

# Agenda Including Addeds

## London Advisory Committee on Heritage

The 8th Meeting of the London Advisory Committee on Heritage

July 11, 2018, 5:30 PM

Committee Rooms #1 and #2

		Pages
<b>1.</b>	<b>Call to Order</b>	
1.1	Disclosures of Pecuniary Interest	
<b>2.</b>	<b>Scheduled Items</b>	
2.1	5:30 PM Demolition Request for Heritage Listed Property at 172 Central Avenue by G., P., and C. Mitsis	3
	a. Delegation Request - Messrs Mitsis	
	b. Delegation Request - Michelle A. Hamilton	
	c. <i>(ADDED) Delegation Request - A. M. Valastro</i>	
	d. <i>(ADDED) J. Grainger, London Region Branch - Architectural Conservancy Ontario</i>	32
2.2	5:45 PM Ed van der Maarel, A+LiNK Architecture Inc. - Heritage Impact Assessment - Colborne Building - 391 South Street	35
2.3	6:00 PM Mark Tovey - Heritage Interpretive Sign on The Richmond Village	
2.4	6:15 PM Heritage Alteration Permit Application by R. Gilligan 104 Wharncliffe Road North - Blackfriars-Petersville Heritage Conservation District	77
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4.1	Stewardship Sub-Committee Report	107
<b>5.</b>	<b>Items for Discussion</b>	
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	(Note: A copy of the Heritage Planners' Report will be available at the meeting)	
<b>6.</b>	<b>Deferred Matters/Additional Business</b>	
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6.2	<i>(ADDED) Heritage Building Protection Plan</i>	185
	(Note: Please see the following link <a href="https://www.brampton.ca/EN/Arts-Culture-Tourism/Cultural-Heritage/Documents1/HBPP_Terms_of_Reference_FINAL.pdf">https://www.brampton.ca/EN/Arts-Culture-Tourism/Cultural-Heritage/Documents1/HBPP_Terms_of_Reference_FINAL.pdf</a> )	
6.3	<i>(ADDED) Notice of Planning Application - Zoning By-law Amendment - 745 and 747 Waterloo Street</i>	186
6.4	<i>(ADDED) Highbury Avenue/Hamilton Road North Intersection Improvements Environmental Assessment Study - Notice of Completion</i>	202
<b>7.</b>	<b>Adjournment</b>	

Next Meeting Date: August 8, 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 172  
Central Avenue by G., P., & C. Mitsis  
**Meeting on:** Wednesday July 11, 2018

## Recommendation

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 172 Central Avenue, 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 at 172 Central Avenue to be of cultural heritage value or interest for the reasons outlined in Appendix D of this report.

## Executive Summary

### Summary of Request

A demolition request for the heritage listed property located at 172 Central Avenue was submitted.

### Purpose and the Effect of Recommended Action

The purpose of the recommended action is for Municipal Council to issue its notice of intent to designate the property under Section 29(3) of the *Ontario Heritage Act* with the effect of preventing the demolition of this cultural heritage resource.

### Rationale of Recommended Action

Staff completed an evaluation of the property at 172 Central Avenue using the criteria of O. Reg. 9/06 and found that the property has significant cultural heritage value or interest and merits designation under the *Ontario Heritage Act*.

## Analysis

### 1.0 Background

#### 1.1 Property Location

The property at 172 Central Avenue is located on the north side of Central Avenue between St. George Street and Richmond Street (Appendix A).

#### 1.2 Cultural Heritage Status

The property has been included on the *Inventory of Heritage Resources* since 1987. The *Inventory of Heritage Resources* was adopted as the Register pursuant to Section 27 of the *Ontario Heritage Act* in 2007. The property at 172 Central Avenue is identified as a Priority 1 resource, and also identifies the Italianate style of the building built circa 1883. The property is considered to have potential cultural heritage value or interest.

#### 1.3 Description

The building located at 172 Central Avenue is a two storey brick house with an elevated brick and stone foundation (Appendix B). The building has an ell shaped footprint; wide across the front (south) façade at Central Avenue with a rear wing at the west end of the property. The building is capped by a shallow pitched hip roof. The building has two buff brick chimneys (which appear to have been rebuilt) which flank the east and west slopes of the roof. Paired and single brackets emphasize the deepness of the eaves.

The building has a symmetrical façade. It is comprised of three bays, with the central bay slightly projecting. This is emphasized by a gable peak in the roof, with a round louvered opening, or oculus, in the attic storey. On the main floor, the entry door is located in the central bay. The door itself appears to have been replaced, but is still a wood door with lights in the upper third. A fluted wood entablature has been applied to the exterior of the front entry, which is not believed to be original. Two-over-two wood windows are located in the bays flanking the entry door, as well as in the upper storey. Window openings are emphasized by the radiating brick voussoirs which form the segmented arch of the opening. Most windows feature louvered wooden shutters, affixed to the façade, which maintain the segmented arch shape of their openings. Brickwork detailing is also found on the painted brick masonry in the four-course string course, a projecting course for the frieze band, quoins corners of the building, and at the basement level.

The building has grand proportions. The basement is approximately eight feet in height, which is unusual for historic buildings. The main storey has ceilings nearly 12 feet in height, with 14 feet ceilings in the upper storey. This is very unusual for a private home.

Because of the building's elevated basement, the main entry is accessed via a pair of staircases which lend a formal approach to the main door. These wooden steps feature a metal railing, which is not original, but contributes to the formal sense of approach to the main entry door.

The building is set on the middle of the property, with a semi-circular driveway accessed by two entrances off of Central Avenue. The driveway is gravel, and the island which is created by the driveway is landscaped. The building was formerly flanked by garages to each side, which were removed in late autumn 2017.

All that remains of the interior is a small portion of the robust egg-and-dart plaster moulding and two marble fireplaces. The remainder of the building has been gutted to expose its structure.

The building has an unusual structure. Previous reports on this building indicated it had a triple wythe brick structure, which would have been typical for its 1880s construction. However, a structural review by Santarelli Engineering Services (report, dated May 25, 2018) identified a very unusual structural type for this building. The structure was described as:

*The existing 2 storey century home consists of rubble foundations, 2 wythes of clay bricks at the perimeter and with interior wood floor framing. The brick wythes are separated by a 2" cavity with the interior wood framing bearing on the interior wythe of brick.*

*The existing floors are framed using a mixture of conventional wood framing with timber joists at the rear and non-conventional cantilevered timber joists at the front. The connections are predominantly friction fit.*

*At the time of the review, the supporting structure including floor joists, roof rafters and load bearing walls were exposed. Sample penetrations were made in the existing brick for review (Santarelli Engineering Services, Structural Review Private Residence at 172 Central Avenue, report dated May 25, 2018).*

This structure type is unusual. Additionally, individual timber members have evidence of fire damage or charring.

#### **1.4 Property History**

Euro-Canadian history of the subject property begins with John Kent, who purchased a 200-acre plot in 1824 (Lot 2, east of the Wharnccliffe Highway, or Lot 15, Concession I of the former London Township). This included the land from Carling Street to John Street, between Richmond Street and across the Thames River to the Wharnccliffe Highway (Armstrong 1990). John Street and Kent Street are named for John Kent (Priddis 1909);

Lichfield (Litchfield) Street was originally named for John Kent's Staffordshire home (London Public Library). Lichfield Street was renamed Central Avenue in about 1898.

The subject property was included in the 1840 annexation, or "new survey," of the City of London. Maps from the 1840s show no surveyed lots or roads open north of Market Street (now Albert Street). By the 1850s, more of the Kent Farm was being subdivided for development in anticipation of the arrival of the railroad, and a portion including the subject property was sold to D. B. Strathy. Registered Plan 118(W) was registered in 1856. However, it was unlikely it inspired much development as London plunged into a deep recession in 1857 that continued into the 1860s (Armstrong 1986, 83-85).

Information from the City Directory indicates that the lots remains vacant, with most development occurring in the surrounding area during the 1870s-1880s. The subject property at 172 Central Avenue was is recorded in the streets directory of the City Directory (1881-1882) as "vacant;" however, the business directory records its occupant, Dr. Oronhyatekha (see Section 1.4.1). A building is also recorded on the property in the 1881, revised 1888 *Fire Insurance Plan* (see Appendix C, Figure 3). With this information, the construction of the building is dated as circa 1882.

The building located at 172 Central Avenue has charred timbers used in its construction. This charring is not found in specific areas of the building, but spread throughout. This suggests that the timbers weren't burnt in their present installation, but as a previous structure (see Appendix B, Image 7). In February 1879, the Carling & Co. Brewery burnt (Brock 2011, 110). It is believed that timbers salvaged from the damaged Carling Brewery were reused in the construction of the building at 172 Central Avenue.

The subject property was subsequently included in Registered Plan 238 (W) for C. W. Kent Estate and Others in 1891. This Registered Plan renumbered the lots, and created the lot fabric seen in the landscape today.

The subject property was featured in the *London Free Press* in the article, "Escape March of Progress: Pioneer Homes Stand Firm" (June 30, 1962) (see Appendix B, Image 1). The then property owners, Mr. & Mrs. F. Boulton, were noted for their efforts to hire an English craftsman to restore the original ornate ceiling building.

The property is also associated with Tony Urquhart (b.1934), who lived at 172 Central Avenue from 1968 until 1972. Tony Urquhart was the first Artist-in-Residence at the University of Western Ontario (now Western University). He is the co-founder of the Canadian Artist Representation/Frontes des Artistes Canadiens, and is known for his distinctive "box" style of paintings and sculptures as one of Canada's pioneering abstractionists. He was inducted into the Order of Canada in 1995.

#### **1.4.1 Dr. Oronhyatekha**

*Dr. Oronhyatekha: Security, Justice, and Equality* (2016), the recently published book by Keith Jamieson and Michelle A. Hamilton, comprehensively articulates Dr. Oronhyatekha's legacy. This book formed the basis of historical research on Dr. Oronhyatekha.

Oronhyatekha ("Burning Sky" or "Burning Cloud" in Mohawk), or Peter Martin, was a significant figure in Canadian Indigenous history. He rose to prominence in medicine, sport, politics, business, fraternalism, and social reform. He was one of the first Indigenous medical doctors to achieve accreditation and to practice in Canada, and the first Indigenous person to attend Oxford University.

Born in 1841 on the Six Nations Reserve near Brantford, Ontario, Oronhyatekha was sent to the Mohawk Institute where he trained as a shoemaker. He attended the Wesleyan Academy in Massachusetts and Kenyon College in Ohio before returning to teach at Tyendinaga on the Bay of Quinte (his mother's home community).

He was selected by the Six Nations of the Grand River Council to give the welcoming address to the Prince of Wales during his visit in 1860. Through this opportunity,

Oronhyatekha gained an introduction to Dr. Henry Acland, personal physician to the Prince of Wales on his tour of Canada and the United States, who recommended he study medicine at Oxford University. Oronhyatekha pursued his education at Oxford University but he did not stay in England long and completed his studies at the University of Toronto, where he earned his medical degree in 1866 – the second Indigenous Canadian to become a practicing doctor.

As a qualified doctor, Dr. Oronhyatekha opened practices at Frankford, Stratford, Tyendinaga, Buffalo, London, and Toronto. Dr. Oronhyatekha was appointed as the doctor to the people of the Oneida Nation of the Thames in either 1875 or 1876 (Jamieson and Hamilton 2016, 128). He also opened a medical practice in London (first at 390 Richmond Street, later moving to the Masonic Hall at 371 Richmond Street), advertising himself as a specialist in cancer treatment, and diseases of the nerves, throat, and lungs (Jamieson and Hamilton 2016, 128).

Dr. Oronhyatekha lived at 264 Oxford Street East in 1876-1877 (City Directory), and 573 Dundas Street in 1880-1881 (City Directory), before moving into the newly constructed house at 172 Central Avenue as recorded in the 1881-1882 City Directory.

During his time in London, Dr. Oronhyatekha belonged to a number of fraternal and social organizations. In 1876, he was invited to join the International Order of Foresters (IOF) by Chief Ranger Robert Cordes. Membership was restricted to white adult males, however special dispensation was given to allow Dr. Oronhyatekha, a Mohawk, to join the International Order of Foresters (Jamieson and Hamilton 2016, 153). Dr. Oronhyatekha, speaking on his motivation to join the IOF, “They told me that an Indian could not be a member... That was enough for me; I had to get in” (Jamieson and Hamilton 2016, 180).

These associations included: International Order of Good Templars, the Loyal Orange Association, the Masons, and the Independent Order of Foresters. In 1878, he joined the Dufferin Court of the Independent Order of Foresters (Ancient Order of Foresters). And in 1879 he was elected by the membership as High Chief Ranger of the Ontario High Court and the first Supreme Chief Ranger in 1881 (Jamieson and Hamilton 2016, 160; Taillon 2002).

In 1889, when the Independent Order of Foresters head offices relocated from London to Toronto, Dr. Oronhyatekha closed his medical practice, resigned his position as medical attendant to the Oneida Nation of the Thames, and moved to Toronto (Jamieson and Hamilton 2016, 160). Dr. Oronhyatekha wrote that the IOF reluctantly decided to leave London, which he identified as the “cradle of Independent Forestry in Canada,” and “so many tried and true Foresters” who had stood by the organization in its early turmoil (Jamieson and Hamilton 2016, 227).

From its origins in London, Dr. Oronhyatekha continued to grow the International Order of Foresters. The organization started with 369 members, and at the time of his death in 1907, the International Order of Foresters had nearly 250,000 worldwide members (Jamieson and Hamilton 2016, 189). The success of the International Order of Foresters is often attributed to its “fraternal plus insurance” program, which included life and disability insurance, a pension, sick benefits, and a sum to pay for funerals (Jamieson and Hamilton 2016, 200). His impact is summarized as,

*By 1900, many fraternal societies had let their insurance plans lapse, but the IOF continuously improved its policies and expanded its membership base to make it the most successful fraternal insurance in Canada. Starting with a debt of \$4,000 in 1881, by Dr. Oronhyatekha’s death in 1907, the IOF had accumulated over 10 million dollars in funds. Like other fraternal organizations with insurance plans that survived the nineteenth century, the IOF became more like commercial insurance companies by maintained its fraternal rituals (Jamieson and Hamilton 2016, 200).*

Dr. Oronhyatekha believed in the equality of men and women, and advocated for the admission of women as full members in the International Order of Foresters – a proposal that was initially defeated but women were eventually allowed to join the International Order of Foresters by the 1890s (Jamieson and Hamilton 2016, 206). Jamieson and Hamilton write, “despite the IOF membership’s acceptance – even celebration – of Dr. Oronhyaetkha’s native ancestry, applicants with ethnic or racial backgrounds other than White generally fared less well. Although clauses banning non-whites from joining was not reinstated during the 1881 reorganization, there was little discussion of race in IOF documents” (208). The legacy of Dr. Oronhyatekha is used in the promotion of Foresters Financial, and highlighted in promotional materials (*London Free Press* 1949, *Macleans* 1951).

Dr. Oronhyatekha’s importance in London was not forgotten either. He participated in the Old Boys Reunions, including an advertisement in the 1900 Old Boys Reunion (see Appendix C, Figure 8). Well after his death in 1907, Dr. Oronhyatekha is remembered in a 1935 article in the *London Free Press* by Myrtle E. Home stating,

*During his stay in London he took a prominent position in medical circles. He was outstandingly successful in the treatment of nervous diseases and of the throat and lungs. To his natural ability as a medical practitioner he brought a mind well stored with medical learning and with an experience which many envied. He kept himself, at all times, well posted with the progress made by science, in his work and thus built up for himself a reputation which will live through the years.*

Dr. Oronhyatekha is described in the plaque erected in his honour in the Allan Gardens by Heritage Toronto,

*As one of the great builders of the fraternal movement in North America, Dr. Oronhyaetkha was widely accepted as a distinguished leader in Canada. His success in Victorian society was founded on the Mohawk values in which he believed, including the principles of reciprocity between people and the institutions they create. While inhabiting two worlds, he remained true to his Mohawk principles, heritage and language.*

The Historic Sites and Monuments Board of Canada designated Dr. Oronhyaetkha as a Person of National Historic Significance in 2001. A plaque was erected at his gravesite in Tyendinaga in 2002. In addition to this national-level recognition:

- 4,000 people attended his funeral at Massey Hall in 1907;
- Oronhyatekha Historical Collection donated to the Royal Ontario Museum (then part of the University of Toronto) in 1911 (only select items accepted);
- Dr. Oronhyatekha celebrated as part of milestone anniversaries of the International Order of Foresters (e.g. 1949);
- Plaque erected by the Ontario Archaeological and Historic Sites Board (subsequently the Ontario Heritage Foundation, now the Ontario Heritage Trust) at his gravesite in Tyendinaga in 1957;
- Induction in the Canadian Indian Hall of Fame in 1966;
- Oronhyaetkha Challenge Cup revived by the Prince Edward Yacht Club and Mohawk Chiefs at Tyendinaga in 1976;
- Plaque erected to Dr. Oronhyatekha in Allan Gardens, Toronto by the Toronto Historical Board (now Heritage Toronto) in 1995;
- The Royal Ontario Museum and the Woodland Cultural Centre curated an exhibition called *Mohawk Ideals, Victorian Values* which featured his museum collection in 2002;
- Home at 209 Carlton Street in Toronto is included as part of Cabbagetown Northwest Heritage Conservation District (2008);
- Inducted to the Loyal American Hall of Fame in 2007 by the Bay of Quinte Branch of the United Empire Loyalists Association of Canada;
- Dr. O Laneway in Cabbagetown, Toronto; and,
- His biography included in the Dictionary of Canadian Biography (Volume XIII) (see Appendix C).

### 1.5 Italianate Architectural Style

Architectural historians have mused on the design of Dr. Oronhyatekha's house at 172 Central Avenue.

In *The History of the County of Middlesex* (1889), Goodspeed identifies "very fine residences in London worth seeing" including Dr. Oronhyaetkha's on Litchfield Street (229) (see Appendix C, Figure 7).

In *The Historic Heart of London* by John Lutman (1977), he noted the property at 172 Central Avenue,

*Other domestic structures of note are at 172 Central Avenue and 93-95 Maple Street. The Central residence is of historical significance to Canada's Indians. It was first built and occupied by Oronhyatekha, the great Indian doctor, in ca. 1883. He was born in Brant County on the Six Nations Reserve in 1841. He graduated from the University of Toronto and studied medicine at Oxford University, and practiced in London, Ontario from 1875 to 1889. In 1881 he was elected the Supreme Chief Ranger of the Independent Order of Foresters and later moved to Toronto. A domestic structure in the Classical style, it has been remodelled by its present occupant, Anthony Urquhart, a local artist (pp.32-33, see Appendix C, Figure 9).*

The building was featured in the Architectural Conservancy Ontario – London Region's annual Geranium Heritage House Tour in 1988 – "Talbot Tour II." Many of the home's unique qualities are emphasized in the description for 172 Central Avenue included in the tour booklet:

*The Italianate house at 172 Central has an usually interesting history and design. It may have been relatively new when it was recorded on the insurance map of 1881. Its first known resident was Oronhyatekha, a Mohawk Indian from the Six-Nation Reserve, who after study at a variety of schools including Toronto and Oxford Universities, practices medicine in several Canadian towns. He lived in London from 1874 to the late 1880s, gaining recognition as an especially skilled and learned physician.*

*From the outside, the house might seem to resemble several others built in London during the 1870s and early 1880s. Its symmetrical two-storey façade has three bays, with segmental arches over the windows and the centre complexes of doors and sidelights. There are brick quoins at the corners of the main block and also at the corners of the projecting frontispiece. Inside, however, one discovers the house to have a character very much its own. It is unique in several respects:*

- 1) In plan. Most house of this design are two rooms deep with a main stairway rising parallel to a long centre hall. Here, the main block is only one room deep, and the stairway turns to run along the back wall. This arrangement originally allowed three upstairs bedrooms along the front of the house.*
- 2) In interior architectural fittings. A number of characteristics contribute to the elegance of the central hall and the two rooms that open off of it. All have very generous proportions, their height (11 ½') is emphasized by the extraordinarily high doors leading into what were probably, in their first use, a parlour and a dining-room respectively. (The present doors are the original ones, though they have been cut in half). The egg-and-dart design of the cornice is not typical of houses of this period, but its unusually large size and robust qualities suggest that it may be original. The bulbous qualities of the "eggs" in the mouldings is echoed by the spherical projections in the mantel of the west room. Subsequent fittings have enhanced the building's original elegance they include the valance boxes and, most likely, the downstairs newel post (compare the original newel post and spindles on the second floor). The back wing, which probably housed a kitchen and summer kitchen in 1881, has been made into a dining room and more modern kitchen. Note the unusually low doors here. The present owner, Mr. G. Robyn, has conscientiously copied the moulding of the valance boxes in extending their line across the rest of the room.*

- 3) *In construction. The stone foundation of the house is three feet thick. The brick walls are three layers thick. The beams supporting the stairwell measure 6"x6". The roof rafters comprise three trunks split in half. When Mr. Robyn cut a new door through a bedroom wall, he discovered that even interior partitions were composed of vertical 3" x 12" or 3" x 14" planks of hemlock! The house clearly has substance as well as style (see Appendix C, Figure 10).*

Leighton (2016) describes the Dr. Oronhyatekha's house at 172 Central Avenue as, *After several moves, he designed a handsome structure befitting his community status on the north side of Litchfield Street, now the section of Central Avenue west of Richmond Street, where it still stands. Its interior dimensions were described by one architect as "Brobdingnagian." Designed to accommodate Oronhyatekha's robust frame, its eleven-foot ceilings and nine-foot doors fitted his height and bulk: he was well over six feet tall and weighed more than 250 pounds.*

Italianate houses are typically characterized in deference to Gothic or Victorian archetypes, stoic simplicity contrasting to exuberance. The Italianate style emphasized traditional Georgian balance and square shapes, but richer in ornamentation like quoins and brackets. John Blumenson attributes the Ontario vernacular version of the Italianate style to a "synthetic eclecticism" that was introduced by *The Canada Farm Journal* in 1865 (Blumenson 1990, 58). Combinations of architectural details were easily added or removed from standard types, lending applicability to rural or urban locales. "It satisfies the desire to be modern or up-to-date with Italianate features, but not lavishly so" (Blumenson 1990, 59).

Being "up-to-date" would have been a priority for Dr. Oronhyatekha to reflect his position as Supreme Chief Ranger of the International Order of Foresters in his new home.

## **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."

The *Provincial Policy Statement* (2014) defines "conserved" as: "Means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is maintained under the *Ontario Heritage Act*. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments."

### **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). Owner consent is not required for designation under the *Ontario Heritage Act*.

### 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.

Applicable policies include:

- Policy 563\_: *In conformity with the Urban Regeneration policies in the Our City part of this Plan, initiatives will be taken to support the adaptive re-use of cultural heritage resources to facilitate economic revitalization of neighbourhoods and business areas.*
- Policy 565\_: *New development, redevelopment, and all civic works and project 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.*
- Policy 566\_: *Relocation of cultural heritage resources is discouraged. All options for on-site retention must be exhausted before relocation may be considered.*
- Policy 567\_: *In the event that demolition, salvage, dismantling, relocation or irrevocable damage to a cultural heritage resource is found necessary, as determined by City Council, archival documentation may be required to be undertaken by the proponent and made available for archival purposes.*
- Policy 568\_: *Conservation of whole buildings on properties identified on the Register is encouraged and the retention of facades alone is discouraged. The portion of a cultural heritage resource to be conserved should reflect its significant attributes including its mass and volume.*
- Policy 569\_: *Where, through the specific process established in the Specific Policies for The Protection, Conservation and Stewardship of Cultural Heritage Resources section of this chapter and in accordance with the Ontario Heritage Act, it is determined that a building may be removed, the retention of architectural or landscape feature sand the use of other interpretive techniques will be encouraged where appropriate.*

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

## 2.4 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. The property at 172 Central Avenue considered to have potential cultural heritage value or interest as a heritage listed property.

Priority levels were assigned to properties included in the *Inventory of Heritage Resources* (Register) as an indication of their potential cultural heritage value. Priority 1 properties are:

*Priority 1 buildings are London’s most important heritage structures and all merit designation under Part IV of the Ontario Heritage Act. They are worthy of protection through whatever incentives may be provided in terms of zoning, bonusing, or financial advantages and may be designated without owner’s consent. This group includes not only landmark buildings and buildings in pristine condition, but also lesser well-known structures with major architectural and/or historical significance and important structures that have been obscured by alterations which are reversible (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

### 3.1 Site Visit

The property owners invited the Heritage Planner to a site visit, including interior access, to the property to observe the existing conditions of the structure. The site visit occurred on May 1, 2018. The Heritage Planner was accompanied by two of the property owners and a representative of the structural engineer.

### 3.2 Demolition Request

The property owners submitted their written notice of intention to demolish or remove the building located at 172 Central Avenue which was received June 15, 2018. Municipal Council must respond to the demolition request for a heritage listed property within 60 days, or the request is deemed permitted. 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 (PEC).

The 60 day period for the demolition request for the property at 172 Central Avenue will expire on August 14, 2018.

A “Structural Review Private Residence at 172 Central Avenue” report prepared by Santarelli Engineering Services (dated May 25, 2018), was submitted to the Building Division by the property owner. The report was forwarded by the Building Division to the Heritage Planner.

## 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).

#### 4.2 Evaluation

Table 1: Evaluation of the property at 172 Central Avenue using the criteria of O. Reg. 9/06.

Criteria of O. Reg. 9/06	Yes/No
Is a rare, unique, representative or early example of a style, type, expression, material or construction method	Yes
Displays a high degree of craftsmanship or artistic merit	No
Demonstrates a high degree of technical or scientific achievement	No
Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	Yes
Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	Yes
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	No
Is important in defining, maintaining or supporting the character of an area	Yes
Is physically, functionally, visually or historically linked to its surroundings	No
Is a landmark	No

##### 4.2.1 Physical/Design Values

The property at 172 Central Avenue includes a house which is a representative example of the Italianate style in London. Popular in the 1870s-1880s, the Italianate style was at the height of its popularity when the house at 172 Central Avenue was constructed in about 1882.

The house has a symmetrical two-storey façade with three bays, where the central bay slightly projecting, which is typical of the Italianate style. However, the remaining design qualities of the house are unusual. It is narrow with its broadest façade facing Central Avenue to make the home appear larger and grander. The two storey house is very tall, emphasizing the verticality of the Italianate style in the elevated basement and formal approach up to the main entry door, nearly twelve foot ceilings on the main floor, and fourteen foot ceilings on the second storey. These design characteristics are often attributed to Dr. Oronhyatekha's robust stature.

The house demonstrates a high degree of integrity with respect to the Italianate style and its vertical emphasis in the design treatment of the façade, as it retains a number of original features, including: symmetrical façade, wooden two-over-two windows, paired and single brackets at the eaves, brick quoins, brick string course, brick voussoirs, brick frieze, shallow hipped roof, and slightly projecting central bay with gable and round louvered opening.

The property is not considered to have a degree of craftsmanship or artistic merit greater than another property that could be considered representative of the Italianate style. It contains a sufficient degree of craftsmanship to be considered a representative example of the Italianate style.

The property demonstrates a degree of technical achievement through the unconventional structural and construction methods used. However, it is not clear if these were intentional design features which represent a technical achievement, or the inverse.

#### **4.2.2 Historical/Associative Values**

Dr. Oronhyatekha (1841-1907) is a person of National Historic Significance with direct historical associations to the property at 172 Central Avenue. He and his family lived in the house at 172 Central Avenue in its first occupancy in about 1882 until 1889. Dr. Oronhyatekha is often attributed as having a hand in the design of the house at 172 Central Avenue, as demonstrated in its tall ceilings, robust detailing, and prominent street-facing presentation to emphasize the prestige of the address. London is important in an understanding of Dr. Oronhyatekha's significance as he was living in London when he first joined the International Order of Foresters as well as when he became its Supreme Chief Ranger. Dr. Oronhyatekha cited London as the "cradle" of the International Order of Foresters. Dr. Oronhyatekha was remembered by Londoners well after his departure from London and death in 1907.

The house at 172 Central Avenue is associated with the International Order of Foresters as the home of its first Supreme Chief Ranger, Dr. Oronhyateka. The fashionable Italianate style of the house reflects the grandness and stature of a community leader, like Dr. Oronhyateka.

The property is also associated with Tony Urquhart (b.1934), who lived at 172 Central Avenue from 1968 until 1972. Tony Urquhart was the first Artist-in-Residence at the University of Western Ontario. He is the co-founder of the Canadian Artist Representation/Frontes des Artistes Canadiens, and is known for his distinctive "box" style of paintings and sculptures as one of Canada's pioneering abstractionists. He was inducted into the Order of Canada in 1995.

The property at 172 Central Avenue has the potential to yield information on an understanding of Mohawk ideals and Victorian values as reflected in the home of Dr. Oronhyatekha.

#### **4.2.3 Contextual Values**

The property at 172 Central Avenue is important in defining the character of the North Talbot area. The North Talbot area is characterized by homes primarily in the 1870s and 1880s which reflect popular architectural styles of the time. The prominent design values of the house allow it to define this character.

The property is physically, functionally, visually, and historically linked to its surroundings in the same manner that a historic building would be, but not considered to be in a significant manner.

The property is not considered to be a landmark.

#### **4.4 Comparative Analysis**

The Italianate architectural style is popular, particularly within London's East and West Woodfield Heritage Conservation Districts. The property at 172 Central Avenue demonstrates a high degree of integrity as it retains many original attributes of its Italianate style. Additionally, the property has direct historical associations that further emphasize its significant cultural heritage value.

#### **4.3 Building Condition**

A "Structural Review Private Residence at 172 Central Avenue" report prepared by Santarelli Engineering Services (dated May 25, 2018), was submitted to the Building Division by the property owner. The report was forwarded by the Building Division to the Heritage Planner.

The Building Division provided the following:

*The report outlines the current condition of the building based on a visual inspection, it is noted that the inspection was limited in scope due to areas that were not visible; some intrusive investigation was performed however. The building is in poor shape; this is based on the age of the building, the original method of construction used and improper structural changes that were made in previous years.*

*The report mentions areas of the structure that require immediate attention. There are signs of deterioration to the load-bearing brick, structural wood members, concrete and mortar, but there appears to be little or no interior deterioration from external weather conditions. Repairs to buildings in this condition are possible.*

*The repairs would include shoring up the walls and floors to maintain the structural integrity of the interior framing of the building. Exterior bracing to the brick may also be required due to a 2" separation between the interior and exterior wythes of brick. There are two levels of repair open to the owner; the minimum repair option would most likely not facilitate re-occupancy of the building due to the shoring material that would need to stay in place on the inside. The other would be a more detailed restoration involving repair and replacement of structural members. Both possibilities would alleviate the unsafe conditions that are currently present and both would require a Building Permit.*

#### **4.4 Consultation**

Pursuant to the Council Policy Manual for demolition of a heritage listed property, notification of the demolition request was sent to 129 property owners within 120m of the subject property on June 27, 2018, as well as community groups including the Architectural Conservancy Ontario – London Region, the London & Middlesex Historical Society, the Urban League, and the North Talbot Community Association. Notice was also published in *The Londoner* on June 28, 2018.

#### **4.5 Heritage Community Improvement Plan**

The Heritage Community Improvement Plan (Heritage CIP) offers two grant programs to address some of the financial impacts of heritage preservation by offering incentives that promote building rehabilitation in conjunction with new development. The Tax Increment Grant provides the registered owner a refund on the increase in the municipal portion of the property tax ensuing from a reassessment as a result of a development or rehabilitation project related to an intensification or change of use which incorporates a designated heritage property. The second incentive is a Development Charges Equivalent Grant which is issued when a designated heritage property is preserved and rehabilitated in conjunction with a development project relating to an intensification or change of use.

A property must be designated under the *Ontario Heritage Act* to be able to access the grant programs of the Heritage CIP.

Financial support would help to see this significant built heritage resource retained. Unfortunately, the programs of the Heritage CIP (tax increment grant and development charges rebate) have limited applicability for 172 Central Avenue.

### **5.0 Conclusion**

Our cultural heritage resources are non-renewable. Once demolished, they are gone forever. These cultural heritage resources can be tangible links to our past in a changing environment, and maintain a sense of place in an authentic manner.

The evaluation of the property at 172 Central Avenue found that the property meets the criteria for designation under Section 29 of the *Ontario Heritage Act* (see Statement of Cultural Heritage Value or Interest in Appendix D).

To ensure the conservation of this significant built heritage resource, the property at 172 Central Avenue should be designated under Part IV of the *Ontario Heritage Act*.

<b>Prepared by:</b>	<b>Kyle Gonyou, CAHP Heritage Planner</b>
<b>Submitted by:</b>	<b>Gregg Barrett, AICP Manager, Long Range Planning &amp; Research</b>
<b>Recommended by:</b>	<b>John M. Fleming, MCIP, RPP Managing Director, Planning and City Planner</b>
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning Services.	

July 4, 2018  
KG/

- Appendix A Property Location
- Appendix B Images
- Appendix C Historical Information
- Appendix D Statement of Cultural Heritage Value of Interest
- Appendix E Heritage Attributes

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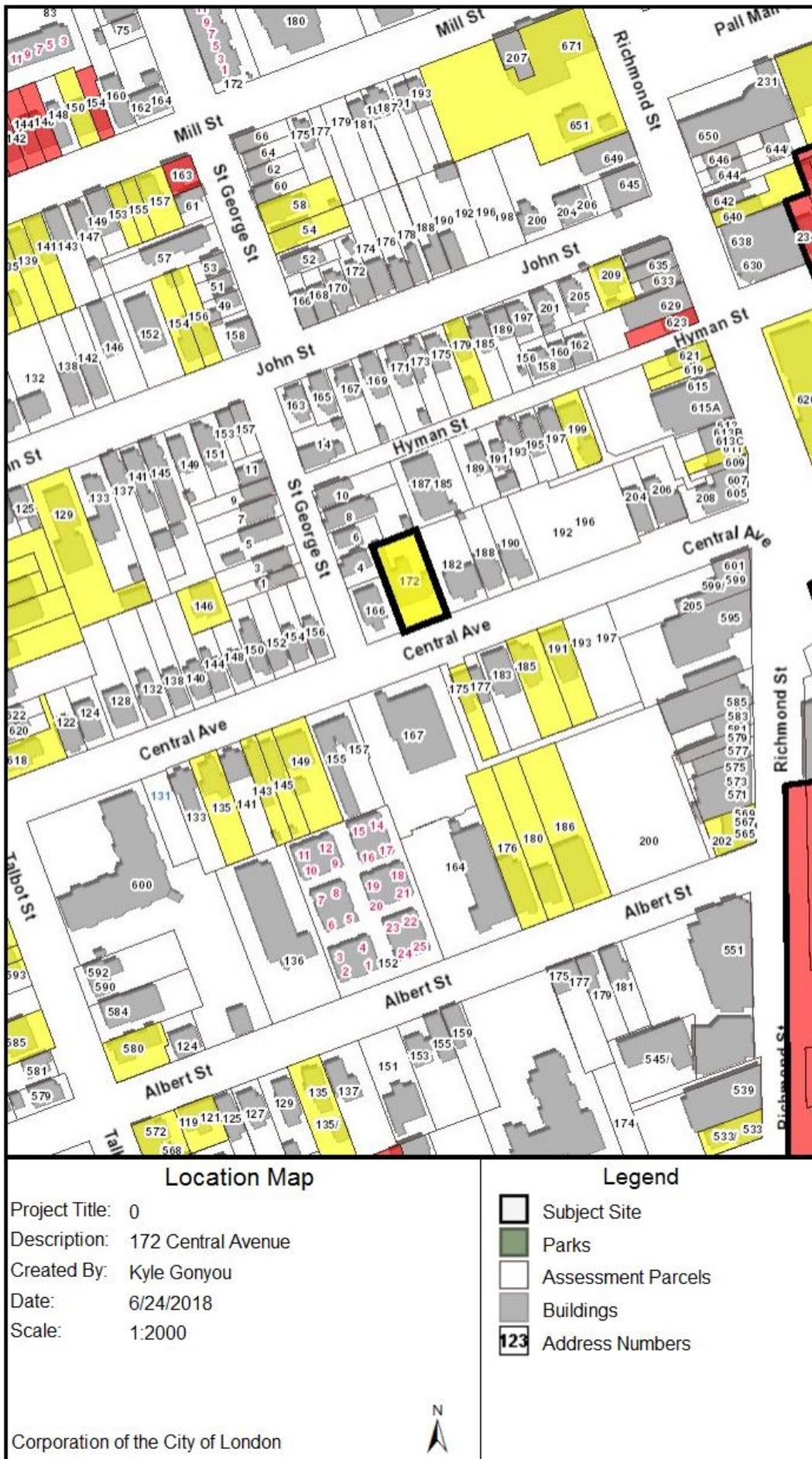
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**Appendix A – Property Location**



Note: Heritage listed properties are shaded yellow and heritage designated properties are shaded red.

Appendix B – Images



*Image 1: Photograph of the property at 172 Central Avenue that was included in the London Free Press article "Escape March of Progress: Pioneer Homes Stand Firm" (June 30, 1962).*



*Image 2: Photograph of the property at 172 Central Avenue in 1977 by John Piccur.*



*Image 3: Photograph of the property at 172 Central Avenue in 2002.*



*Image 4: Photograph of the property at 172 Central Avenue on March 20, 2017.*



*Image 5: Photograph of the main façade of the building located at 172 Central Avenue on May 1, 2018.*



*Image 6: Perspective view looking northwest, showing the main (south) and east facades of the building located at 172 Central Avenue and its relationship to Central Avenue on May 1, 2018. Note the garage structure visible in Image 4 has been removed.*



*Image 7: Photograph of the interior of the building at 172 Central Avenue; lath and plaster has been removed to reveal the structure of the building. Note the inconsistent charring of the timber members, which suggests that the wood was charred before its assemblage in this building (May 1, 2018).*



*Image 8: Detail of the small portion of the egg-and-dart plaster moulding which remains on the interior of the building located at 172 Central Avenue (May 1, 2018).*





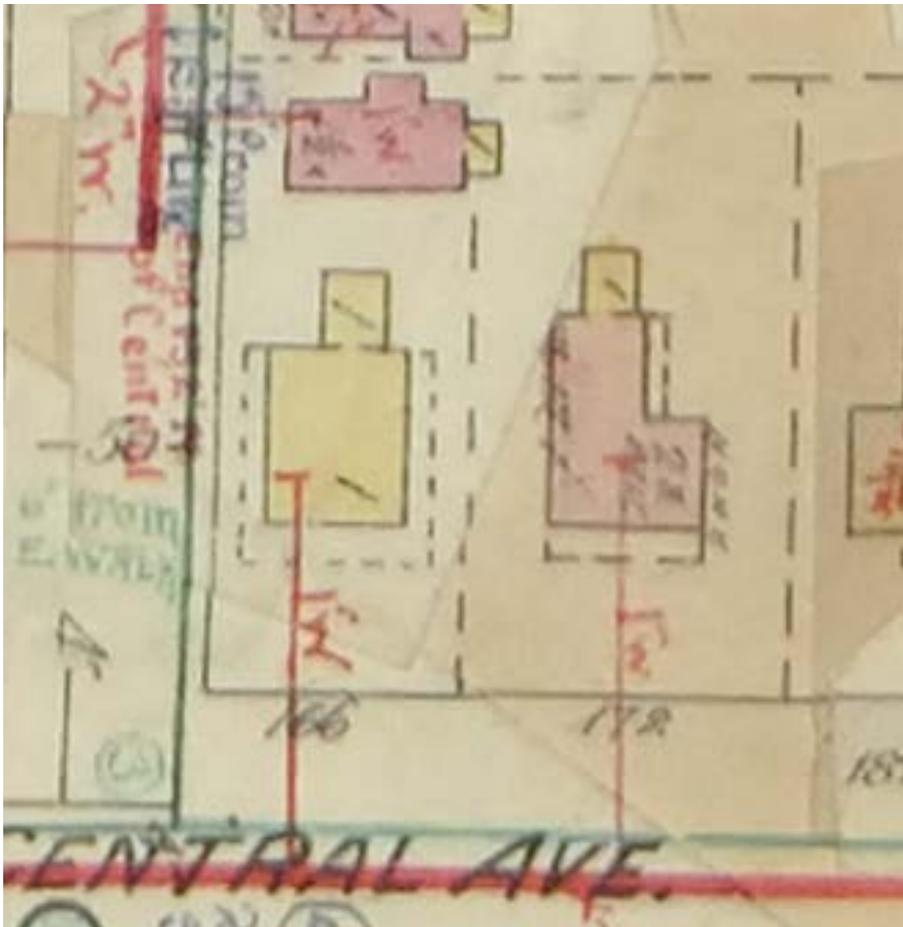


Figure 4: Detail of Sheet 29 of the 1892, revised 1907 Fire Insurance Plan showing the property at 172 Central Avenue. Courtesy Western Archives.

