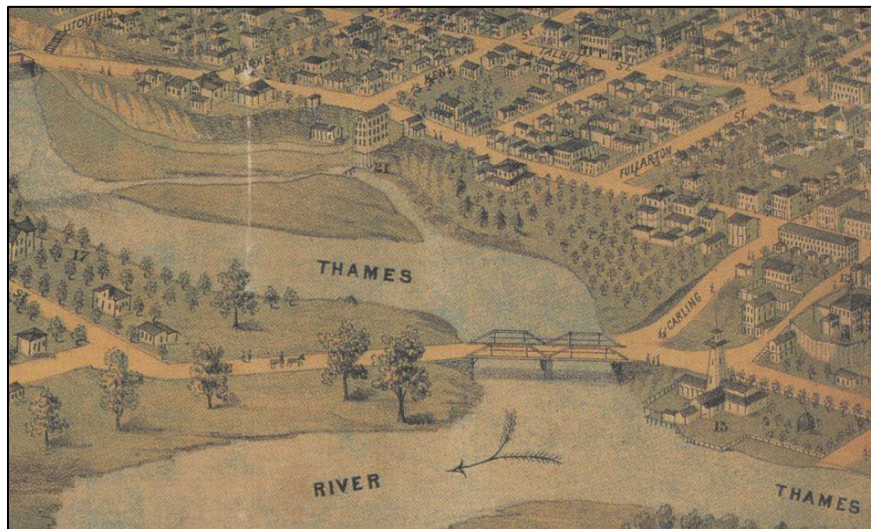


Image 3: Detail of the 1872 Bird's Eye View of London, Ontario showing an early version of the Kensington Bridge in the foreground as the only crossing at this point.

¹ Typically the double front survey system was designed to lay out ten 100-acre lots, however, the system used in London Township laid out eight 100-acre lots.

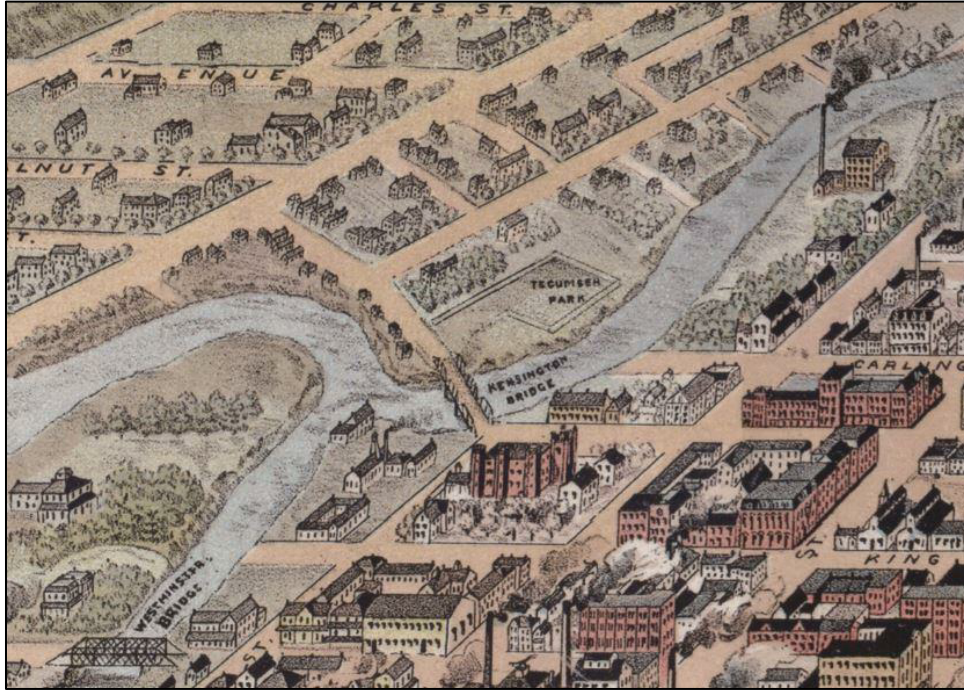


Image 4: Detail of the 1893 Bird's Eye View of London, Ontario showing the development of Petersville/London West, on the west side of the Thames River

At the beginning of the 20th century a handful of residential dwellings are depicted on the north and south sides of Dundas Street/Riverside Drive within the vicinity of the future Queen's Bridge. In addition, sketches of the area from as early as 1890 and into the early 20th century depict Tecumseh Park, now known as Labatt Park, arguably the oldest continually operated ballpark in the world. Historic topographic mapping indicates that by the early and mid-20th century, that the district once known as Petersville, later London West, had become a well-developed suburb just outside of downtown London (Images 5, 6, and 7, Figure 3, Figure 4, and Figure 5).

By the late-20th century the areas on both sides of the future bridge crossing were completely developed with commercial and institutional properties on the east side of the river, and residential properties located on the west side of the river. In 1965, prior to the construction of The Queen's Bridge, three houses are shown on the north side of Dundas Street within the path of the future merging of the Queens Avenue extension and Riverside Drive. The houses were evidently demolished to accommodate the new road extension. Likewise, the Riverside Hotel, a large inn built at the corner of the forks in 1880, was eventually demolished. The hotel was located just southwest of The Queen's Bridge and Kensington Bridge within the vicinity of what is now Mitchell A. Baran Park. The construction of The Queen's Bridge and the realigning of Queens Avenue with Riverside Drive have had a lasting visual and functional impact on the road networks and landscape in this area of London that remains in the 21st century (Figure 6).

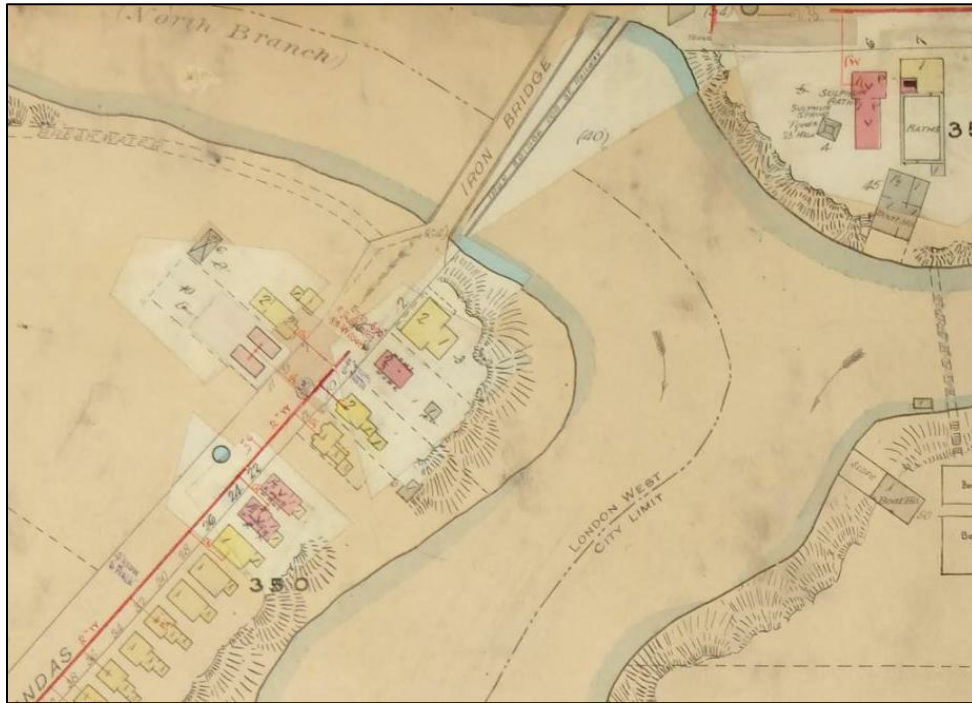


Image 5: Detail of the 1892 revised 1907 Fire Insurance Plan showing former buildings within the vicinity of the existing Queen's Bridge

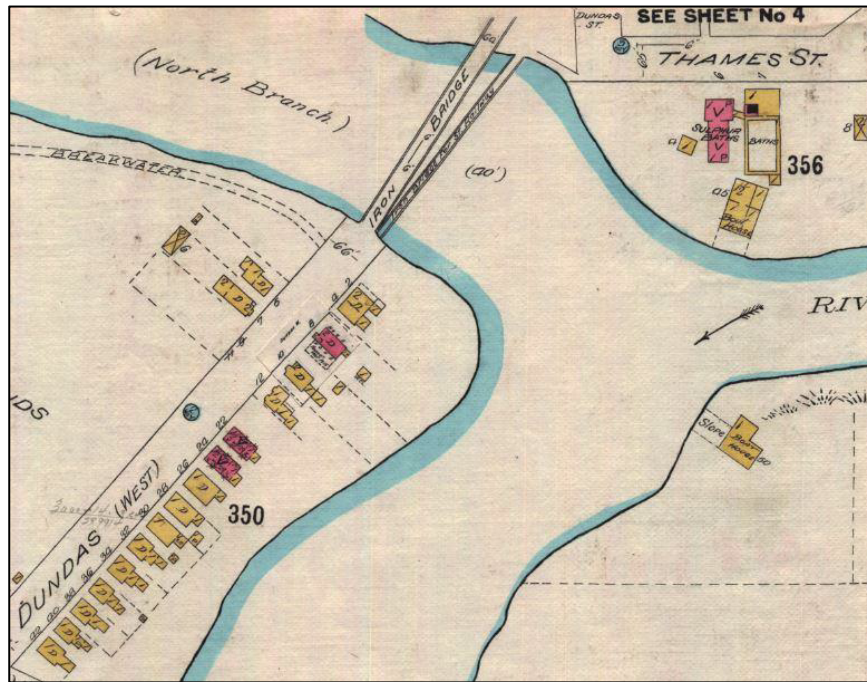


Image 6: Detail of the 1912 revised 1922 Fire Insurance Plan showing buildings on north side of Dundas Street/Riverside Drive that have since been demolished to accommodate the extension of Queens Avenue across the Thames River



Image 7: Aerial photograph, 1922, showing buildings on the north side of Dundas Street/Riverside Drive that have since been demolished to accommodate the extension of Queens Avenue across the Thames River

3.2.2 Bridge Building Context

Most original public highway bridges were built and owned by a municipality such as a county, town or a township. Much more rarely, they were owned by the province. Matters pertaining to bridge ownership have been dictated by the *Ontario Municipal Act* since 1867. The construction and operation of bridges over water courses that formed boundaries between townships were always assumed by an upper level of government, such as a County.

Most 19th-century bridges in southern Ontario were built of timber. Short spans were beam structures; longer spans employed simple trusses, such as King and Queen Post trusses. A few iron truss bridges were built in the 1870s-1880s but were generally too costly to be widely used. A few iron bridges – an early version of the Victoria Bridge, the well-known Blackfriar's Bridge, and an early version of the Kensington Bridge among others – were built within London.

The economic value to communities of good roads, and by extension good bridges, was becoming evident. Nineteenth-century wooden bridges could not carry the weight of heavier wagon and street railway equipment coming into use. By the First World War, motor vehicles were becoming increasingly common and the provincial government began to provide grant programs and technical advice on bridge building. At the same time, counties began to create county-wide road networks by assuming the ownership of key township roads and bridges.

Inexpensive steel trusses came into use in the 1890s and the designs were commonly used into the 1930s. The Pratt truss and the Warren truss dominated the early-20th century, and were typically used for spans of up to 400 feet.²

Concrete became widely used to construct short span bridges. One of the earliest forms was the solid spandrel concrete arch design that was inexpensive to build. This design consisted of solid concrete spandrel walls that held back the stone rubble and earth fill on the interior of the arch. The arch itself was constructed reinforcing steel bars. By the 1930s, concrete challenged steel as the primary bridge-building material of choice and various concrete bridges types have since been used for road bridge construction. Concrete and steel continue to be used in bridge construction into the 21st century.

3.2.3 Queens Avenue Extension and The Queen's Bridge

The road network and transportation patterns along Queens Avenue were extensively realigned and altered in the second half of the 20th century. Ultimately, by the mid-1970s this resulted in the extension of Queens Avenue approximately 180 m west from its termination at Talbot Street and then its eventual realignment and extension across the Thames River. Beginning in 1949, a modest widening of Queens Avenue between Wellington Street and Waterloo Street was the first step in a much larger plan to ease traffic in downtown London. The widening would mark the start of more than two decades of traffic improvement planning, design, and construction that would impact the transportation network on Queens Avenue.

As noted above, prior to the mid-1960s, Queens Avenue terminated at Talbot Street. Its extension would become a subject of debate between various committees and councils as well as landowners at Talbot Street and Queens Avenue. Central to landowner involvement was the Middlesex Motors Company Ltd. property, owned by Donald H. Swift. The business occupies a majority of the block required for any extension of Queens Avenue westward. In 1958, City Council authorized discussions to proceed with Swift regarding a future extension of the road through his company's property. In addition, three residential properties were also noted as requiring acquisition however the Middlesex Motors property was identified as key to any proposed extension plan.

Discussions and proposals between the City and Swift regarding the Middlesex Motors property continued between 1958 to 1963 which included various land swap proposals that would allow for the city to acquire the property on the condition that additional land be made available for Middlesex Motors to build within the vicinity in order to relocate the business. A proposal for a separate parking structure was also brought into various proposals that would result in additional parking for 500-1,000 cars. The proposed parking structure was noted as representing an increase in up to 25% in parking spaces in the downtown area.

In early 1964, after several years of proposals, negotiations, Ontario Municipal Board hearings and council decisions, a deal was reached between the City and Middlesex Motors that would allow for the demolition of the key property in order to accommodate an extension of Queens Avenue. In May 1964, a ground-breaking ceremony was held in which Mayor Gordon Stronach broke ground in the approximate location of where Queens Avenue would meet Ridout Street North, and John D. King, Vice-President of marketing for Ford Motor Company of Canada Limited undertook the same ceremonial ground-breaking in the spot where the new Middlesex Motors buildings would be constructed. By the end of the year, Queens Avenue was completed to Ridout Street North (Image 8)

The next step in extending Queens Avenue was to further extend the road across the river. Based on various traffic improvements recommendations coming out of the "Margison Report", a traffic and engineering study commissioned by the city, the City began pursuing the construction of a new bridge crossing in and out of the city's

² T. Allan Comp and Donald Jackson, "Bridge Truss Types: A Guide to Dating and Identifying," in *American Association for State and Local History*, 1977; National Park Services, "Trusses: A Study by the Historic American Engineering Record, 1976.

core. Queens Avenue was identified as a preferred road to further extend across the river and in 1970, the City's traffic committee approved a proposal to further extend Queens Avenue across the river to Wharncliffe Road.³

Within three years, a new bridge was constructed in 1973 as part of the extension Queens Avenue across the river. The bridge opened in September 1973, and caused some immediate but short-lived traffic confusion amongst drivers. The structure was designed by M. M. Dillon Limited, a consulting engineering firm retained by the City to design the new bridge. A.K. Rowntree, City Engineer oversaw the design, and McKay-Cocker Construction Ltd. undertook the construction of the bridge. When completed, the bridge functioned as a two-way bridge for a week while repairs to the Kensington Bridge were carried out; however, since then it has remained a west-bound bridge, while east-bound traffic into downtown has since been carried on the Kensington Bridge (Images 9 and 10).⁴ In July 1973, the Streets, Traffic and Transportation Committee for the City of London recommended that the bridge be named "The Queen's Bridge". Although there is no specific reference to its naming being associated directly with Queen Elizabeth II, it is likely given the formal naming and the Queen's June 1973 visit to London, that the bridge was named for this reason.