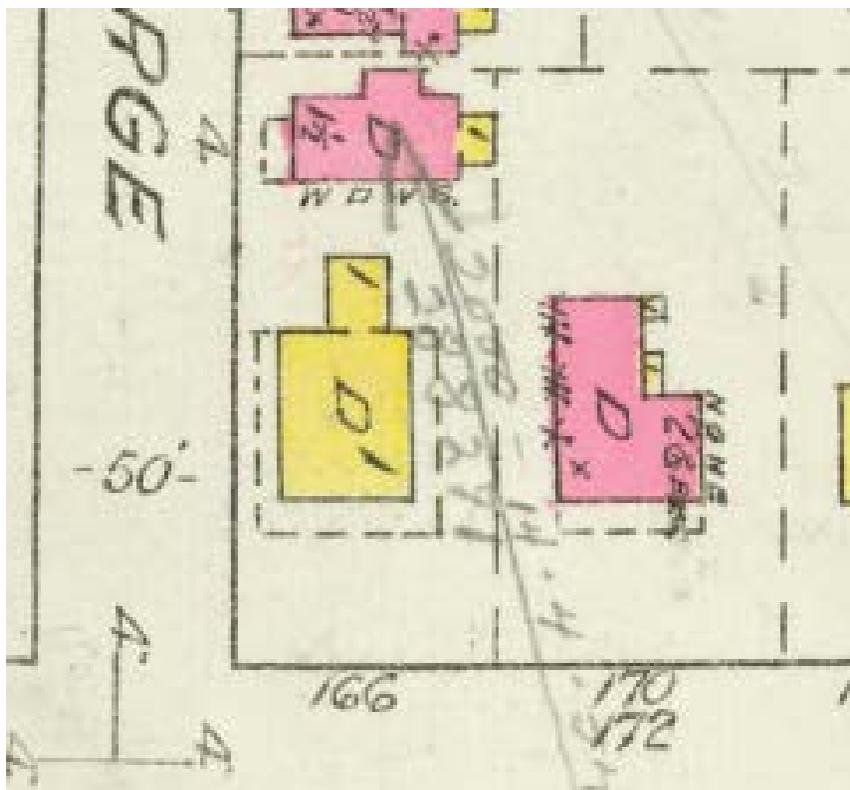


Figure 5: Detail of Sheet 29 of the 1912, revised 1915 Fire Insurance Plan showing the property at 172 Central Avenue. Courtesy Western Archives.

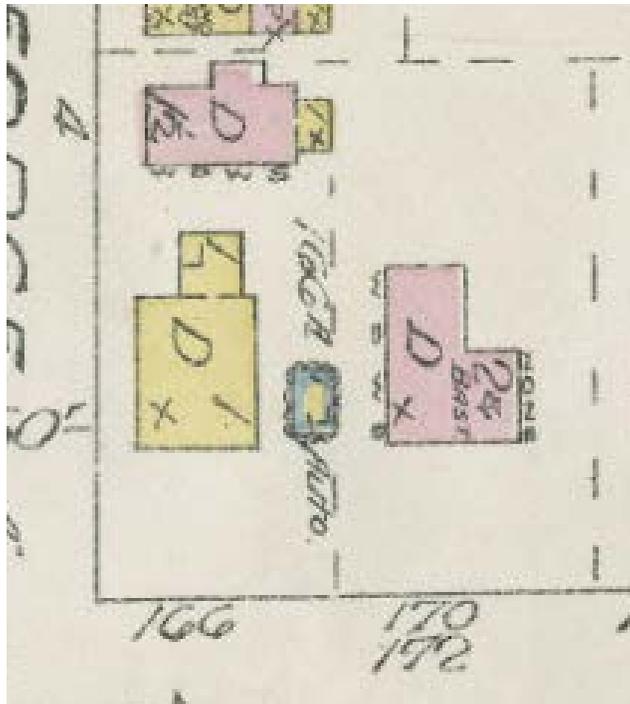


Figure 6: Detail of Sheet 29 of the 1912, revised 1922 Fire Insurance Plan showing the property at 172 Central Avenue. Courtesy Western Archives.

Alfred Robinson, Walter Bartlett, W. J. Edge, Colonel Aymer.

There are many other very fine residences in London worth seeing, but it is hardly possible to give a full list. Among the principal are those of Colonel Peters, on Maple street; Dr. Brown, on Kent; Josiah Blackburn, W. R. Meredith, Mr. McKinnon, James Magee and R. Bayly, on Albert street; John McNee, J. D. Anderson, Mrs. Moore, Wm. E. Saunders, James Reid, Robert Reid, jr., and George McNab, on Central avenue; S. Macdonald, Dr. Oronhyatekha, Chas. Kent and Joseph Jeffrey, on Lichfield street; Bishop Baldwin and Geo. Robinson, on St. James street; Mrs. E. W. Hyman, on Sydenham; St. John Hyttenrauch, J. D. Sharman and Isaac Danks, on Richmond street; Wm. Percy and Samuel Flory, on Grosvenor street; Henry Becher and John Puddicombe, Huron College and Principal Fowell's residence, on George street; Chief Williams, on Colborne street; Nathaniel Reid, on Waterloo street; Alex. Johnston, on Colborne street; the Sacred Heart Convent, on Dundas street; Samuel Glass and M. Masuret, on Wellington street; George Taylor, on Adelaide street; Samuel Crawford, V. Cronyn. Rev. J. H. Robinson, Wm. Bowman, Murray Anderson, Ben Higgins, and John B. Murphy, on Dundas street; James D. Smith, W. F. Bullen, Rev. J. B. Richardson, Rowland Dennis and Donald Morrison, on William street; Thomas Muir, David Smith, C. D. Barr, Mrs. Russell Hardy and John Christie, on Waterloo; Sheriff Glass, Ed. Meredith, L. K. Cameron and J. D. McIlwain, on Colborne street; Chas. F. Colwell, Joshua Garrett, Mrs. Macbeth, Thos. Green, M. D. Fraser and A. W. Fraser, on Princess avenue; John Coote, on Oxford street.

Figure 7: Dr. Oronhyatekha's house on Litchfield Street (now 172 Central Avenue) is noted as one of the "very fine residences in London worth seeing" by Goodspeed in *The History of the County of Middlesex* (1889).



Figure 8: Dr. Oronhyatekha promoted himself as “a London Old Boy” in the 1900 London Old Boys’ Reunion. While this may have been a marketing measure to promote membership in the International Order of Foresters as a fraternal benefit society, it nonetheless demonstrates Dr. Oronhyatekha’s affinity to London.

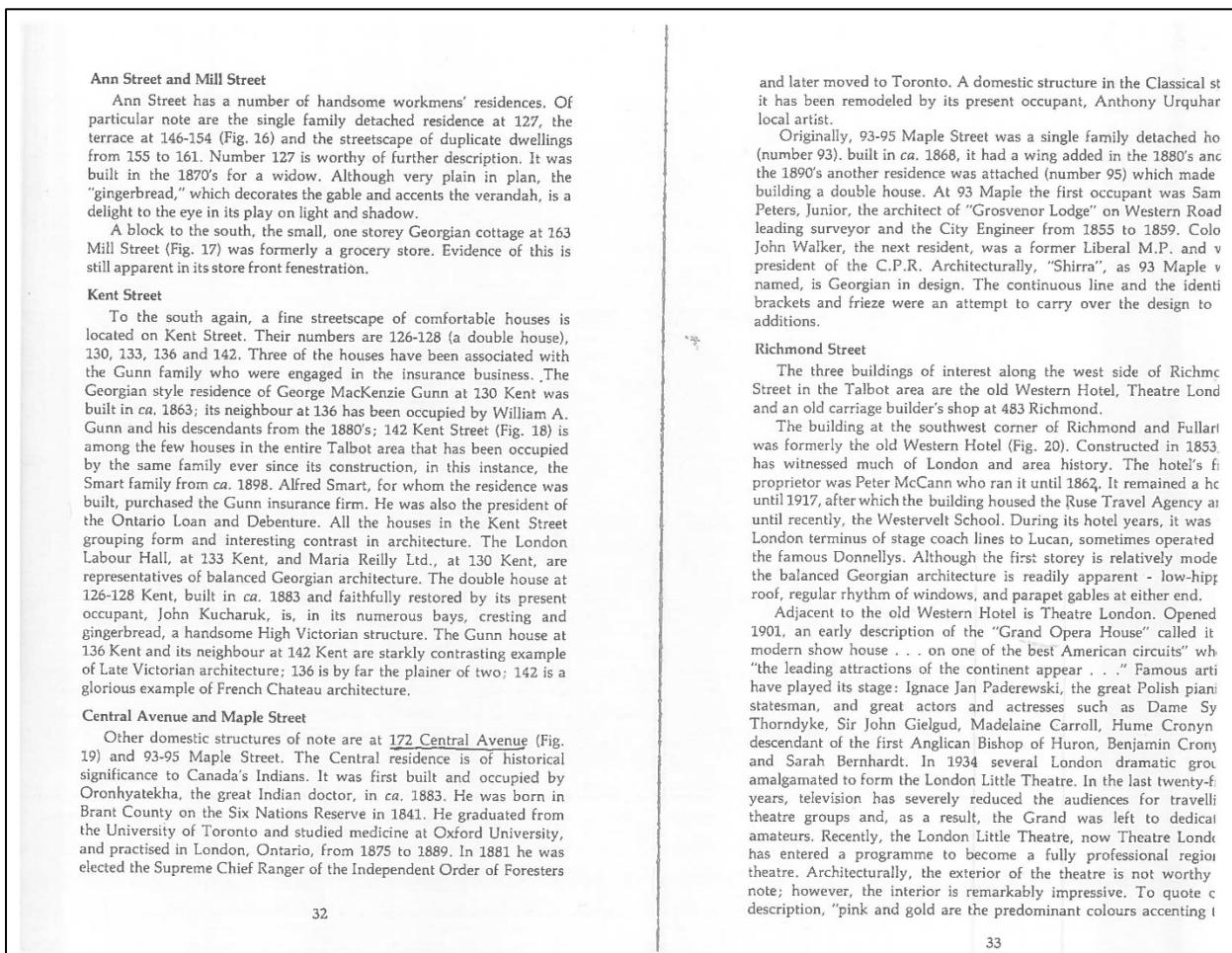
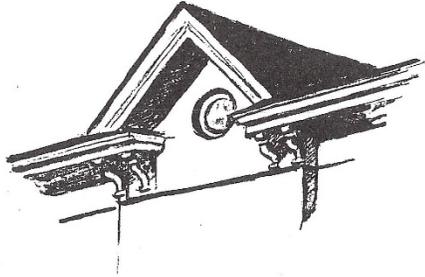


Figure 9: Excerpt from The Historic Heart of London (1977) by John Lutman on the property at 172 Central Avenue (pp. 32-33).

CONTINUE SOUTH ON ST. GEORGE STREET WHICH JOGS SLIGHTLY AT JOHN STREET. AT HYMAN STREET TURN LEFT AND PROCEED TO RICHMOND STREET.

**623 Richmond Street** is another combined home and grocery store. It was built between 1902 and 1906 by the firm of John Moore and Fred Henry. A dining room, a kitchen and a pantry occupied the lower floor behind the store. Upstairs were four bedrooms, a bathroom, and a sitting room. It was built for Mrs. O'Donnell whose son ran the grocery until 1957.

PROCEED SOUTH ON RICHMOND TO CENTRAL AND TURN RIGHT. PROCEED TO 172 CENTRAL AVENUE.



### 172 Central

The Italianate house at **172 Central** has an unusually interesting history and design. It may have been relatively new when it was recorded on the insurance map of 1881. Its first known resident was Oronhyatekha, a Mohawk Indian from the Six-Nation Reserve, who after study at a variety of schools including Toronto and Oxford Universities, practised medicine in several Canadian towns. He lived in London from 1874 to the late 1880s, gaining recognition as an especially skilled and learned physician.

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From the front, the house might seem to resemble several others built in London during the 1870s and early 1880s. Its symmetrical two-storey façade has three bays, with segmental arches over the windows and the centre complexes of door and sidelights. There are brick quoins at the corners of the main block and also at the corners of the projecting frontispiece. Inside, however, one discovers the house to have a character very much its own. It is unique in several respects.

1) In plan. Most houses of this design are two rooms deep, with a main stairway rising parallel to a long centre hall. Here, the main block is only one room deep, and the stairway turns to run along the back wall. This arrangement originally allowed three upstairs bedrooms along the front of the house.

2) In interior architectural fittings. A number of characteristics contribute to the elegance of the central hall and the two rooms that open off of it. All have very generous proportions, their height (11 1/2') is emphasized by the extraordinarily high doors leading into what were probably, in their first use, a parlour and a dining-room respectively. (The present doors are the original ones, though they have been cut in half.) The egg-and-dart design of the cornice is not typical of houses of this period, but its unusually large size and robust quality suggest that it may be original. There are handsome marble mantels in both rooms. The bulbous quality of the "eggs" in the moulding is echoed by the spherical projections in the mantel of the west room.

Subsequent fittings have enhanced the building's original elegance they include the valence boxes and, most likely, the downstairs newel post (compare the original newel post and spindles on the second floor). The back wing, which probably housed a kitchen and summer kitchen in 1881, has been made into a dining room and more modern kitchen. Note the unusually low doors here. The present owner, Mr. G. Robyn, has conscientiously copied the moulding of the valence boxes in extending their line along the rest of the room.

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3) In construction. The stone foundation of the house is three feet thick. The brick walls are three layers thick. The beams supporting the stairwell measure 6" x 6". The roof rafters comprise three trunks split in half. When Mr. Robyn cut a new door through a bedroom wall, he discovered that even interior partitions were composed of vertical 3" x 12" or 3" x 14" planks of hemlock! The house clearly has substance as well as style.

PROCEED WEST ON CENTRAL AVENUE TO TALBOT STREET AND THEN SOUTH ON TALBOT STREET TO ALBERT. TURN LEFT ON ALBERT AND PROCEED TO 121 ALBERT.

### 11. 121 Albert Street

Both sides of this small hip-roofed double cottage have seen a long list of working class inhabitants including a groom, a cigarmaker, a painter, an engraver, and a dress-maker. Directory listings for the address begin around 1878, though it may have been constructed as early as 1862. The entranceway to 121 is lit by sidelights and a transom which are likely original, as is the plaster medallion on the ceiling. The doorway at the other end of the entrance hall has been converted to shelving and a new route through the living room has been established. Doors to two bedrooms (one is now a closet) lead from the dining room which adjoins the living room. A narrow flight of stairs runs from the back corner of the dining room towards the front of the house up the the wall which divides the two sides. To the rear of the dining room are two separate brick additions now in use as a kitchen and a bathroom. A great deal of rehabilitation has been done by the present tenants over the past eight years including recovering and re-hanging most of the building's doors.

PLEASE EXIT THROUGH THE KITCHEN'S SIDE DOOR AND FOLLOW THE PATH ALONG THE BUILDING BACK TO ALBERT STREET. THIS CONCLUDES GERANIUM WALK XV. REFRESHMENTS WILL BE AVAILABLE AT THE CHRISTIAN REFORMED CHURCH (513 TALBOT) UNTIL 5:00 PM.

IN ADDITION TO NANCY TAUSKY AND LYNNE DISTEFANO'S VICTORIAN ARCHITECTURE IN SOUTHWESTERN ONTARIO, JOHN LUTMAN'S BOOK THE HISTORIC HEART OF LONDON (SOON TO BE REISSUED) HAS BEEN RELIED ON HEAVILY IN THE PREPARATION OF THE BOOKLET.

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- NOTES -

Figure 10: Pages from the Architectural Conservancy Ontario – London Region's annual Geranium Heritage House Tour (1988) – Talbot Tour II – on the building at 172 Central Avenue.

Table 2: City Directory information related to the property at 172 Central Avenue

Year	Resident	Occupation	Note
1875	Vacant Lots		
1881-1882	Oronhyatekha	Physician	Office: 390 ½ Richmond Street Home: 513 Dundas (alphabetical) Home: Litchfield (business)
1883	Oronhyatekha	M. D., physician and surgeon	Office: 390 ½ Richmond Street Home: 172 Litchfield Street
1884	Oronhyatekha	Physician	Office: 373 Richmond Street Home: 172 Litchfield Street
1886	Oronhyatekha	Physician	Office: Masonic Temple Home: 172 Litchfield Street
1887	Oronhyatekha	Physician	Office: Masonic Temple Home: 172 Litchfield Street
1888-1906	Archibald McPherson	A. McPherson & Co. Dry Goods; insurance agent	Business: 136 Dundas Street; 413 Richmond Street Home: 172 Litchfield Street
1907	Ezra E. Smith	Accountant; Manager, Hunt Brothers	
1908-1916	Thomas Wilson	Tailor	Worked at Wilson and Slater
1917-1921	Mrs. A. Wilson	Widow	
1922	Jas. Halliday	Gardener	
1923	Mrs. Emma Halliday		
1924-1944	A. Charles Wilson	Travelling Salesman; drummer	
1945	Harriet Cooper		
1946-1955	Leslie A. Race	Salesman, Soldier	
1956-1957	Stewart McCallum	Carpenter	
1958-1966	F. Murray & M. Anne Boulton	Regional manager of Investment Corps., realtor	
1967	Vacant		
1968-1973	Anthony & Jane Urquhart	Artist	Instructor at University of Western Ontario
1974-	G. Robyn		

## Appendix D – Statement of Cultural Heritage Value or Interest

### Legal Description

Lot 23, Plan 238(W), London

### Description of Property

The property located at 172 Central Avenue is located on the north side of Central Avenue (formerly Lichfield Street, Litchfield Street) between Richmond Street and St. George Street. A two storey brick building with an elevated basement is located on the property.

### Statement of Cultural Heritage Value or Interest

The property at 172 Central Avenue is of cultural heritage value or interest because of its physical or design values, historical or associative values, and its contextual values.

The property at 172 Central Avenue includes a house which is a representative example of the Italianate style in London. Popular in the 1870s-1880s, the Italianate style was at the height of its popularity when the house at 172 Central Avenue was constructed in about 1882.

The house has a symmetrical two-storey façade with three bays, where the central bay slightly projecting, which is typical of the Italianate style. However, the remaining design qualities of the house are unusual. It is narrow with its broadest façade facing Central Avenue to make the home appear larger and grander. The two storey house is very tall, emphasizing the verticality of the Italianate style in the elevated basement and formal approach up to the main entry door, nearly twelve foot ceilings on the main floor, and fourteen foot ceilings on the second storey. These design characteristics are often attributed to Dr. Oronhyatekha's robust stature.

The house demonstrates a high degree of integrity with respect to the Italianate style and its vertical emphasis in the design treatment of the façade, as it retains a number of original features, including: symmetrical façade, wooden two-over-two windows, paired and single brackets at the eaves, brick quoins, brick string course, brick voussoirs, brick frieze, shallow hipped roof, and slightly projecting central bay with gable and round louvered opening.

Dr. Oronhyatekha (1841-1907) is a person of National Historic Significance with direct historical associations to the property at 172 Central Avenue. He and his family lived in the house at 172 Central Avenue in its first occupancy in about 1882 until 1889. Dr. Oronhyatekha is often attributed as having a hand in the design of the house at 172 Central Avenue, as demonstrated in its tall ceilings, robust detailing, and prominent street-facing presentation to emphasize the prestige of the address. London is important in an understanding of Dr. Oronhyatekha's significance as he was living in London when he first joined the International Order of Foresters as well as when he became its Supreme Chief Ranger. Dr. Oronhyatekha cited London as the "cradle" of the International Order of Foresters. Dr. Oronhyatekha was remembered by Londoners well after his departure from London and death in 1907.

The house at 172 Central Avenue is associated with the International Order of Foresters as the home of its first Supreme Chief Ranger, Dr. Oronhyateka. The fashionable Italianate style of the house reflects the grandness and stature of a community leader, like Dr. Oronhyateka.

The property is also associated with Tony Urquhart (b.1934), who lived at 172 Central Avenue from 1968 until 1972. Tony Urquhart was the first Artist-in-Residence at the University of Western Ontario. He is the co-founder of the Canadian Artist Representation/Frontes des Artistes Canadiens, and is known for his distinctive "box" style of paintings and sculptures as one of Canada's pioneering abstractionists. He was inducted into the Order of Canada in 1995.

The property at 172 Central Avenue has the potential to yield information on an understanding of Mohawk ideals and Victorian values as reflected in the home of Dr. Oronhyatekha.

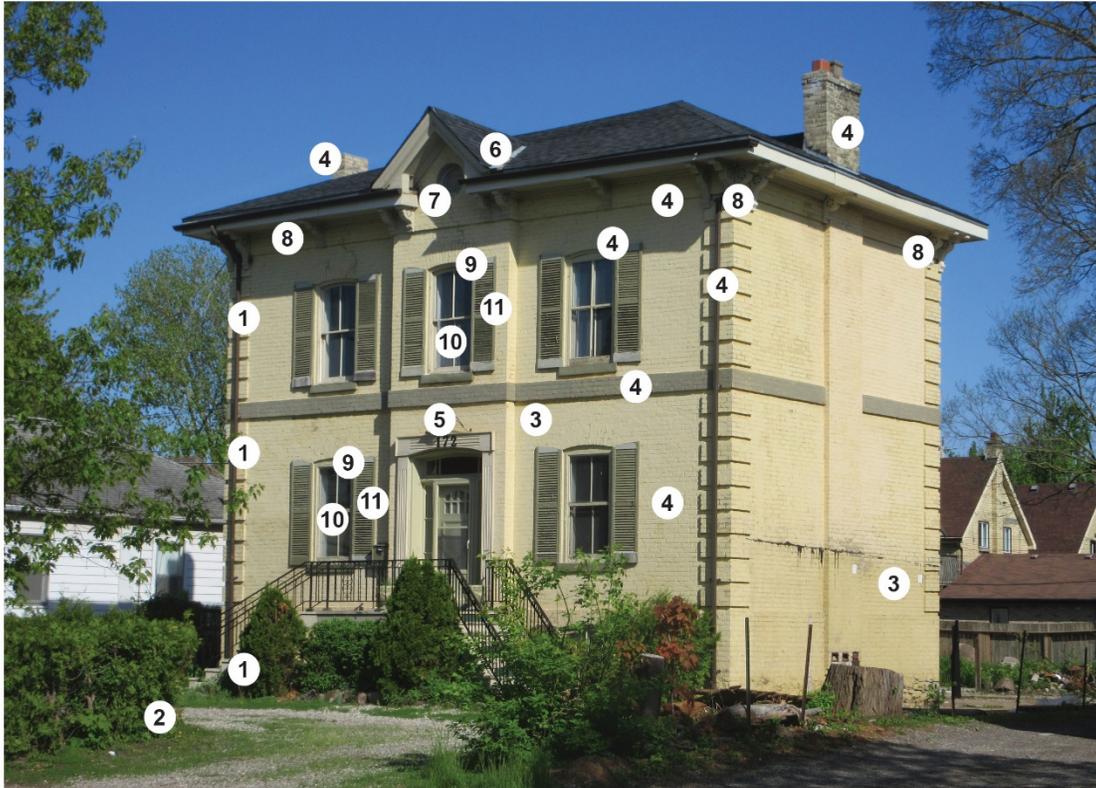
The property at 172 Central Avenue is important in defining the character of the North Talbot area. The North Talbot area is characterized by homes primarily in the 1870s and 1880s which reflect popular architectural styles of the time. The prominent design values of the house allow it to define this character.

### **Heritage Attributes**

The heritage attributes which support or contribute to the cultural heritage value or interest of the property at 172 Central Avenue include:

- Form, scale, and massing of the two storey brick building with elevated basement;
- Setback of the building from Central Avenue;
- Orientation of the building with its broadest façade towards Central Avenue;
- Brick exterior cladding (now painted) and brick detailing, including string course, frieze, quoins, voussoirs, and two chimneys;
- Symmetrical, three-bay façade with middle bay slightly projecting;
- Shallow pitched hipped roof with gable roof emphasizing the slightly projecting middle bay of the building;
- Louvered round window in the front gable;
- Paired and single wood brackets at the eaves;
- Segmented arch window openings with radiating brick voussoirs;
- Wooden two-over-two windows; and,
- Wood shutters on the front façade.

**Appendix E – Heritage Attributes**



1. Form, scale, and massing of a two storey brick building with elevated basement



2. Setback of the building from Central Avenue



3. Orientation of the building with its broadest facade towards Central Avenue



4. Brick exterior cladding (now painted) and brick detailing



5. Symmetrical, three-bay facade with middle bay slightly projecting



6. Shallow pitched hipped roof with gable roof emphasizing middle bay



7. Louvered round opening in the front gable



8. Paired and single wood brackets at the eaves



9. Segmented arch window openings with radiating brick voussoirs



10. Wooden two-over-two wood windows



11. Wood shutters on the front facade

Note: Not every heritage attribute indicated above; image is considered indicative of heritage attributes



Architectural Conservancy Ontario – London Region Branch  
Grosvenor Lodge  
1017 Western Road  
London, ON N6G 1G5

Monday, July 2, 2018

Members of Planning & Environment Committee (PEC) via email:

Councillor Stephen Turner (Chair)  
Councillor Anna Hopkins  
Councillor Jesse Helmer  
Councillor Maureen Cassidy  
Councillor Tanya Park

Members of the London Advisory Committee on Heritage (LACH)  
through the LACH Committee Secretary

**Re: Demolition Request for 172 Central Avenue**

Dear Councillors:

I write to oppose the demolition request for 172 Central Avenue. This listed property, a Priority 1 on London’s Inventory of Heritage Resources, is of significant historical and architectural value for the following reasons:

1. The first known occupant of this house was Dr. Oronhyatekha, a Mohawk from the Six Nations who practised medicine in London. “Dr. O.”, who lived in London from 1874 to 1889, was respected as a skilled and learned physician. He was the first known indigenous Oxford scholar and second individual of indigenous descent to become a physician in Canada. In 1878, while living in London, he applied to become a member of the Independent Order of Foresters, a fraternal and financial institution. By 1881 he had become Supreme Chief Ranger of Foresters (IOF), the organization’s international leader, and held the position for 26 years.

Dr. O. played a pivotal role in the growth and financial stabilization of the IOF during his tenure, enforcing rigorous medical underwriting procedures and expanding product offerings. Between 1881 and 1907, the organization grew from fewer than 500 members to more than 250,000.

Dr. O. was designated a Person of National Historic Significance by Parks Canada in the early 2000s. A 2016 biography, *Dr. Oronhyatekha: Security, Justice, and Equality*, by Keith Jamieson and Western University Professor Michelle Hamilton, has increased the profile of this accomplished member of Ontario’s indigenous community.

In 1889, Dr. Oronhyatekha moved to Toronto where IOF had relocated. In Toronto Dr. O. has been honoured with a Toronto Historical Board plaque dedicated in 1995. The house he rented at 209 Carlton is listed in the Cabbagetown Heritage Inventory and a nearby street has been named Doctor O. Lane. It seems a shame for Dr. O. to be so honoured in Toronto while his London home is at risk of being demolished! Furthermore, all other buildings associated with Dr. O. are believed to be gone, including those at Six Nations and Tyendinaga. Approval of this demolition request could be construed as a statement that the City of London does not value and does not wish to commemorate the significant contributions of this indigenous resident of our community.





2. This solid Italianate-style home built ca. 1881 makes a strong heritage statement due to its as a modified Italianate design with typical symmetry, height and mass, projecting eaves, pronounced brackets, and a small central gable reminiscent of Ontario cottages. The buff brickwork has a contrasting course at first storey height and is augmented with brick quoins at all corners. The home's powerful structure features a three-foot thick stone foundation and sturdy roof rafters formed from three trunks split in half.

Most homes with this three-bay Italianate design are two rooms deep with the main stairway parallel to the wall in a long centre hallway. The main block of this unusual plan is only one room deep with a stairway turning to run along the back wall. This allows for three upstairs bedrooms all at the front. The home is relatively unaltered with high ceilings and doors and probably its original mantles.

3. This home is a significant historical and architectural gem within the Talbot North district which is next in line for consideration as a Heritage Conservation District. The history and stateliness of 172 Central contributes to the collective character of the area and to the cultural mosaic of London. This is a building and a story of national significance. It must be preserved.

Jennifer Grainger  
President, London Region Branch, Architectural Conservancy Ontario

Copies: Heather Lysynski, PEC Committee Secretary – [hlysynsk@london.ca](mailto:hlysynsk@london.ca)  
Jerri Bunn, LACH Committee Secretary – [jbunn@london.ca](mailto:jbunn@london.ca)





Architectural Conservancy Ontario – London Region Branch  
Grosvenor Lodge  
1017 Western Road  
London, ON N6G 1G5

Tuesday, July 10, 2018

Members of Planning & Environment Committee (PEC) via email:

Councillor Stephen Turner (Chair)  
Councillor Anna Hopkins  
Councillor Jesse Helmer  
Councillor Maureen Cassidy  
Councillor Tanya Park

Members of the London Advisory Committee on Heritage (LACH)  
through the LACH Committee Secretary

**Re: Demolition Request for 172 Central Avenue**

Dear Councillors:

Further to my letter of July 2, I wish to inform PEC members that ACO London has begun the process of obtaining a second engineering opinion regarding the structural condition of 172 Central Avenue. We have done this through our provincial body's Preservation Works programme, requesting a visit by a structural engineer to the property to comment or peer review the report undertaken by Santarelli Engineering Services.

Preservation Works relies on volunteer professionals to undertake its projects. The advice offered is preliminary in nature and based on visual observation only. ACO Provincial will be endeavouring to find an engineer in the London area experienced in working with heritage properties to undertake such a review. Professional opinions vary on the course of action to be taken when a building is experiencing structural issues and a second opinion about 172 Central may offer a different approach to the proposed demolition.

This process may take a week or two and we will also need to obtain permission for the PreservationWorks expert to access the building and view the Santarelli report. ACO London therefore respectfully asks PEC to delay decision regarding demolition of 172 Central Avenue until a second opinion on its condition can be received.

Jennifer Grainger  
President, London Region Branch, Architectural Conservancy Ontario

Copies: Heather Lysynski, PEC Committee Secretary – [hlysynsk@london.ca](mailto:hlysynsk@london.ca)  
Jerri Bunn, LACH Committee Secretary – [jbunn@london.ca](mailto:jbunn@london.ca)



# HERITAGE IMPACT ASSESSMENT

Colborne Building  
391 South Street, London, Ontario

Date:  
**29 June 2018**

Prepared for:  
**Medallion Developments Inc.**  
970 Lawrence Avenue West  
Toronto, ON M6A 3B6

Prepared by:  
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a+LiNK Project: 1816

**a+LiNK**  
architecture inc.  
preserve + create + sustain

29 June 2018

Project No. 1816

Mr. Luka Kot  
Medallion Developments Inc.  
970 Lawrence Avenue West  
Toronto, ON M6A 3B6

Re: Heritage Impact Assessment  
Colborne Building - 391 South Street  
London, Ontario N6B 1B8

Dear Mr. Kot,

Attached is the Heritage Impact Assessment for the Colborne Building in regards to the mixed use commercial retail residential development proposal incorporating the Colborne Heritage Building and provided by your company, Medallion Developments.

We look forward to the opportunity to present this report to the City as you may require. Please do not hesitate to contact us with any questions or comments regarding this report.

Sincerely,



Ed van der Maarel  
Partner, Principal Architect + Heritage Consultant  
dipl. Arch., OAA, dipl. Arch.Tech., CAHP, OAHP

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# 1. SUMMARY AND RECOMMENDATIONS

Medallion Corporation has proposed to preserve and restore the Colborne Building in their development plan. Furthermore, the proposal retains the structure as a unique ‘Artifact’ within the neighbourhood and reinforces the building as a ‘Landmark’ in the neighbourhood and as identified in the Cultural Heritage Evaluation.

The potential heritage impact of the proposed development at 391 Colborne Street has been assessed and the mitigating approaches analyzed as per the Provincial Policy Statement (PPS) 2014, The London Plan, and the Secondary Plan. The character of the Old Victoria Hospital Lands within The City of London’s SoHo Area provides for a unique opportunity for development, due to its vast history and architectural styles.

The proposed development of mixed use commercial retail residential and integration of the cultural heritage assets provides the platform for the vibrancy and character desired in the London Plan and the Secondary Plan. As with most new developments, height, density, and massing provide the highest levels of impact on cultural heritage assets.

The potential impact of a new multi-storey development is considered in the London Plan and Secondary Plan for the Old Victoria Hospital Lands. The sustainability of the area depends on the revitalization and investment in the area. The Plans recognize that new mixed use commercial retail and residential development is key to vibrancy, character, and gentrification of area. The proposed development will provide the density and use to reinforce the long term protection of the Colborne Building as a heritage asset for the area.

The primary mitigating factors for the multi-storey development are; retaining the Colborne Building as a landmark by utilizing it as an ‘Artifact’ within the development, surrounding the buildings with various public realms and connections to public realms in the area, and utilizing the public realm to showcase artifacts of the history and culture of the Old Victoria Hospital Lands. Further to these assets, the proposed design integrates two (2) podium levels, a three (3) storey and an eight (8) storey podium to provide varying setbacks from the street edges and provide massing consistent with elements of both the Colborne Building and the War Memorial Buildings. The approaches taken also allow for more slender towers and mitigated shadowing on the Colborne Building. The pedestrian connection separating the Colborne Building and the new buildings also provides for views of all sides of the heritage asset and natural light to be used for its internal functions.

While the proposed development achieves the majority of mitigation approaches identified in Section 7 of this document and of the PPS 2014, there are also a number of recommendations that would further assist in the mitigation process. While the massing of the form of the lower podium aligns with the stone coursing above the second storey of the Colborne Building, if there is an opportunity to align the podium roof with the soffit of the Colborne Building, this will further mitigate the impact on the Colborne Building and allow the streetscape elevation to be a continued articulation of the proportions of the Colborne Building. The adjusted massing of the podium could then also be further detailed with fenestration proportions to that of the Colborne Building.

In terms of colours for the proposed development, we understand that the colours have not been finalized by the design team. However, there is a variety of existing colours between the buff brick, complemented by the stone base on the Colborne Building and the red brick and stone detailed on the War Memorial Building and Medical Offices Building. The variety in colour and material allows for variety on the proposed new form. A stone base on the podium could further reflect the nature of the surrounding buildings. Consideration should be given to the colours of the mid podium, further reflect the variety within the neighbourhood, and provide further mitigation.

# 1. SUMMARY AND RECOMMENDATIONS

The towers are well above the street view plane . The design indicates a use of contemporary colours and materials that accentuate the architecture and differentiate it from the surrounding cultural assets. However, the appearance of the blue glass should be reconsidered and softened to respect the identity and character of the neighborhood and mitigate the uniqueness appreciated in the Colborne Building.

In conclusion, the proposed development meets the guidelines and mitigating measures as provided in the PPS 2014, The London Plan, and Secondary Plan. While we recommend further refinements in the design for consideration as the project proceeds to the detail phase, we believe the design is a good example of respecting and integrating the surrounding heritage culture and will contribute to the vibrancy and character of the Old Victoria Hospital Lands to achieve a strong cultural heritage identity within the SoHo Area and the City of London.

## 2. INTRODUCTION

a+LiNK Architecture was retained by Medallion Developments to provide a Heritage Impact Assessment (HIA) for the Colborne Building located at 391 South Street in London, Ontario, in regards to the proposed residential development on the west side of the property. This report has been prepared by Ed van der Maarel, Partner, Principal Architect and Heritage Consultant (OAA, CAHP).

The purpose of the Heritage Impact Assessment is to analyze the impact of the new development proposal on the heritage of the Colborne Building and the surrounding area. The building is a designated building under Part IV of the Heritage Act. As well two (2) buildings north of South Street are listed in the City of London's Inventory of Heritage Resources as a Priority 1 resource.

Formerly part of the Old Victoria Hospital Lands (OVHL), the Colborne Building is located at the southwest corner of South Street and Colborne Street, at the east end of the property in the City of London. As part of the first phase of decommissioning, the remainder of the property is now vacant, following demolition of previous hospital buildings in 2014.

A new residential and mixed-use development is proposed for the property. The Colborne Building is part of the development which will also house residential and mixed-use development. The property is not located within a Heritage Conservation District (HCD) but there are a number of policies surrounding the site that deem the protection and integration as highly important within the City. As part of the approval process, a heritage impact assessment (HIA) is required. A heritage permit must also be obtained from the municipality prior to the issuance of a building permit and the restoration of 391 Colborne. The City of London Secondary Plan for the Old Victoria Hospital Lands also requires the completion of a HIA.

The Cultural Heritage Assessment of the South Street Hospital Buildings identifies the former hospital as a 'Pavilion Hospital' for a number of reasons which includes the influences of late eighteenth-century designs for rebuilding the Hotel-Dieu in Paris. 391 Colborne is a unique 'Landmark' form reflective of the 'Pavilion Hospital' and as such the developer is treating the building as an artifact within the overall development plan.

This document outlines the observations of the proposed design and the impact of the development on the heritage building, the Colborne Building.

### 3. POLICIES AND TERMS OF REFERENCE

The Provincial and the Municipality has set in place a number of policies and terms of reference for the purpose of protecting, preserving, and integrating cultural heritage resources within Ontario cities. The following Policies and Terms of Reference have been used in the preparation of the this Heritage Impact Assessment:

#### 1. The Planning Act and Provincial Policy Statement (PPS) 2014

The Provincial Policy Statement (PPS) is the statement of the government's policies on land use planning. It applies province-wide and provides clear policy direction on land use planning to promote strong communities, a strong economy, and a clean and healthy environment.

The PPS is issued under Section 3 of the Planning Act and is utilized by municipalities to develop their official plans and to provide guidance and information in regards to planning matters. Specifically, and in regards to cultural heritage, the Planning Act has provisions respecting the province's cultural heritage. The PPS provides general guidance for municipalities for planning and development of communities in a number of ways by; encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

Section 2.6 of the Act, specifically 2.6.1, 2.6.3, 2.6.4 and 2.6.5 provides municipalities with rules as to the cultural resources within the community.

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

2.6.3 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.

2.6.4 Planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.

2.6.5 Planning authorities shall consider the interests of Aboriginal communities in conserving cultural heritage and archaeological resources.

The PPS 2014 further provides definition to municipalities in regards to the terms used to describe cultural heritage.

**Built heritage resource:** means a building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Aboriginal community. Built heritage resources are generally located on property that has been designated under Parts IV or V of the Ontario Heritage Act, or included on local, provincial and/or federal registers.

**Conserved:** means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the Ontario Heritage Act. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

**Cultural heritage landscape:** means a defined geographical area that may have been modified by human activity

### 3. POLICIES AND TERMS OF REFERENCE

and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; villages, parks, gardens, battlefields, main streets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a 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).

**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 Sites.

Since the property is designated under Part IV of the Ontario Heritage Act as per City of London By-law No. L.S.P.-3470-19, an Heritage Impact Assessment is required and the PPS 2014 provides the tools necessary as a Terms of reference for the document.