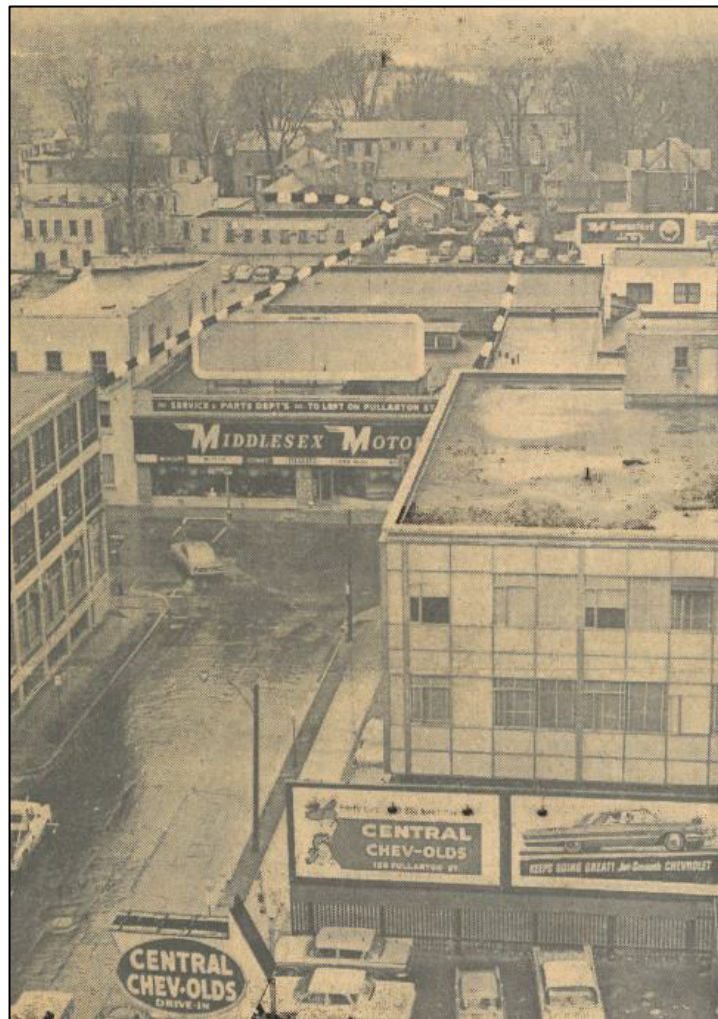


Image 8: View looking west along Queens Avenue to its former termination at Talbot Street as shown in the London Free Press, October 8, 1963. This Middlesex Motors building is shown in the centre of the photograph and the various buildings behind it that would be acquired for the extension of Queens to Ridout Street North in 1964.

³ Kevin J. Cook, "London's Inadvertent Triumph: The Margison Report, 1958-1972" in Guy St. Denis, Editor, *Simcoe's Choice: Celebrating London's Bicentennial 1793-1993*, Toronto: Dundurn Press, 1992.

⁴ "Span plan detailed: Bridge opens then..." *London Free Press*, September 14, 1973.

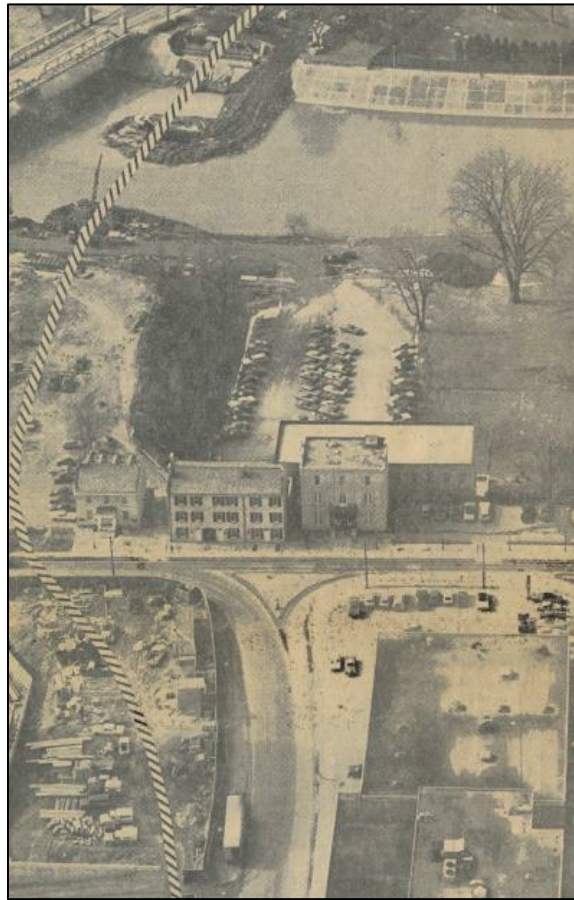


Image 9: View looking west showing realignment of Queens Avenue and construction of The Queen's Bridge as shown in the London Free Press, June 2, 1973



Image 10: View west of the newly opened Queen's Bridge as shown in the London Free Press, September 14, 1973



| | | | | |
|---|--|--|-----------------|--|
| Legend Study Area | | Cultural Heritage Evaluation Report Queens Bridge, Queens Avenue London, Ontario | | |
| | | Study Area, 1878 | | |
| | | January 2018 P#: 60552850 | 1:15,000 V#: | Datum: NAD 83 Zone 17 Source: Illustrated Historic Atlas of the County of Middlesex, Toronto: H.R. Page and Co., 1877 |
| | | AECOM | | Figure 3 |
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Figure 3: Study Area, 1878

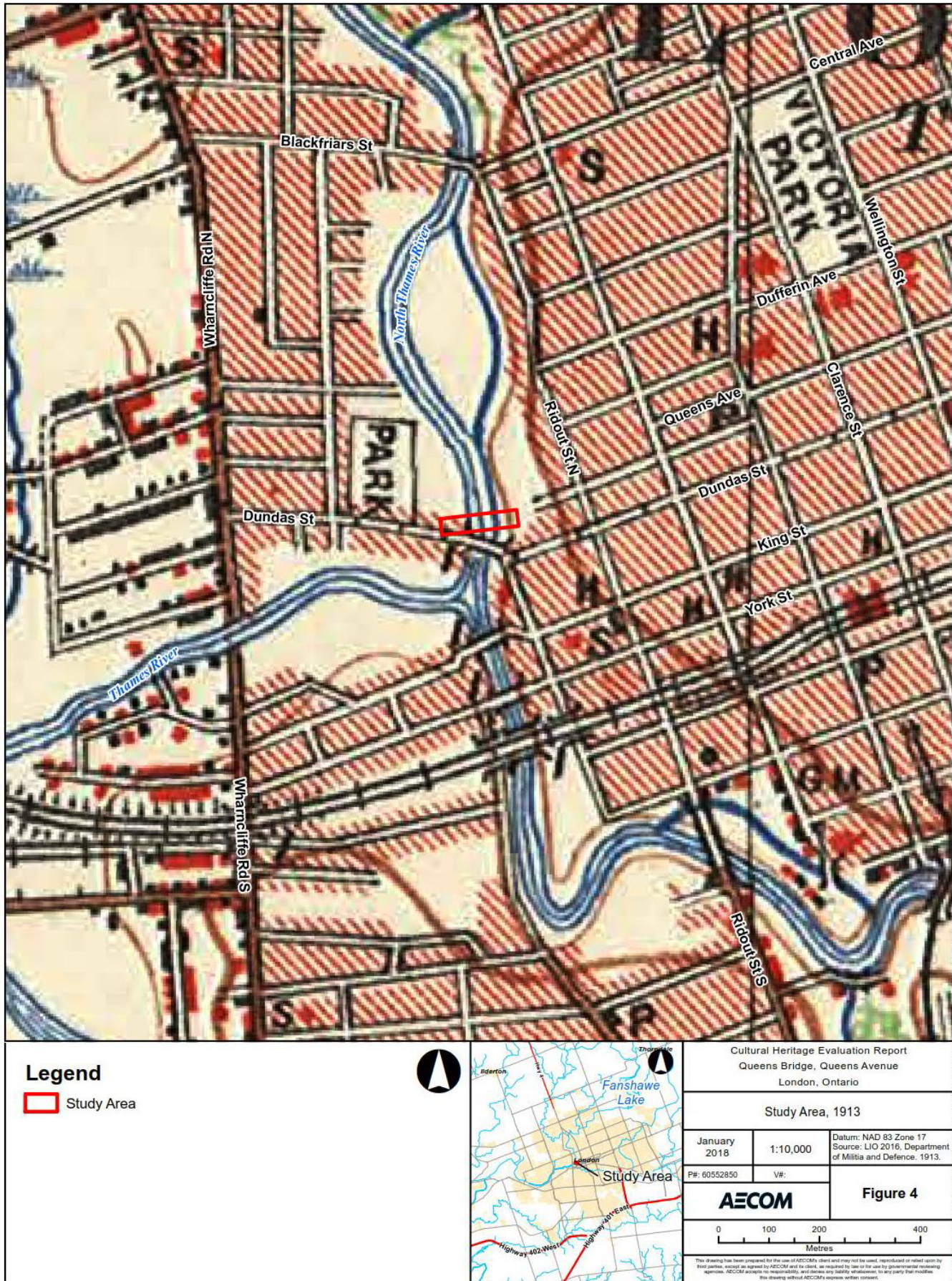


Figure 4: Study Area, 1913

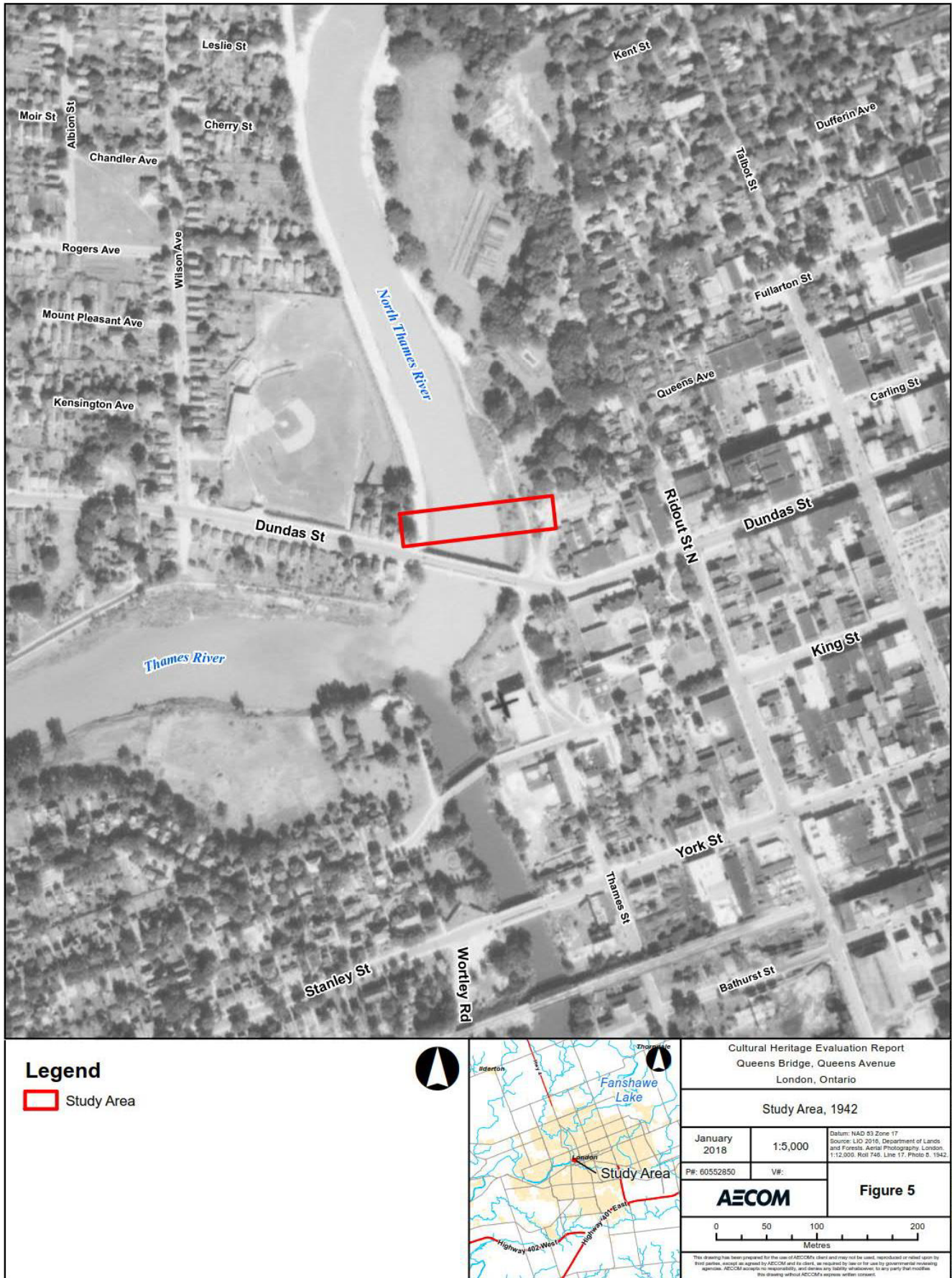


Figure 5: Study Area, 1942