#### 2. The Ontario Heritage Act

The Ontario Heritage Act, R.S.O, 1990, c.0.18 is the legislation for the conservation of significant cultural heritage resources in Ontario. The criteria within the Ontario Regulation 9/06 of the Ontario Heritage Act provided the tools to determining the cultural heritage value of a property. This regulation provides the criteria which property may meet. This Heritage Impact Assessment (HIA) will refer to these policies to determine the cultural heritage value, potential impacts, mitigation approaches and for conservation recommendations.

#### 3. The London Plan

The London Plan, Minister Approved, December 28, 2016, *'constitutes the Official Plan for the City of London, prepared and enacted under the authority of the provisions of Part III of the Planning Act, R.S.O. 1990, c. P.13. It contains goals, objectives, and policies established primarily to manage and direct physical change and the effects on the social, economic, and natural environment of the city.'*

The London Plan provides for provincial interest and is designed to include the requirements of the Provincial Policy Statement (PPS) 2014. Section 24 of the Planning Act, R.S.O. 1990, c. P. 13, identifies that "no public work shall be undertaken and no by-law shall be passed for any purpose that does not conform with this Plan. This includes for approvals of planning and development applications such as official plan amendments, Zoning by-law Amendments, plans of condominium, site plans, consents to sever, and minor variances.

While 'The London Plan' is organized in nine (9) parts, Part 4 specifically outlines 'Cultural Heritage' in its City Building Policies. However other Parts, ie. Part 7 Secondary Plans contribute to the Planning Process and the

### 3. POLICIES AND TERMS OF REFERENCE

preservation and integration of the City's cultural heritage.

The specific direction provided in The London Plan is to: *“Protect our built and cultural heritage, to promote our unique identity and develop links to arts and eco-tourism in the London region”* and *“Protect what we cherish by recognizing and enhancing our cultural identity, cultural heritage resources, neighbourhood character, and environmental features.”*

The London Plan and its Policies apply to the proposed development site and there the preservation of the City's cultural heritage must align with these policies.

#### 4. The Secondary Plan

The London Plan specifically references the “Old Victoria Hospital Secondary Plan” as one of the required Secondary Plans within the City. The secondary plan requires that “A cultural heritage conservation and mitigation plan” be provided. This Heritage Impact Assessment provides for the conservation and mitigation plan specific to this site. The introduction of the secondary plan provides for the communities vision to this area as being a;

*“Vibrant and healthy urban neighbourhood that celebrates its rich sense of community and heritage and, with its unique links to the Downtown and the Thames River, will be a great place to live, work, shop and play!”*

As well, the Old Victoria Hospital Site is central to the SOHO Community Improvement Plan area. The Secondary Plan policies are based on achieving principles to the development of the “Roadmap SOHO CIP”.

#### 5. SOHO Community Improvement Plan (CIP)

As referenced in the Secondary Plan and the Roadmap SOHO CIP, the CIP is based on achieving urban generation and specifically through the conservation of cultural heritage features. There are a number of goals and objectives but the general principles of the SOHO CIP are:

- desirable, vibrant and diverse (a great place to be);
- greener and integrated;
- creative and leading edge;
- connected to people and places;
- safe;
- healthy;
- pride and a strong sense of community;
- balanced; and,
- historically and culturally enriched.

The SOHO CIP policies are required as part of the proposed development and will be utilized to assess the heritage impact and mitigation approaches to the culturally significant elements of the site.

#### 6. City of London HIA Terms of Reference - Other

The site is not within a Heritage Conservation District (HCD) and therefore presently there are no guidelines

### 3. POLICIES AND TERMS OF REFERENCE

required for review and adherence. Specifically, 391 Colborne is Designated under Part IV of the Heritage Act and therefore the architectural and historical 'Reasons for Designation' are important in identifying the specific conservation and preservation requirements for the site.

As well, two (2) buildings on the north side of South Street, specifically 391 South Street the Old West Medical School and 392 South Street, the War Memorial Children's Hospital are listed properties on the City of London's Heritage Building Inventory.

The City of London does not have specific Terms of Reference for the preparation of Heritage Impact Assessments. Generally, municipal Terms of Reference are based on Provincial Policy Statements' Heritage Resources in the Land Use Planning Process, Cultural Heritage and Archaeology Policies of the PPS. This document has provided the general terms of reference for this HIA.

# 4. DESCRIPTION OF SITE

## 4.1 SITE CONTEXT

The site is located just south of the City of London’s downtown and east of Wellington Street, a main thoroughfare in London from Highway 401 to the City Centre. The site is located with the SoHo Area and is specifically part of the former Old Victoria Hospital Lands (OVHL) on South Street. The site is also bounded on the south by the Thames River, a major natural heritage corridor through the City.

SoHo is considered to be in the gentrification phase of development, utilizing the opportunity of revitalizing the Old Victoria Hospital Lands site to provide a vibrant neighborhood to live, work, and play.



## 4. DESCRIPTION OF SITE

### 4.2 SECONDARY PLAN

The Secondary Plan for the SoHo Neighbourhood was adopted in 2011 by the Municipal Council of London and generated the Community Improvement Plan (CIP) for Roadmap SoHo to provide a framework for development and a vision for the area.

### 4.3 NEIGHBOURHOOD CONTEXT

The Colborne Building is located in the SoHo district within the City of London between the Thames River and the downtown core. The property spans along the south side of South Street between Waterloo Street and Colborne Street with the Thames River located directly beside the south end of the property. Currently, the Colborne Building is the only remaining structure located on the property, which acts as a transitional point between the existing residential neighbourhood to the east of Colborne Street and the proposed site area.



## 4. DESCRIPTION OF SITE

### 4.4 PROPERTY CONTEXT

The Colborne Building is located within the Old Victoria Hospital Lands (OVHL) site. The Old War Memorial Children's Hospital and the Health Services building, located adjacent to the Colborne Building property across South Street, are both listed heritage resources in the City of London's Inventory of Heritage Resources (2006). The Colborne Building has a contextual relationship with the buildings across South Street, with similar historic functions which is to be considered in the proposed development.



## 4. DESCRIPTION OF SITE



Image 1: Old Victoria Hospital Lands, aerial view 1930, with the Colborne Building on the left

# 5. HISTORICAL CONTEXT

## 5.1 BUILDING HISTORY

The Colborne Building was constructed in 1899 as part of the Old Victoria Hospital Lands located in the SoHo Community of London. In 1911 and 1920, two small additions were added to the north side of the building. The building is 3 storeys with 1 storey height at the south side and a basement level. The total gross floor area is approximately 32,435 sf, with 26,225 sf considered to be usable floor area.

The Colborne Building is located along Colborne Street on the south side of South Street, at the east end of the property. The original use of the Colborne Building included the Paying Patients' Pavilion to the north and the Children's Pavilion towards the south. The building is designated and protected under Part IV of the Ontario Heritage Act.

The massing and form of the Colborne Building demonstrates its original and intended uses, with the three storey northern section designed as the paying patient's pavilion, with the southern section serving as London's first dedicated children's hospital. The decagonal south end was once the children's sun room. The Colborne Building demonstrates significant historical associations in London exemplifying the nature of healthcare and treatment of illness in the late nineteenth century, particularly with respect to the distinction between paying patient care and public children's care.

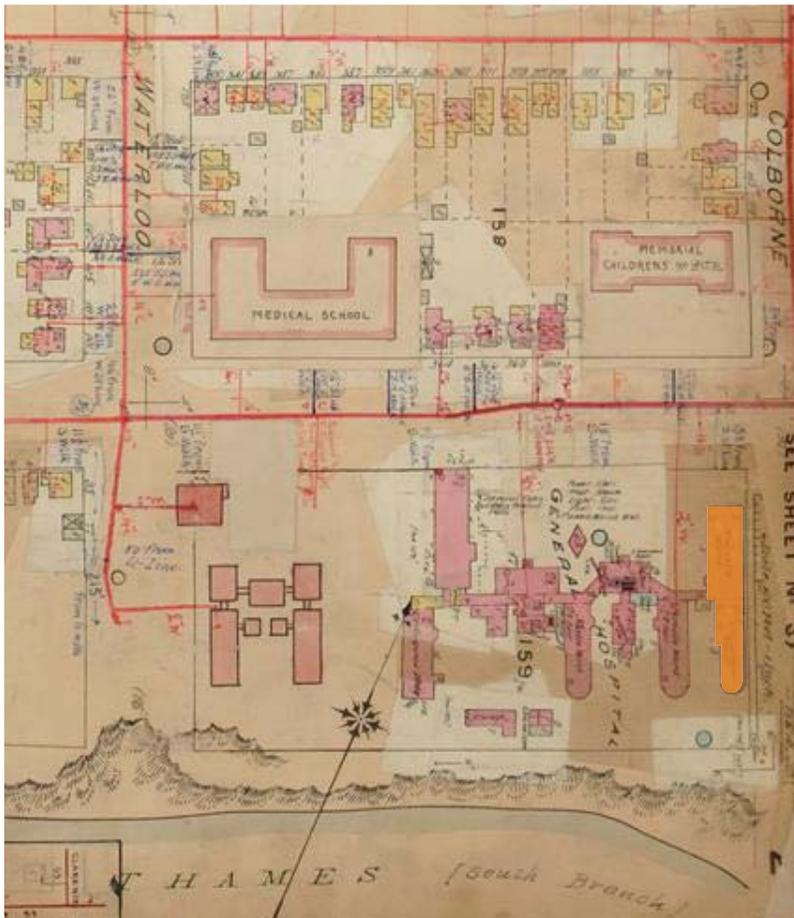


Image 2: Insurance plan showing Old Victoria Hospital (1907)

## 5. HISTORICAL CONTEXT

### 5.2 CULTURAL HERITAGE VALUE

The cultural heritage value is thoroughly described in “The Cultural Heritage Assessment of the South Street Hospital Buildings” report by Nancy Tausky. Further to this document the ‘Reasons for Designation’ are outlined in the City of London’s designation by-law for the property. Specifically, the Colborne Building was evaluated using the mandated criteria of Ontario Heritage Act Regulation 9/06 which establishes criteria for determining the cultural heritage value or interest of individual properties. These criteria are as follows:

- i. Physical or design value;
- ii. Historical or associative value; and/or,
- iii. Contextual value.

The evaluation goes to describe the building as “Representative of the “pavilion” style of hospital design typical of the era”, “Massing and form visibly demonstrates its original and intended uses”, “Remains as the only physical remnant of an earlier period of the Old Victoria Hospital, reflecting the pavilion style which once dominated the hospital site” and is a landmark. “Of special importance because its position on the corner of the former Victoria Hospital site giving it a landmark quality” and “Remains as the only physical remnant of an earlier period of the Old Victoria Hospital.”

The full cultural heritage evaluation outlining the architectural and historical reasons for designation can be found in the designation document.



Image 3: Composite photograph of Victoria Hospital (1905) looking south from South Street showing the Colborne Building on the left.

# 5. HISTORICAL CONTEXT

## 5.3 HERITAGE ATTRIBUTES

There are specific heritage attributes for the Colborne Building listed in the 'Statement of Cultural Heritage Value or Interest.' These attributes contribute to the cultural heritage value of the building and include the following:

- Form, scale, and massing of the Palladian style three-storey building, which tapers to a single-storey at the rear.
- Local buff brick, including detailing such as the quoins at the north end
- String course
- Distinctive reddish-brown sandstone windowsills and trim
- Hipped roof
- Classical medallions, dentils, egg and dart detailing at the cornice and eaves
- Palladian style characterized by the pronounced rock-faced foundation, laid with two narrow courses between three heavier courses, and smaller attic structure
- Distinctive massing illustrating the two main functions of the Colborne Building: the Paying Patient's Pavilion and the Children's Hospital
- Decagonal sun room at the south end
- Setback from South Street and Colborne Street
- Contextual relationship across the street from the War Memorial Children's Hospital, with similar historic functions

## 5. HISTORICAL CONTEXT

Image 4: Northwest view of Colborne Building



Hipped roof with smaller attic structure

Quoining at the north end

Stringcourse

Image 5: East view of Colborne Building



Classic medallions, dentils, egg and dart detailing at the cornice and eaves

Reddish-brown sandstone window sills and trim

Local buff brick

Image 6: East view of rear of Colborne Building



Palladian style characterized by the pronounced rock-faced foundation, laid with two narrow courses between three heavier courses.

Distinctive massing illustrates two main functions of the Colborne Building; the Paying Patient's Pavilion and the Children's Hospital. Form, scale, and massing of three-storey building which tapers to a single-storey at the south end.

Decagonal sun room at the south end

## 6. PROPOSED DEVELOPMENT

The observations of this HIA are developed from the proposal documents, 391 South Street, Old Victoria Hospital, Urban Design Brief, June 2018 prepared by Medallion Developments. The proposal is seeking to allow for a development including two apartment towers of 19 and 23 storeys set atop two (2) podiums; a street level podium of three (3) storeys and a mid podium of eight (8) storeys. The proposal also seeks to incorporate 620 residential units, through a site specific bonus zone.

The surrounding area is comprised of residential dwellings and vacant institutional buildings formerly associated with the Old Victoria Hospital. There are two (2) buildings north of the site, also formerly part of the Old Victoria Hospital Lands that will be retained and are listed on the City of London's Heritage Inventory. These two (2) buildings are the Old War Memorial Children's Hospital and the Health Services Building. The Thames River natural heritage corridor is located to the south of the property. These elements will all play a part in the development and integration of 391 Colborne Street.

Medallion Developments has provided a Design Response associated with the proposal and brief which describes a number of design principles:

Principle 1: Creation of a Distinct Community

Principle 2: Fundamental Planning Principles and Urban Design  
Connectivity and Contributions to Public Realm Activities  
Urban Square and Integration with the Public Realm

Principle 3: Retention of Cultural Heritage  
The Importance of Heritage Retention  
Reuse of the Colborne Building

Principle 4: Protection of Natural Heritage

Principle 5: Provide for a Range of Housing Choices

Principle 6: Provide for Safe and Efficient Transportation Systems  
Achieving Transit Oriented Development Goals

Principle 7: Environmental Sustainability  
Environmental Sustainability

Principle 8: Financial Viability/ Sustainable Development

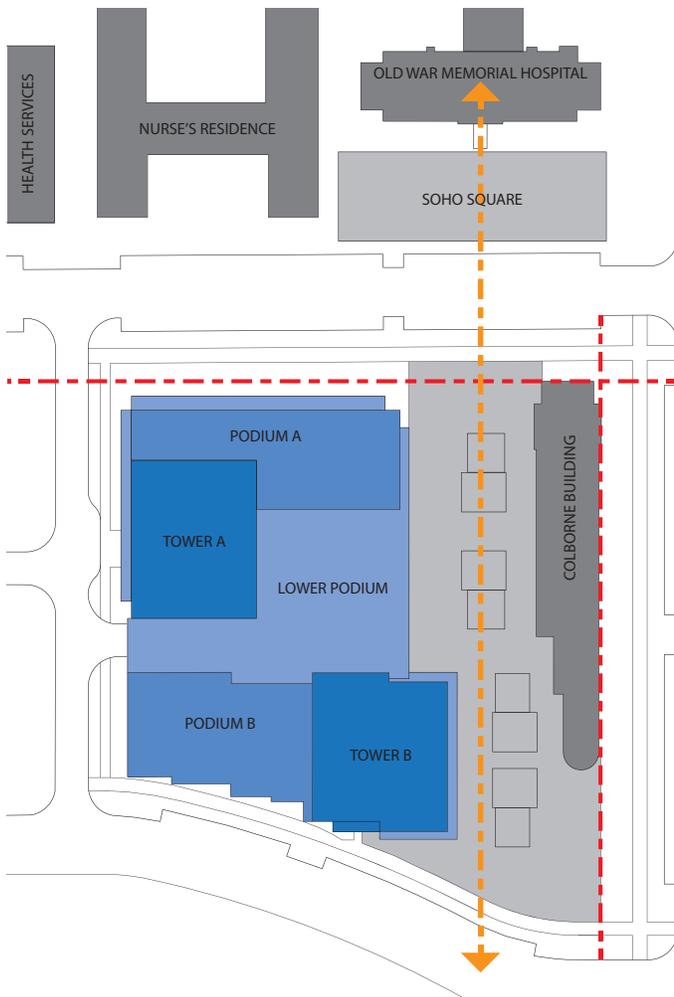
While all of the above principles are key to the success of the proposal, the continued sustainability of the cultural heritage resources on the site can relate to some of the principles more than others.

In terms of Retention of Cultural Heritage, the proposal provides a framework for treating the Colborne Building as an 'Artifact' within the site, respecting the building as a landmark, building from the historic framework, while integrating not only the Colborne Building into the plan but respecting the listed properties north of South Street as part of the heritage fabric.

## 6. PROPOSED DEVELOPMENT

The proposed development respects the Colborne Building and its unique form for the area by surrounding the building by negative space through its existing adjacency to the street corner but also its relationship to the new forms, the War Memorial urban plaza, ‘SoHo Square’, and the connection to the Thames River. The building is respected by treating it like an artifact on the site and by creating connecting pedestrian green spaces through the site and adjacent to the buildings. Furthermore, the pedestrian space is centred on the War Memorial entrance respecting the symmetrical axis of the building and its proposed urban plaza. The design of the courtyard includes historical elements throughout to highlight the history of the site including a stone archway from the Nurse’s Residence and the hospital emblem from the Education Centre.

The proposal also recognizes the value and history of the Old Victoria Hospital through appropriate heritage conservation and public art elements that recognize the history of uses in the area. Medallion proposes to provide a programming of artifacts, illustrating the site’s long history through various forms of interpretation, within the buildings and the public realm. The use of the Colborne Building is further exemplified by a raised podium to the west of the building. This approach not only creates layers within the landscaping but also provides for accessibility to the main floor of the Colborne Building and utilizing existing openings as entrances to the mixed-use spaces within the building. This approach also minimizes impact to the fabric of the existing facade.



The proposed mixed use of the Colborne Building with a mixture of commercial retail / residential on the main floor and residential on the upper floors provides for the opportunity for sustainability and the vibrant mixed use desired as part of the Secondary Plan and the SoHo CIP. Medallion proposes that the Colborne Building will remain a focal point of the community and will contribute to the unique identity of the neighbourhood. The proposed urban plaza will reinforce the importance of this heritage feature and will create a character anchor for the community. The concept envisions retail, restaurant or café space at the south end in the single storey portion of the building that was once the Children’s Pavilion. The space at the north end of the building is proposed to provide small commercial uses in the first two ‘bays’ of the building, with the possibility of opening up these two areas. The remainder of the ground floor could accommodate small non-residential spaces, residential amenity space for the units above, residential units or perhaps live/work spaces. Live/work studio spaces could possibly be accommodated within the ground floor plate and utilized by the local arts community. Medallion believes that these units would contribute to the overall desirability of the Colborne Building and the OVHL as a hub in London and an anchor for the community.

The following diagrams have been prepared by Medallion Developments as part of the Urban Brief.

Image 7: Diagram prepared by a+LiNK Architecture (2018)

# 6. PROPOSED DEVELOPMENT



Image 8: 3D rendering of proposed residential development with the Colborne Building, provided by Medallion Developments.

# 6. PROPOSED DEVELOPMENT

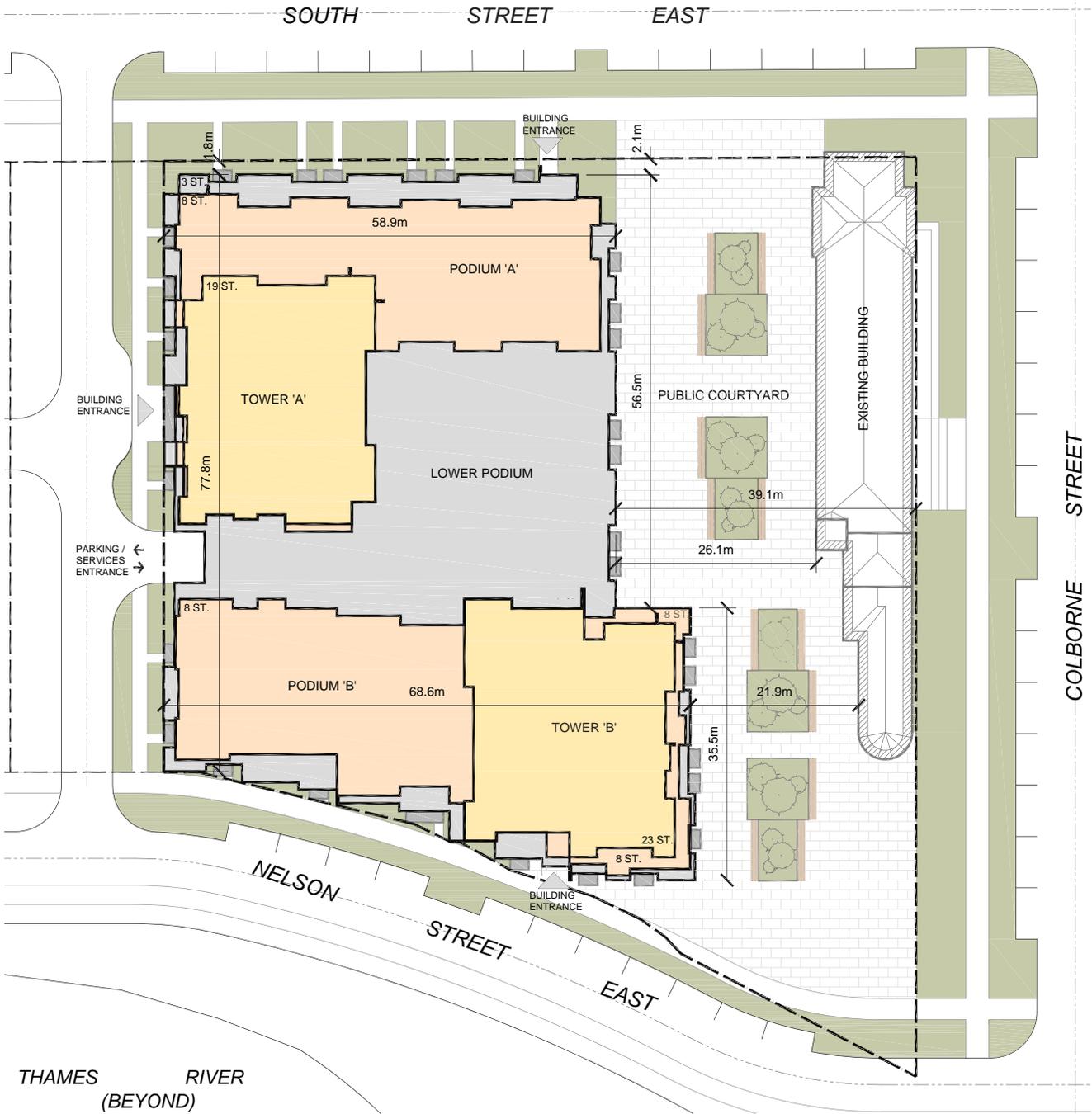


Image 9: Proposed site plan of residential towers with lower and upper podiums to be located to the west of existing Colborne Building with connecting public courtyard, provided by Medallion Developments.

## 6. PROPOSED DEVELOPMENT

The courtyard design also includes the hospital emblem from the Education Centre, to be installed on a stone wall within an exterior seating area. The proposed reflexology pathway, which leads to the Central Plaza, also incorporates historical elements through the stone path with a pattern matching the interior plaster detail in the Nurse's Residence.



Image 10: Hospital emblem from the Education Centre.



Image 11: Proposed stone wall with hospital emblem and detailed stone path with matching patterns to the Nurse's Residence.

The location at the corner of the former hospital provide for a 'Landmark' quality for the heritage building. The landscape plan which includes for a patio at the south end of the Colborne Building with seating and a garden at the west side of the Colborne Building provides for a buffer between the courtyard and the proposed development. The courtyard includes artifacts from the Old Victoria Hospital Lands and mitigates the impact from the proposed development.

## 6. PROPOSED DEVELOPMENT

As part of the Roadmap SoHo document, Regeneration South of Horton Street, there is a strong intention to preserve and celebrate heritage resources within the proposed site to ensure the hospital and associated heritage attributes remain etched in the community. As part of the courtyard design, the proposed development includes many historical elements throughout the exterior public space.

The stone entrance to the courtyard at South Street is designed as the reinstated stone archway from the Nurse's Residence building to form a gateway feature to the courtyard. The design of the reverse face of the stone entrance features a pictorial collage of historical images from the original hospital building and hospital staff.

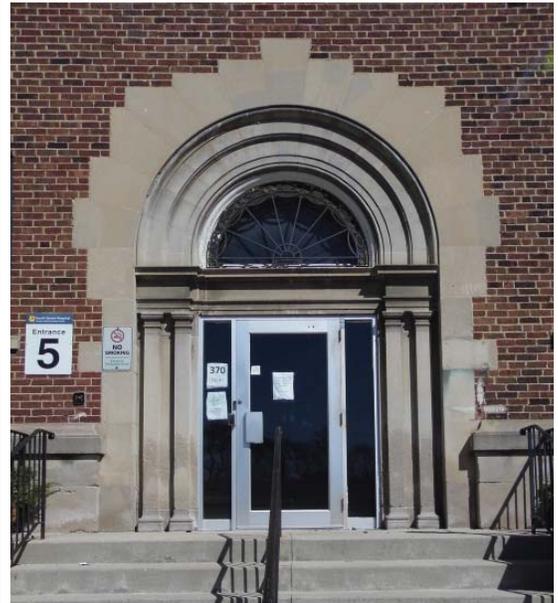


Image 12: Proposed stone entrance reinstated as gateway feature. Image 13: Existing stone archway at South Street entrance of Nurse's Residence building.



Image 14: Historical image collage of hospital buildings and hospital staff proposed to cover the reverse face of the stone entrance.

## 6. PROPOSED DEVELOPMENT



Image 15: Northeast view of proposed development including two residential towers with lower and upper podiums to be located to the west of existing Colborne Building.



Image 16: Northwest view of proposed development including two residential towers with lower and upper podiums to be located to the west of existing Colborne Building.

Renderings provided by  
Medallion Developments

## 6. PROPOSED DEVELOPMENT



Image 17: Courtyard view of proposed development including two residential towers with lower and upper podiums to be located to the west of existing Colborne Building.



Image 18: Southwest view of proposed development including two residential towers with lower and upper podiums to be located to the west of existing Colborne Building.

Renderings provided by  
Medallion Developments

# 6. PROPOSED DEVELOPMENT



Image 19: Southeast view of proposed development including two residential towers with lower and upper podiums to be located to the west of existing Colborne Building.

Rendering provided by Medallion Developments

# 6. PROPOSED DEVELOPMENT



Image 20: North elevation provided by Medallion Developments.

# 6. PROPOSED DEVELOPMENT

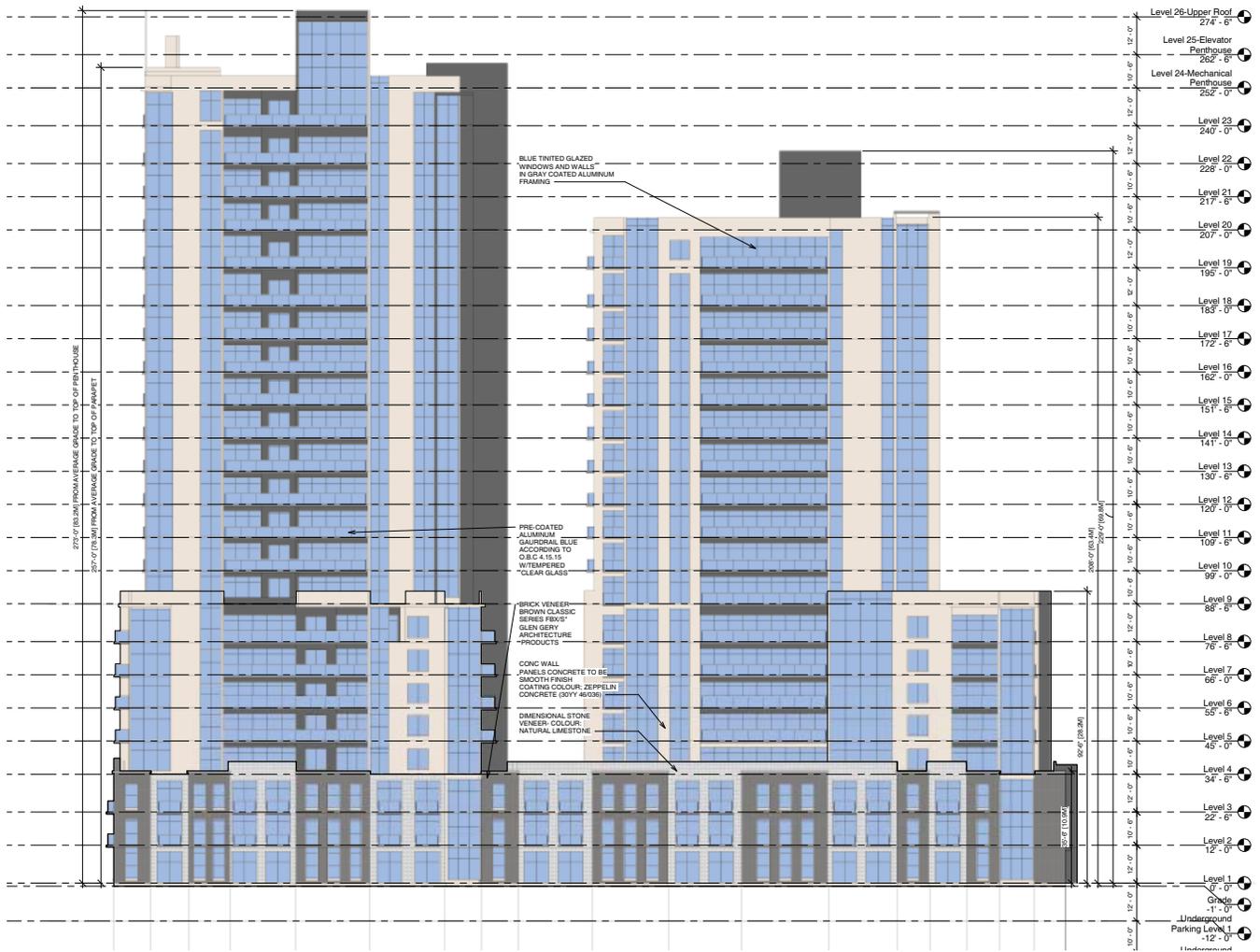


Image 21: East elevation provided by Medallion Developments.

# 6. PROPOSED DEVELOPMENT

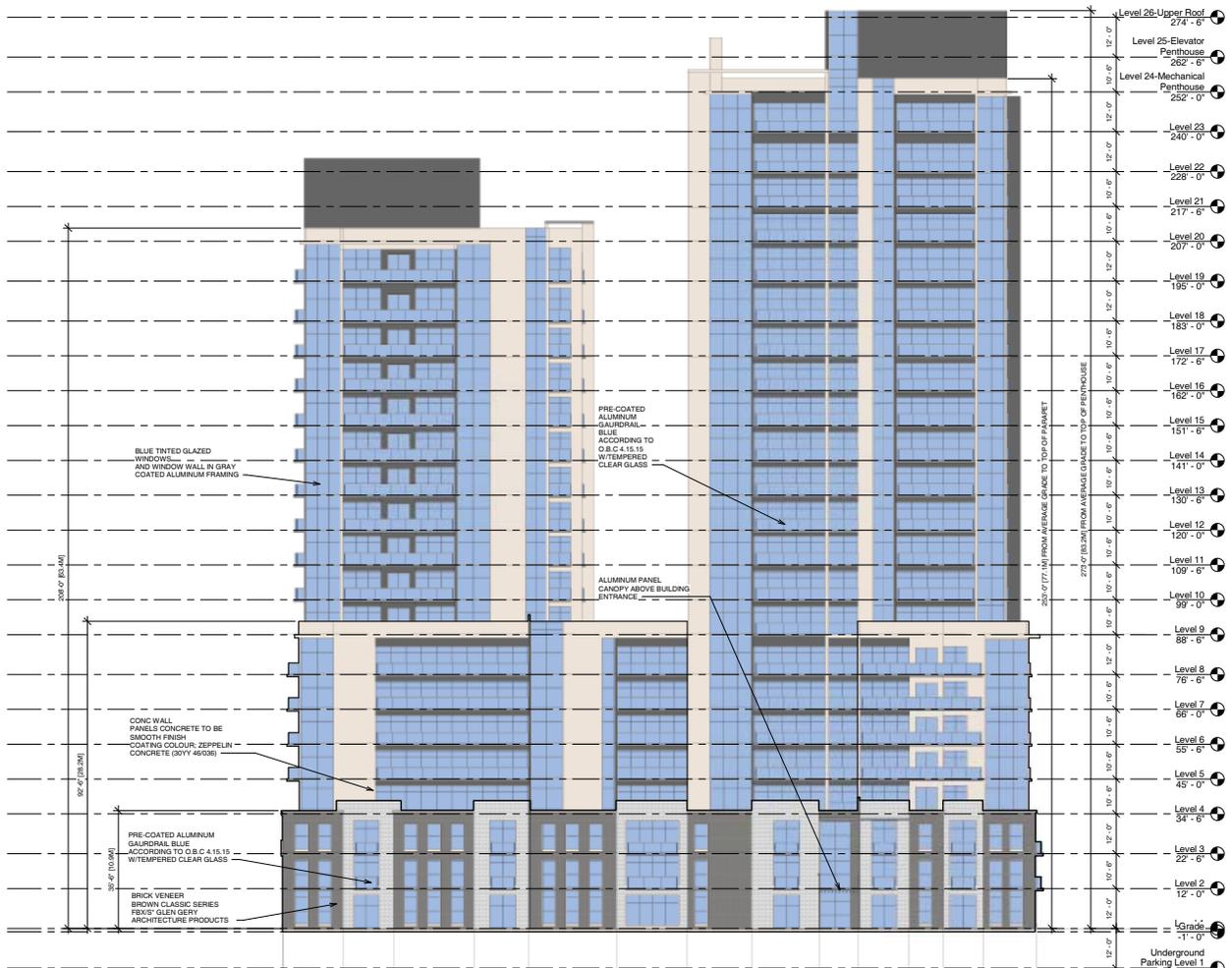


Image 22: South elevation provided by Medallion Developments.

# 6. PROPOSED DEVELOPMENT



Image 23: West elevation provided by Medallion Developments.

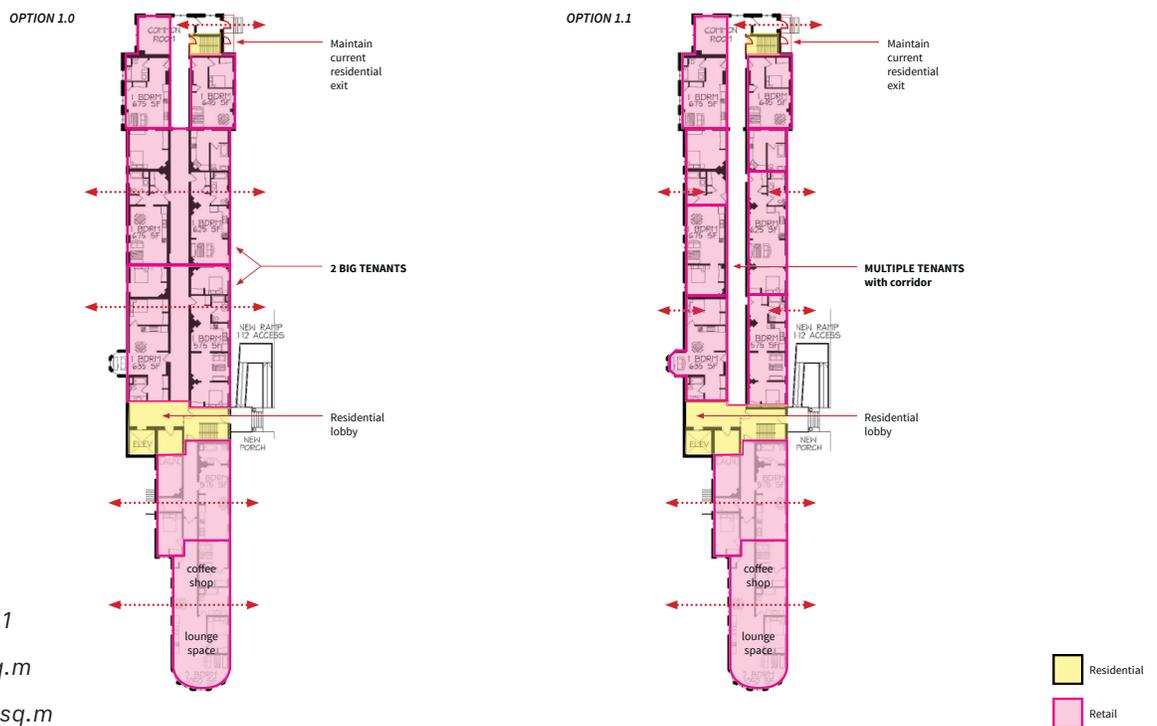
# 7. IMPACTS OF PROPOSED DEVELOPMENT

## TREATMENT OF HERITAGE RESOURCES

The proposal by Medallion Developments retains the Colborne Building in its entirety for the purposes of being adaptively reused with mixed use commercial, retail, and residential at grade and residential above on the remaining floors. The proposal includes options for programming the ground floor of the Colborne Building. Medallion’s assessment of the adaptive reuse of the building is that it is a complex proposition due to its challenges to remove the existing structurally supporting hallways and create an open floor plan on the ground floor.

The proposal recognizes the importance of the corner, and the visibility of the building, providing public space enhancements and connections to the urban plaza with the remaining buildings being preserved on the Old Victoria Hospital Lands. The form and colour of the proposed development differs from that of the Colborne Building as well as the listed properties north of South Street. The Colborne Building possesses a hip sloped roof and buff yellow brick while the proposed development is a multi-storey flat podium mimicking the War Memorial Building. The massing of the proposed lower podium aligns with the stone coursing of the Colborne Building.

The Colborne Building is in good condition with no significant structural deficiencies. The Building Condition Assessment and Adaptive Reuse Strategy determined that the building is an excellent candidate for adaptive reuse. The building requires the repairing or replacement of various elements including windows, roofs, and insulation. The building will be upgraded with new interior finishes, new mechanical/electrical infrastructure and barrier-free accessibility improvements.



Options 1.0 and 1.1  
 Residential: 70 sq.m  
 Commercial: 735 sq.m

Image 24: Proposed Options for Colborne Building prepared by E.R.A. Architects

# 7. IMPACTS OF PROPOSED DEVELOPMENT

## 7.1 MITIGATION APPROACHES

The Provincial Policy Statement (PPS 2005) Heritage Resources in the Land Use Planning Process, Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005, was the resource utilized in the identification and development of the ‘Mitigation Approaches’ for the proposed development. Specifically, Heritage Impact Assessments and Conservation Plans; Principles in The Conservation of Historic Properties was the main source of terms of reference.

The principles listed below were identified from the Heritage Tool Kit and expanded to include specific principles and mitigation related to the proposed development.

CRITERIA		DESCRIPTION
EVIDENCE	Respect for Documentary Evidence	Documentary evidence was provided by the City of London through a number of studies, building condition assessments, and reports to the developer through an RFP process. The developer is maintaining all significant heritage elements as identified in the evidentiary documentation.
LOCATION	Respect for Original Location	The Colborne Building is being preserved and included in the adaptive reuse proposal as part of the overall development. The location of the heritage building is at a significant intersection, southwest corner of Colborne and South Streets. The proposal does not include moving of the building on or off the site. The proposal respects its location by pronouncing it as an ‘artifact’ within the landscape of the new development.
MASSING	Respect for existing form and massing	Refer to the massing diagrams following this section. The existing form and massing of the Colborne building is respected by allowing it to be its own identity through its hipped roof form and slender structure. The height of the lower podium of the proposed development is consistent with the stone coursing of the Colborne Building. The proposed development also has a second podium allowing for density and at the same time minimizing the mass of the towers.
MATERIALS	Respect for Historic Material	The existing materials of the Colborne Building, ie. brick, stone, wood trims, and fenestration, are being preserved and will be restored. The proposed development street podium reflects similar materials consistent with the Colborne Building. The colour of the materials have not been formalized at this stage. The development proposes the use of different materials including curtain wall and panel above the podium to articulate the base level of the development and accentuate the Colborne Building. The colour of the glass in the proposed development should be considered to respect the identity of the Colborne Building.
FABRIC	Respect for Original Fabric	The Colborne Building will be restored with like materials to respect the integrity of the building. This includes for the stone base, brick, windows, door patterns, stone coursing, soffit detailing, and wood trims. Roofing should be restored with materials that replicate the original aesthetic of the building. Existing openings, windows and doors, will be utilized where new entrances are required for the ground floor mixed use opportunities.