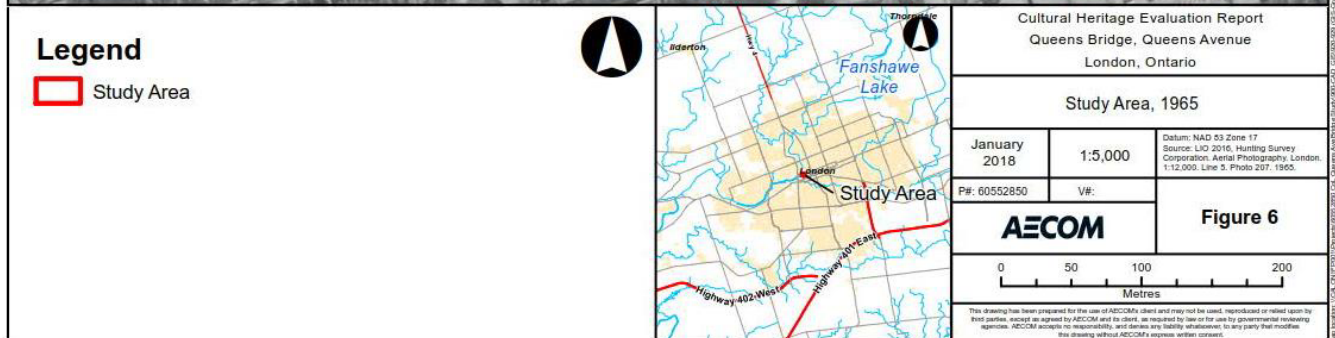


Figure 6: Study Area, 1965

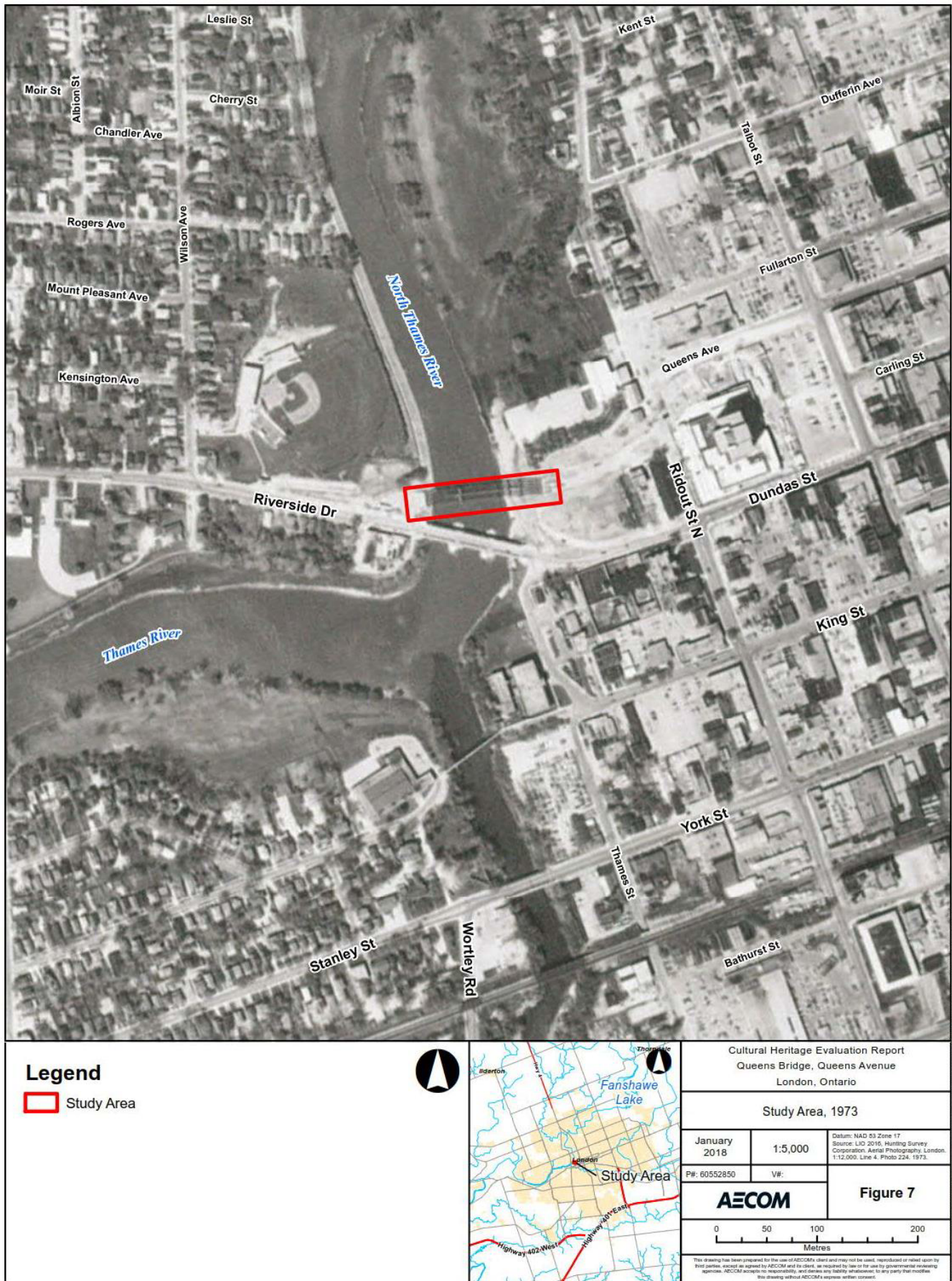
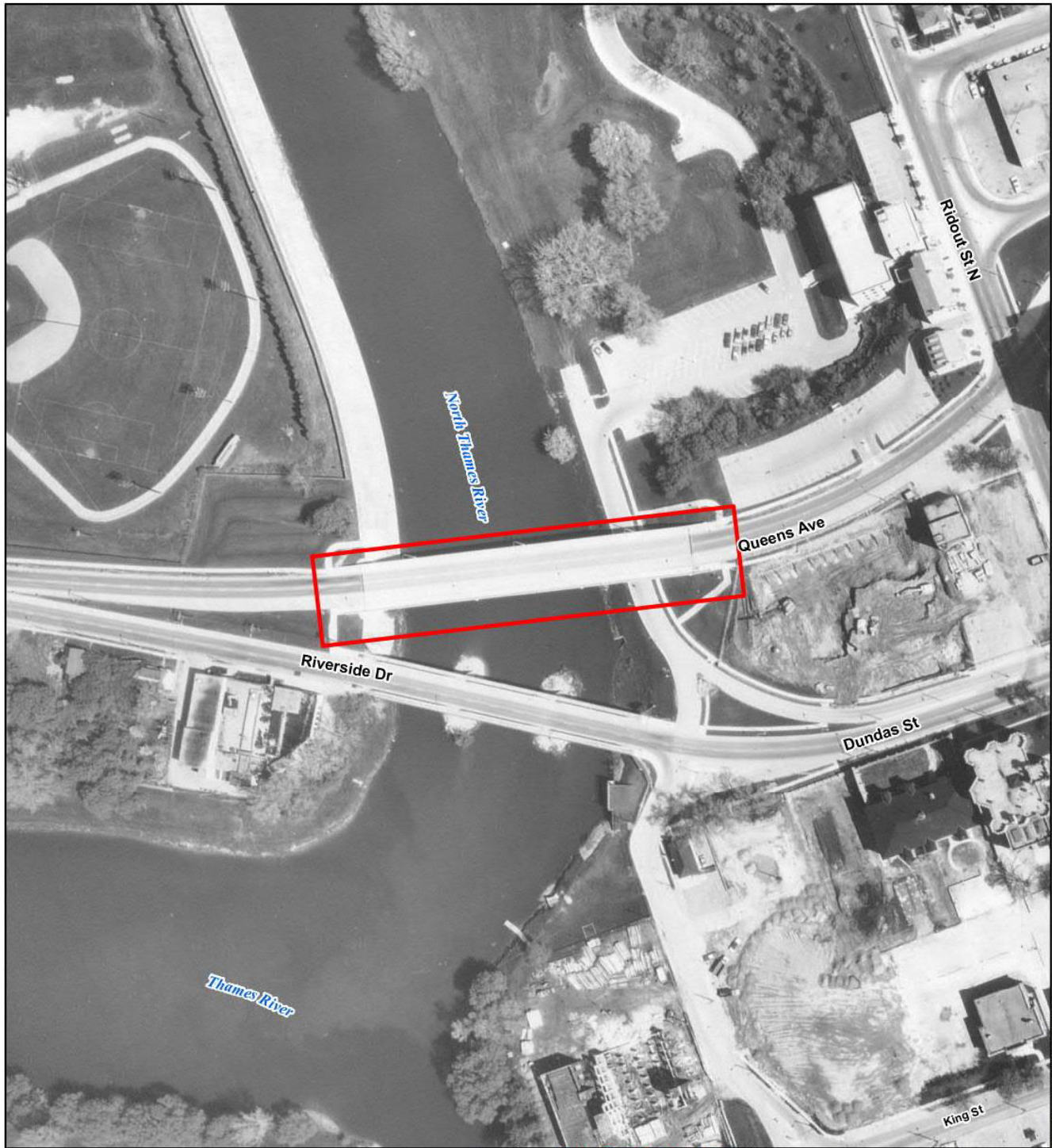


Figure 7: Study Area, 1973



| | | | | | |
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| Legend Study Area | | | Cultural Heritage Evaluation Report Queens Bridge, Queens Avenue London, Ontario | | |
| | | | Study Area, 1978 | | |
| | | | January 2018 P#: 60552850 | 1:2,000 V#: | Datum: NAD 83 Zone 17 Source: LID 2016; Harting Survey Corporation, Aerial Photography, London, 1:12,000, Line 14, Photo 34, 1975. |
| | | | | | Figure 8 |
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Figure 8: Study Area, 1978

4. Site Description

4.1 Context

The Queen's Bridge is a three-span steel plate girder structure, supported on concrete piers and abutments. The structure carries Queens Avenue over the North Branch of the Thames River, in London, Ontario (Image 11).

4.2 Cultural Landscape

At the site of the bridge, Queens Avenue is a two-lane road that runs in an east-west orientation, though the traffic only flows in a westbound direction. Historically a bridge crossing at this location was not built until 1973 when Queens Avenue was extended east across the river. Prior to its construction, traffic utilized the Kensington Bridge to cross the river, immediately south of the existing Queen's Bridge. The physical landscape consists of a relatively wide valley with moderately steeped valley walls. The river flows through a wide channel with shallow sloped banks on the east side of the river. The west side of the river is defined by the West London Dyke, which has recently undergone significant repairs and reconstruction (Image 12) over the last several years.

The Thames Valley Parkway (TVP) is located on the east and west banks of the river. On the east side of the river, the trail extends through Ivey Park south of the bridge and passes under the bridge before continuing alongside the river through Harris Park. On the west side of the river, it rises high above the river as part of the West London Dyke, and slopes down under the bridge, passing under Queens Avenue and Riverside Drive. Both portions of the TVP are paved and used extensively by pedestrians and cyclists. The stairway providing pedestrian access from Queens Avenue to the trail and park below was incorporated into the original design for the bridge (Images 13 and 14).

4.3 Approaches

Both approaches to the bridge are relatively level and are generally consistent with the grading of the road at the bridge. East of the bridge, the road curves north as part of its alignment with the rest of Queens Avenue. As it curves north, the grade gradually rises as well (Images 15 and 16).

4.4 Abutments and Piers

The east and west abutments are constructed of reinforced concrete and are built into the earth embankments on either side of the river. The east abutment is set far back from the river, allowing the TVP as well as Harris Park Gate/Thames Street, a service road, to pass under the bridge between the east abutment and the east pier. The slopes from the abutments to the trails and road are paved with flagstone. On the west side of the river, the west abutment is constructed directly adjacent to the TVP and has a much shorter clearance under the bridge as a result of the grade differences and the dyke system on the west side of the river. Two reinforced concrete piers are located in the river and adjacent to the trail on the east side of the river (Images 17 - 20).

4.5 Girders/Deck/Railings

The bridge deck is supported on six welded steel plate girders to form an overall span of 118.26 m with a width of 18.39 m. Bolted steel channels form the lateral and diagonal bracing between the girders. Various utilities can also be seen supported alongside the girders. As a result of substandard concrete that was used during the 1973 construction, an exposed latex concrete overlay was constructed in 1982, within a decade of the original construction. The railing system consists of a concrete parapet wall with a set of two tubular railings. Concrete end posts rise above the post and rails at each corner of the bridge. At the northeast corner, the endpost includes a plaque noting the date of construction along with the design and construction team for the bridge. The plaque reads:

CITY OF LONDON
QUEENS BRIDGE
ERECTED 1973
J.E. BIGELOW MAYOR
T.E THOMSON CHAIR (STREETS TRAFFIC AND TRANSPORTATION COMMITTEE)
A.D CARTIER MEMBER (STREETS TRAFFIC AND TRANSPORTATION COMMITTEE)
T.T. FERRIS (STREETS TRAFFIC AND TRANSPORTATION COMMITTEE)
A. GRANT (STREETS TRAFFIC AND TRANSPORTATION COMMITTEE)
A.K. ROWNTREE CITY ENGINEER
M.M. DILLON CONSULTING ENGINEER
McKAY – COCKER CONST./LTD. CONTRACTOR

Plaquing new bridges within the City ceased in 1995 (Images 21 and 22).



Image 11: View showing south side of The Queen's Bridge, showing piers, welded steel girders, and the TVP trail on the east side of the river



Image 12: View showing north side of The Queen's Bridge, showing Kensington Bridge located further south (downstream) of the river



Image 13: View looking south along the TVP trail located on the east side of the bridge. Harris Park Gate is the road at left



Image 14: View looking north from the bridge, showing recently repaired West London Dyke and TVP trail. Labatt Park can be seen at left



Image 15: View looking east showing west approach of The Queen's Bridge is on the left side. The photograph shows the grassed median where the Riverside Drive diverts at Queens Avenue and Dundas Street



Image 16: Queens Avenue, showing curvature of the road at east approach to the bridge



Image 17: East abutment, showing sloping flagstone, and stairway from Queens Avenue at left



Image 18: West abutment, showing concrete revetment wall and TVP trail in the foreground



Image 19: View looking east across the river, showing piers supporting the steel girders



Image 20: View looking north from the west abutment, showing rise in grade to the TVP as part of the West London Dyke system



Image 21: Curb, parapet, and railing system located on The Queen's Bridge



Image 22: Endpost at the northeast corner of the bridge, with plaque noting date of construction

5. Evaluation

5.1 Ontario Regulation 9/06

Ontario Regulation 9/06 provides criteria for determining cultural heritage value or interest. If a property meets one or more of the following criteria it may be designated under Section 29, Part IV of the Ontario Heritage Act. The criteria for determining cultural heritage value under *Ontario Regulation 9/06* have been adopted by City of London and are outlined below:

- 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;
 - Displays a high degree of craftsmanship or artistic merit; or
 - Demonstrates a high degree of technical or scientific achievement.
- 2) The property has **historic or associative value** because it:
 - Has direction associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community;
 - Yields, or has the potential to yield information that contributes to an understanding of a community or culture; or
 - Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.
- 3) The property has **contextual value** because it:
 - Is important in defining, maintaining, or supporting the character of an area;
 - Is physically, functionally, visually, or historically linked to its surroundings; or
 - Is a landmark.