## 7. IMPACTS OF PROPOSED DEVELOPMENT

CRITERIA		DESCRIPTION
HISTORY	Respect for the Building's History. Do not restore to one period at the expense of another period.	The architectural and historical reasons for designation will be adhered to for the restoration of the building to preserve the unique history of the building as a 'Pavilion' hospital amongst the OVH Lands.
REVERSIBILITY	Reversibility of the new elements.	All proposed alterations to the Colborne Building will be reversible and allow a resource to return to its original conditions. A proposed accessible podium to raise the entrance grade to the floor line on the west side of the Colborne Building is the most dominant feature to be incorporated adjacent to the structure. Existing window openings may be utilized as door openings to create multiple access points into the heritage building. These elements are considered reversible.
LEGIBILITY	Legibility of the new versus the old.	The location of the Colborne Building at the main intersection of Colborne and South Streets allows the heritage building to be distinct in the proposal as a whole due to its location and form. The materials of the proposed towers will differ from that of the Colborne Building creating a juxtaposition and clearly maintain the identity of the heritage building.
MAINTENANCE	Maintenance	The Colborne Building will be a part of the overall development. This will contribute to its sustainability as an actively utilized building incorporating mixed uses, commercial retail, and residential. An actively used and adaptive reuse building becomes easier to maintain and receives increased maintenance schedules versus an empty structure.
DESTRUCTION	Destruction of any, or part of any, significant heritage attributes or features.	There is no plan of destruction of any part of the Colborne Building. The building will be restored and integrated as an adaptive reuse project.
ALTERATION	Alteration must be sympathetic or is compatible, with the historic fabric and appearance;	There are no alterations that affect the 'Reasons for Designation'. New openings will be minimized and will respect the original fabric of the building.
SHADOWS	Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;	Refer to shadow study in the Appendices to this document. Shadows are minimized due to the separation of the new forms from the heritage building. South sun early to mid day remains to light the building and the outdoor pedestrian realm associated.
ISOLATION	Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;	While the heritage attribute is separated from the new development, it is connected to the overall design and its urban neighborhood through its green space connections. The context also provides for the Colborne Building to be a 'Landmark' in the neighbourhood as identified in the Cultural Heritage Evaluation.

## 7. IMPACTS OF PROPOSED DEVELOPMENT

CRITERIA	DESCRIPTION
OBSTRUCTION	Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features; Views of all sides of the heritage building are pronounced. The pedestrian connection is centred on the War Memorial entrance north of South Street, aligning with the urban plaza and respecting the vista from neighboring building to the Thames River natural heritage area.
LAND USE	A change in land use to allow new development or site alteration to fill in the formerly open spaces; The land use proposed for the site which will be a mixed used commercial retail and residential provides for an animated street scape and vibrancy required of the Secondary Plan.
LAND	Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect resources. The site is flat. All grading will be in accordance with local governing bodies. There is no significant change in grade that alters soils, and drainage patterns that adversely affect the area.
CONTEXT	Retain important contextual values. The Cultural Heritage Assessment recommends that the entire streetscape along the north side of South Street, between Colborne and Waterloo Streets, be conserved. These include the Old War Memorial Children’s Hospital and the Health Services Building. The Colborne building retains its context within the proposed development.
DETAIL	Heritage Attributes: The form, scale, and massing of the Palladian style three-storey building, which tapers to a single-storey at the rear is retained and respected in the proposed design of the development. The local buff brick, including detailing such as the quoins at the north end; stringcourse, distinctive reddish-brown sandstone windowsills and trim, and the form of the hipped roof is being maintained.
LANDSCAPE	Buffer zones, site plan control, and other planning mechanisms. A number of buffer zones in the form of pedestrian streetscapes set backs, street edges and urban plazas surround the site to provide relief and accentuation of the landmark structure. Furthermore, the Thames River natural heritage corridor to the south provides for a buffer to other development areas.

# 7. IMPACTS OF PROPOSED DEVELOPMENT

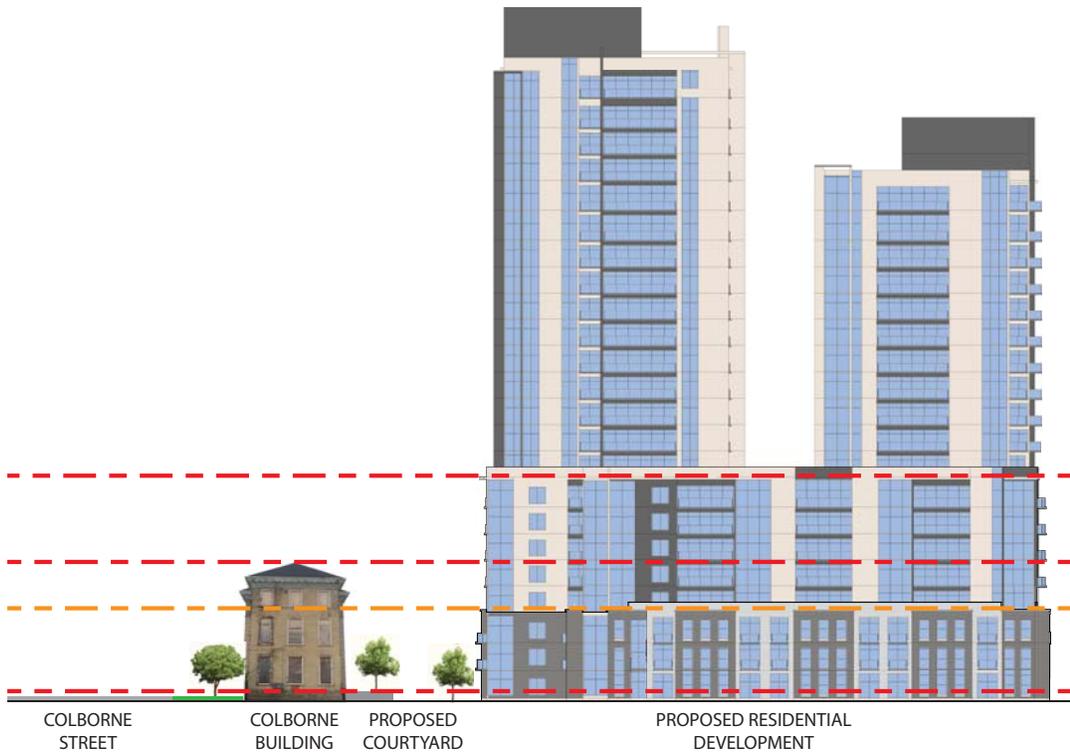


Image 25: Massing Diagram- North Elevation prepared by a+LiNK Architecture.

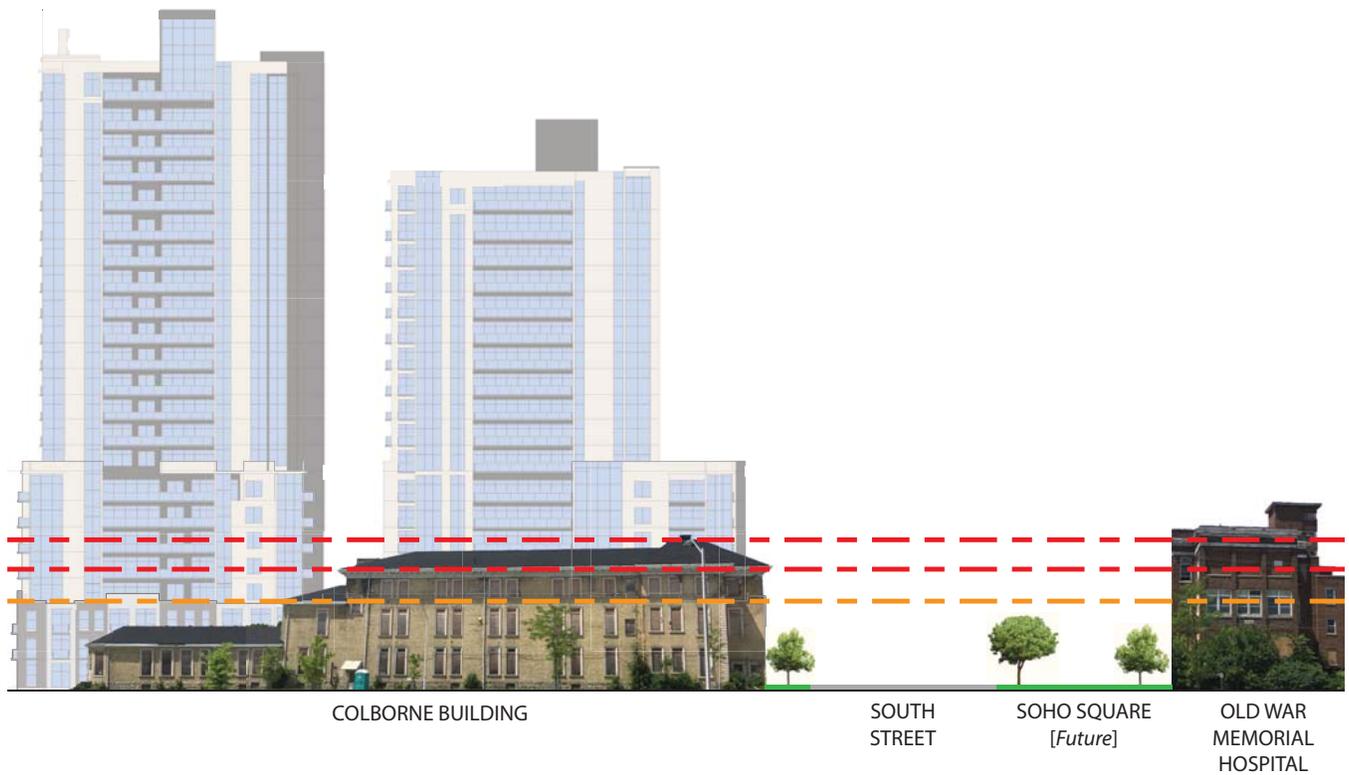


Image 26: Massing Diagram- West Elevation prepared by a+LiNK Architecture.

## 8. RESOURCES

### Government Documents

1. Her Majesty the Queen in Right of Canada. *Standards and Guidelines for the Conservation of Historic Places in Canada*. 2010.
2. Ministry of Municipal Affairs and Housing. *Ontario Provincial Policy Statement, Under the Planning Act*. 2014.
3. Ontario Ministry of Culture. *Heritage Resources in the Land Use Planning Process, Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement*. 'Info Sheet #5, Heritage Impact Assessments and Conservation Plans.' 2005.

### Municipal Documents

1. City of London: Dent, Laura. *Passage of Designating By-Law 391 South Street - Colborne Building*. December 4, 2017.
2. City of London: Dent, Laura. *Request for Designation Heritage Listed Property at 391 South Street - Colborne Building*. September 25, 2017.
3. City of London. *Draft Old Victoria Hospital Lands Secondary Plan, Meeting on June 20, 2013*.
4. City of London. *Illustrated Urban Design Principles*. May 2010.
5. City of London - The London Advisory Committee on Heritage Department of Planning and Development. *Inventory of Heritage Resources 2006*. 2005.
6. City of London. *The London Plan*. Minister Approved December 28, 2016.
7. City of London. *Request for Expressions of Interest City of London Old Victoria Hospital Lands*. October 22, 2014.
8. City of London. *Secondary Plan, Old Victoria Hospital Lands*. June 2014.
9. City of London. *Strategic Plan for the City of London 2015-2019*.

### Other

1. Map Images: *London, Ontario*. June 2018. Google Maps, <https://www.google.ca/maps/place/London,+ON>
2. Medallion Developments. *Architectural and Landscape Design Drawings - 391 South Street, London, Ontario*. Received June 22, 2018.
3. Medallion Developments. *Urban Design Brief, '391 South Street Old Victoria Hospital Lands'*. June 2018.
4. Tausky, Nancy Z. *Cultural Heritage Assessment: Buildings in the South Street Hospital Complex, London, Ontario*. May 2011.

## 9. APPENDICES

### A. SUN STUDY OF THE PROPOSED DEVELOPMENT [provided by Medallion Developments]

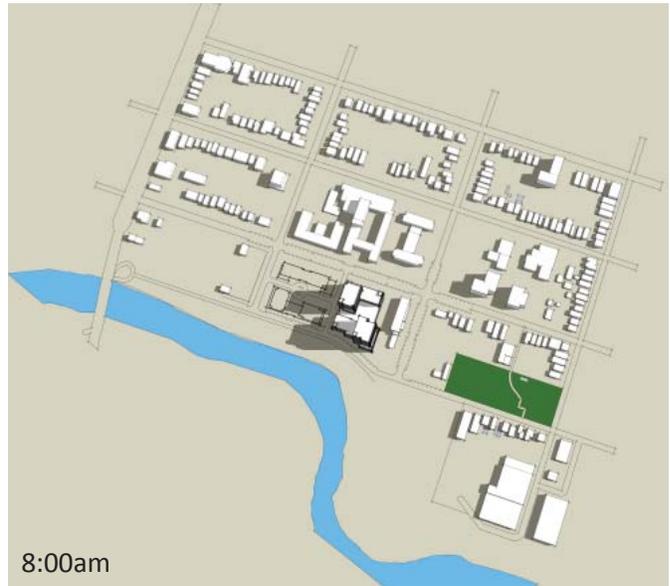
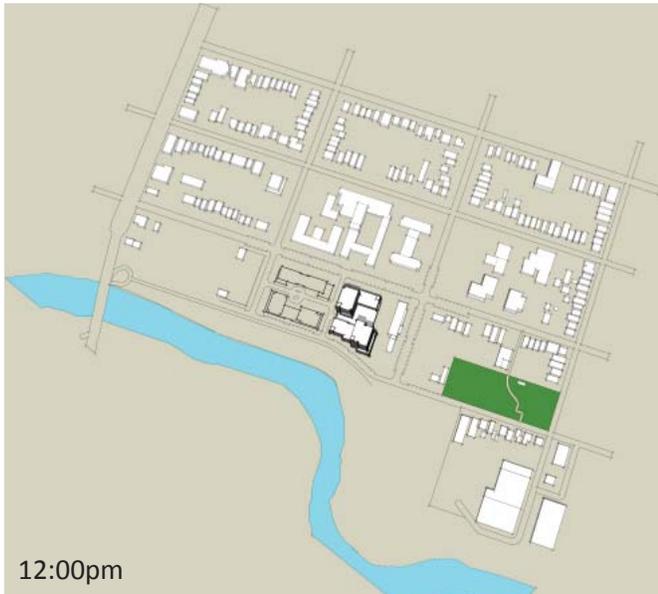
# APPENDIX A

## SUN STUDY

June 21 - Summer Solstice

Images from Medallion Developments

With the sun at the highest position in the sky, the proposed residential towers cast large shadowing at dusk and dawn affecting the future development on the west side of the Colborne Building property and the residential area to the east of Colborne Street. During the Summer Solstice, the Colborne Building is expected to be in shadow starting from 3:00pm until sunset.

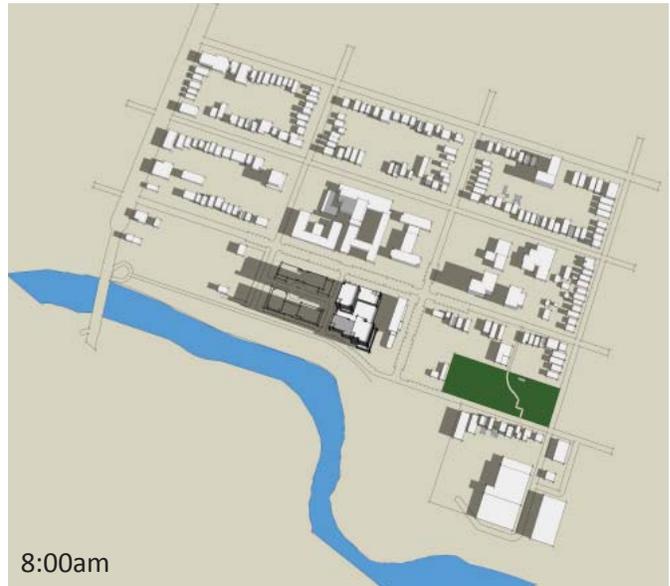
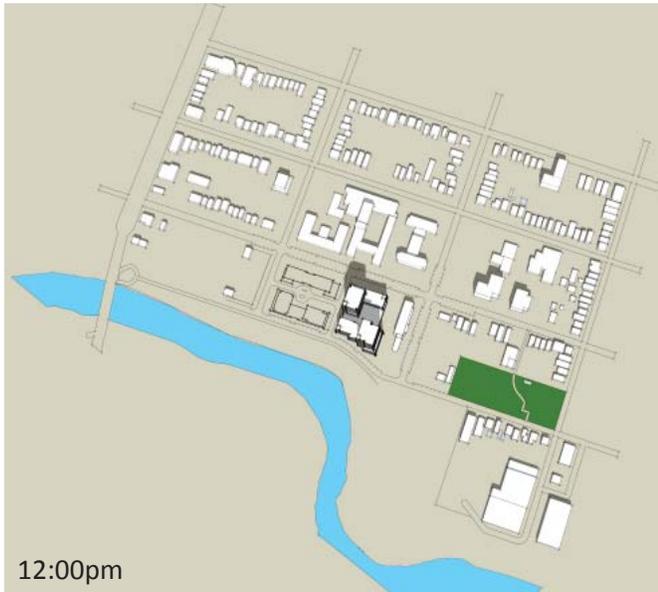


# APPENDIX A

## SUN STUDY

March + September 21 - Spring/Fall Equinox  
Images from Medallion Developments

With the sun's rays perpendicular to the equator, the proposed residential towers cast large shadowing to both the west side of the Colborne Building property and the residential area to the northeast. During the Equinoxes, the Colborne Building is expected to be in shadow starting from 2:00pm until sunset.



# APPENDIX A

## SUN STUDY

December 21 - Winter Solstice

Images from Medallion Developments

With the sun at the lowest elevation in the sky, the proposed residential towers cast large shadowing on the Old Medical School and the Old War Memorial Hospital, both located across South Street, as well as the residential neighbourhood to the northeast. During the Winter Solstice, the Colborne Building is illustrated to be in shadow starting from 2:00pm until early sunset.



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## Report to the 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:** Heritage Alteration Permit Application By: R. Gilligan  
104 Wharncliffe Road North  
Blackfriars-Petersville Heritage Conservation District  
**Meeting on:** Wednesday July 11, 2018

## Recommendation

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* to add a rear dormer to the building located at 104 Wharncliffe Road North, within the Blackfriars-Petersville Heritage Conservation District, **BE PERMITTED** with the following terms and conditions:

- (a) All exposed wood be painted; and,
- (b) The Heritage Alteration Permit be displayed in a location visible from the street until the work is completed.

## Executive Summary

### Summary of Request

The property at 104 Wharncliffe Road North was altered without obtaining Heritage Alteration Permit approval. This Heritage Alteration Permit application seeks to bring into compliance the addition of a rear dormer, and allow its continued construction in keeping with the heritage character of the Blackfriars-Petersville Heritage Conservation District.

### Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to ensure that a Heritage Alteration Permit is obtained – retroactively – for the addition of a rear dormer to the existing dwelling that is compatible with the heritage character of the Blackfriars-Petersville Heritage Conservation District through the application of terms and conditions.

### Rationale of Recommended Action

Unapproved alterations are not compliant with the policies of the *Blackfriars-Petersville Heritage Conservation District – Plan & Guidelines*. The applicant did not obtain a Heritage Alteration Permit prior to construction of the rear dormer, however the rear dormer is compatible with the *Blackfriars-Petersville Heritage Conservation District – Plan & Guidelines*.

## Analysis

### 1.0 Background

#### 1.1 Property Location

The property at 104 Wharncliffe Road North is located at the north corner of Wharncliffe Road North and Charles Street (Appendix A).

## 1.2 Cultural Heritage Status

The property at 104 Wharncliffe Road North is located within the Blackfriars-Petersville Heritage Conservation District, which was designated under Part V of the *Ontario Heritage Act* on May 15, 2015. The property at 104 Wharncliffe Road North is a contributing resource to the District.

## 1.3 Description

The cultural heritage resource located at 104 Wharncliffe Road North is a one-storey brick dwelling constructed circa 1910 exhibiting Queen Anne styling (Appendix B). The dwelling has a hipped roof with front gable containing patterned shingling, divided lite transoms cap many of the primary windows and the front porch structure retains original rusticated cast concrete block piers.

## 2.0 Legislative/Policy Framework

The *Provincial Policy Statement* (2014) states that “significant built heritage resources and significant cultural heritage landscapes shall be conserved.” The *Official Plan* (1989, as amended)/*The London Plan* (approved 2016) provides policies that cultural heritage resources will be conserved and protected.

### 2.1 Ontario Heritage Act

A Heritage Alteration Permit is required to make alterations to a property within a Heritage Conservation District. Per Section 41.1(5.e) of the *Ontario Heritage Act*, the *Blackfriars-Petersville Heritage Conservation District – Plan & Guidelines* has defined “alteration to roofline” and “window open removal or addition” as classes of alterations requiring Heritage Alteration Permit approval (p37). As the alterations were undertaken prior to obtaining Heritage Alteration Permit approval, this application met the Conditions for Referral defined within the Delegated Authority By-law (By-law No. C.P.-1502-129), thus requiring consultation with the London Advisory Committee on Heritage (LACH) and a decision by Municipal Council.

The *Ontario Heritage Act* enables municipalities to give the applicant:

- a) The permit applied for;
- b) Notice that the council is refusing the application for the permit; or,
- c) The permit applied for, with terms and conditions attached (Section 42(4), Ontario Heritage Act).

Municipal Council must respond within 90 days after receipt of a demolition request and/or Heritage Alteration Permit application (Section 42(4), *Ontario Heritage Act*).

### 2.2 Blackfriars-Petersville Heritage Conservation District – Plan & Guidelines

In the Blackfriars-Petersville Heritage Conservation District, the predominant building form is the one, one and one-half and two storey house with a hip or gable roof. Common form, massing, type, and scale of buildings and roof pitches are distinctive characteristics attributed to the district character. Further, a large part of the character of individual buildings and the character of the district is established by the ornate treatment of the roof gables and dormers facing the street (*B-P HCD Plan* p7, 45, 60).

Stated goals and policies of the *Blackfriars-Petersville Heritage Conservation District – Plan & Guidelines* (*B-P HCD Plan*) include encouraging alterations to heritage resources that are consistent with the identified cultural heritage value of the area, and alterations that are sympathetic in design that support that heritage value of the District – with particular attention to form, scale, massing, and setbacks (*B-P HCD Plan* pp9-10, 23).

Design guidelines for alterations and additions are outlined in Section 10.3.1 of the *B-P HCD Plan*. Guidelines emphasize that “alterations to the façades of buildings visible from the front and side of the building on corner lots have the potential to significantly affect the appearance of not only the building itself, but the entire streetscape.” Form

and details of additions should be complementary to the original construction, with respect to style, scale, and materials, and sympathetic in design. The use of traditional materials, finishes and colours is encouraged. Finally, new windows should be of a similar style, orientation and proportion as on the existing building (*B-P HCD Plan* pp52-53).

### **3.0 Heritage Alteration Permit Application**

As required by the *Ontario Heritage Act*, the *B-P HCD Plan* identifies classes of alterations that require, or do not require, Heritage Alteration Permit approval (pp37-38). Roofline alterations and the addition of new windows requires Heritage Alteration Permit approval. Unapproved construction of the rear dormer at 104 Wharncliffe Road North was made before May 11, 2018. Heritage staff noted during a site meeting with the applicant on May 11<sup>th</sup>, that construction had begun; work on the dormer was immediately halted.

A Heritage Alteration Permit application was submitted by the property owner and received on May 24, 2018. The property owner has applied for a Heritage Alteration Permit to:

- Bring into compliance – with the *Ontario Heritage Act* and policies of the *B-P HCD Plan*, the addition of:
  - a rear dormer containing a new vinyl window (half-rounded with internal grille bars set between glass panes)
    - the gable surface of the dormer will contain patterned wood shingling (painted) to match that found on the front dormer; and,
    - the addition of crown moulding (painted) where shingles meet the wood soffit.

Per Section 42(4) of the *Ontario Heritage Act*, the 90-day timeline for the Heritage Alteration Permit application will expire on August 22, 2018.

### **4.0 Analysis**

Although the construction of the rear dormer commenced without Heritage Alteration Permit approval, the intention of the applicant has been for the dormer to be compatible in scale and overall form with the the existing building on the property; attention to these policies and guidelines of the District Plan can be seen in the partially constructed dormer. Further, to be sympathetic to the design and detailing of the front dormer, the applicant will be constructing patterned wood shingling to match that found on the front dormer gable surface. Fascia detailing and crown moulding will be in wood. All wood surfaces and details will be treated and painted (*B-P HCD Plan* p61). Finally, the new window is proportioned and sized appropriately for the dormer, and its arched form is complementary to the District character which is commonly seen in dormers throughout the District.

### **5.0 Conclusion**

A rear dormer at 104 Wharncliffe Road North, a contributing resource in the Blackfriars-Petersville Heritage Conservation District, was added without a Heritage Alteration Permit. The partially constructed rear dormer conforms with the policies and guidelines of the *B-P HCD Plan*. It is recommended that the continued construction of the dormer be permitted, which will bring into compliance unapproved alterations with the *Blackfriars-Petersville Heritage Conservation District – Plan & Guidelines*.

<b>Prepared by:</b>	<b>Laura E. Dent, M.Arch, PhD, MCIP, RPP Heritage Planner</b>
<b>Submitted by:</b>	<b>Gregg Barrett, AICP Manager, Long Range Planning and Research</b>
<b>Recommended by:</b>	<b>John M. Fleming, MCIP, RPP Managing Director, Planning and City Planner</b>

June 25, 2018  
LED/

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Appendix A – Map

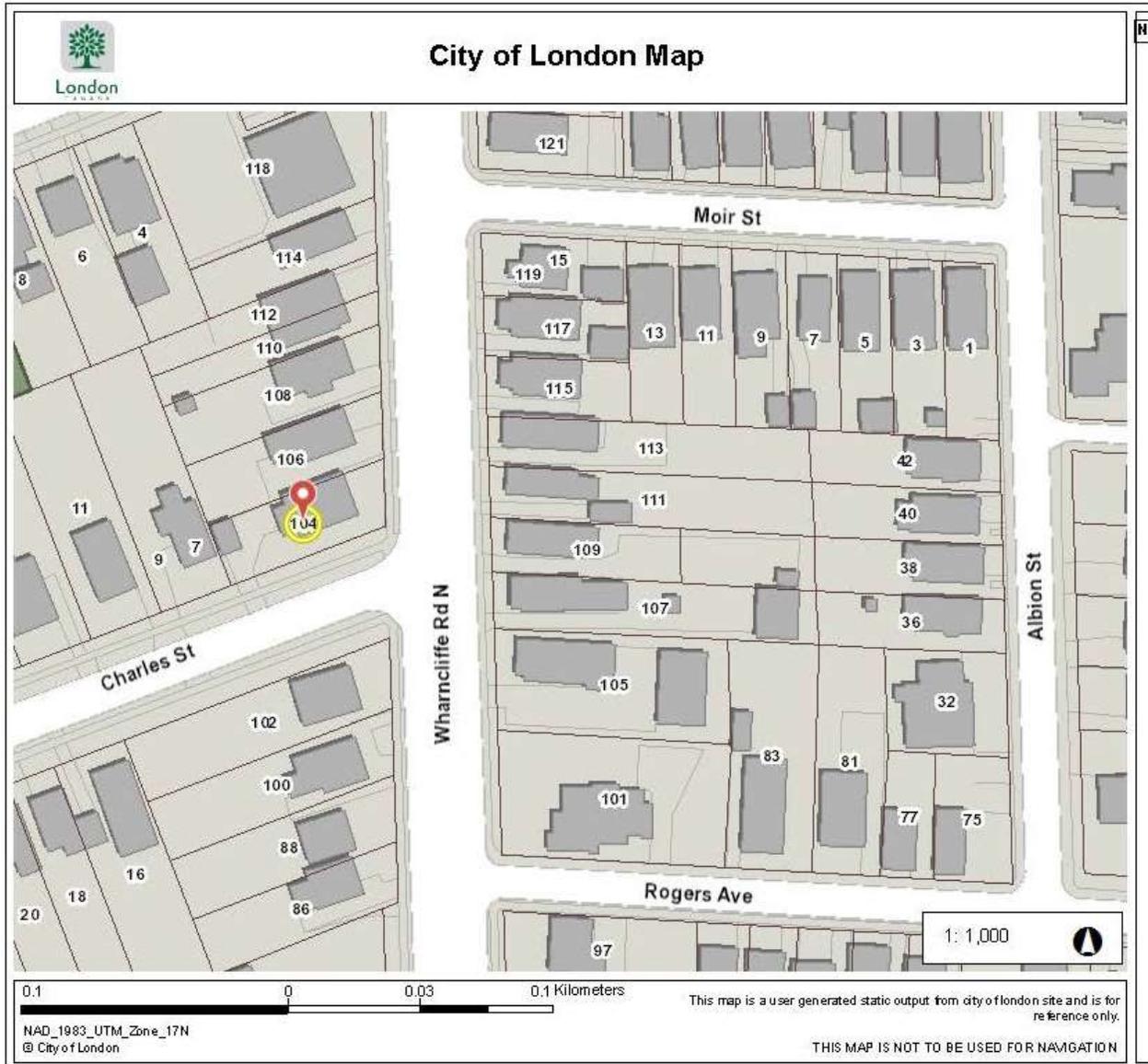


Figure 1: Property location of 104 Wharncliffe Road North

Appendix B – Images



*Image 1: View of partially constructed rear dormer (west) at 104 Wharncliffe Road North (May 11, 2018)*



*Image 2: Close-up view of partially constructed rear dormer (west) at 104 Wharncliffe Road North (May 11, 2018)*



*Image 3: View of side elevation (south) at 104 Wharncliffe Road North (May 11, 2018)*



*Image 4: View of front elevation and front dormer (east) at 104 Wharncliffe Road North (May 11, 2018)*



*Image 5: Detailed view of front dormer (east) at 104 Wharncliffe Road North (May 11, 2018)*

# London Advisory Committee on Heritage

## Report

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

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

ABSENT: D. Brock, H. Garrett and K. Waud

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

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 Demolition Request for Heritage Listed Property at 2154 Richmond Street by Drewlo Holdings Ltd.

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 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);
- c) the property owner BE REQUESTED to commemorate the historic contributions of the McCormick-Brickenden-Greenway family in the future development of this property; and,
- d) the property owner BE REQUESTED to salvage any materials that have architectural value during the demolition process;

it being noted that the ~~attached~~ presentation from K. Gonyou, Heritage Planner, as well as the verbal delegation from P. Hinde, Tridon Group, with respect to this matter, were received.

#### 2.2 Heritage Coffee Sleeves Project

That it BE NOTED that the presentation appended to the agenda, from G. Rodman, London Heritage Council, with respect to the Heritage Coffee Sleeves Project, was received; it being noted that the London Advisory Committee on Heritage suggested that the London Heritage Council seek financial assistance for the project through the Culture Office at the City of London.

2.3 Hellmuth Boys College Interpretive Sign

That it BE NOTED that the ~~attached~~ presentation from M. Tovey with respect to the Hellmuth Boys College Interpretive Sign, was received.

2.4 Heritage Places 2.0 – Status Update

That it BE NOTED that the ~~attached~~ presentation and hand outs from A. Barnes, Letourneau Heritage Consulting, with respect to a status update on the Heritage Places 2.0 project, were received.

**3. Consent**

3.1 6th Report of the London Advisory Committee on Heritage

That it BE NOTED that the 6th Report of the London Advisory Committee on Heritage, from its meeting held on May 9, 2018, was received.

3.2 Notice of Planning Application - Zoning By-law Amendment - 147-149 Wellington Street and 253-257 Grey Street

That M. Corby, Senior Planner, BE ADVISED that the London Advisory Committee on Heritage does not support the conclusions of the Heritage Impact Statement, dated April 2018, with respect to the property located at 147 Wellington Street, for the following reasons:

- the lack of compatibility and sympathy with the adjacent heritage listed and designated properties with respect to setback, material and design, particularly as it relates to the property located at 143 Wellington Street;
- it does not encourage active commercial uses at grade in order to continue to support the historically commercial streetscape; and,
- it does not properly consider the potential cultural heritage value of the on-site building at 147-149 Wellington Street.

3.3 Notice of Planning Application - Zoning By-Law Amendment - 391 South Street

That it BE NOTED that the Notice of Planning Application, dated April 18, 2018, from S. Wise, Planner II, with respect to the property located at 391 South Street, was received.

3.4 City of London Long Term Water Storage - Municipal Class Environmental Assessment - Notice of Project Commencement and Public Information Centre # 1

That P. Lupton, Environmental Service Engineer, City of London and N. Martin, AECOM Canada, BE ADVISED that the London Advisory Committee on Heritage requests the assurance that Cultural Heritage Resources are considered as part of the Environmental Assessment process as it relates to the City of London Long Term Water Storage Municipal Class Environmental Assessment, which should include Stage 1 Archaeological Assessment and a Cultural Heritage Screening Report.

- 3.5 Notice of Public Meeting - Paramount Development (London) Inc. - 809 Dundas Street

That it BE NOTED that the Notice of Public Meeting dated May 30, 2018, from S. Wise, Planner II, with respect to the property located at 809 Dundas Street, was received.

**4. Sub-Committees and Working Groups**

None.

**5. Items for Discussion**

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

That it BE NOTED that the London Advisory Committee on Heritage supports the findings of the Cultural Heritage Evaluation Report, dated March 2018, submitted by AECOM, with respect to The Queens Bridge (1-BR-05), Queens Avenue over the Thames River.

- 5.2 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**

None.

**7. Adjournment**

The meeting adjourned at 7:52 PM.



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

June 27, 2018

G. Kotsifas  
Managing Director, Development and Compliance Services and Chief Building Official

M. Corby  
Senior Planner

P. Lupton  
Environmental Service Engineer

I hereby certify that the Municipal Council, at its meeting held on June 26, 2018 resolved:

That the following actions be taken with respect to the 7th Report of the London Advisory Committee on Heritage from its meeting held on June 13, 2018:

a) 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 demolition of the heritage listed property located at 2154 Richmond Street:

i) the Chief Building Official BE ADVISED that Municipal Council consents to the demolition of this property;

ii) 2154 Richmond Street BE REMOVED from the Register (Inventory of Heritage Resources);

iii) the property owner BE REQUESTED to commemorate the historic contributions of the McCormick-Brickenden-Greenway family in the future development of this property; and,

iv) the property owner BE REQUESTED to salvage any materials that have architectural value during the demolition process;

it being noted that the presentation appended to the 7th Report of the London Advisory Committee on Heritage from K. Gonyou, Heritage Planner, as well as the verbal delegation from P. Hinde, Tridon Group, with respect to this matter, were received;

b) M. Corby, Senior Planner, BE ADVISED that the London Advisory Committee on Heritage does not support the conclusions of the Heritage Impact Statement, dated April 2018, with respect to the property located at 147 Wellington Street, for the following reasons:

- the lack of compatibility and sympathy with the adjacent heritage listed and designated properties with respect to setback, material and design, particularly as it relates to the property located at 143 Wellington Street;

- it does not encourage active commercial uses at grade in order to continue to support the historically commercial streetscape; and,

- it does not properly consider the potential cultural heritage value of the on-site building at 147-149 Wellington Street;

c) P. Lupton, Environmental Service Engineer, City of London and N. Martin, AECOM Canada, BE ADVISED that the London Advisory Committee on Heritage requests the assurance that Cultural Heritage Resources are considered as part of the Environmental Assessment process as it relates to the City of London Long Term Water Storage Municipal Class Environmental Assessment, which should include Stage 1 Archaeological Assessment and a Cultural Heritage Screening Report; and,

d) clauses 1.1, 2.2 to 2.4, 3.1, 3.3, 3.5, 5.1 and 5.2, BE RECEIVED.  
(5.1/11/PEC)



C. Saunders  
City Clerk  
/lm

cc. J. Fleming, Managing Director, Planning and City Planner  
Chair and Members, London Advisory Committee on Heritage  
K. Gonyou, Heritage Planner  
L. Dent, Heritage Planner  
External cc list in the City Clerk's Office



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

June 13, 2018

C. Saunders  
City Clerk

J. Ramsay  
Forestry Technologist

I hereby certify that the Municipal Council, at its meeting held on June 12, 2018 resolved:

That, the following actions be taken with respect to the 6th Report of the London Advisory Committee on Heritage from its meeting held on May 9, 2018:

a) 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;

b) on the recommendation of the Managing Director, Planning and 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 Statement of Cultural Heritage Value or Interest appended to the 6th Report of the London Advisory Committee on Heritage;

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

it being further noted that the presentation from K. Gonyou, Heritage Planner, appended to the 6th Report of the London Advisory Committee on Heritage, was received with respect to this matter;

c) 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:

i) 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,

ii) 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 presentation from C. Parker, Senior Planner, appended to the 6th Report of the London Advisory Committee on Heritage, was received with respect to this matter;

d) 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;

e) 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;

f) 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 presentation from K. Gonyou, Heritage Planner, appended to the 6th Report of the London Advisory Committee on Heritage, was received with respect to this matter;

g) 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 presentation from L. Dent, Heritage Planner, appended to the 6th Report of the London Advisory Committee on Heritage, was received with respect to this matter;

h) 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 drawings appended to the 6th Report of the London Advisory Committee on Heritage, 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 presentation from L. Dent, Heritage Planner, appended to the 6th Report of the London Advisory Committee on Heritage, was received with respect to this matter;

i) 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; and,

j) clauses 1.1, 2.4, 3.1, 3.2, 3.4 to 3.10, 3.12, 4.1, 5.5 and 6.1, BE RECEIVED.

(3.1/10/PEC)



L. Rowe  
Deputy City Clerk  
/lm

cc. J.M. Fleming, Managing Director, Planning and City Planner  
K. Gonyou, Heritage Planner

L. Dent, Heritage Planner  
C. Parker, Senior Planner  
H. Woolsey, Administrative Assistant, Administration and Legislative  
J.J. Bunn, Committee Secretary  
C. Comeau, Documentation Services Representative



**NOTICE OF PUBLIC INFORMATION CENTRE**  
**Clarke Road Improvements**  
**Veterans Memorial Parkway Extension to Fanshawe Park Road East**  
**Municipal Class Environmental Assessment**



The City of London is undertaking a Municipal Class Environmental Assessment (EA) to identify transportation improvements to the Clarke Road corridor between the Veterans Memorial Parkway (VMP) Extension (currently under detailed design) and Fanshawe Park Road East. The study is being undertaken in accordance with the requirements for Schedule 'C' projects within the Municipal Class EA document (2000, as amended in 2015), under the *Ontario Environmental Assessment Act*.

**Why are we studying Clarke Road?**

The 2030 Transportation Master Plan and the 2014 Development Charges Background Study identified the widening of Clarke Road (from two to four lanes with consideration given to the ultimate build-out of six lanes) as a priority project to address future traffic volumes associated with background development and improvements to the VMP.

**How can I participate in the study?**

The first Public Information Centre (PIC) was held Thursday, September 21, 2017, where the existing conditions, present and future traffic demands, alternative solutions and preliminary recommendations were presented. The selected preferred solution was to widen Clarke Road to accommodate four lanes, with an ultimate build-out to six lanes.

The second and final PIC will be held on Wednesday, July 11, 2018 to provide information about the Alternative Design Concepts, the evaluation of Alternative Design Concepts, and the Recommended Alternative Design.

Following the PIC and the receipt of public, agency, and Indigenous community input, a Preferred Design will be selected. An Environmental Study Report (ESR) will be prepared and provided for public review for a 30-day period. PIC display material will be made available on the City's website following the PIC: <http://www.london.ca/residents/Environment/EAs/Pages/Clarke-Road-Improvements.aspx>

**Public Information Centre Details:**

**Date:** Wednesday, July 11, 2018

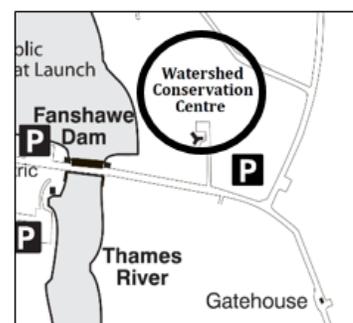
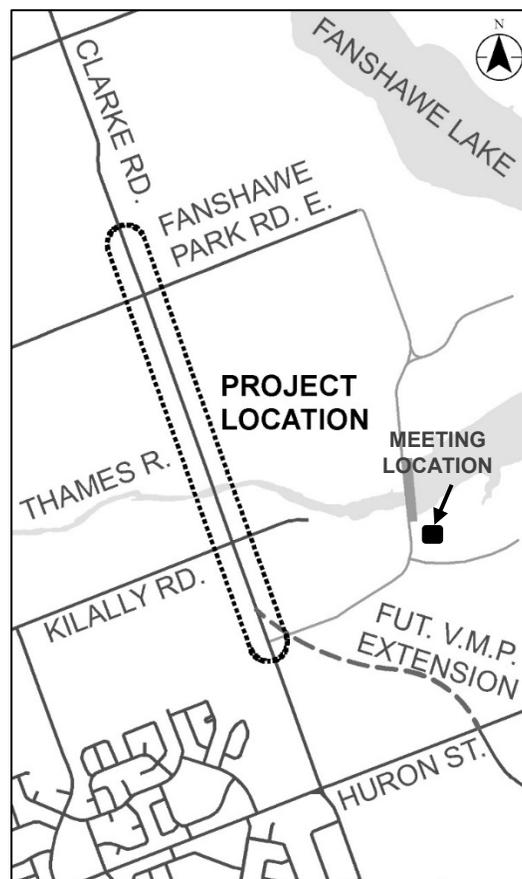
**Time:** Drop-in between 4:30pm-7:30pm

**Location:** Upper Thames River Conservation Authority Watershed Conservation Centre, Fanshawe Conservation Area, 1424 Clarke Road, London ON (between Huron Street and Kilally Road)

To be added to the study mailing list or provide comment, please contact a member of the study team below:

Peter Kavcic, P.Eng.  
 Transportation Design Engineer  
 Transportation Planning & Design  
 City of London  
 pkavcic@london.ca  
 519-661-CITY (2489) ext. 4581

Isaac Bartlett, P.Eng. ENV SP  
 Project Manager  
 Stantec Consulting Ltd.  
 isaac.bartlett@stantec.com  
 519-675-6643



Personal information collected on this subject is collected under the authority of the *Municipal Act, 2011* and will be used by members of Council and City of London staff in their review of this matter. With the exception of personal information, all comments will become part of the public record and will be released, if requested, to any person. Comments and information received will be maintained on file for use during the project and may be included in project documentation.



**Clarke Road Improvements  
Future Veterans Memorial Parkway Extension  
to Fanshawe Park Road East  
Municipal Class Environmental Assessment**



**Public Information Centre No. 2**  
Wednesday, July 11, 2018, 4:30pm-7:30pm  
Upper Thames River Conservation Authority  
Watershed Conservation Centre

**COMMENT SHEET**

**(Please print clearly – more space is available on the back of the page)**

**Name:**

**Mailing Address:**

**Email Address:**

**Interest (i.e. property owner, agency, commuter):**

**Please provide your comments on the information presented tonight:**

Personal information collected and recorded at the Public Information Centre or submitted in writing on this subject is collected under the authority of the Municipal Act, 2011 and will be used by members of Council and City of London staff in their review of this matter. With the exception of personal information, all comments will become part of the public record. Questions about this collection should be referred to the City Clerk, 519-661-2500 ext. 4937.



## NOTICE OF PUBLIC INFORMATION CENTRE

### THE STUDY

The Upper Thames River Conservation Authority (UTRCA) and the City of London have initiated a Schedule B Municipal Class Environmental Assessment (EA) Study through its consultant AECOM. The focus of the study is to review ways to manage and improve the Broughdale dyke. The alternatives include regular maintenance, erosion protection, reconstruction of the dyke, increasing the height of the dyke, and extending the dyke upstream.

A Public Information Center (PIC) will be held to present an overview of the study and alternative solutions including their evaluation. You will be able to view display boards, speak with study team members and give us your input. The PIC will be a drop-in event and no formal presentation will be made. Details of the PIC are as follows:

**Date:** Wednesday June 20, 2018

**Place:** Kings University College, Broughdale Hall Room BH104 (266 Epworth Avenue)

**Time:** 5:00 pm – 7:00 pm

### We would like to hear from you.

Public consultation is an important part of this study. Contact us to provide comments or request more information.

#### Mr. Paul Adams CPT

Environmental Planner

AECOM Canada

250 York Street, Suite 410

London ON, N6A 6K2

Tel: 519 673-5873

Email: [paul.adams2@aecom.com](mailto:paul.adams2@aecom.com)

#### Mr. Adam Spargo, B.Sc.

Project Manager

AECOM Canada

250 York Street, Suite 410

London ON, N6A 6K2

Fax: 519 673-5975

Email: [adam.spargo@aecom.com](mailto:adam.spargo@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.



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

**London**  
CANADA

39T-16508/Z-8697  
Planner: Craig Smith  
tel: 519-661-CITY ext. 5924  
fax: 519-661-5397  
e-mail: crsmith@london.ca

June 20, 2018

**REVISED NOTICE OF APPLICATION  
for Approval of Draft Plan of Subdivision,  
and Zoning By-law Amendment**

On June 21, 2017 a notice of revised subdivision draft plan approval and zoning by-law amendment was circulated to all internal, external agencies and the Public. The City of London has received a further revision of the application to subdivide a parcel of land as shown on the map attached. The June 20, 2018 revised proposed draft plan of subdivision is described below and attached. The City of London has also received a revised Zoning By-law Amendment application. We are advising you of these applications to invite your comments and the comments.

**APPLICANT:** DNL Group Inc. on behalf of 2178254 Ontario Inc.

**LOCATION:** **Municipal Address:** 3425 Emily Carr Lane (*map attached*)

**Planning District:** Longwoods

**Watershed:** Dingman Creek

**Assessment No's:** 080050140000000

**PURPOSE AND EFFECT:** The purpose and effect of this application is to permit the development of a Multi-Family Medium Density Residential plan of subdivision on a 2.8 hectare parcel of land located southeast of Wharncliffe Road South, west of White Oak Road.

**PROPOSAL:** Consideration of a Plan of Subdivision consisting of seven (7) medium density residential blocks, two (2) local public street and the extension of Lismer Way to the west.

*For the lands under consideration, a Zoning By-law amendment (Z-8697) have also been received (see detail below).*

Possible change to Zoning By-law Z.-1 from an Urban Reserve (UR3) Zone and Urban Reserve (UR6) Zone to a Residential R5 Special Provision (R5-7(\_)) Zone to permit cluster townhouse dwellings with a minimum 4.5m exterior and front yard setback and a Residential R4 (R4-6) Zone to permit street townhouse dwellings.

The City is also considering the following amendment:

- The application of a Holding (h) Provision across the subject lands. The holding provision is to ensure the orderly development of lands, noise attenuation and design features are implemented and the adequate provision of municipal services are provided to the satisfaction of the City of London a development agreement is required to be executed.

**PLANNING POLICIES:** The Official Plan designates the subject property as "Multi-Family Medium Density Residential" which allows multiple attached dwellings

at a maximum density of 75 units per hectare as the main permitted uses.

**HOW TO COMMENT:**

Please call in, mail, fax or email your comments by July 21, 2018 if possible. Please refer to the file number or municipal address in all correspondence with City staff. Your opinion on this application is important. Comments will be reviewed and summarized in a report that will be submitted to the Planning and Environment Committee of City Council for consideration. **Please Note:** Your comments and opinions submitted to the City on this matter, including your name and address, will become part of the public record, may be viewed by the general public and may be published in a Planning Report and Council Agenda.

Your representative on City Council, Councillor Anna Hopkins (City Hall Telephone Number: 519-661-2500 ext. 4009), would be pleased to discuss any concerns you may have with this application.

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.

**APPEALS:**

If a person or public body does not make oral submissions at a public meeting, if one is held, or make written submissions to the Manager of Development Planning in respect of the proposed Plan of Subdivision before the Approval Authority gives or refuses to give approval to the Draft Plan of Subdivision; the person or public body is not entitled to appeal the decision of the Manager of Development Planning or the Council of the City of London to the Local Planning Appeals Tribunal and the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeals Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

**PUBLIC MEETING:**

The appropriateness of the proposed plan of subdivision will be considered at a future meeting of the Planning and Environment Committee. You will receive another notice inviting you to attend this meeting.

**FOR MORE INFORMATION:**

For additional information, please contact Craig Smith at 519-661-CITY ext. 5924, referring to "File 39T-16508/Z-8697", or inquire at the Development Planning Division, 6th Floor, City Hall, 300 Dufferin Avenue, between 8:30 a.m. and 4:30 p.m. weekdays.

**TO BE NOTIFIED:**

If you wish to be notified of the decision of the City of London in respect of this proposed plan of subdivision, you must make a written request to the Manager of Development Planning, Development Services Division, City of London, P.O. Box 5035, London ON N6A 4L9. If you wish to be notified of the adoption of the of the proposed Official Plan amendment or of the refusal of a request to amend the Official Plan, you must make a written request to the City Clerk, 300 Dufferin Ave., P.O. Box 5035, London, ON. N6A 4L9.



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### LOCATION MAP

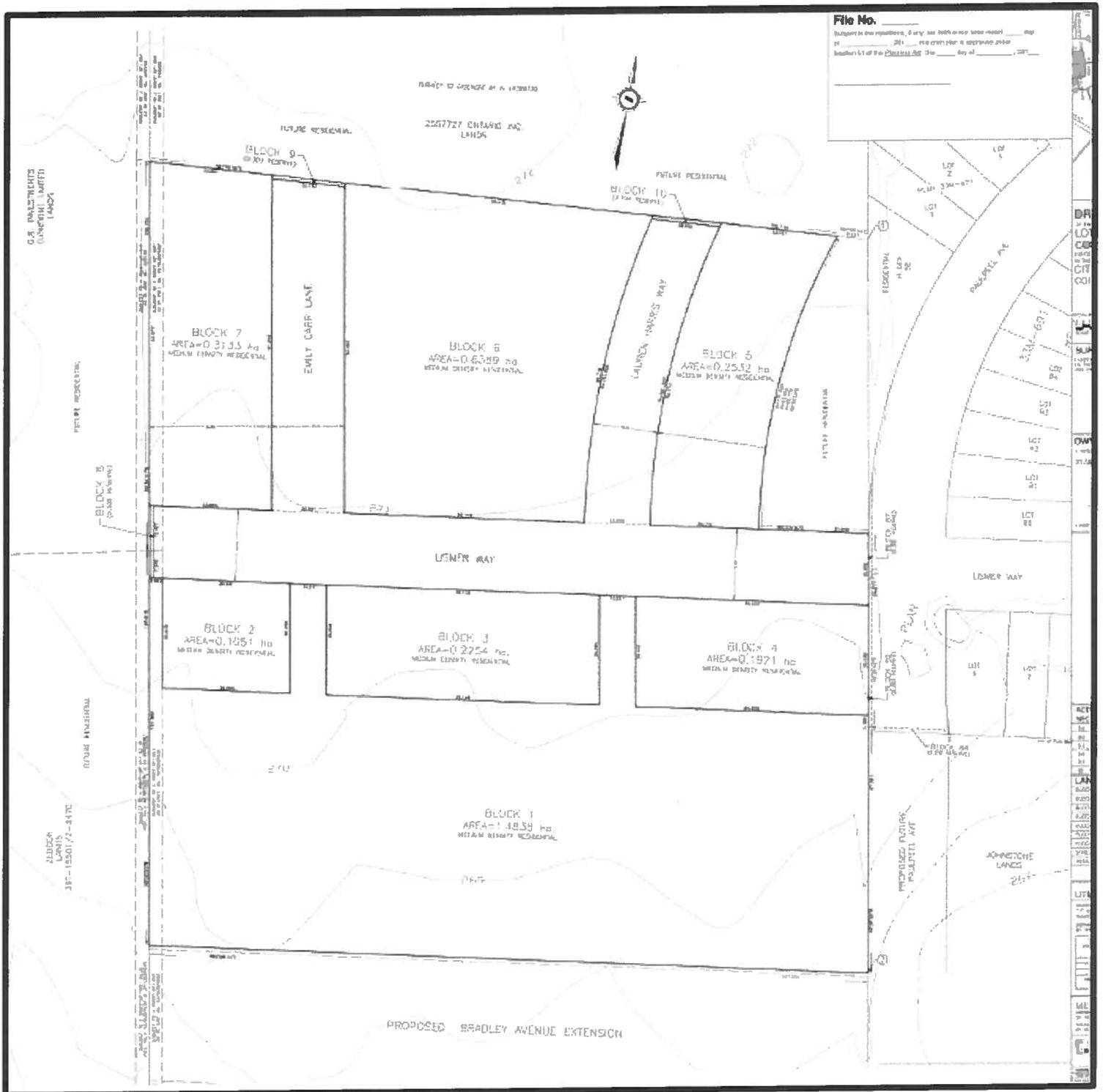
File Number: 39T-16508 / Z-8697  
 Location: 3425 Emily Carr Lane and 1160 Wharncliffe Road South  
 Created By: Ania Serrano  
 Date: 2016-10-17  
 Scale: 1:10100

### LEGEND

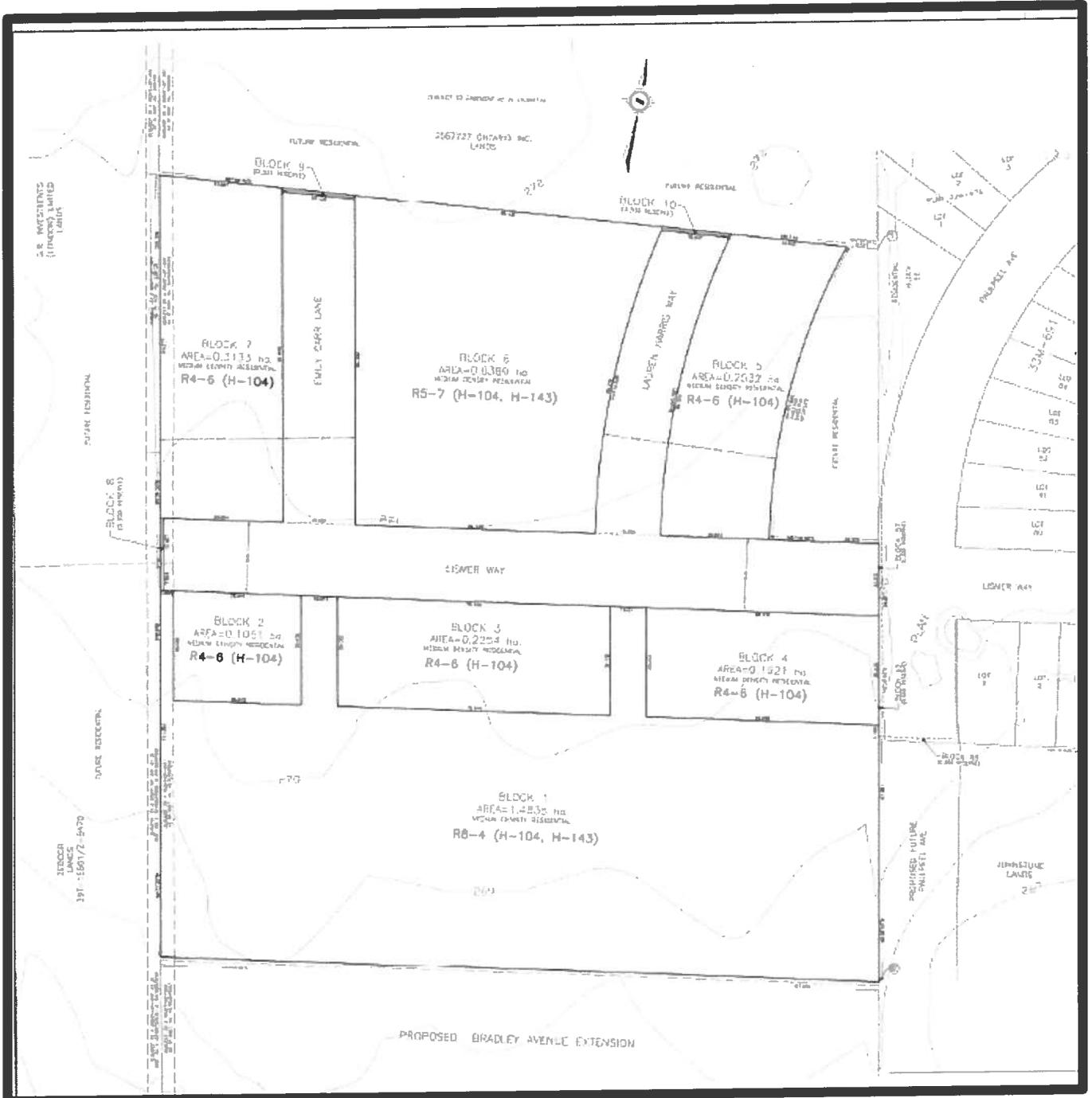
-  Subject Site
-  Parks
-  Assessment Parcels
-  Buildings
-  Address Numbers



Revised Application for Draft Plan of Subdivision, June 20, 2018



Revised Proposed Zoning, June 20, 2018





**VICTORIA BRIDGE (Ridout Street South)  
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT  
NOTICE OF COMPLETION**

The City of London has completed a Municipal Class Environmental Assessment (EA), Schedule C, to address general structural deterioration of the Victoria Bridge on Ridout Street South over the south branch of the Thames River. The study also addressed how best to safely accommodate bike lanes on the bridge.

The Class EA has determined that Victoria Bridge should be replaced on the existing alignment and the new structure should include dedicated bicycle lanes for increased rider safety. A through arch style of bridge has been selected as the preferred design concept for the replacement of Victoria Bridge.

The conceptual bridge design is shown on the following page. The preferred concept will be further developed during detailed design.

An Environmental Study Report (ESR) has been prepared and will be placed on public record on July 05, 2018 to August 07, 2018 for thirty (30) calendar days to be reviewed by members of the public and/or any other interested party at the following locations:

<p><b>City of London City Hall</b> 300 Dufferin Avenue, London City Clerk - 3<sup>rd</sup> Floor, Transportation Planning and Design - 8<sup>th</sup> Floor</p>	<p><b>London Public Library</b> Central Branch - 251 Dundas Street, London Landon Branch – 167 Wortley Road, London</p>
<p><b>City of London</b> <a href="http://www.london.ca/residents/Environment/EAs/Pages/Victoria-Bridge.aspx">http://www.london.ca/residents/Environment/EAs/Pages/Victoria-Bridge.aspx</a></p>	

If concerns regarding this project cannot be resolved with the City of London during the 30-day review period, a person may request the Minister of the Environment and Climate Change (MOECC) to issue an order to comply with Part II of the EA Act. This is known as a ‘Part II Order’. Information on Part II Orders can be found on the MOECC website at:

<http://www.forms.ssb.gov.on.ca/mbs/ssb/forms/ssbforms.nsf/FormDetail?OpenForm&ACT=RDR&TAB=PROFILE&SRCH=&ENV=WWE&TIT=2206&NO=012-2206E>

Subject to the comments received as a result of this notice detailed design, tendering and construction of the recommended works can proceed.

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.



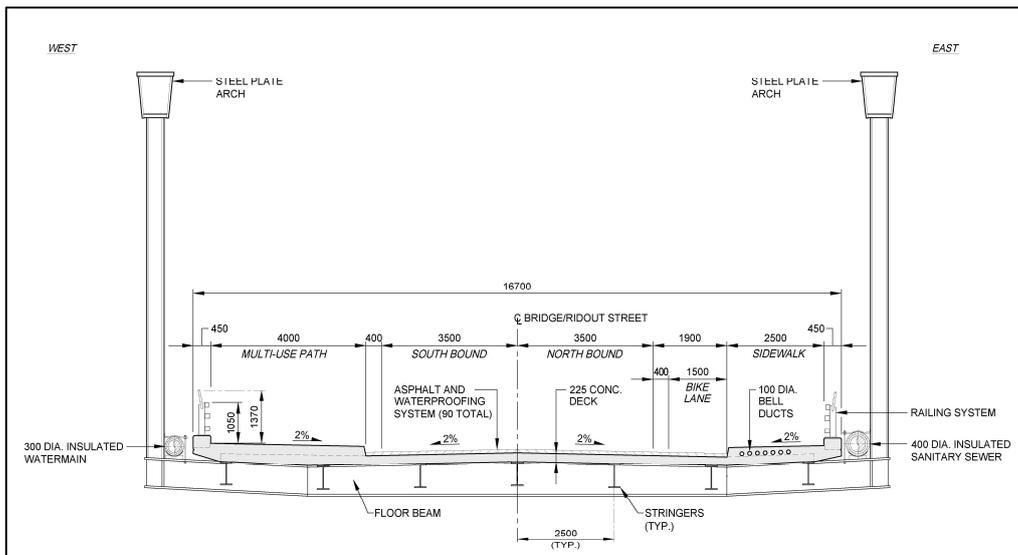
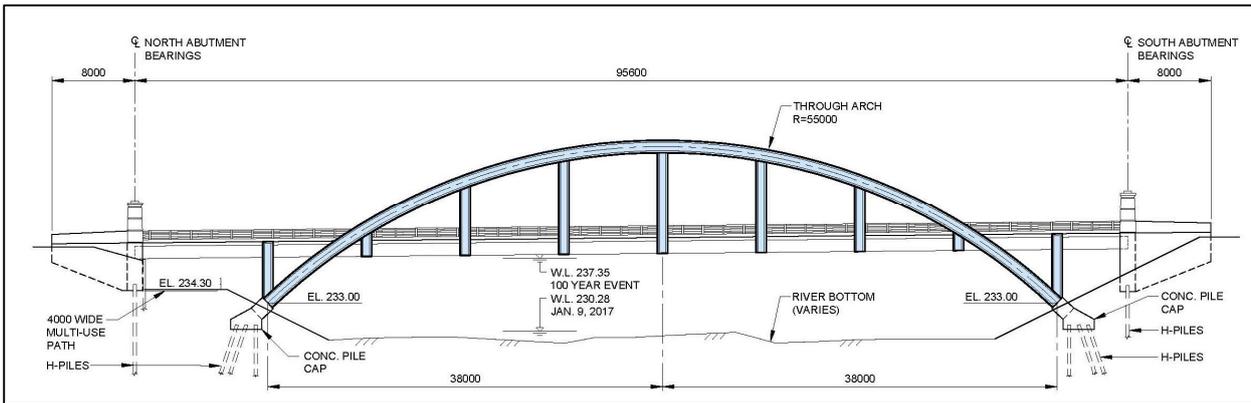
**VICTORIA BRIDGE (Ridout Street South)  
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT  
NOTICE OF COMPLETION**

To provide comments or if you have any questions, please contact either of the following team members:

**Karl Grabowski, P. Eng.,**  
Project Manager,  
Corporation of the City of London  
P.O. Box 5035  
300 Dufferin Avenue  
London ON, N6A 4L9  
Tel: 519-661-2489 x. 5071  
Email: kgrabows@london.ca

**John Pucchio, P. Eng.,**  
Project Manager,  
AECOM Canada  
250 York Street, Suite 410  
London ON, N6A 6K2  
Tel: 519-963-5880  
Email: john.pucchio@aecom.com

*Issued on July 03, 2018.*



Hello there,

In case you don't already know me, I'm Shawn Adamsson and I sit on the board the ACO London, the Urban League of London and am a member of the London Advisory Committee on Heritage (LACH). Thanks to many of you a chunk of my life is now dedicated to helping preserve London's heritage.

At LACH last week a couple of cool projects were on the agenda that are designed to engage average Londoners in our local history but neither project really gave an opportunity for people to dig deeper into the stories of our city - that's fine, we're all working on shoestring budgets and constraints are to be expected. One of the members of the LACH asked if there would be a website for people to go deeper on one of the projects but we don't really have a space like that today. We don't have a great place where we can share all of our stories in a high quality format and with any level of consistency. That's not surprising because it's a lot of work for any one organization to manage that kind of resource, especially with many being run by volunteers.

Here's the ask: would it be possible for some or (ideally) all of our groups to come together to support a central storytelling website that we could all use to further the education of Londoners with regards to our history? (You're going to have to trust me but this email is going to a lot of people.)

Putting together such a website is pretty trivial nowadays and the costs are minor, even putting the stories on the website isn't terribly tough or time consuming.

The work comes in assembling these stories (not just facts ... narrative, engaging storytelling) normally but between all of our groups we have a LOT of stories available. The ACO has content from decades of Geranium tours for starters, the City of London has heritage reports, we can request permission to reprint excerpts from history books, etc. The idea would be to provide a place where we can start to tell the stories of people, places, events and more ... these stories don't need to be fleshed out completely because it's the web and we can continue to add more content as time goes on. The site would be a home for a series of living documents.

By sharing the responsibility there's less concern that one group could take down an important resource should the group become defunct. All the organizations who get involved would have the ability to login and author content on the site. I (and others) can help with transferring stories to the site or formatting stories so they are readable and attractive on screens, tablets and phones.

A few of the other benefits:

- This is a great opportunity to raise the profiles of all our groups with bylines featuring short bios of the people who have contributed and the groups to which they belong.
- We can feature links to buy books about our heritage at local book shops and promote materials that can only be found in the London Room, Museum London and Western Archives.
- We can feature London citizens and businesses who are doing their part to preserve our history.

- We're all building our stories together and can locate resources that we can't necessarily find on our own (I witness this kind of thing monthly at LACH).
- If we want to build momentum together for a future London Archives this is a great place to start.
- We're using all of our social capital to make one resource as successful as we can and amplifying each other's voices far and wide.
- It allows us to keep our websites laser focused on the goals of our organization without having to squeeze in this kind of content.
- There are a bunch of other opportunities as well but this is a pretty good start.

We already did a little of this on the History Jam website (this content could be some of the first stuff to find a new home on this new cooperative site). You can find one of the blogs here: <https://www.historyjam.ca/new-blog/2017/6/15/three-stories-eight-sides>.

Costs would be pretty minor. Depending on the number of organizations to come on board, I'm guessing that if each organization could invest \$100-\$200 per year in the project we'd be in really good shape.

I would love to hear your feedback on the idea and whether you think it's viable. I truly think this is a "many hands make light work" kind of project and one that can significantly raise the profile of all our organizations.

Looking forward to hearing from you.

Thank you for your time and consideration,  
Shawn

**LACH Stewardship Sub-Committee  
REPORT**

Wednesday June 27, 2018

Location: Planning Office, 206 Dundas Street

Start Time: 6:30pm – 8:00pm

**Present:** B. Vazquez; M. Whalley, J. Hunten; T. Regnier; J. Cushing; L. Dent (staff)

**Regrets:** none

**Agenda Items:**

1. Demolition Request: 172 Central Avenue

The Stewardship Sub-Committee received and reviewed the Evaluation of Cultural Heritage Value or Interest (December 5, 2017) for 172 Central Avenue. The Stewardship Sub-Committee supported the conclusions of the evaluation (based on the criteria of Regulation 9/06) that the property demonstrates sufficient cultural heritage value to warrant protection under Section 29 of the *Ontario Heritage Act*.

**Motion:** The Stewardship Sub-Committee recommends that the demolition request for the property located at 172 Central Avenue be refused and that the property be designated under Part IV of the Ontario Heritage Act. Moved: Benjamin Vazquez; seconded Maggie Whalley. Passed.

2. Request for Designation: 432 Grey Street, Fugitive Slave Chapel

The Stewardship Sub-Committee discussed the partial draft Statement of Cultural Heritage Value or Interest for 432 Grey Street (prepared by L. Dent) and was in support of the Heritage Attributes identified. Staff will continue to refine the Statement.

3. Referred to Stewardship Sub-Committee by the LACH: 1903 Avalon Street

The Stewardship Sub-Committee received and reviewed a statement of significant attributes identified for the property at 1903 Avalon Street [see attached]. The Stewardship Sub-Committee further concluded that the property dates from pre-confederation, and deems that there is sufficient belief of potential cultural heritage value or interest to warrant inclusion as a listed property on the *Inventory of Heritage Resources (the Register)*.

**Motion:** The Stewardship Sub-Committee recommends that the property at 1903 Avalon Street be added to the *Inventory of Heritage Resources (the Register)*. Moved: Theresa Regnier; seconded Maggie Whalley. Passed.

4. Additions to the Register

The Stewardship Sub-Committee discussed the following properties and potential of their addition to the *Inventory of Heritage Resources (the Register)*: 630 Dundas Street (Somerville Factory); 700-706 Dundas Street (Italianate styling designed b/William Robinson?); 80 Rectory Street (1922, London Spiritualist Church); and, 209 Egerton Street (1914, Egerton Street Baptist Church, b/William George Murray, simple gothic). Benjamin Vazquez will prepare Statements of Significance and bring forward to the London Advisory Committee on Heritage (LACH) for further consideration.

5. Research Update: The Stewardship Sub-Committee discussed research progress with the following properties:
  - a. Kenross (336 Piccadilly Street) – X (MW/JH/TR) architect?
  - b. Kellogg's Factory (100 Kellogg Lane) – underway (KG)
  - c. 1424 Clarke Road – follow-up (MW/LD)
  - d. Crown Livery (620 Marshall Street) – X (MW/BV)
  - e. Lilley's Corner (609 Dundas Street) – X (MW/BV)

## **Statement of Significance – 1903 Avalon Street**

'Clarke House' on corner of Clarke Rd and Avalon St.

~~House appears to be of some age although difficult to date precisely because of additions and changes.~~

It appears that the house may have originally been one and a half storey and new gable windows were added to the front façade. All other windows are original – wood frames and mullions with wood sills and topped with a modified soldier course. The windows on the upper storey are very similar, except with narrower concrete sills.

The current house is of buff 'London' brick in English bond. Although it is now painted white, evidence of the original brick can be seen above the front door where the more recent wood 'porch' has no ceiling. Porch is supported by (later) rustic stone columns. The front door is most likely a replacement with a fanlight and half sidelights.

The current house is believed to date from pre-confederation.

There are posts on the boulevard fronting on to Clarke Rd that displayed "Clarke House" and name of occupier. The posts are still there but no longer display any names. These open up to a partial avenue of mature trees (at least 100 years old) that lead at a direct right angle from Clarke Rd to the back of the property, implying that the house was once located here – at the west end of the property.

The current house is to the north of this – at right angle to this former ghost driveway.

There have been additions to the rear (now fronting Avalon St) which appears to have been at least partially a 'tail'.

**Cultural Heritage Evaluation  
Report: Riverside Drive Bridge**



Prepared for:  
The City of London  
300 Dufferin Avenue  
London, ON N6A 4L9

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

File: 165001067  
April 13, 2018

## Sign-off Sheet

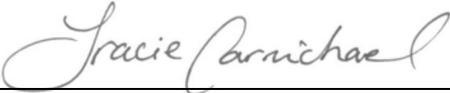
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Prepared by \_\_\_\_\_  
  
(signature)

**Lashia Jones, MA, CAHP**  
Cultural Heritage Specialist

Reviewed by \_\_\_\_\_  
  
(signature)

**Colin Varley, MA, RPA**  
Senior Archaeologist

Approved by \_\_\_\_\_  
  
(signature)

**Tracie Carmichael, BA, B.Ed**  
Senior Associate, Environmental Services

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## Executive Summary

In 2017 the City of London retained Stantec Consulting Ltd. (Stantec) to prepare a Cultural Heritage Evaluation Report (CHER) for the Riverside Drive Bridge over the Canadian National Railway (CNR) tracks. The bridge is located Riverside Drive, approximately 750 metres east of Wonderland Road in the City of London. The bridge was constructed in 1974 and is a four-span concrete continuous beam and slab bridge that is owned and maintained by the City of London.

The Riverside Bridge did not meet any criteria under O. Reg. 9/06. **Accordingly, the Riverside Drive Bridge over the CNR tracks was found to not have cultural heritage value or interest (CHVI) since it did not meet criteria set out under O. Reg. 9/06.**

The bridge also does not have CHVI as per the requirements of the MCEA Process. No further heritage work is required and a Municipal Class Environmental Assessment Schedule 'A' or 'A+' would be appropriate from a cultural heritage perspective. If future EA projects result in alterations to surrounding properties containing structures older than 40 years, a CHER may be required to assess these properties for CHVI. To finalize this evaluation, this CHER should be submitted to the City of London for review and acceptance.

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

## Abbreviations

CAHP	Canadian Association of Heritage Professionals
CHER	Cultural Heritage Evaluation Report
CHVI	Cultural Heritage Value or Interest
HIA	Heritage Impact Assessment
MCEA	Municipal Class Environmental Assessment
MEA	Municipal Engineers Association
MTCS	Ministry of Tourism, Culture, and Sport
OHA	Ontario Heritage Act
O. Reg.	Ontario Regulation

Introduction  
April 13, 2018

### 1.0 INTRODUCTION

#### 1.1 STUDY PURPOSE

The City of London retained Stantec Consulting Ltd. To prepare a Cultural Heritage Evaluation Report (CHER) for the Riverside Bridge over the Canadian National Railway (CNR) tracks. The bridge is located in London, Ontario approximately 750 metres east of Wonderland Road. The focus of this CHER is the bridge and its embankments, and does not include an assessment of adjacent properties.

The bridge is owned and maintained by the City of London. Constructed in 1974, the bridge is over 40 years of age and requires assessment as per the *Municipal Heritage Bridges Cultural, Heritage and Archaeological Resources Assessment Checklist* (the Checklist) released by the Municipal Engineers Association (MEA) in March 2013 and revised in April 2014 (see Appendix A) (Municipal Engineers Association 2014). In 2015, the Municipal Class Engineers Association (MCEA) Manual was further modified to provide more direction regarding bridges over 40 years old (Municipal Engineers Association 2015).

The CHER is the primary source to determine whether a property or structure is of cultural heritage value or interest (CHVI). Where CHVI is identified, the CHER includes a description of heritage attributes and a Statement of Cultural Heritage Value. The CHER also represents the foundation upon which recommendations for a Heritage Impact Assessment (HIA) are made, if necessary.

To meet these objectives, the CHER will:

- Review the historical context of the area surrounding the Study Area
- Summarize the results of the field investigation and provide photographic documentation of current conditions
- Describe the Study Area based on an understanding of the historical and current conditions
- Evaluate the CHVI of the bridge and surrounding landscape per Ministry of Tourism, Culture, and Sport (MTCS) requirements and relevant heritage frameworks
- Include a Statement of Cultural Heritage Value or Interest and description of heritage attributes where CHVI is identified
- Identify potential impacts that may be anticipated on future projects
- Provide recommendations on mitigation measures or HIA reporting processes

## 2.0 ENVIRONMENTAL ASSESSMENT FRAMEWORK

### 2.1 REQUIREMENTS

The requirement to consider cultural heritage in Class EAs is discussed in the *Municipal Class Environmental Assessment Manual (MCEA Manual)* (Municipal Engineers Association 2015) and the revised 2014 *Provincial Policy Statement (PPS)* (Government of Ontario 2014). The MCEA Manual considers the cultural environment, including built heritage resources and cultural heritage landscapes, as well as archaeological resources, as one in a series of environmental factors to be considered when undertaking a Class Environmental Assessment (EA), particularly when describing existing and future conditions, development alternatives, and determination of the preferred alternative.

The MCEA Manual further suggests that cultural heritage resources that retain heritage attributes should be identified early in the EA process and that these resources should be avoided where possible. Where avoidance is not possible, potential impacts to these attributes should be identified and minimized. Adverse impacts should be mitigated per provincial and municipal guidelines.

### 2.2 MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PROCESS

In 2000, the Minister of the Environment and Climate Change approved the MCEA proposed by the MEA. This included a provision to complete a heritage assessment for any bridge over the age of 40 years. Since this time, a series of amendments and clarifications have been made to the MCEA process. One of these clarifications was released in 2003 by the MEA regarding the inclusion of a 40-year threshold for schedule determination. The intent of the MEA was to provide for the protection of potentially significant bridges throughout the province; the 40-year threshold is generally accepted by both the federal and provincial authorities as a preliminary screening measure for CHVI. The MCEA Manual was most recently updated in 2015.

To provide clarity regarding the 40-year threshold for schedule determination, the MEA released guidelines in the form of a series of questions contained within a Checklist. This Checklist assists the proponent in the determination of future study requirements is provided in Appendix A. The MCEA requirements for bridges are covered in Part B of the Checklist. In this section, there are 19 "Descriptions" to which answers of "Yes" or "No" are required. Requirements for additional studies are determined based on the responses to each question. There are three basic steps to carrying out the requirements of the Checklist and these are outlined in Section 2.2.1.

#### 2.2.1 The Process

**Step 1:** Undertake *Municipal Heritage Bridges Cultural, Heritage and Archaeological Checklist* (Part B) to determine if the bridge may have CHVI.

## CULTURAL HERITAGE EVALUATION REPORT: RIVERSIDE DRIVE BRIDGE

Environmental Assessment Framework

April 13, 2018

1. If no potential for CHVI is identified, then the proposed work can be considered a Schedule A or A+ Class EA and no further investigation regarding cultural heritage is required.
  - Schedule A:
    - These projects are limited in scale, have minimal adverse environmental effects, and include a number of municipal maintenance and operational activities. These projects are pre-approved and may proceed to implementation without following the full Class EA planning process. Schedule A projects generally include normal or emergency operational and maintenance activities (Municipal Engineers Association 2015: A-3).
  - Schedule A+:
    - These projects are similar to Schedule A projects in that they are pre-approved. Where they differ is in notice issued to the public. Schedule A+ projects include municipal infrastructure projects where, although the public has no ability to change the outcome, they are notified of planned work. These EAs are typically approved by municipal councils through budget or special project funding. There is also more flexibility in the ways in which the public is notified of this work and varies greatly from one municipality to the next (Municipal Engineers Association 2015: A-4).
2. If potential for CHVI is identified, then proceed to Step 2.

**Step 2:** Undertake a cultural heritage evaluation of the bridge against *Ontario Regulation (O. Reg.) 9/06 of the Ontario Heritage Act (OHA)* and prepare a CHER.

1. If the bridge is determined not to contain CHVI as per O. Reg. 9/06 then the CHER should be submitted to the proponent for review and acceptance. No further work is required and an EA is not triggered from a cultural heritage perspective.
2. If the bridge is determined to contain CHVI as per O. Reg. 9/06, prior to schedule determination, further work will be required in the form of an HIA. Once the proponent understands the proposed (or potential) scope of work, proceed to Step 3.

**Step 3:** Undertake an HIA to assess the impacts of the proposed change/impact, identify mitigation measures, and establish a conservation strategy, if needed.

1. If no impacts to the heritage attributes identified in the CHER will result from the proposed work, then the HIA should be submitted to the proponent for review and acceptance. No further work is required and the proposed work can be considered a Schedule A or A+ EA from a cultural heritage perspective.
2. If the HIA determines that the project has the potential to impact the resource, proceed to Schedule B or C to consider alternative solutions. As part of the HIA, mitigation measures to lessen the impacts of the proposed undertaking and a conservation strategy should be prepared. The HIA should be submitted to the proponent for review and acceptance and to the MTCS for review and comment.