The application of the criteria for the evaluation of The Queen's Bridge is provided below in Table 1.

Table 1: Ontario Regulation 9/06 Evaluation for The Queen's Bridge

| Criteria | Meets Criteria (Yes/No) | Rationale |
|--|-------------------------|--|
| 1) The property has <i>design or physical value</i> because it: | | |
| i) Is a rare, unique, representative or early example of a style, type, expression, material or construction method. | No | The Queen's Bridge is a three-span steel plate girder structure on concrete piers and abutments. It is of common 20 th century bridge design and construction. |
| ii) Displays a high degree of craftsmanship or artistic merit. | No | The Queen's Bridge is a three-span steel plate girder structure on concrete piers and abutments. The bridge does not display a high degree of craftsmanship or artistic merit. |
| iii) Demonstrates a high degree of technical or scientific achievement. | No | The Queen's Bridge is a common bridge form and design and does not demonstrate a high degree of technical or scientific achievement. |

| | | |
|--|----|---|
| 2) The property has <i>historic value or associate value</i> because it: | | |
| i) Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community. | No | <p>The Queen's Bridge was constructed as a part of the extension of Queens Avenue west from Talbot Street to Ridout Street North, and then further west across the Thames River in the 1970s. Although the construction of the bridge and the reorganization of the road network at this location played a key role in altering the traffic patterns in and out of the downtown core, the realignment and reconfiguration of this traffic pattern is not considered to be of historic or associative value in way that exhibits significant cultural heritage value or interest.</p> <p>With regards to the naming of The Queen's Bridge, it is assumed that based on the 1973 recommendation from a city committee to officially name the bridge "The Queen's Bridge" as well as the June 1973 Royal visit to London, the bridge was likely named in honour of Queen Elizabeth II. Although the naming of the crossing is associated with the Queen's visit to London, at no point in the tour of London did the Queen visit the bridge, (under construction at the time). Rather, the naming was suggestion following the completion of the visit and as a result, the Queen's association with the naming of this bridge is not considered to exhibit significant cultural heritage value or interest.</p> |
| ii) Yields, or has the potential to yield information that contributes to an understanding of a community or culture. | No | The Queen's Bridge does not yield or have the potential to yield information that contributes to an understanding of a community or culture. |
| iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community. | No | The Queen's Bridge was designed by M.M. Dillon Limited, a consulting engineering firm. Although Dillon has been involved as a consulting engineering firm for many projects within London, the firm is not considered as a prolific designer or builder in this report. The bridge is a relatively common design of a steel plate girder structure and does not reflect the work of a significant architect, artist, builder, designer, or theorist. |
| 3) The property has <i>contextual value</i> because it: | | |
| i) Is important in defining, maintaining or supporting the character of an area. | No | The Queen's Bridge carries Queens Avenue over the Thames River and the TVP on both sides of the river. In this way, it plays a role in defining the landscape of the TVP and acts as a gateway between the Downtown London HCD and the Blackfriars-Petersville HCD. In addition, the construction of The Queen's Bridge played a role in transforming the transportation networks in and out of the downtown |

| | | |
|---|----|--|
| | | core, however, the bridge itself does not play a significant role in defining, maintaining, or supporting a particular character of the area that exhibits cultural heritage value or interest. |
| ii) Is physically, functionally, visually or historically linked to its surroundings. | No | The Queen's Bridge is a key crossing of the Thames River that was built to extend Queens Avenue westwards over the Thames River. However, the bridge itself is not physically, functionally, visually, or historically linked to its surroundings in manner that meets the criteria. |
| iii) Is a landmark. | No | The Queen's Bridge is not considered to be a landmark. |

5.2 Review of Heritage Registers and Additional Information

As a part of the evaluation undertaken for this CHER, AECOM reviewed municipal, provincial, and federal heritage registers and inventories including:

- *City of London, Inventory of Heritage Resources (2006);*
- *Ontario Heritage Trust's online inventory of buildings, museums, and easement properties;*
- *Canadian Register of Historic Places; and*
- *Federal Heritage Designations.*

The Queen's Bridge does not appear on any of the above registers or inventories. However, the bridge provides a link between two of the City's Heritage Conservation Districts (HCD). The Blackfriars-Peterville HCD is located immediately west of the river, while the Downtown HCD is located east of the river. As a result, The Queen's Bridge acts as a gateway leaving the Downtown HCD and entering the Blackfriars-Petersville HCD. Although noted in both HCD studies, The Queen's Bridge is not included within either HCD.

Lastly, the Thames River is a designated river as part of the Canadian Heritage Rivers System (CHRS). The CHRS is a conservation program that promotes, protects, and enhances Canada's river heritage and ensure that Canada's leading rivers are sustainably managed. As part of the designation application and the on-going monitoring and reporting for the Thames River, a series of publications have been developed to preserve and enhance the natural and cultural heritage of the river. The Queen's Bridge is one is the many bridges in London that crosses the Canadian Heritage River.

6. Recommendations

6.1 Cultural Heritage Value or Interest and EA Process

At the time of the preparation, there is no specific proposed undertaking, however, the design report being undertaken concurrently is anticipated to provide recommendations for rehabilitation activities for the bridge. Nonetheless, when evaluated according to the criteria outlined in *Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest*, the bridge did not meet any of the criteria. As a result, The Queen's Bridge does not contain cultural heritage value and thus a Statement of Cultural Heritage Value and a list of Heritage Attributes were not developed.

As a result of the conclusion of the *Ontario Regulation 9/06* evaluation undertaken for The Queen's Bridge, the bridge was determined to not have cultural heritage value or interest. Therefore, based on the Municipal Engineer's Association's *Municipal Heritage Bridges Cultural, Heritage, and Archaeological Resources Assessment Checklist* (Revised 2014), a Schedule A or A+ Municipal Class Environmental Assessment should be undertaken. It should be noted that this conclusion is based solely on the outcome of the heritage evaluation for the structure, and does not take into account additional considerations included in the checklist such as Archaeological Assessments, or further environmental, engineering, or financial considerations that would determine the schedule of a Municipal Class EA.