## CULTURAL HERITAGE EVALUATION REPORT: RIVERSIDE DRIVE BRIDGE

Environmental Assessment Framework

April 13, 2018

- Schedule B:
  - These projects have the potential for some adverse environmental impacts. The proponent is required to undertake a screening process involving mandatory contact with directly affected public and relevant review agencies (i.e. MTCS), to ensure that they are aware of the project and that their concerns are addressed. If there are no outstanding concerns, then the proponent may proceed to implementation. Schedule B projects generally include improvements and minor expansions to existing facilities (Municipal Engineers Association 2015: A-4).
- Schedule C:
  - These projects have the potential for significant environmental effects and must proceed under the full planning and documentation procedures specified in the MCEA Manual. Schedule C projects require the preparation and filing of an Environmental Study Report (ESR) for review by the public and relevant agencies. Schedule C projects generally include the construction of new facilities and major expansions to existing facilities (Municipal Engineers Association 2015: A-4).

This report represents “Step 2” of the MCEA process and the result is a CHER that determines if the Riverside Drive Bridge has CHVI when evaluated against the criteria set out in O. Reg. 9/06. Based on the results of the evaluation, recommendations to proceed to “Step 3” may be made.

### 2.2.2 Determining Project Schedule

Generally, the MCEA Project Schedule is determined by the magnitude of the environmental impacts resulting from the project. As such, projects with minimal impacts are carried out under Schedules A or A+, projects with moderate adverse impacts are carried out under Schedule B, and projects with the potential for significant environmental effects are carried out under Schedule C.

In the case of bridges found to have CHVI, all reconstruction and/or alteration activities to the structure, or grading activities adjacent to the structure, should be carried out under Schedules B or C. As indicated in Appendix 1 of the MCEA Manual, projects involving a bridge with CHVI that cost less than \$2.4 million should be carried out under Schedule B and projects with a cost greater than \$2.4 million should be carried out under Schedule C (Municipal Engineers Association 2015). While the magnitude of the impact to the bridge and the cost of the project can be used to determine the whether to proceed under Schedule B or C, the MCEA Manual notes that the divisions among project Schedules is often not distinct and proponents are encouraged to document their rationale for the selection (Municipal Engineers Association 2015: Appendix 1).

### 3.0 METHODOLOGY

#### 3.1 FIELD PROGRAM

A site assessment was undertaken August 25, 2017, by Stantec Cultural Heritage Specialists Lashia Jones and Frank Smith. The weather conditions were sunny and calm. Historical research was conducted at the London Public Library and supplemented by material available through online resources. Bridge files, containing previous bridge inspection reports for the structure, were provided by Jane Fullick at the City of London.

#### 3.2 REPORTING

The CHER was composed of a program of archival research focused on the Study Area (Figure 1). To familiarise the study team with the Study Area, local historical resources were consulted, archival documents were reviewed, and a summary of the historical background of the local area was prepared. Specifically, mapping from 1862, 1863, 1867, 1878, 1922, 1945, and 1965 was reviewed.

The metric system was adopted in Canada between 1971 and 1984. Given the construction date of the bridge, measurements would have been prepared according to imperial standards. Converting measurements that are often standardized into metric may obscure patterns and relationships between features. Therefore, when discussing dimensions of historic structures imperial units may be used. In all other areas, measuring distance for example, metric units are applied.

#### 3.3 EVALUATION OF CULTURAL HERITAGE VALUE OR INTEREST

##### 3.3.1 Ontario Regulation 9/06

The criteria for determining CHVI is defined by O. Reg. 9/06 of the *Ontario Heritage Act* (OHA) (Government of Ontario 2006). These criteria are considered in the EA process, as no other formal criteria for identifying CHVI is identified in the MCEA manual. This regulation considers three main indicators of cultural heritage value: design or physical value, historic or associative value, and contextual value. Each indicator contains three additional sub-criteria. A property may be considered to have CHVI if it meets one or more of the criteria in O. Reg. 9/06. These criteria are provided below, as they appear in O. Reg. 9/06 of the OHA:

1. The property has design value or physical value because it:
  - 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

## CULTURAL HERITAGE EVALUATION REPORT: RIVERSIDE DRIVE BRIDGE

Methodology

April 13, 2018

- iii. demonstrates a high degree of technical or scientific achievement.

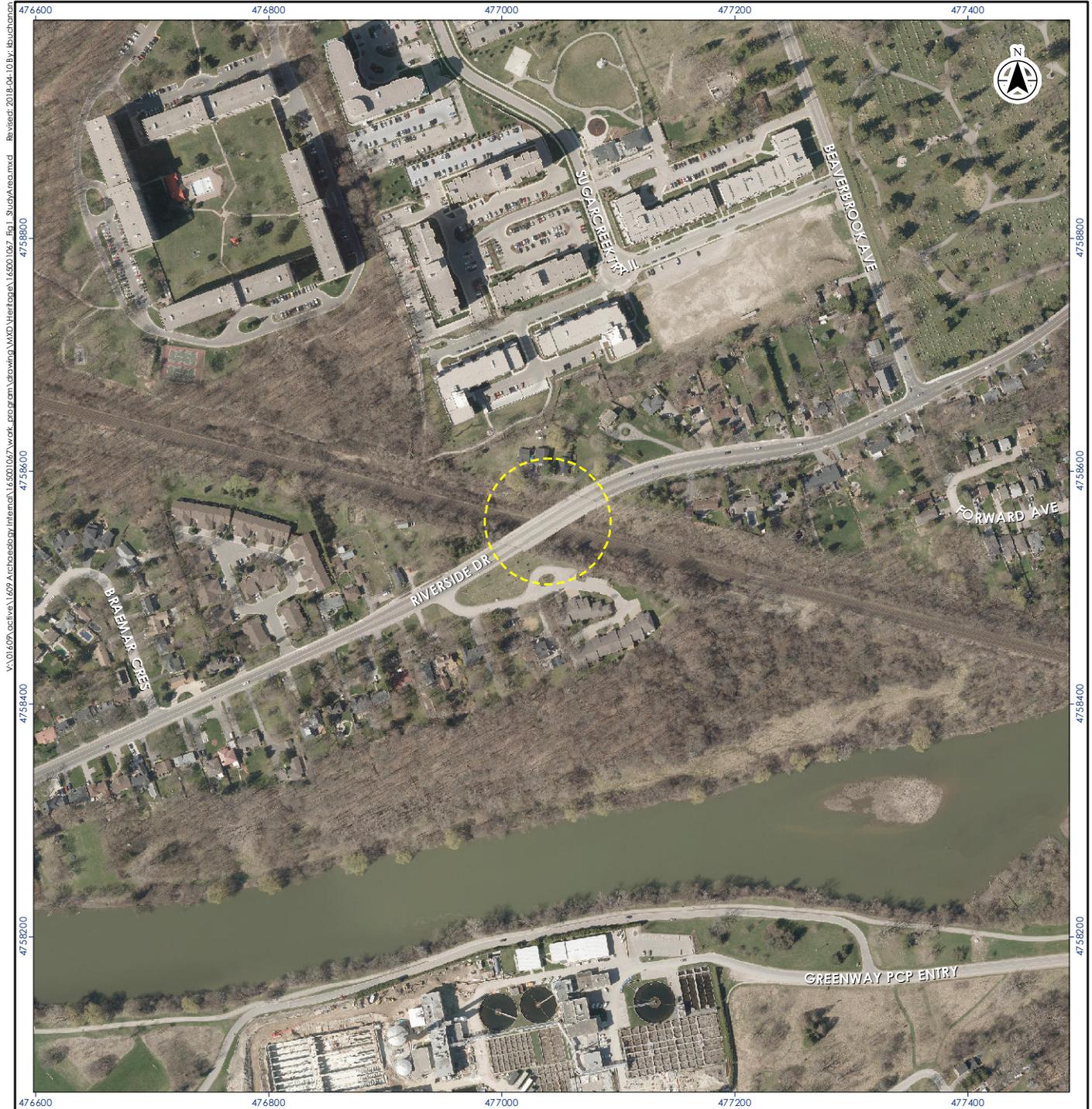
2. The property has historical value or associative value because it:

- 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. The property has contextual value because it:

- 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.

(Government of Ontario 2006)



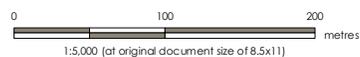
V:\01609\Gis\va\1609\_Archaeology\Infra\VA\165001067\Work\Program\_Growth\WMD\Verifera\165001067\_Ep1\_StudyArea.mxd Revised: 2018-04-10 by: lbrubicek  
 4758600  
 4758400

4758800  
 4758600  
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 4758200



**Legend**

○ Study Area



Project Location: City of London  
 165001067 REV A  
 Prepared by KDB on 2018-04-10

Client/Project:  
**CITY OF LONDON**  
**RIVERSIDE BRIDGE OVER CN TRACKS**

Figure No.  
**1**

Title  
**Study Area**

- Notes**
1. Coordinate System: NAD 1983 UTM zone 17N
  2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2017.
  3. Orthoimagery © City of London, 2017.

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### 4.0 HISTORICAL SUMMARY

#### 4.1 LOCATION AND PHYSIOGRAPHY

The study area is located in the Caradoc Sand Plain and London Annex physiographic regions. The Caradoc Sand Plains and London Annex region is a flat sand plain extending from east London to the Strathroy area in the southwest. It is surrounded by the Stratford Till Plain to the north, the Mount Elgin Ridges to the east and the Ekfrid clay plain to the south and west. In its entirety, the region comprises approximately 482 square kilometres in southwestern Ontario. The land is generally flat with a few rolling hills. The soil in the area consists of three types: Fox fine sandy loam, which appears on the finer soils which are deep and well drained; Berrien sandy loam, a shallow layer of sand over clay, with wet subsoil; and Oshtemo sand, which appear on sand hills and dunes (Chapman and Putnam 1984: 146). The Thames River is located approximately 250 metres south of the study area and is a designated Canadian Heritage River. The study area and the Thames River are separated by residential development. The Thames River is 273 km long and drains approximately 5,825 square kilometres of land. The river rises at three distinct points; near Mitchell (North Thames), Hickson (Middle Thames) and Tavistock (South Thames). The north and south branches of the river meet at the Forks in London, just north of the study area (Quinlan 2013: 2). The well-defined river channel runs through a shallow valley, demonstrated through a history of critical flooding in the City, which was developed on land that in physiographical terms belongs to the river. This watershed area has proven from its land use history to be rich soil for agriculture development (Chapman and Putnam 1984: 139).

#### 4.2 SURVEY AND SETTLEMENT

The Province of Upper Canada was created in 1791 to separate Canada's new English speaking settlers from the established French settlements in Quebec. John Graves Simcoe was selected as Lieutenant Governor of the newly created province. Simcoe served in the British Army during the American Revolution from 1775-1781. Upon his appointment as Lieutenant Governor in 1791, he eagerly planned to build a model British society in Upper Canada (Armstrong 1986: 18).

While studying maps of Upper Canada, he decided the provincial capital should be named London and located in the southwest. This strategic location would be too far inland for the Americans to easily attack. Simcoe and a party of men set out from Niagara in February 1793 to explore the area (Armstrong 1986: 17). Joining him on this expedition was Thomas Talbot, who later became a major colonizer and land owner in Southwestern Ontario. Simcoe was impressed when he arrived at the forks of The Thames, and confirmed his desire for the site to become the capital of the Province (London Township History Book Committee 2001a: 11). Despite Simcoe's wishes, London was still in too remote and inaccessible a location to be a capital city. Instead, the capital was moved to York (now Toronto) (Armstrong 1986: 21).

## CULTURAL HERITAGE EVALUATION REPORT: RIVERSIDE DRIVE BRIDGE

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The first surveyor in the region, Abraham Iredell, reported the agricultural conditions in Southwestern Ontario to be among the finest in North America. In 1800, the London District and Middlesex County were created (London Township History Book Committee 2001a:13). Middlesex County was further divided into townships, London Township being the largest at 12 square miles. The first settler in London Township was Joshua Applegarth, who arrived in 1807, and attempted to cultivate hemp before switching to other crops (Page 1878: 5).

London Township remained almost entirely unsettled until Thomas Talbot returned, along with surveyor Mahlon Burwell, to develop the township in 1810. Talbot would eventually be instrumental in the settlement of 29 townships in Southwestern Ontario. Before the outbreak of the War of 1812, Burwell surveyed Concessions 1-6 of the township, which includes the land in the study area (London Township History Book Committee 2001a: 12). After the war ended, the rest of the township was surveyed (Page 1878: 5).

### 4.3 19<sup>TH</sup> CENTURY DEVELOPMENT

As London Township began to develop, residents began to clamor for access to a railroad. As early as 1831, merchants and farmers of London had proposed constructing a railroad through the town. In the 1840s planning began on a line that would run from Niagara to Detroit. The planned railroad would run through London, and many prominent Londoners helped finance the project. The Great Western Railway was chartered in 1845 and construction on the London portion of the line began in October 1847. The ground-breaking ceremony in London was led by Thomas Talbot, who was then 77 years old and still deeply involved in the development of London. In December 1853, the first train pulled into London. The train had travelled from Hamilton and arrived in six hours at an average speed of 25 mph (Armstrong 1986: 82-83).

The Township of London benefited greatly from the arrival of the railroad. London experienced a boom and became the centre of industry and finance in southwestern Ontario. This boom led to London's incorporation as a city on January 1, 1855 (Armstrong 1986: 68) Land value greatly increased in the City and township, sometimes nearly 300% between 1849 and 1856. This boom in development and investment ended in 1857.

The conclusion of the Crimean War in 1857 started a depression in the British Empire, which included Canada. The impact was particularly hard on London. By 1860, three quarters of the businesses in the city had failed and the population dropped from 16,000 to 11,000. It would take almost three decades for land values in London to rebound (Armstrong 1986: 86-87). London's economy would begin to recover when the American Civil War (1861-1865) created demand for exports to help feed and supply the Union army (Armstrong 1986: 99).

The depression of the 1850s also affected the Great Western Railway. The Great Western relied on 40-60% of its revenue from American traffic between New York and Michigan. When American companies began to consolidate their lines, rates fell for the Great Western Railway and its main Canadian competitor the Grand Trunk Railway. In 1882, the two railways merged to more effectively compete (Historica Canada 2014, 2015).

### 4.4 20<sup>TH</sup> CENTURY DEVELOPMENT

London Township remained largely agricultural at the turn of the 20<sup>th</sup> century. This was in part due to the City of London's tradition of annexing parts of London Township that began to become more populated.

The Grand Trunk Railway had been poorly managed and was debt ridden. Despite receiving some \$28 million in loans and subsidies from the government, in 1919 the Grand Trunk folded due to bankruptcy and was nationalized by the Dominion Government as part of the Canadian National Railway (CNR) crown corporation (Historica Canada 2014). Today, the line in the study area is still part of the CNR.

By the 1950s, the City of London was almost fully developed and needed new land to continue growth. As demand for housing in the post-war era grew, London and Westminster Townships began to see significant development along their borders with the City of London. Between 1951 and 1956 the population of London Township increased 66% (Meligrana 2000: 8). In 1958, the City began the process of annexing 57,000 acres of land in London, West Nissouri, and Westminster, and North Dorchester Townships.

Some township residents opposed annexation, and believed their taxes would increase with little in return from the City. Township officials claimed businesses chose to locate themselves in the township and should not be forced into the City. In May 1960, the Ontario Municipal Board ruled in favour of annexation and awarded 30,000 acres of land in London Township to the City. The annexation, which became effective in 1961, included the study area (Globe and Mail 1960: 10).

### 4.5 SITE HISTORY

The study area is located in Lots 19 and 20 of Concession 1 in the former Township of London, now part of the City of London. The lots were surveyed by Mahon Burwell just prior to the outbreak of the War of 1812. Lot 19, Concession 1 was reserved as land for London's townsite and Lot 20, Concession 1 is marked as granted in Thomas Ridout's map of London Township from the 1820s.

In the 1863 map of London by Samuel Peters (Figure 2) (Plate 1), Lot 20, Concession 1 is shown owned by Samuel Peters himself. Peters had extensive holdings throughout London Township and his property in the study area was known as 'Peter's Bush' (London Township 2001b: 378). Samuel Peters was born in about 1790 in Merton, Devonshire, England. Peters trained as a civil engineer and land surveyor and worked on the estate of Lord Clinton. He married Anne Phillips (c.1797-1887) and together they had four sons and two daughters, Hermione, Samuel, Frederick William, John, and Anne. Surveying was an in-demand profession in Upper Canada and in 1835 the family boarded the ship *Bolivar* and immigrated to Canada. Peters intended to work for the Canada Lands Company but his family instead convinced him to settle in London (London Township 2001b: 377).



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Although Peters owned land in the study area, he resided elsewhere in London Township. In 1840, Peters purchased 500 acres of land from George Goodhue, and built a residence designed by his nephew, also named Samuel Peters, called Grosvenor Lodge. The residence still stands and is operated by Heritage London Foundation (Grosvenor Lodge 2015). In the 1850s, Peters purchased significant amounts of land on the west bank of the Thames River and the area, including the study area, became known as Petersville.

Peters did not develop his property in the study area on Lot 20, Concession 1. An 1867 map of the study area shows that Peters' property was primarily woodlands comprised of red oak, white oak, cherry and maple. Red and white oak are tree species that grow at a later stage of forest succession and the property was likely old growth forest (Armstrong 1867).



**Plate 1: Samuel Peters (Source: Grosvenor Lodge)**

Lot 19, Concession 1 was part of the land reserved for London's townsite due to its proximity to the forks of the Thames River. However, it was left outside the boundaries of the newly created city in 1855. Historical mapping does not provide the names of the owners of these parcels, which were park lots established for suburban development. The arrival of the Great Western Railway likely interrupted any agricultural activity that was occurring in the southern portion of the lot. In 1867, the intersection of the Great Western Railway and a precursor to Riverside Drive is marked as grasslands in an 1867 map. The northern portion of the lot was agricultural and potatoes and wheat were being cultivated.

Four structures are present in this map adjacent to the intersection of the railway and the precursor to Riverside Drive. All four are noted to have between one and three rooms. The southern half of Lot 19 would remain primarily low density and agricultural until the 21<sup>st</sup> century.

The first evidence of a bridge on Riverside Drive across the railway tracks is present in a historical map from 1878 (City of London 1878) (Figure 3). This bridge crossed the railway tracks at an angle out of alignment with the road resulting in a 90-degree curve at the bridge's approach. The bridge had a steel truss under a wooden deck. The awkward approach was not a significant issue before the widespread adoption of cars. The road east of the bridge was known as Byron Road in a 1926 topographic map (Department of the Interior 1926) and Mount Pleasant Avenue

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in a 1957 topographic map (Department of the Interior 1957). The nearby Beaverbrook Avenue was known as Francis Street (Moore 1898).

The study area remained predominately agricultural until after the Second World War (Figure 4) (Figure 5). By 1955, residential subdivisions had been developed on the western side of the bridge and, by 1965, residential development had occurred on the eastern side of the bridge along Mount Pleasant Avenue (Figure 6). In 1970, it became increasingly apparent that the 19<sup>th</sup> century crossing over the railway needed replacement. In May 1970, an engineer for the CNR recommended to the City that weight and speed restrictions be placed on the bridge (London Free Press, May 9, 1970). The City Engineer recommended a weight limit of 10 tons and a speed limit of 10 mph. These restrictions on an increasingly busy road were impractical for two main reasons. The London Transit Commission warned that the new busses planned for the route would be over the weight limit (London Free Press May 12, 1970). Additionally, the City's newest firetrucks were over the weight limit and would have to use an alternative crossing (London Free Press May 15, 1970).

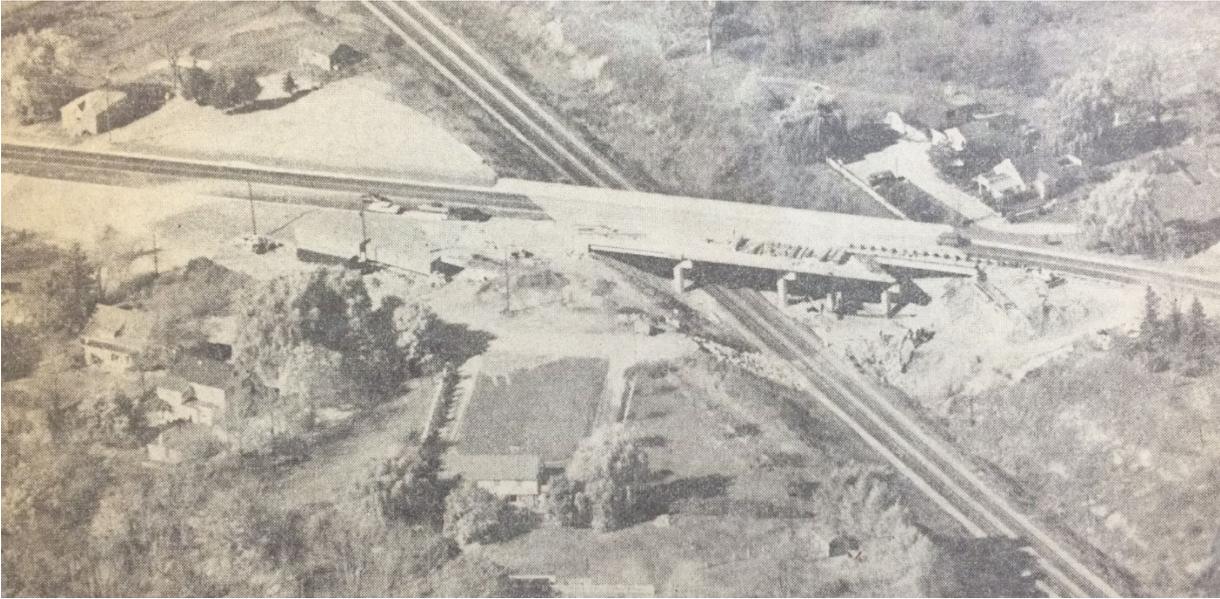
City Council met in mid-May 1970 to discuss removing the remaining half dozen wooden deck bridges in the city, Riverside Bridge included. The replacement span would be a four-lane concrete and steel bridge that would be paid for primarily by federal and provincial subsidies. In April 1974 work began on the \$700,000 replacement crossing (London Free Press April 20, 1974).

The project also included reconfiguring Riverside Drive to remove the 90 degree curves on the approaches to the former bridge (London Free Press October 9, 1974). Construction began in late spring or the summer of 1974. Aerial photography taken in April of 1974 shows the old bridge intact, and little to no signs of construction activity in the study area (Figure 7). The new bridge was completed in November 1974 (Plate 2, Plate 3). The bridge was configured as a two-lane bridge, although it was built wide enough to accommodate an expansion to four lanes.

When the project was completed the name Riverside Drive was applied to the road east of the bridge as well, which had been known as Mount Pleasant Avenue east to Wharncliffe Road and Dundas Street West east towards the Thames River. The old curved road alignment on the west side of the bridge remained (Figure 8) and was renamed Old Riverside Drive. There is no remaining trace of the original bridge alignment on the eastern side.

## CULTURAL HERITAGE EVALUATION REPORT: RIVERSIDE DRIVE BRIDGE

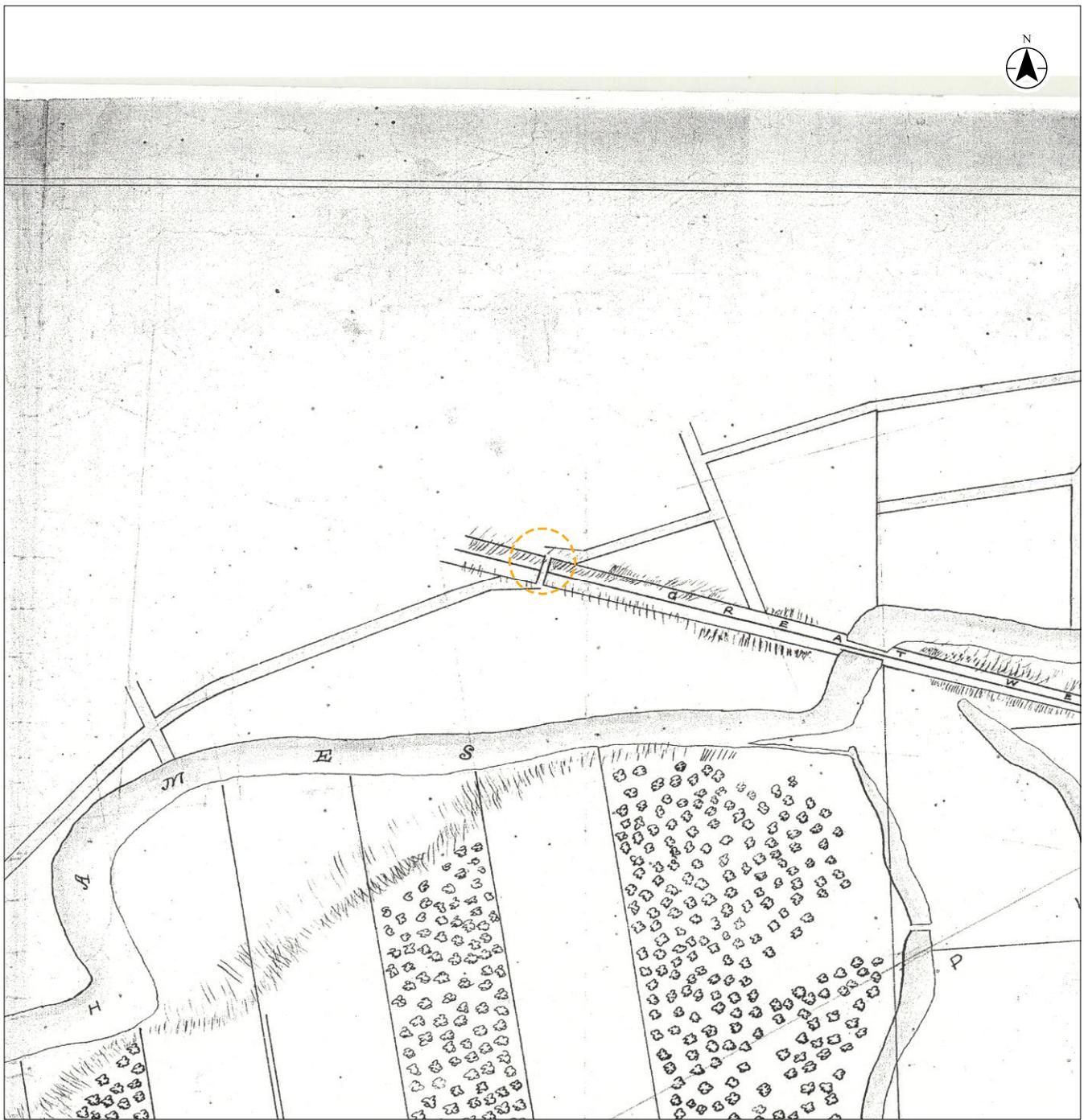
Historical Summary  
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**Plate 2: Construction of the new Riverside Bridge near completion, October 1974  
(London Free Press, October 28, 1974)**



**Plate 3: Construction crews remove the steelwork of the old Riverside Bridge, October 1974  
(London Free Press, October 9, 1974)**



Legend

 Approximate Location of Study Area

- Notes**
1. Historic mapping not to scale.
  2. Reference: City of London, Map of Site of Proposed Waterworks for City of London at Coombs Mills & Byron, 1878.



Project Location: City of London  
 165001627 REV A  
 Prepared by KDB on 2018-04-10

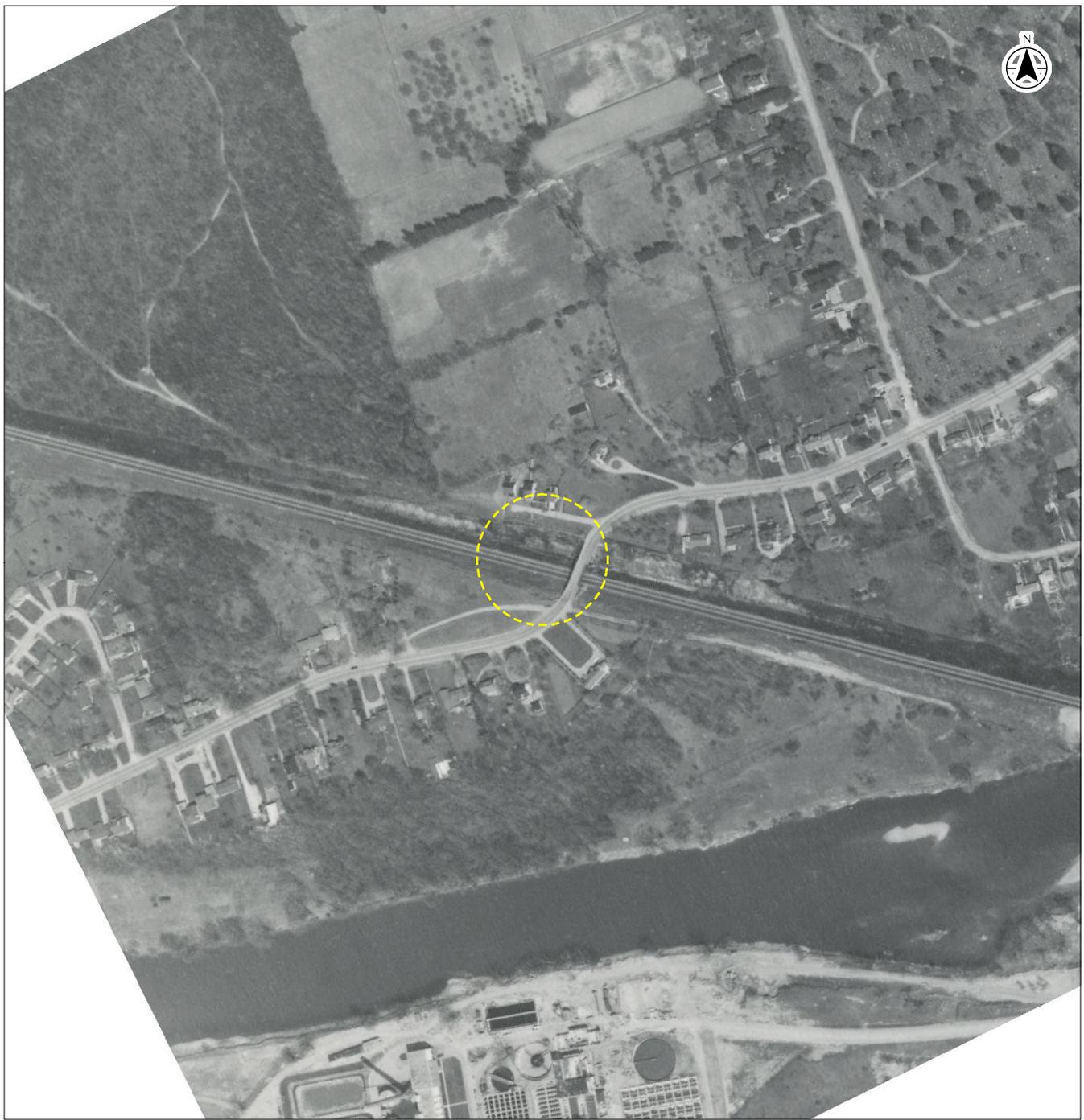
Client/Project:  
 CITY OF LONDON  
 RIVERSIDE BRIDGE OVER CN TRACKS

Figure No.  
**3**

Title  
**1878 Map from City of London showing Study Area**







Legend

 Approximate Location of Study Area

Notes

- 1. Imagery not orthorectified and not to scale.
- 2. Reference: Hunting Survey Corporation, Digitized by Western University Map and Data Centre.

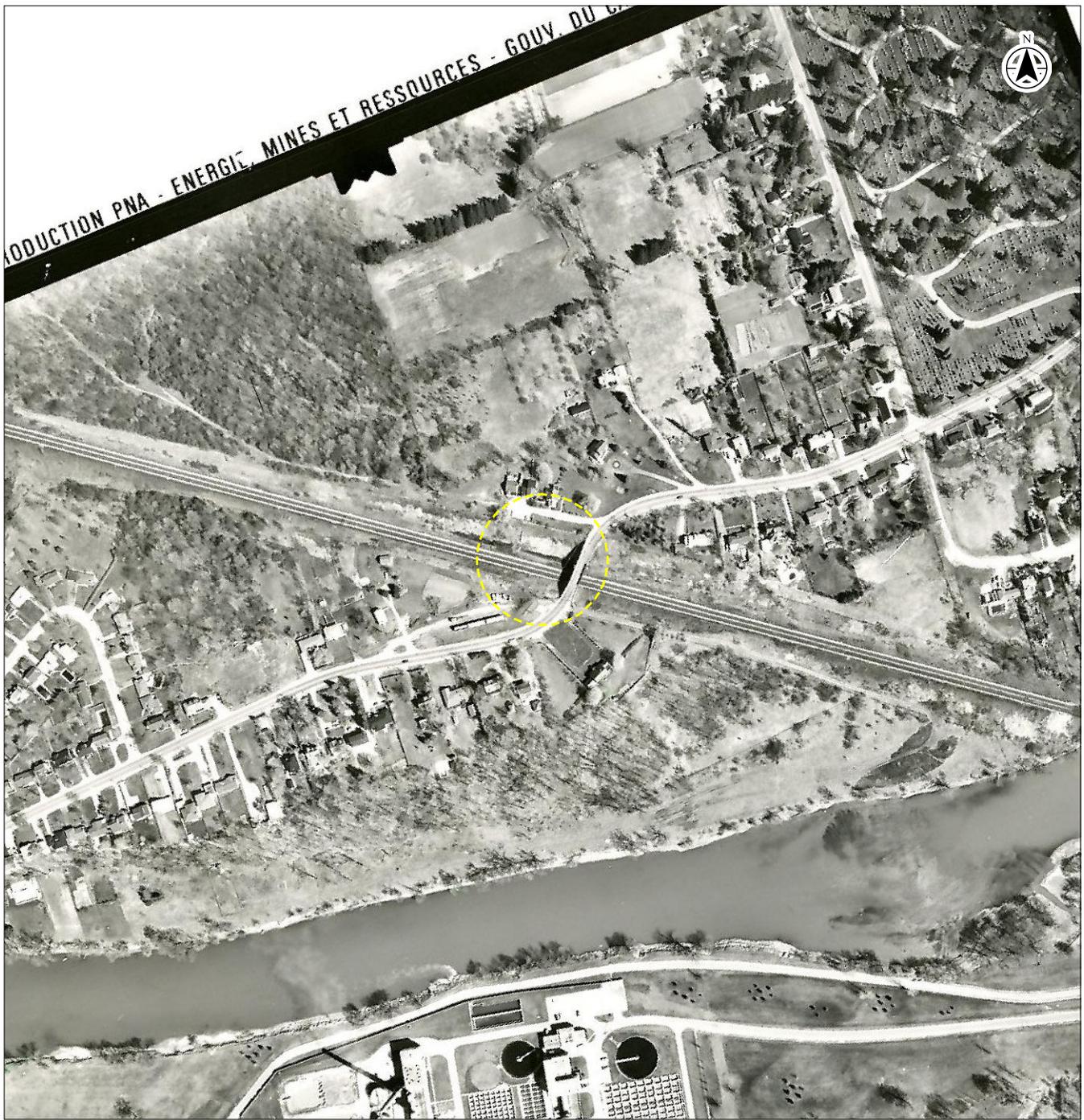


Project Location: City of London  
165001067 REV A  
Prepared by KDB on 2018-04-10

Client/Project:  
CITY OF LONDON  
RIVERSIDE BRIDGE OVER CN TRACKS

Figure No.  
6

Title  
**Aerial Photograph of Study Area,  
1965**



Legend

 Approximate Location of Study Area

- Notes**
1. Imagery not orthorectified and not to scale.
  2. Reference: National Air Photo Library, 1974, London 1974, Roll A23667, Photo Number 114.



Project Location: City of London      165001067 REV A  
Prepared by KDB on 2018-04-10

Client/Project: CITY OF LONDON  
RIVERSIDE BRIDGE OVER CN TRACKS

Figure No.: 7

Title: **Aerial Photograph of Study Area, 1974**



Legend

 Approximate Location of Study Area

Notes

1. Imagery not orthorectified and not to scale.
2. Reference: Ontario Ministry of Natural Resources. 1978. London 1978 Roll 4268 Photo 103.



Project Location	165001067 REV A
City of London	Prepared by KDB on 2018-04-10

Client/Project  
**CITY OF LONDON**  
**RIVERSIDE BRIDGE OVER CN TRACKS**

Figure No.

**8**

Title

**Aerial Photograph of Study Area,  
1978**

### 4.6 STRUCTURE TYPE

The Riverside Bridge over the CNR tracks is a four-span continuous beam and slab bridge. The bridge deck is a reinforced concrete slab deck supported by precast concrete girders.

Beam and girder bridges are one of the most common styles of bridge construction. Beam and girder construction consists of a series of solid members running longitudinally the length of the span, often with bracing between the parallel members (Heritage Resources Centre n.d.: 31). Each beam or girder is fastened to the abutments or piers and the deck is laid down on top. These bridges are more complex than a simple slab bridge, but use less material than slab bridges. Typically, beam and girder bridges are used for spans greater than 10 metres (Heritage Resources Centre n.d.:31). There are a variety of beam and girder styles, including I-Beams, Box-style and T-shape. Beam and girder bridges are usually made of concrete or steel (Heritage Resources Centre n.d.:31).

### 4.7 BRIDGE DESIGNER

According to a plaque located on the northeast end post, the bridge was designed by A.M. Spriet and Associates, a London-based engineering consulting firm. Spriet and Associates was established by Andrew M. Spriet in 1961. Spriet graduated from Queen's College in 1957 with a degree in Civil Engineering. By the 1970s, Spriet and Associates employed 25 people in London. Andrew Spriet was an active member of the local community and had many other business interests, including construction and automotive businesses.

The bridge was constructed by Bot Construction Limited, an Oakville based construction engineering firm. The company specializes in highway design and bridge structures, including sections of several major Ontario highways and interchanges (including Highway 417, Highway 401/410, QEW Niagara, Highway 407, and Highway 403) (Bot Construction n.d.).

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## **5.0 SITE DESCRIPTION**

### **5.1 LANDSCAPE CONTEXT**

The Riverside Drive Bridge is located at the intersection of Riverside Drive and the CNR, approximately 75 metres west of the intersection of Riverside Drive and Wonderland Road, in the former Township of London, now City of London. The bridge is located in a low density residential setting, with residential properties located on the north, east, south, and west sides of the bridge (Plate 4 and Plate 5). Riverside Drive is a two-lane road paved with asphalt. The north side of Riverside Drive has a concrete curb, sidewalks, and dedicated bike lane (Plate 6). The south side has a concrete curb and no sidewalk. Riverside Drive widens as it approaches the bridge to accommodate the width of the span. The Riverside Drive Bridge is oriented in a general east-west direction and carries Riverside Drive over the CNR train tracks. The railway contains two sets of tracks within a linear corridor containing track ballast (Plate 7).

The bridge embankments and lands along the railway corridor are densely vegetated with a mix of trees and shrubs including silver maple, Norway maple, European Buckthorn, Beech, Sumac and various scrub brush and vines (Plate 7).

To the southeast of the bridge, in the area off Old Riverside Drive there is an overgrown single lane gravel laneway that runs parallel to the railway tracks and provides access to the railway for maintenance and repair purposes (Plate 8). The laneway is the property of CNR.



**Plate 4: Looking west along Riverside Drive**

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**Plate 5: Looking east along Riverside Drive**



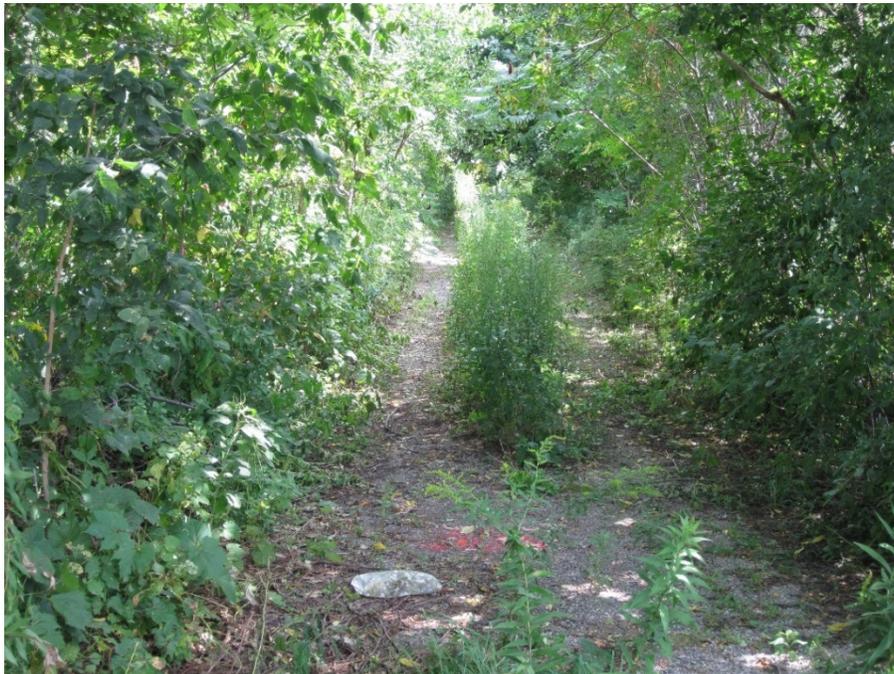
**Plate 6: Looking east along Riverside Drive, showing curb, sidewalk, and bike lane.**

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**Plate 7: View of railway tracks looking south**



**Plate 8: View looking down CNR access lane southeast of the bridge**

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### 5.2 RIVERSIDE BRIDGE

The Riverside Bridge over the CNR tracks is a four-span continuous beam and slab bridge, constructed in 1974. The bridge consists of a reinforced concrete slab deck supported by precast concrete I-beam girders (Plate 9, Plate 10). The bridge has cast in place concrete abutments and wingwalls, and cast in place concrete piers. The bridge piers consist of two tapered rectangular pillars joined at the top by a zig-zagged concrete lintel (Plate 11). Views of the bridge structure during the site visit were somewhat limited by vegetation and the proximity of the railway tracks. Information in this report was obtained from the site visit where feasible, and supplemented by the City's Structure Condition Report.

The bridge has a total deck area of 1626 square feet. Each span length, according to the 1974 bridge drawings, is 62 feet (measuring to the centre of the pier). The entire deck length is 248 feet. The structure width is 69 feet, measuring to the outside of the barriers. The bridge is constructed on a skew above the CNR tracks of 44 degrees.

The bridge contains an asphalt wearing surface above the deck, with raised concrete sidewalks on both sides of the bridge (Plate 12, Plate 13). The approach to the bridge also has an asphalt wearing surface with sidewalks on only the north side of the road. There are expansion joints at both ends of the bridge (Plate 14).

On either side of the bridge there is a concrete parapet wall barrier with two steel tube railings. The end posts of the railing contain a concrete parapet with a simple linear design impressed into the concrete (Plate 15). On the northeast end post a metal plaque has been installed noting the construction date, designer, builder, and municipal staff associated with the bridge (Plate 16). Flexible steel and wood post guide rails are located along the bridge approaches (Plate 17).

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**Plate 9: View looking north of the Riverside Bridge through vegetated area south of the bridge**



**Plate 10: View looking northeast beneath the bridge showing the concrete I-beam girders**

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**Plate 11: View looking northeast beneath the bridge towards the cast in place concrete piers**



**Plate 12: View looking northeast across the Riverside Bridge**

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**Plate 13: View looking southwest across the Riverside Bridge**



**Plate 14: View looking northwest at the expansion joint of the Riverside Bridge**

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Plate 15: Detail view of the decorative concrete impression at the end railing post



Plate 16: Detail view of the plaque at the northeast end post of the bridge

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**Plate 17: View looking northeast along the guide rail at the bridge approach**

### 5.3 MODIFICATION

The bridge has undergone periodic maintenance and repair since its construction, including deck patching (1984, 1991 and 2011), gabion slope repair (1988), removal of framework at the abutment joints (1990), latex concrete deck overlay and joint replacement (1998) and curb and sidewalk repairs (2011). Overall, the modifications have been based on routine maintenance and have not substantially altered the structure type.

Evaluation  
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## 6.0 EVALUATION

### 6.1 INTRODUCTION

Within the EA process, O. Reg. 9/06 is typically used to identify CHVI (See Table 1). An overall summary of cultural heritage value identified in the two evaluation frameworks is provided in Section 6.3, and where applicable, a Statement of Cultural Heritage Value or Interest is provided in 6.4.

### 6.2 EVALUATION

#### Design/Physical Value

The Riverside Bridge over the CNR tracks is a four-span continuous beam and slab bridge, constructed in 1974. The bridge consists of a reinforced concrete slab deck supported by precast concrete I-beam girder. The bridge has cast in place concrete abutments and wingwalls, and cast in place concrete piers. The bridge piers consist of two tapered rectangular pillars joined at the top by a zig-zagged concrete lintel

The bridge type is not considered rare and the Riverside Bridge over the CNR tracks, constructed in 1974, is not an early example of this type of bridge. While the end railing post does have decorative impressions, they do not display a high degree of craftsmanship or scientific achievement. The bridge has not been significantly modified since its construction.

Based on the above discussion the bridge does not meet criteria of Section 1 of O. Reg. 9/06.

#### Historic/Associative Value

The Riverside Drive Bridge over the CNR tracks was constructed to replace an earlier crossing that had become obsolete due to weight restrictions and a sharply angled approach. Beyond this functional historical relationship, the bridge has no known historical associations with a person, event, theme, group, or belief. The original designer of the bridge is the engineering consulting firm A.M. Spriet and Associates. This firm carried out many civil engineering projects in London. The bridge, as a common design, does not demonstrate the ideas or work of a particular architect or designer who is significant to the community.

The bridge has a plaque on the northeast end post of the bridge. This plaque states the name of the bridge, officials for the City of London involved in its construction, the bridge designer, and the contractor who built the bridge. While this plaque does yield information, the information is limited and does not contribute to a broader understanding of the community or culture. The information on the plaque provides a connection to the historical development of the rail

## CULTURAL HERITAGE EVALUATION REPORT: RIVERSIDE DRIVE BRIDGE

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crossing and transportation routes in the city, and should be retained for installation on a future structure.

Based on the above discussion the bridge does not meet criteria of Section 2 of O. Reg. 9/06.

### Contextual Value

The area is in a suburban and residential setting. The Riverside Drive Bridge over the CNR tracks has no defining features that mark it as a distinctively suburban structure, and, as such, the bridge does not support or define the area's character. While the bridge is functionally linked to its surroundings as a railroad crossing, this functional relationship is not noteworthy or unusual, nor are there any unusual physical, historical, or visual links to the surrounding area. The Riverside Drive Bridge over the CNR tracks is not a landmark in the area.

Based on the above discussion the bridge does not meet criteria of Section 3 of O. Reg. 9/06.

### 6.2.1 Ontario Regulation 9/06

**Table 1: Evaluation of Riverside Bridge over CNR Tracks According to Ontario Regulation 9/06 of the Ontario Heritage Act**

Criteria of O. Reg. 9.06	Y/N	Comments
Is a rare, unique, representative, or early example of a style, type, expression, material or construction method	N	The bridge is a four-span continuous beam and slab bridge. This bridge was a common bridge design starting in the mid-20 <sup>th</sup> century. While representative of this type of design, it does not serve as an important example of the type. Accordingly, the bridge does not meet this criterion.
Displays a high degree of craftsmanship or artistic merit	N	The bridge end railing posts have decorative impressions in the concrete, but these are not elements that display a high degree of craftsmanship or artistic merit. Accordingly, the bridge does not meet this criterion.
Demonstrates a high degree of technical or scientific achievement	N	This bridge is a common continuous beam and slab design that uses common materials at the time of construction. As such, it does not display a high degree of technical or scientific achievement. Accordingly, the bridge does not meet this criterion.
Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community	N	The bridge was designed by Spriet Associates Ltd. While Spriet Associates is an organization connected to the City of London, and its founder Andrew Spriet is a person connected to the City of London, the bridge has no noteworthy or significant associations that demonstrates it as a design unique to Spriet, Spriet Associates, or the City of London. Accordingly, the bridge does not meet this criterion.

## CULTURAL HERITAGE EVALUATION REPORT: RIVERSIDE DRIVE BRIDGE

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**Table 1: Evaluation of Riverside Bridge over CNR Tracks According to Ontario Regulation 9/06 of the Ontario Heritage Act**

Criteria of O. Reg. 9.06	Y/N	Comments
Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	N	The bridge has a plaque in the northeast end post of the bridge giving its date of construction and individuals and organizations involved in construction of the bridge. This information is limited in nature and does not contribute to an understanding of the community or its culture. Accordingly, the bridge does not meet this criterion.
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community	N	The bridge was designed by Spriet Associates Ltd. The bridge type was a common design in the mid-20 <sup>th</sup> century and does not reflect the work or ideas of an architect, artist builder, designer or theorist significant to the community. Accordingly, the bridge does not meet this criterion.
Is important in defining, maintaining, or supporting the character of an area	N	The surrounding area is residential and suburban. There are no defining characteristics of the bridge that contribute to this character. Accordingly, the bridge does not meet this criterion.
Is physically, functionally, visually, or historically linked to its surroundings	N	While the bridge is functionally linked to its surroundings as a railroad crossing, however this functional relationship is not noteworthy or unusual, nor are there noteworthy or unusual physical, historical, or visual links to the surrounding area. Accordingly, the bridge does not meet this criterion.
Is a landmark	N	The structure is visible from Riverside Drive but is not a landmark in the area. Accordingly, the bridge does not meet this criterion.

### 6.3 STATEMENT OF CULTURAL HERITAGE VALUE OR INTEREST

The Riverside Bridge over the CNR tracks were not determined to have CHVI when evaluated according to O.Reg. 9/06. Accordingly, a statement of CHVI is not applicable.

## CULTURAL HERITAGE EVALUATION REPORT: RIVERSIDE DRIVE BRIDGE

Recommendations

April 13, 2018

### 7.0 RECOMMENDATIONS

The Riverside Bridge over the CNR tracks was evaluated against O. Reg. 9/06. The bridge did not meet any criteria under O. Reg 9/06. The Riverside Bridge over the CNR tracks is not considered to have CHVI as per the requirements of the MCEA Process. While the bridge does not demonstrate CHVI, the information on the bridge plaque provides a connection to the historical development of the rail crossing and transportation routes in the city, and should be retained for installation on a future structure.

No further heritage work is required and a Municipal Class Environmental Assessment Schedule 'A' or 'A+' would be appropriate from a cultural heritage perspective. If future EA projects result in alterations to surrounding properties containing structures older than 40 years, a CHER may be required to assess these properties for CHVI. To finalize this evaluation, this CHER should be submitted to the City of London for review and acceptance.

## CULTURAL HERITAGE EVALUATION REPORT: RIVERSIDE DRIVE BRIDGE

References  
April 13, 2018

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## CULTURAL HERITAGE EVALUATION REPORT: RIVERSIDE DRIVE BRIDGE

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April 13, 2018

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## CULTURAL HERITAGE EVALUATION REPORT: RIVERSIDE DRIVE BRIDGE

References

April 13, 2018

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**APPENDIX A:  
MUNICIPAL HERITAGE BRIDGES  
CULTURAL, HERITAGE AND  
ARCHAEOLOGICAL RESOURCES  
ASSESSMENT CHECKLIST**

## Municipal Heritage Bridges Cultural, Heritage and Archaeological Resources Assessment Checklist

*This checklist was prepared in March 2013 by the Municipal Engineers Association to assist with determining the requirements to comply with the Municipal Class Environmental Assessment. View all 4 parts of the module on Structures Over 40 Years at [www.municipalclassea.ca](http://www.municipalclassea.ca) to assist with completing the checklist.*

**Project Name:** Riverside Drive Bridge over CNR Tracks

**Location:** 750 m east of Wonderland Road

**Municipality:** City of London

**Project Engineer:** Isaac Bartlett

**Checklist completed by:** Lashia Jones / Isaac Bartlett

**Date:** November 28 2017

**NOTE: Complete all sections of Checklist. Both Cultural Heritage and Archaeological Sections must be satisfied before proceeding.**

### Part A - Municipal Class EA Activity Selection

Description	Yes	No
Will the proposed project involve or result in construction of new water crossings? This includes ferry docks.	<input type="checkbox"/> Schedule B or C	<input checked="" type="checkbox"/> Next
Will the proposed project involve or result in construction of new grade separation?	<input type="checkbox"/> Schedule B or C	<input checked="" type="checkbox"/> Next
Will the proposed project involve or result in construction of new underpasses or overpasses for pedestrian recreational or agricultural use?	<input type="checkbox"/> Schedule B or C	<input checked="" type="checkbox"/> Next
Will the proposed project involve or result in construction of new interchanges between any two roadways, including a grade separation and ramps to connect the two roadways?	<input type="checkbox"/> Schedule B or C	<input checked="" type="checkbox"/> Next

Description	Yes	No
Will the proposed project involve or result in reconstruction of a water crossing where the structure is less than 40 years old and the reconstructed facility will be for the same purpose, use, capacity and at the same location? (Capacity refers to either hydraulic or road capacity.) This include ferry docks.	<input type="checkbox"/> Schedule A+	<input checked="" type="checkbox"/> Next
Will the proposed project involve or result in reconstruction of a water crossing, where the reconstructed facility will not be for the same purpose, use, capacity or at the same location? (Capacity refers to either hydraulic or road capacity). This includes ferry docks.	<input type="checkbox"/> Schedule B or C	<input checked="" type="checkbox"/> Next
Will the proposed project involve or result in reconstruction or alteration of a structure or the grading adjacent to it when the structure is over 40 years old where the proposed work will alter the basic structural system, overall configuration or appearance of the structure?	<input checked="" type="checkbox"/> Next	<input type="checkbox"/> Assess Archaeological Resources

**Part B - Cultural Heritage Assessment**

Description	Yes	No
Does the proposed project involve a bridge construction in or after 1956?	<input checked="" type="checkbox"/> Next	<input type="checkbox"/> Prepare CHER Undertake HIA
Does the project involve one of these three bridge types?	<input type="checkbox"/> Rigid frame      Next <input type="checkbox"/> Simple Support      Next <input type="checkbox"/> Structural Steel      Next	<input checked="" type="checkbox"/> Prepare CHER Undertake HIA
Does the bridge or study area contain a parcel of land that is subject of a covenant or agreement between the owner of the property and a conservation body or level of government?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next

Description	Yes	No
Does the bridge or study area contain a parcel of land that is listed on a register or inventory of heritage properties maintained by the municipality?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Does the bridge or study area contain a parcel of land that is designated under Part IV of the Ontario Heritage Act?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Does the bridge or study area contain a parcel of land that is subject to a notice of intention to designate issued by a municipality?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Does the bridge or study area contain a parcel of land that is located within a designated Heritage Conservation District?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Does the bridge or study area contain a parcel of land that is subject to a Heritage Conservation District study area by-law?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Does the bridge or study area contain a parcel of land that is included in the Ministry of Tourism, Culture and Sport's list of provincial heritage properties?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Does the bridge or study area contain a parcel of land that is part of a National Historic Site?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Does the bridge or study area contain a parcel of land that is part of a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Does the bridge or study area contain a parcel of land that is designated under the Heritage Railway Station Protection Act?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next

Description	Yes	No
Does the bridge or study area contain a parcel of land that is identified as a Federal Heritage Building by the Federal Heritage Building Review Office (FHBRO)	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Does the bridge or study area contain a parcel of land that is the subject of a municipal, provincial or federal commemorative or interpretive plaque that speaks to the Historical significance of the bridge?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Does the bridge or study area contain a parcel of land that is in a Canadian Heritage River watershed?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Will the project impact any structures or sites (not bridges) that are over forty years old, or are important to defining the character of the area or that are considered a landmark in the local community?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Is the bridge or study area adjacent to a known burial site and/or cemetery?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Is the bridge considered a landmark or have a special association with a community, person or historical event in the local community?	<input type="checkbox"/> Prepare CHER Undertake HIA	<input checked="" type="checkbox"/> Next
Does the bridge or study area contain or is it part of a cultural heritage landscape?	<input type="checkbox"/> Prepare Cher Undertake HIA	<input checked="" type="checkbox"/> Assess Archaeological Resources

**PART C - HERITAGE ASSESSMENT**

Description	Yes	No
Does the Cultural Heritage Evaluation Report identify any Heritage Features on the project?	<input type="checkbox"/> Undertake HIA	<input checked="" type="checkbox"/> Part D - Archaeological Resources
Does the Heritage Impact Assessment determine that the proposed project will impact any of the Heritage Features that have been identified?	<input type="checkbox"/> Schedule B or C	<input checked="" type="checkbox"/> Part D - Archaeological Resources

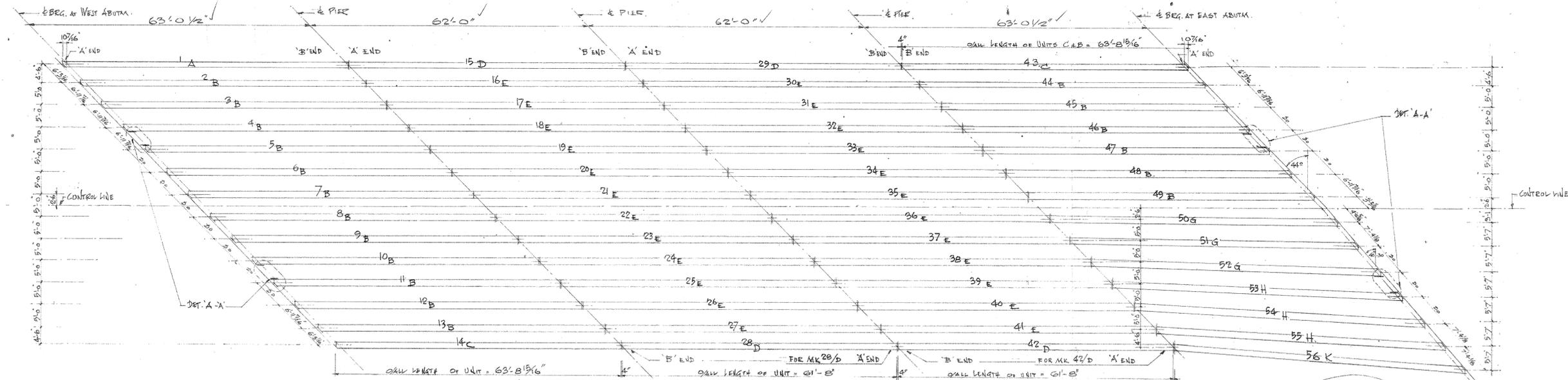
**PART D - ARCHAEOLOGICAL RESOURCES ASSESSMENT**

Description	Yes	No
Will any activity, related to the project, result in land impacts/significant ground disturbance?	<input type="checkbox"/> Next	<input checked="" type="checkbox"/> Schedule A - proceed
Have all areas, to be impacted by ground disturbing activities, been subjected to recent extensive and intensive disturbances and to depths greater than the depths of the proposed activities?	<input type="checkbox"/> Schedule A - proceed	<input type="checkbox"/> Next
Has an archaeological assessment previously been carried out that includes all of the areas to be impacted by this project?	<input type="checkbox"/> Next	<input type="checkbox"/> Archaeological Assessment
Does the report on that previous archaeological assessment recommend that no further archaeological assessment is required within the limits of the project for which that assessment was undertaken, and has a letter been issued by the Ministry of Tourism, Culture and Sport stating that the report has been entered into the Ontario Public Register of Archaeological Reports?	<input type="checkbox"/> Schedule A - proceed	<input type="checkbox"/> Obtain satisfaction letter - proceed

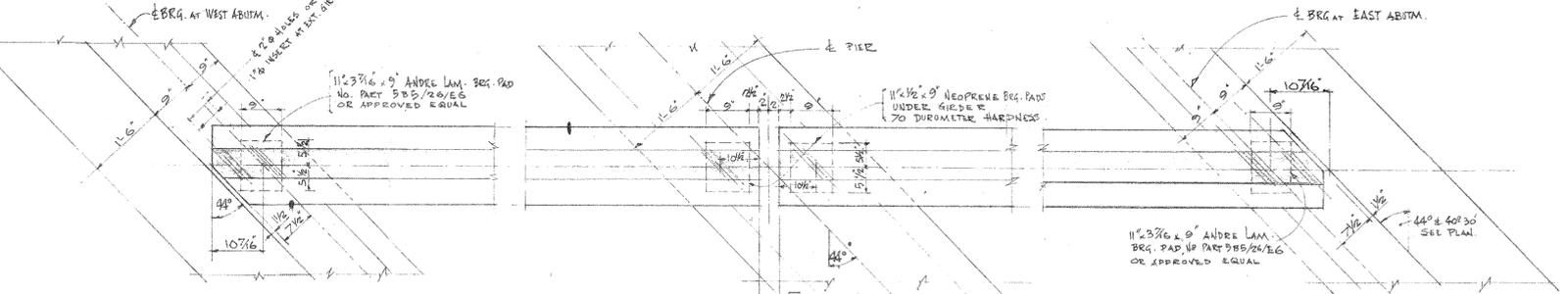
**\*\* Include Documentation Summary in Project File\*\***

# **APPENDIX B: BRIDGE DRAWINGS**

63'-0 1/2"  
10 7/8"  
63'-11 3/8"  
2"  
63'-9 7/8"



**GIRDER LAYOUT**  
SCALE 3/32" = 1'-0"

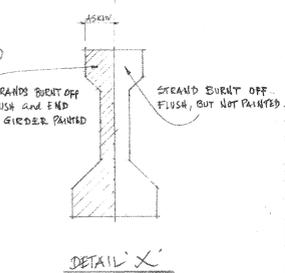


DETAIL AT A-A

**GENERAL CONTRACTOR PLEASE NOTE:**  
THE GENERAL CONTRACTOR SHALL PROVIDE AND MAINTAIN ACCESS AND OPERATING SPACE FOR THE EQUIPMENT OF THE PRECAST CONCRETE ERECTOR. SUCH AREAS SHALL BE CAPABLE OF SUPPORTING THE ERECTOR'S CRANES AND TRUCKS.

**FINISH:**  
EXTERIOR FACES OF GIRDER TO HAVE A.M.C. CLASS 'A' FINISH. REMAINING FACES TO BE A.M.C. CLASS 'B' FINISH. FINISH TOP FACE WITH WOOD FLOAT AND ROUGHENED BY BROOKING. MKS A, B, C, G, H, J, K - AT 'A' END SEE DET. 'X'.  
'B' END & 'A' END OF REMAINING UNITS STRANDS TO BE BURNED OFF WITH 1/2 PROS. AND NOT PAINTED.

**TOLERANCES:**  
LENGTH ± 3/8" GALL  
CROSS SECTION ± 1/8" FROM EA. DIM'S. (NOT CUMULATIVE).  
ALIGNMENT ± 1/8" IN ANY 10'-0"  
± 1/2" IN O'ALL LENGTH.  
PLACEMENT ± 1/4" OF GIVEN DIMENSIONS



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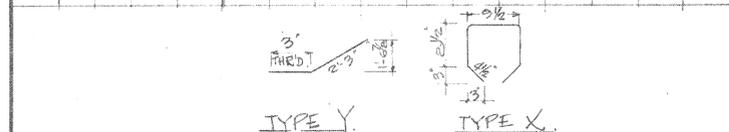
MINISTRY OF TRANSPORTATION AND COMMUNICATIONS  
ONTARIO  
APR 19 1974  
PURSUANT TO THE PUBLIC TRANSPORTATION AND INFRASTRUCTURE IMPROVEMENT ACT AND THE MUNICIPAL ACT.  
SITE NO. 19-264  
H. Kleintuber  
MUNICIPAL STRUCTURAL ENGINEER

**PRE-CON COMPANY**  
35 RUTHERFORD ROAD S., BRAMPTON ONTARIO, TELEPHONE 457-4140

C.N.R. GRADE SEPARATION, RIVERSIDE DR., LONDON  
**ASHOT GIRDER LAYOUT and ERECTION DETAILS.**

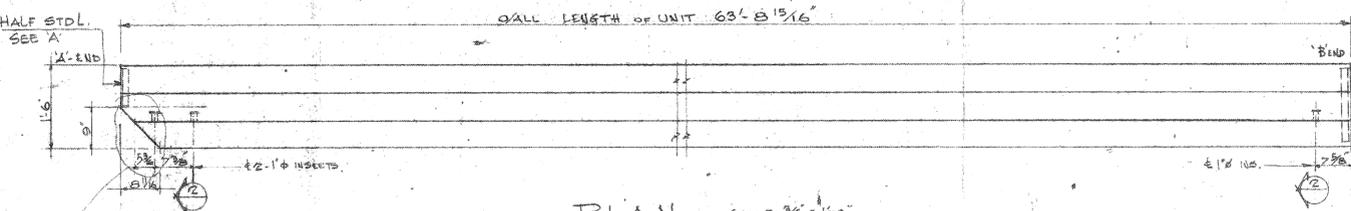
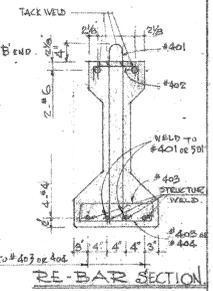
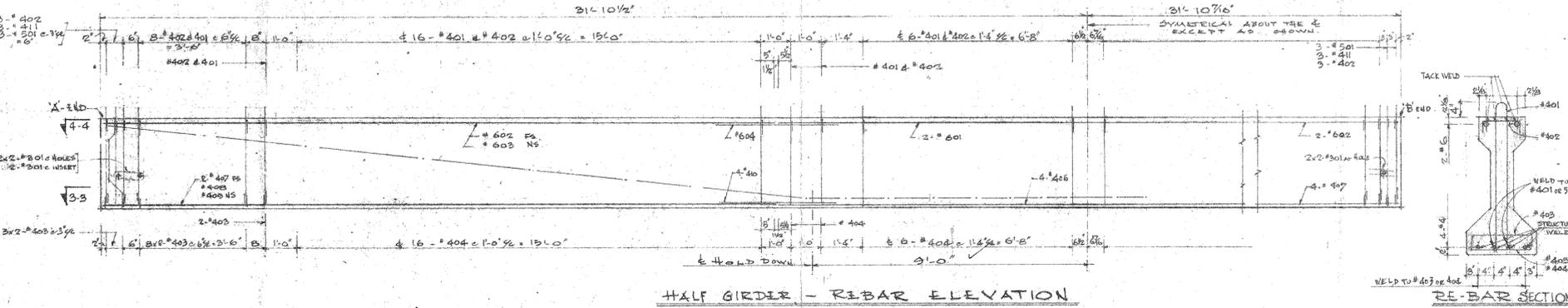
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		REVISIONS				V. J.	APR 8 1974	10799	E1

BENDING SCHEDULE										UNIT					
DWG. No.	REV.	No. OF UNITS								AS SHOWN					
MARK	DIA.	No. PER UNIT	LENGTH	TYPE	A	B	C	D	E	F	G	H	J	K	O
#501	#3	4	2'-0"	B										1'-0"	3"
#401	#4	66	6'-7"	S										3'-3"	3 1/2"
#402	#4	72	1'-1"	3		3"	9 1/2"	3"							
#403	#4	48	1'-7 1/2"	3		3"	1'-4"	3"							
#404	#4	48	1'-3"	STE										3'-3"	4"
#406	#4	4	20'-0"	STE											
#407	#4	6	21'-7 1/2"												
#408	#4	1	21'-5 1/2"												
#409	#4	1	21'-1 1/2"												
#410	#4	8	4'-0"	X											
#411	#4	6	2'-5 1/2"	X											
#601	#6	2	20'-0"	STE											
#602	#6	3	21'-7 1/2"												
#603	#6	1	21'-5 1/2"												
#604	#6	4	4'-0"												
#801	#8	3	2'-6"	Y											
#301	#3	8	2'-0"	5										1'-0"	3"
#501	#5	6	6'-7"	5										3'-3"	4"
#401	#4	66	6'-7"	5										3'-3"	3 1/2"
#402	#4	72	1'-1"	3		3"	9 1/2"	3"							
#403	#4	48	1'-7 1/2"	3		3"	1'-4"	3"							
#404	#4	48	1'-3"	STE											
#406	#4	4	20'-0"	STE											
#407	#4	6	21'-7 1/2"												
#408	#4	1	21'-5 1/2"												
#409	#4	1	21'-1 1/2"												
#410	#4	8	4'-0"	X											
#601	#6	2	20'-0"	STE											
#602	#6	3	21'-7 1/2"												
#603	#6	1	21'-5 1/2"												
#604	#6	4	4'-0"												
#802	#8	3	2'-6"	Y											

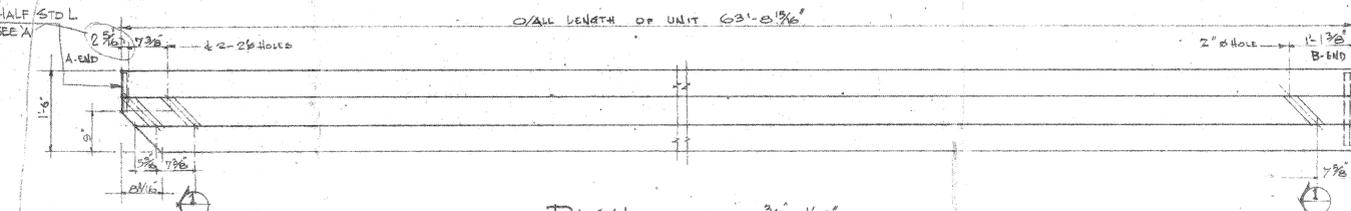
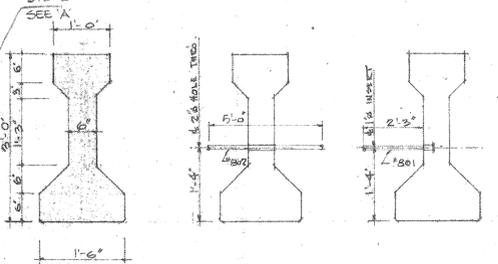


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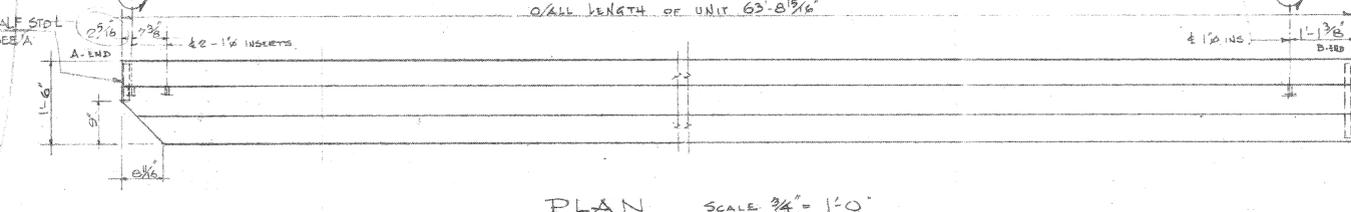
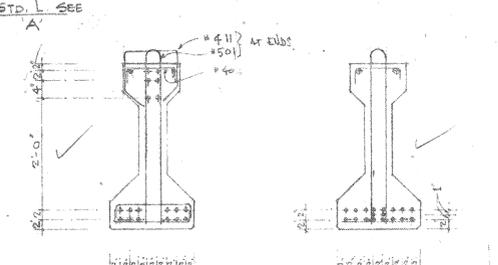
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1B	B	978.7	25 3/7	163.27		
2	C	955 7/8				



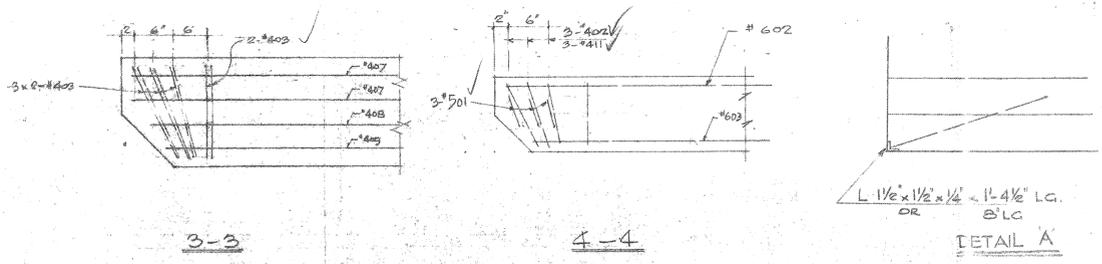
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PLAN SCALE 3/4" = 1'-0" UNIT MK 'B' 1B REQ'D. W/UNIT 25,27



PLAN SCALE 3/4" = 1'-0" UNIT MK 'C' 2 REQ'D. W/UNIT 25,27



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FOR LAYOUT SEE... E1 SIGNATURE SHEET No. 19-264

**PRE-CON COMPANY**  
 35 RUTHERFORD ROAD S., BRAMPTON ONTARIO, TELEPHONE 454-1560  
 CNR GRADE SEPARATION, RIVERSIDE DRIVE - LONDON, ONT.  
**AASHOT GIRDER UNIT DETAILS**  
 FOR MK'S A, B & C

No.	DATE	DESCRIPTION	DRN/CHK/APP.	DRAWN BY	ISSUED DATE	JOB No.	DWG No.
					APR 9/74	10799	E 2

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10799 E1			28															AS SHOWN
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#401	#4	64	6'-7"	5											3 1/2'			
#402	#4	70	1'-1"	3		3"	9 1/2"	3"										
#403	#4	48	1'-7 1/2"	3		3"	1'-4"	3"										
#404	#4	46	1'-3"	STE														
#406	#4	4	20'-0"	STE														
#407	#4	8	20'-7"															
#408	#4	8	4'-0"															
#409	#4	6	2'-9 1/2"	X														
#501	#5	6	6'-7"	5											4'			
#601	#6	2	20'-0"	STE														
#602	#6	4	20'-7"															
#603	#6	4	4'-0"															
#801	#8	2	2'-6"	Y														
#901	#9	8	1'-6"	B											3'			
#401	#4	64	6'-7"	5											3 1/2'			
#402	#4	70	1'-1"	3		3"	9 1/2"	3"										
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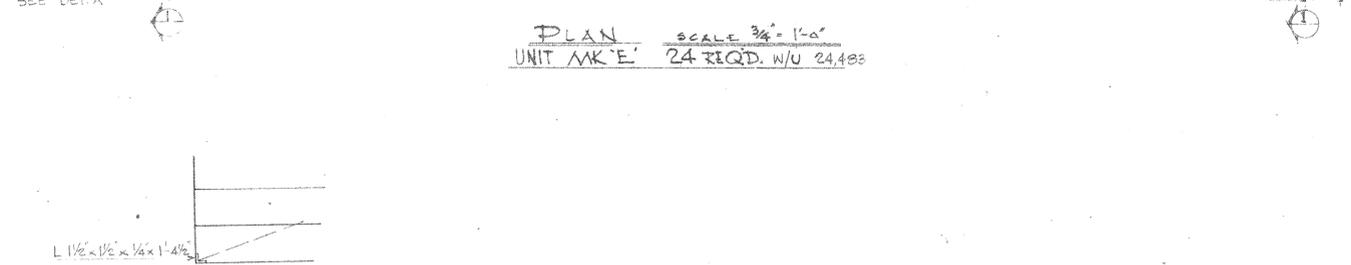
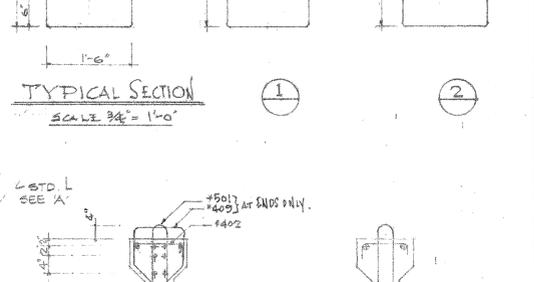
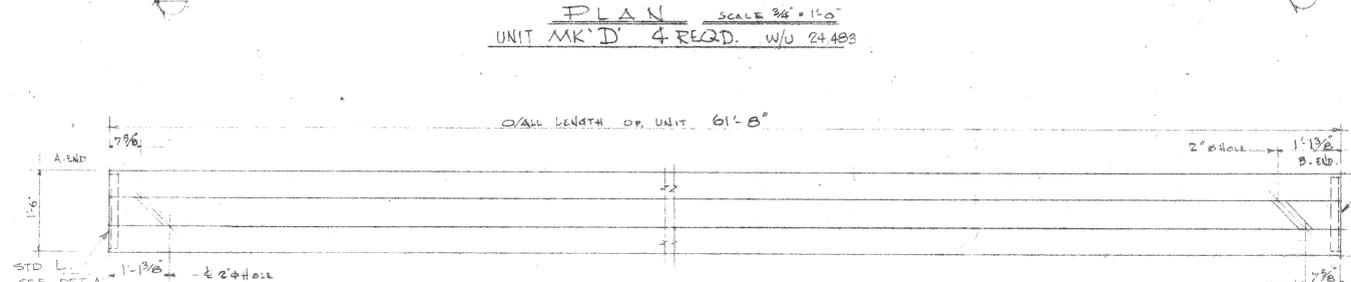
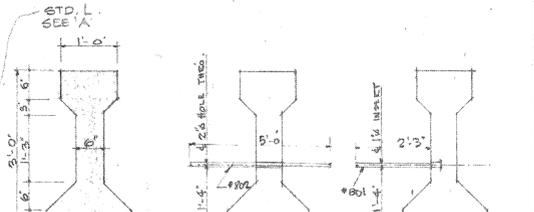
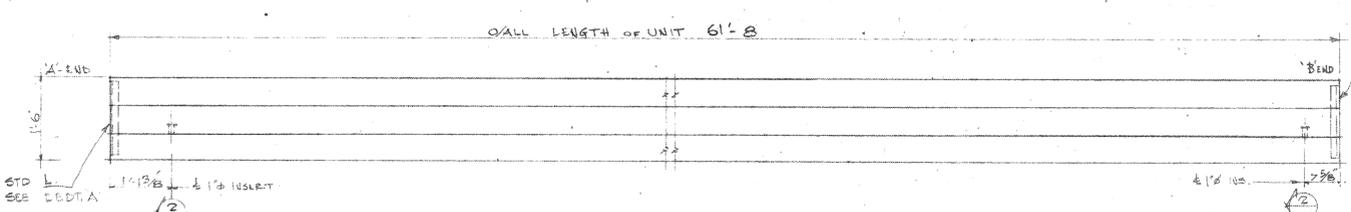
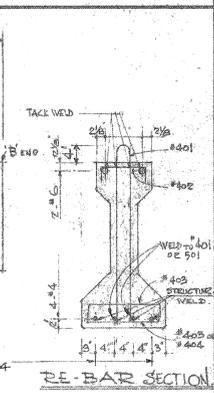
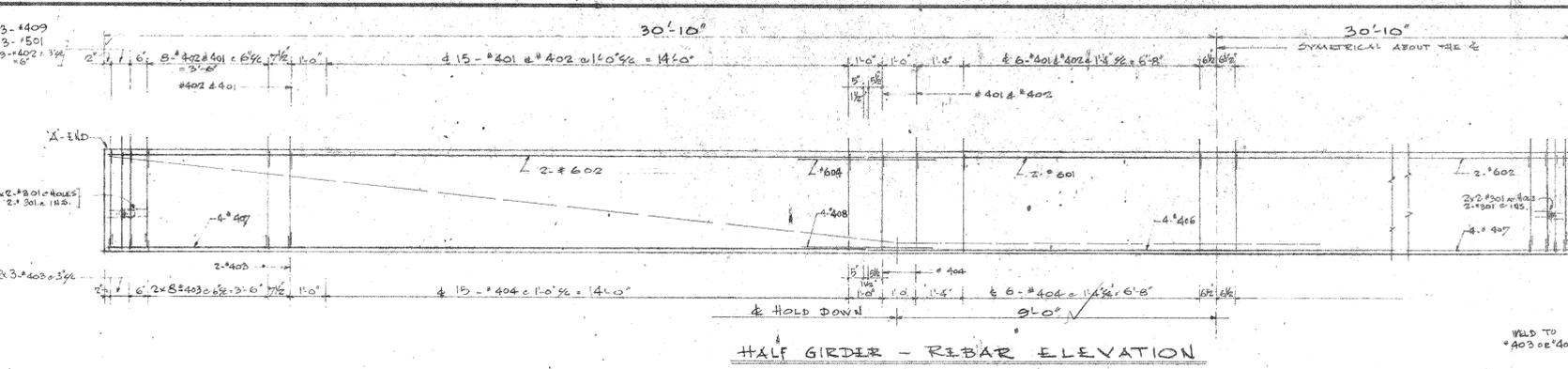
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			HARDWARE CAST-IN	



MARK	No. REQ'D	DESCRIPTION



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4	D	900.0	-	24.480	157.94	
24	E	915.6	-	24.480	157.94	



STRAND PATTERN  
 AT ENDS  
 AT HOLD DOWN  
 Scale 3/8" = 1'-0"  
 18 - 1/2" x 270 x 21 STEANDS /  
 12 - STRAIGHT STEANDS /  
 6 - BLECTED STEANDS /  
 INITIAL FORCE 2875 K/STEANDS /  
 FINAL FORCE 2065 K/STEANDS /  
 CONC. AT TRANSFER 4220 PSI /  
 CONC. AT 28 DAYS 5000 PSI /

ISSUED FOR APPROVAL  
 SHOULD THIS DRAWING NOT BE RETURNED WITHIN \_\_\_\_\_ DAYS OF APR 9 1974 THE CONTRACT DATE MAY HAVE TO BE REVISED.  
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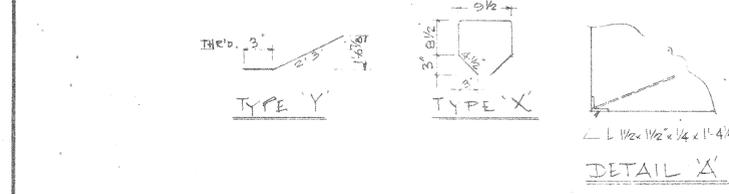
FOR LAYOUT SEE E1  
 STRUCTURE SITE No. 19-264

**PRE-CON COMPANY**  
 35 RUTHERFORD ROAD S., BRAMPTON ONTARIO, TELEPHONE 454-1560  
 CNR GRADE SEPARATION, RIVERSIDE DRIVE - LONDON, ONT.  
**AASHTO GIRDER UNIT DETAILS**  
 FOR MK'S. D & E.