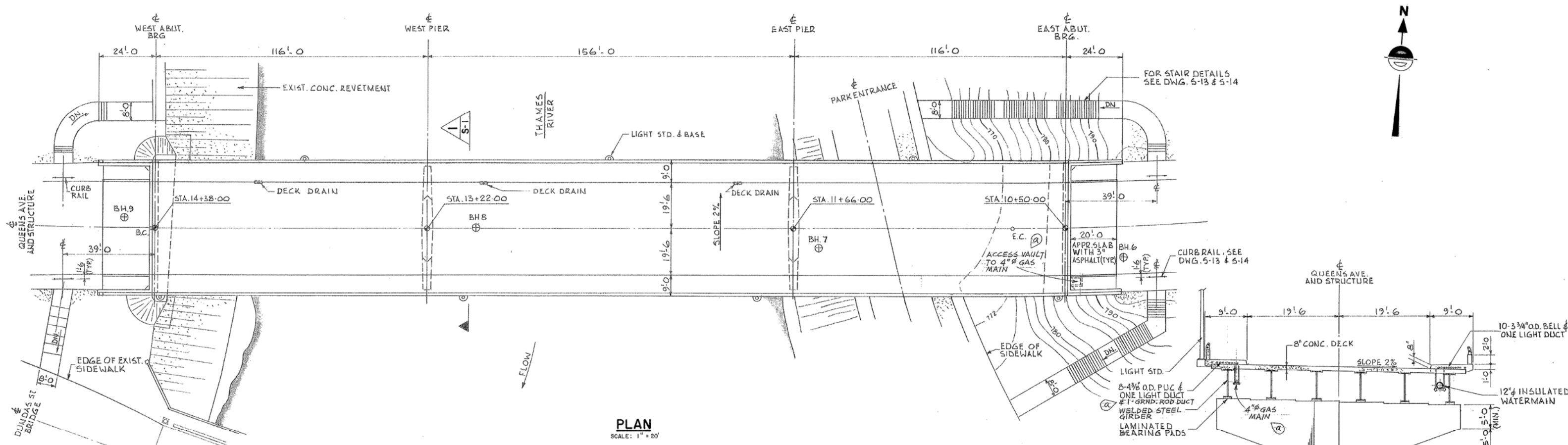
Lastly, if the bridge is to be replaced in the future, the plaque on the endpost should be salvaged and stored with the City, pending a potential reuse or integration into a newer structure, or to be stored with an appropriate museum or archive as a remnant of public infrastructure.

7. Bibliography

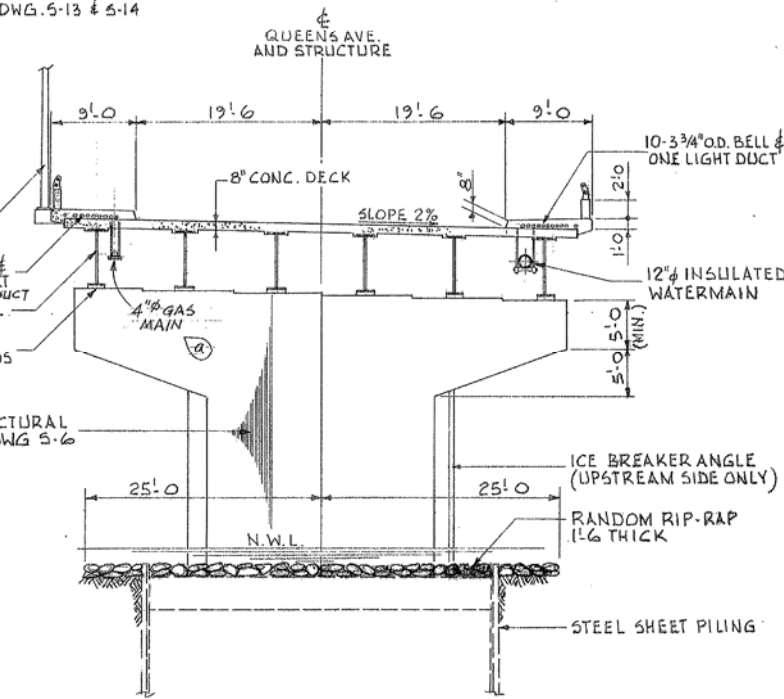
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Appendix A

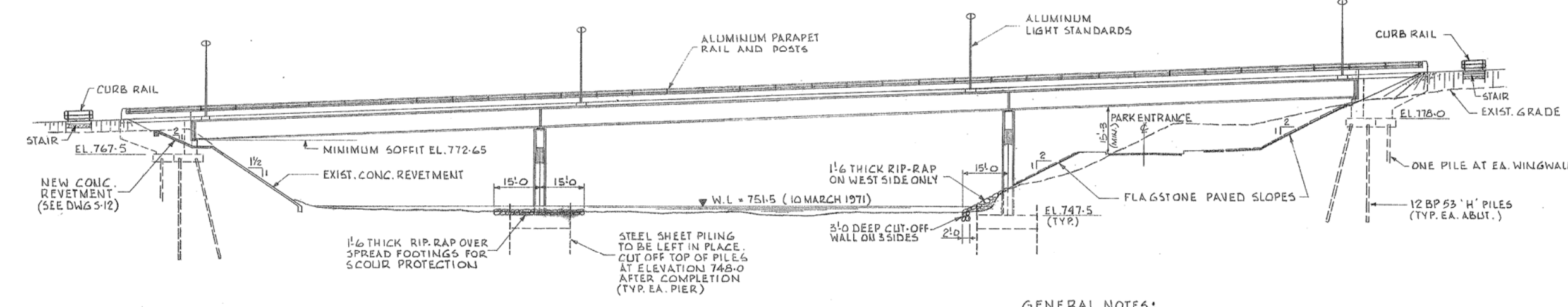
**General Arrangement Drawing
City of London
Queens Ave Extension
M.M. Dillon Limited
London, Ontario**



PLAN
SCALE: 1" = 20'



SECTION S-1
SCALE: 1" = 10'-0"



ELEVATION
SCALE: 1" = 20'

GENERAL NOTES:

- DESIGN LIVE LOAD HS 20-44
- CONCRETE STRENGTH AT 28 DAYS:
 - DECK, SIDEWALKS, PARAPET WALLS & PIERS _____ 4000 PSI
 - FOOTINGS, ABUTMENTS, APPROACH SLABS & SLOPE PAVING - 3000 PSI
 - WORKING SLAB _____ 2000 PSI
- CLEAR COVER TO REINFORCEMENT:
 - FOOTINGS & ABUTMENTS _____ 3"
 - PIERS (SEE NOTE DWG. 5-6) _____ 3"
 - TOP OF DECK, SIDEWALKS & APPROACH SLABS _____ 2"
 - PARAPET WALLS _____ 1 1/2"
 - UNDERSIDE OF DECK SLAB _____ 1"
- ALL EXPOSED CONCRETE EDGES TO HAVE 3/4" CHAMFER UNLESS SHOWN OTHERWISE
- SEE DWG. 5-7 FOR STRUCTURAL STEEL NOTES
- SEE DWG. E-1 FOR EMBEDDED ELECTRICAL WORK

AS BUILT

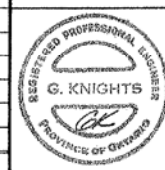
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M. M. DILLON LIMITED
LONDON • TORONTO • OTTAWA • WINNIPEG • SUDBURY • WINDSOR
CONSULTING ENGINEERS
PROJECT OFFICE, LONDON

QUEENS AVE. EXTENSION

GENERAL ARRANGEMENT - STRUCTURE

| | | | |
|----------|-------|----------------|---------------|
| DESIGN | G. K. | PROJECT NO. | 6525-02 |
| DRAWN | J. B. | CITY OF LONDON | SHEET NO. S-1 |
| CHECKED | G. K. | DATE | JAN. 1972 |
| APPROVED | | SCALE | AS NOTED |



| NO. | FOR | DATE |
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