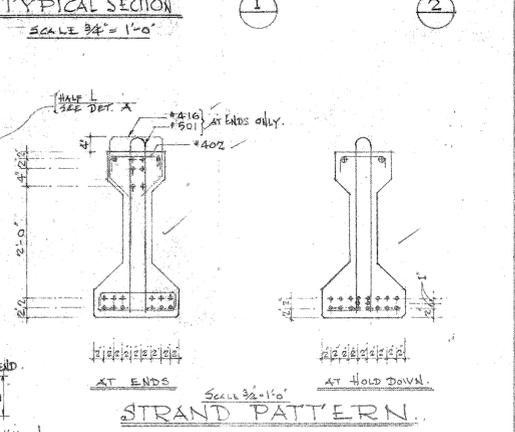
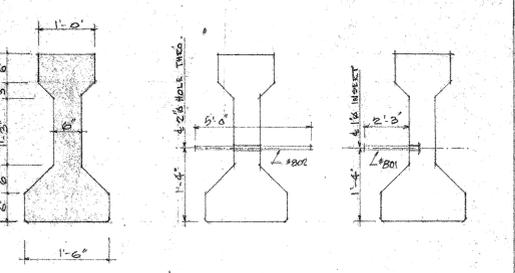
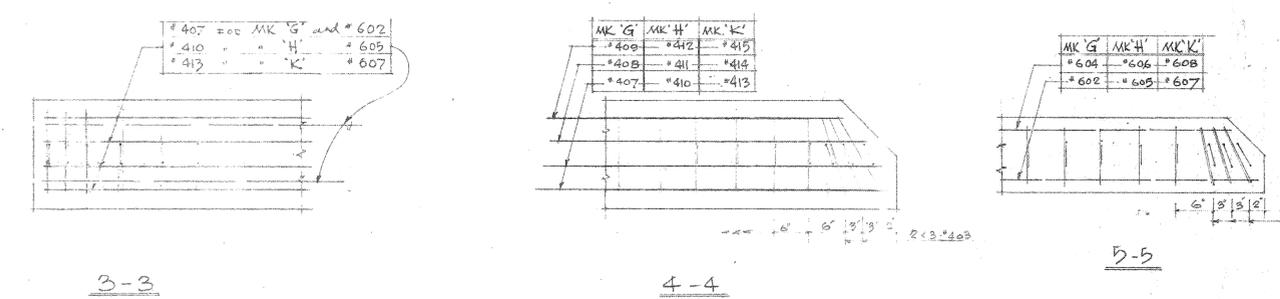
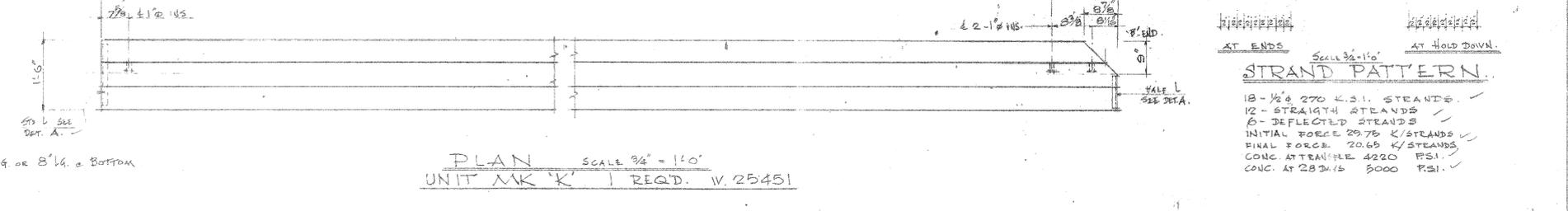
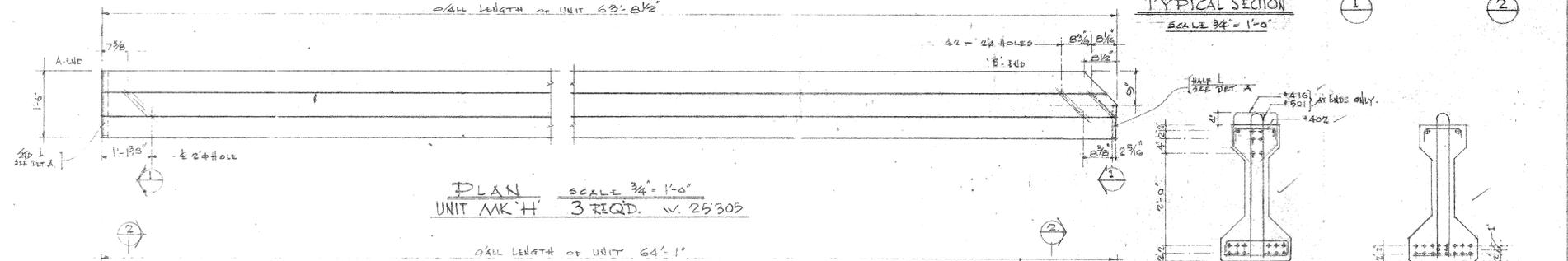
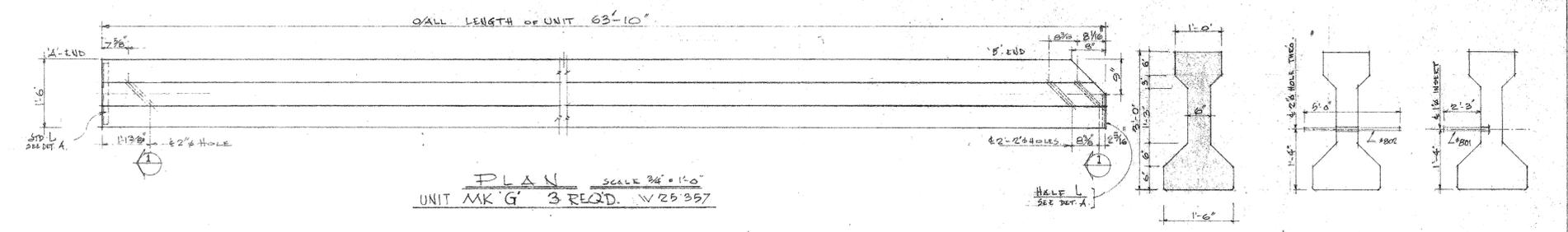
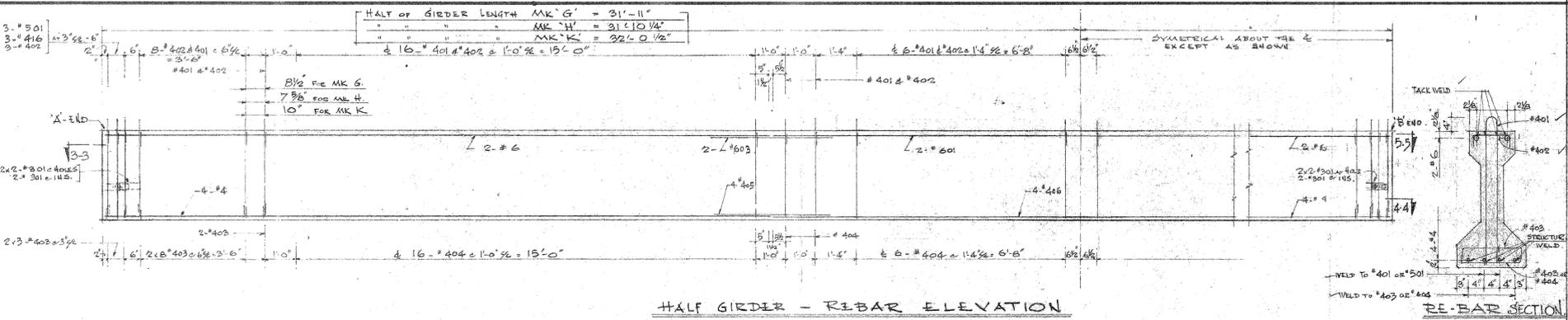
No.	DATE	DESCRIPTION	DRN/CHK/APP.	DRAWN BY	ISSUED DATE	JOB No.	DWG. No.
		REVISIONS			APR 8 1974	10799	E3

DWG. No.	REV.	No. OF UNITS REQ'D	BENDING SCHEDULE													UNIT
10799 E4		7														AS SHOWN
MARK	DIA.	No. PER UNIT	LENGTH	TYPE	A	B	C	D	E	F	G	H	J	K	O	
#301	#3	8	2'-0"	S											1'-0"	
#401	#4	66	6'-7"	S											3'-3"	
#402	#4	72	1'-1"	S											3'-3"	
#403	#4	48	1'-7 1/2"	S											3'-3"	
#404	#4	48	1'-3"	STR.												
#405	#4	8	4'-0"	STR.												
#406	#4	4	20'-0"	STR.												
#407	#4	6	2'-0"	"												
#408	#4	4	21'-6"	"												
#409	#4	1	21'-2"	"												
#410	#4	6	2'-9 1/2"	X												
#411	#4	6	6'-7"	S											4'-0"	
#412	#4	1	21'-5"	"												
#413	#4	6	21'-7"	"												
#414	#4	1	21'-3 1/2"	"												
#415	#4	6	2'-9 1/2"	X												
#416	#4	6	2'-9 1/2"	X												
#601	#6	2	20'-0"	STR.												
#602	#6	4	4'-0"	"												
#603	#6	3	21'-7"	"												
#604	#6	1	21'-3"	"												
#605	#6	3	21'-5"	"												
#606	#6	1	21'-3"	"												
#607	#6	3	21'-5"	"												
#608	#6	1	21'-5 1/2"	"												
#801	#8	3	2'-6"	Y												

DWG. No.	REV.	HARDWARE CAST-IN													UNIT		
MARK	No. REQ'D	DESCRIPTION															
#301	#3	4	2'-0"	S												1'-0"	3"
#501	#5	6	6'-7"	S												3'-2"	4"
#401	#4	66	6'-7"	S												3'-2"	3 1/2"
#402	#4	72	1'-1"	S													
#403	#4	48	1'-7 1/2"	S													
#404	#4	48	1'-3"	STR.													
#405	#4	8	4'-0"	STR.													
#406	#4	4	20'-0"	STR.													
#413	#4	6	21'-9 1/2"	STR.													
#414	#4	1	21'-7 1/2"	"													
#415	#4	6	21'-3 1/2"	"													
#416	#4	6	2'-9 1/2"	X													
#601	#6	2	20'-0"	STR.													
#603	#6	4	4'-0"	"													
#607	#6	3	21'-9 1/2"	"													
#608	#6	1	21'-5 1/2"	"													
#801	#8	3	2'-6"	Y													



REQ'D No.	MARK No.	WEIGHT OF REIN. IN LBS. BLACK GALV.	WEIGHT OF UNIT IN LBS.	VOL. IN CU. FT.	AREA IN SQ. FT.
3	G	931.0	-	163.60	
3	H	932.2	-	162.26	
1	K	934.4	-	164.20	

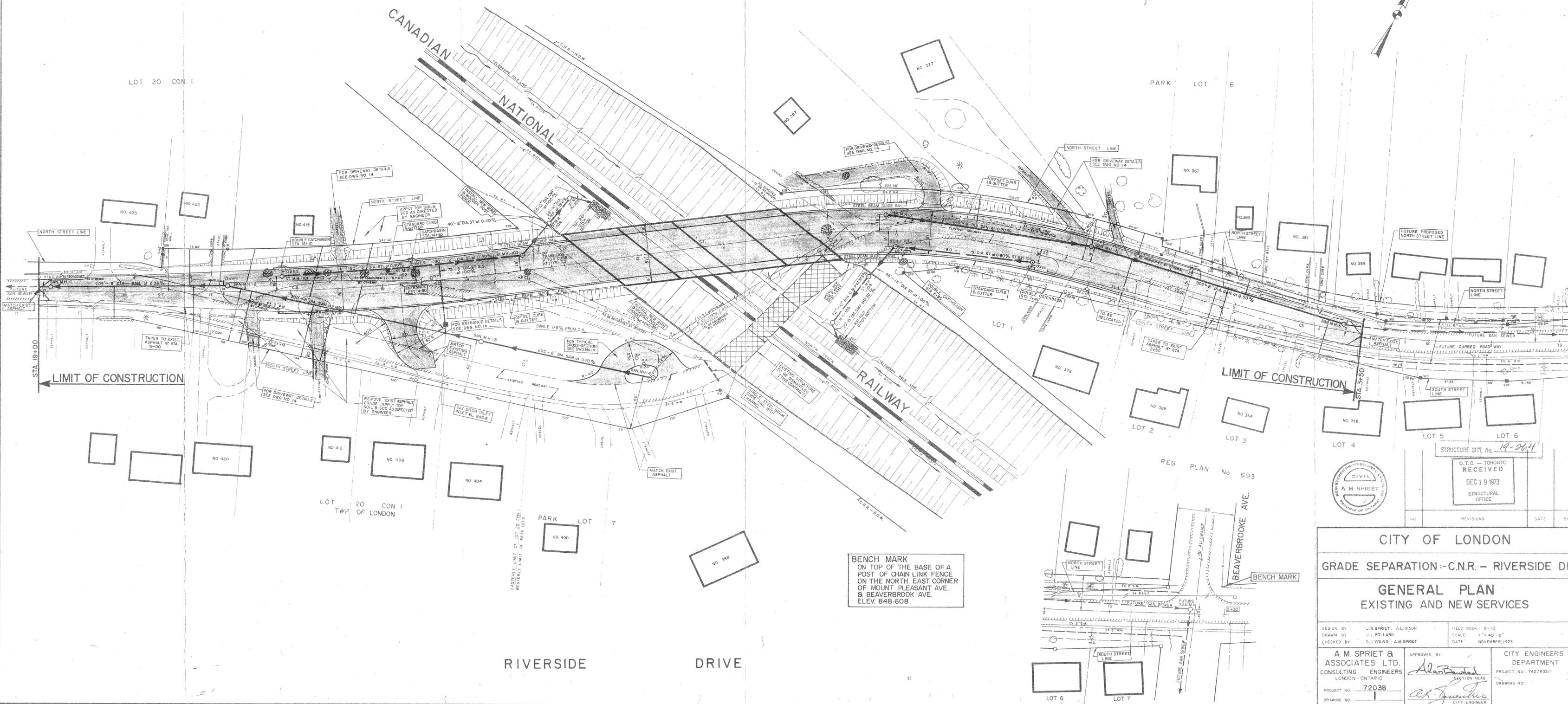
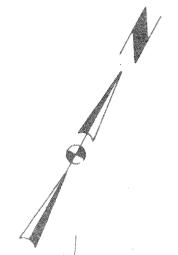


ISSUED FOR APPROVAL  
SHOULD THIS DRAWING NOT BE RETURNED WITHIN \_\_\_\_\_ DAYS  
OF APR 16 1974 THE CONTRACT DATE MAY HAVE TO BE REVISED.  
PRE-CON COMPANY

FOR LAYOUT SEE E-1  
STRUCTURE SITE No. 19-264

**PRE-CON COMPANY**  
35 RUTHERFORD ROAD S., BRAMPTON ONTARIO.  
TELEPHONE 454-1560  
C.N.R. GRADE SEPARATION, RIVERSIDE DRIVE-LONDON, ONT.  
**AASHO GIRDER UNIT DETAILS**  
FOR MK'S. G, H & K

No.	DATE	DESCRIPTION	DR'N/CHK/APP.	DRAWN BY	ISSUED DATE	JOB. No.	DWG. No.
					APR 15 1974	10799	E 4



BENCH MARK  
ON TOP OF THE BASE OF A  
POST OF CHAIN LINK FENCE  
ON THE NORTH EAST CORNER  
OF MOUNT PLEASANT AVE.  
& BEAVERBROOK AVE.  
ELEV. 848.608



STRUCTURE SITE No. 19-264  
D.T.C. - TORONTO  
RECEIVED  
DEC 19 1973  
STRUCTURAL  
OFFICE

CITY OF LONDON  
GRADE SEPARATION - C.N.R. - RIVERSIDE DR.

GENERAL PLAN  
EXISTING AND NEW SERVICES

DESIGN BY: J.R. SPRIET, A.L. GIGAN  
DRAWN BY: J.L. POLLARD  
CHECKED BY: J.J. YOUNG, A.M. SPRIET  
FIELD BOOK: B-12  
SCALE: 1" = 40'-0"  
DATE: NOVEMBER, 1973

A.M. SPRIET & ASSOCIATES LTD.  
CONSULTING ENGINEERS  
LONDON - ONTARIO  
PROJECT NO: 72038  
DRAWING NO: \_\_\_\_\_

APPROVED BY: *A.M. Spriet*  
SECTION HEAD  
*A.M. Spriet*  
CITY ENGINEER

CITY ENGINEER'S DEPARTMENT  
PROJECT NO: 742/R33/71  
DRAWING NO: \_\_\_\_\_

LOT 20 CON. 1

PARK LOT 6

LOT 20 CON 1  
TWP. OF LONDON

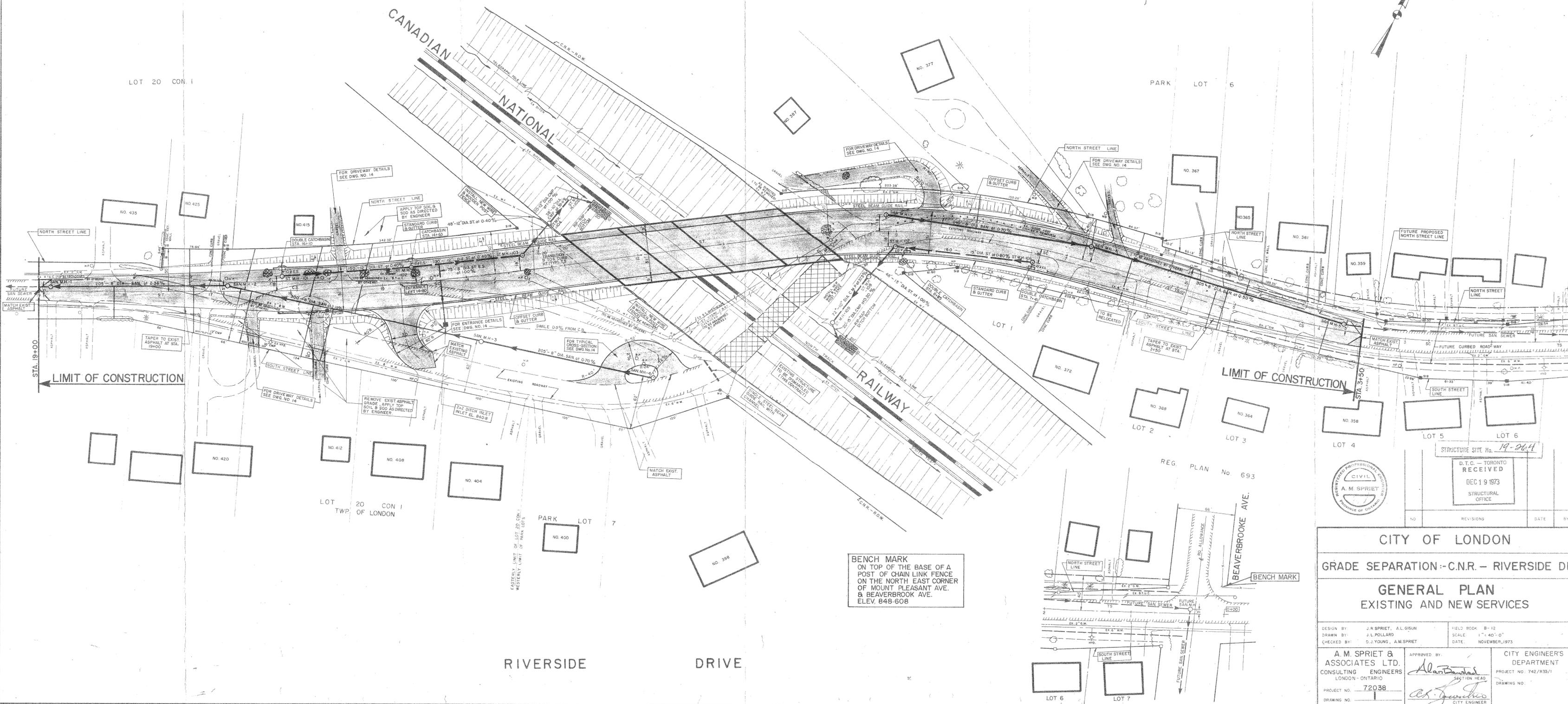
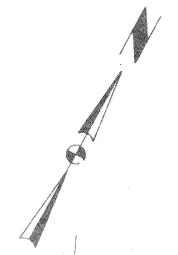
PARK LOT 7

REG. PLAN No. 693

RIVERSIDE DRIVE

LIMIT OF CONSTRUCTION

LIMIT OF CONSTRUCTION



BENCH MARK  
ON TOP OF THE BASE OF A  
POST OF CHAIN LINK FENCE  
ON THE NORTH EAST CORNER  
OF MOUNT PLEASANT AVE.  
& BEAVERBROOK AVE.  
ELEV. 848.608



STRUCTURE SITE No. 19-264  
D.T.C. - TORONTO  
RECEIVED  
DEC 19 1973  
STRUCTURAL  
OFFICE

CITY OF LONDON  
GRADE SEPARATION - C.N.R. - RIVERSIDE DR.

GENERAL PLAN  
EXISTING AND NEW SERVICES

DESIGN BY: J.R. SPRIET, A.L. GILSON  
DRAWN BY: J.L. POLLARD  
CHECKED BY: D.J. YOUNG, A.M. SPRIET  
FIELD BOOK: B-12  
SCALE: 1" = 40'-0"  
DATE: NOVEMBER, 1973

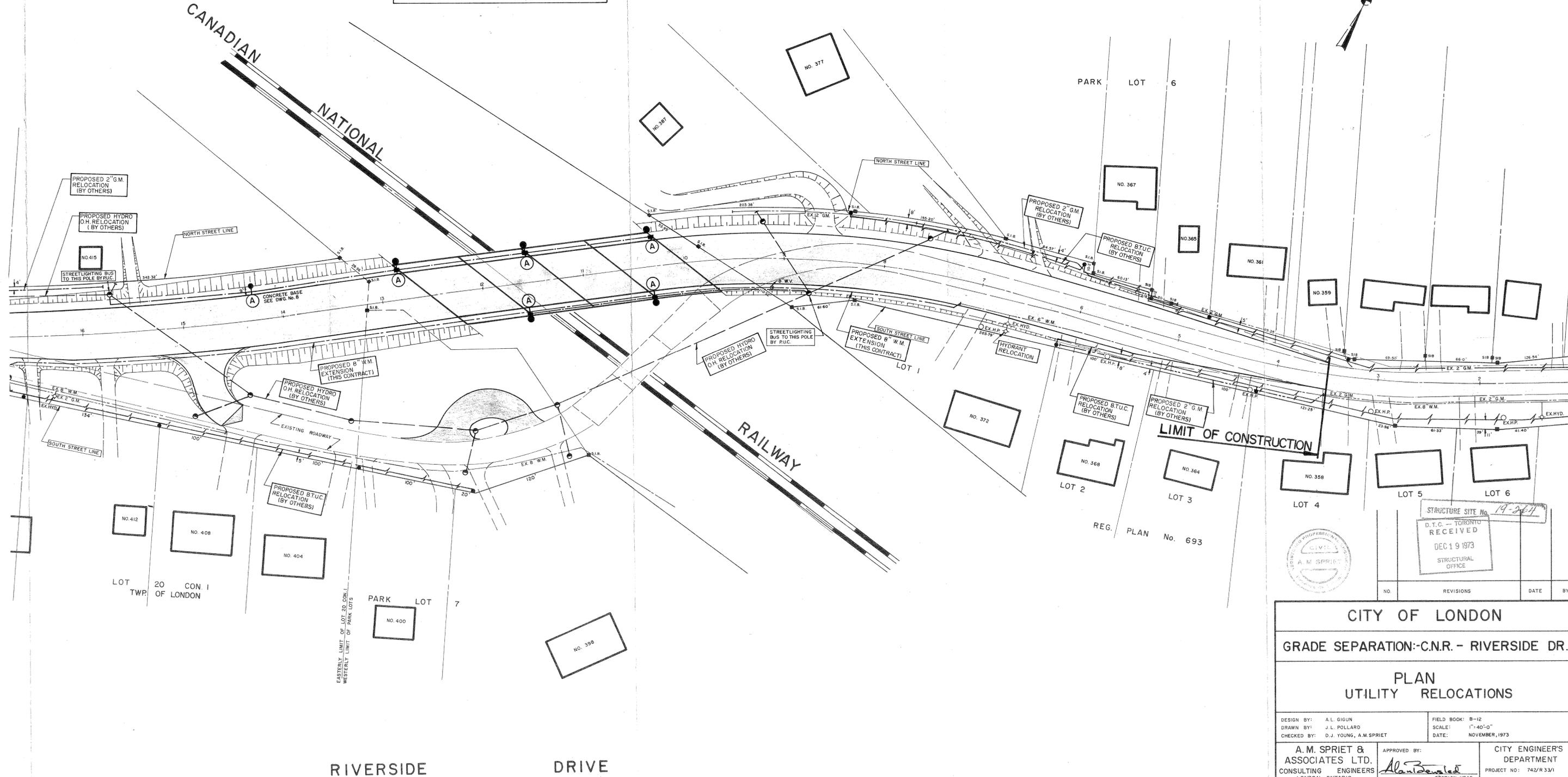
A.M. SPRIET & ASSOCIATES LTD.  
CONSULTING ENGINEERS  
LONDON - ONTARIO  
PROJECT NO. 72038  
DRAWING NO. \_\_\_\_\_

APPROVED BY: *A.M. Spriet*  
SECTION HEAD  
*A.M. Spriet*  
CITY ENGINEER

CITY ENGINEER'S DEPARTMENT  
PROJECT NO. 742/R33/71  
DRAWING NO. \_\_\_\_\_

**LIGHTING LEGEND**

- 400 W. M.V. LUMINAIRE C/W ALUMINUM POLE
- PULLBOX-RIGID PVC 8" x 8" x 8" TYPE I WITH STEEL SAFETY TREAD COVER
- UNDERGROUND CONDUCTORS (2No.4AL+1No.8CU-2" C)

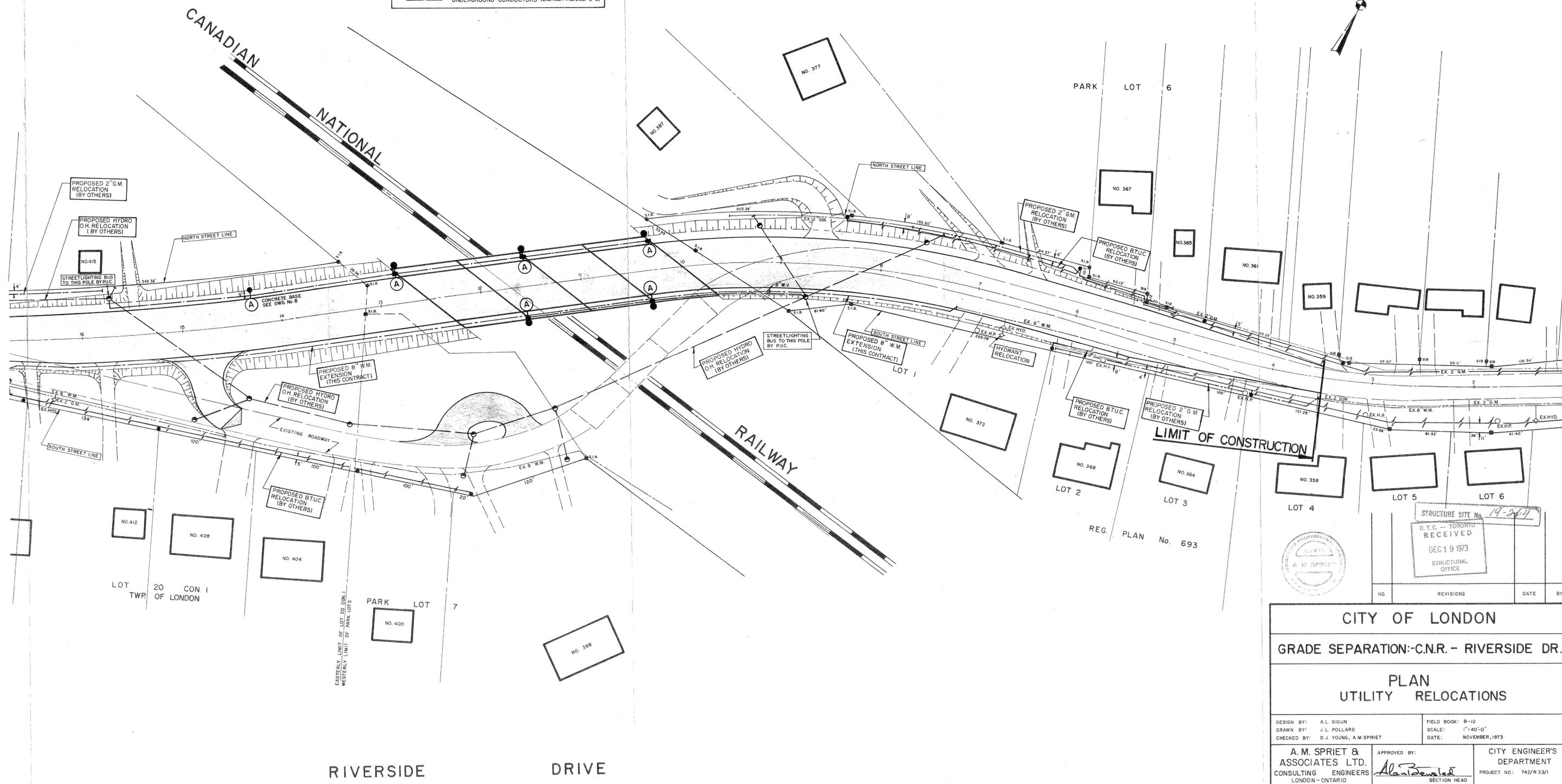


STRUCTURE SITE No. 19-304  
 D.T.C. - TORONTO RECEIVED  
 DEC 19 1973  
 STRUCTURAL OFFICE

<b>CITY OF LONDON</b>			
<b>GRADE SEPARATION:-C.N.R. - RIVERSIDE DR.</b>			
<b>PLAN UTILITY RELOCATIONS</b>			
DESIGN BY: A.L. GIGUN	FIELD BOOK: B-12		
DRAWN BY: J.L. POLLARD	SCALE: 1"=40'-0"		
CHECKED BY: D.J. YOUNG, A.M. SPRIET	DATE: NOVEMBER, 1973		
<b>A.M. SPRIET &amp; ASSOCIATES LTD.</b> CONSULTING ENGINEERS LONDON - ONTARIO		APPROVED BY: <i>Alan Spriet</i> SECTION HEAD CITY ENGINEER	CITY ENGINEER'S DEPARTMENT PROJECT NO: 742/R 33/1 DRAWING NO:
PROJECT NO. 72038			
DRAWING NO. 2			

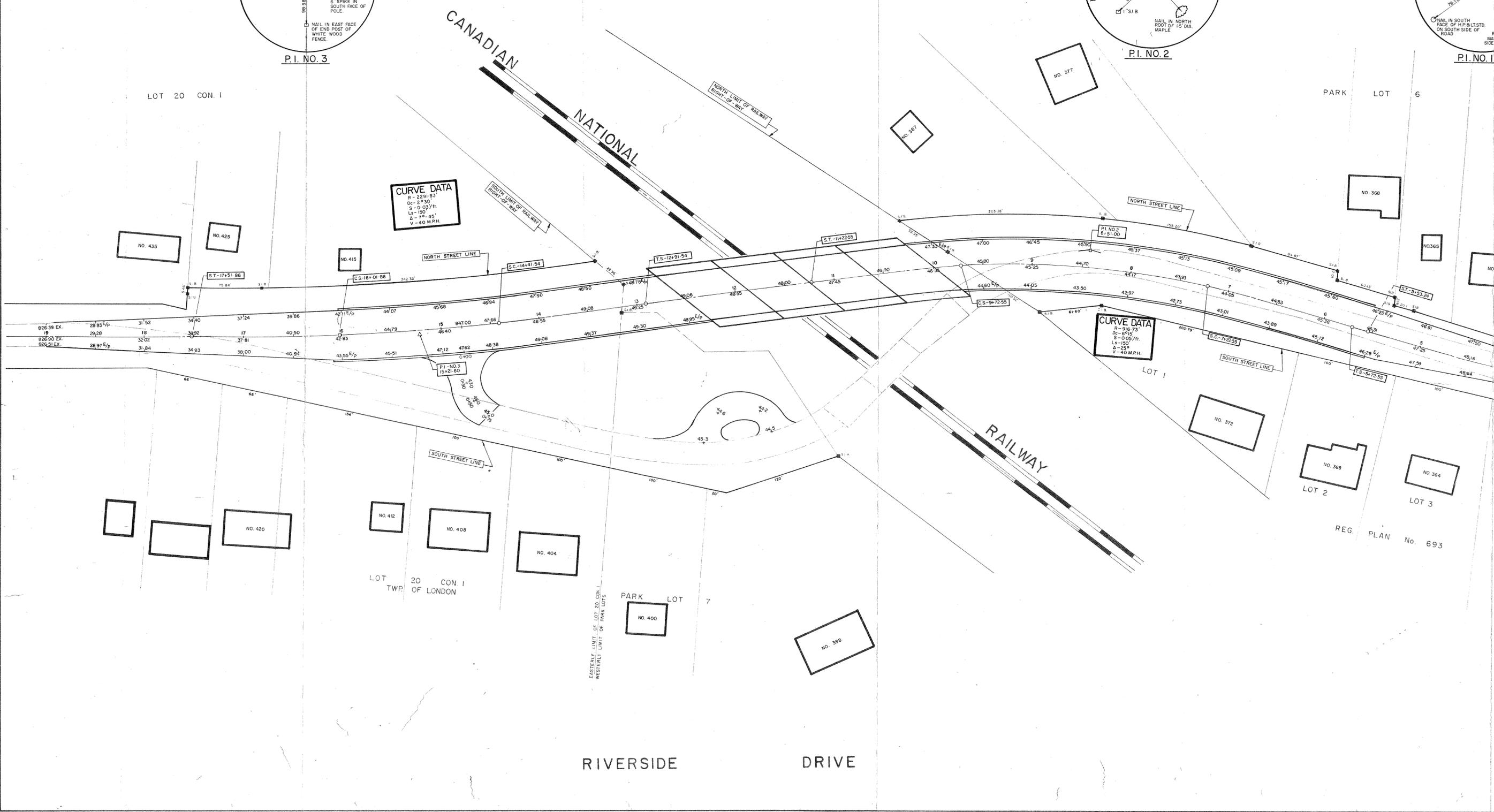
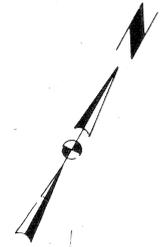
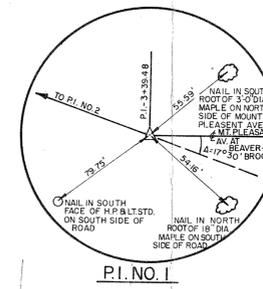
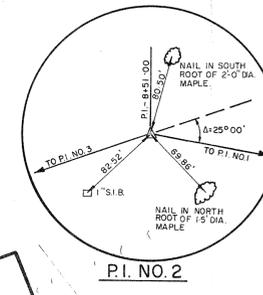
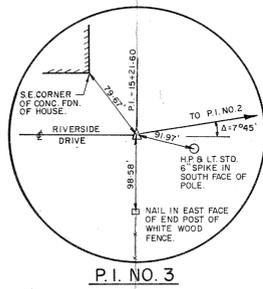
**LIGHTING LEGEND**

- 400 W. M.V. LUMINAIRE C/W ALUMINUM POLE
- PULLBOX-RIGID PVC 8" x 8" x 8" TYPE I WITH STEEL SAFETY TREAD COVER
- UNDERGROUND CONDUCTORS (2No.4AL+1No.8CU-2" C)



STRUCTURE SITE No. 19-361  
 D.T.C. - TORONTO RECEIVED  
 DEC 19 1973  
 STRUCTURAL OFFICE

<b>CITY OF LONDON</b>			
<b>GRADE SEPARATION:-C.N.R. - RIVERSIDE DR.</b>			
<b>PLAN UTILITY RELOCATIONS</b>			
DESIGN BY: A.L. GIGUN	FIELD BOOK: B-12		
DRAWN BY: J.L. POLLARD	SCALE: 1"=40'-0"		
CHECKED BY: D.J. YOUNG, A.M. SPRIET	DATE: NOVEMBER, 1973		
<b>A.M. SPRIET &amp; ASSOCIATES LTD.</b> CONSULTING ENGINEERS LONDON - ONTARIO		APPROVED BY:  SECTION HEAD CITY ENGINEER	CITY ENGINEER'S DEPARTMENT PROJECT NO: 742/R 33/1 DRAWING NO:
PROJECT NO: 72038			
DRAWING NO: 2			



**CURVE DATA**  
 R = 2291.83'  
 Δ = 2°30'  
 S = 0.037/H  
 L = 150'  
 V = 40 MPH

**CURVE DATA**  
 R = 916.73'  
 Δ = 6°15'  
 S = 0.057/H  
 L = 150'  
 V = 40 MPH

**CURVE DATA**  
 R = 916.73'  
 Δ = 6°15'  
 S = 0.057/H  
 L = 150'  
 V = 40 MPH



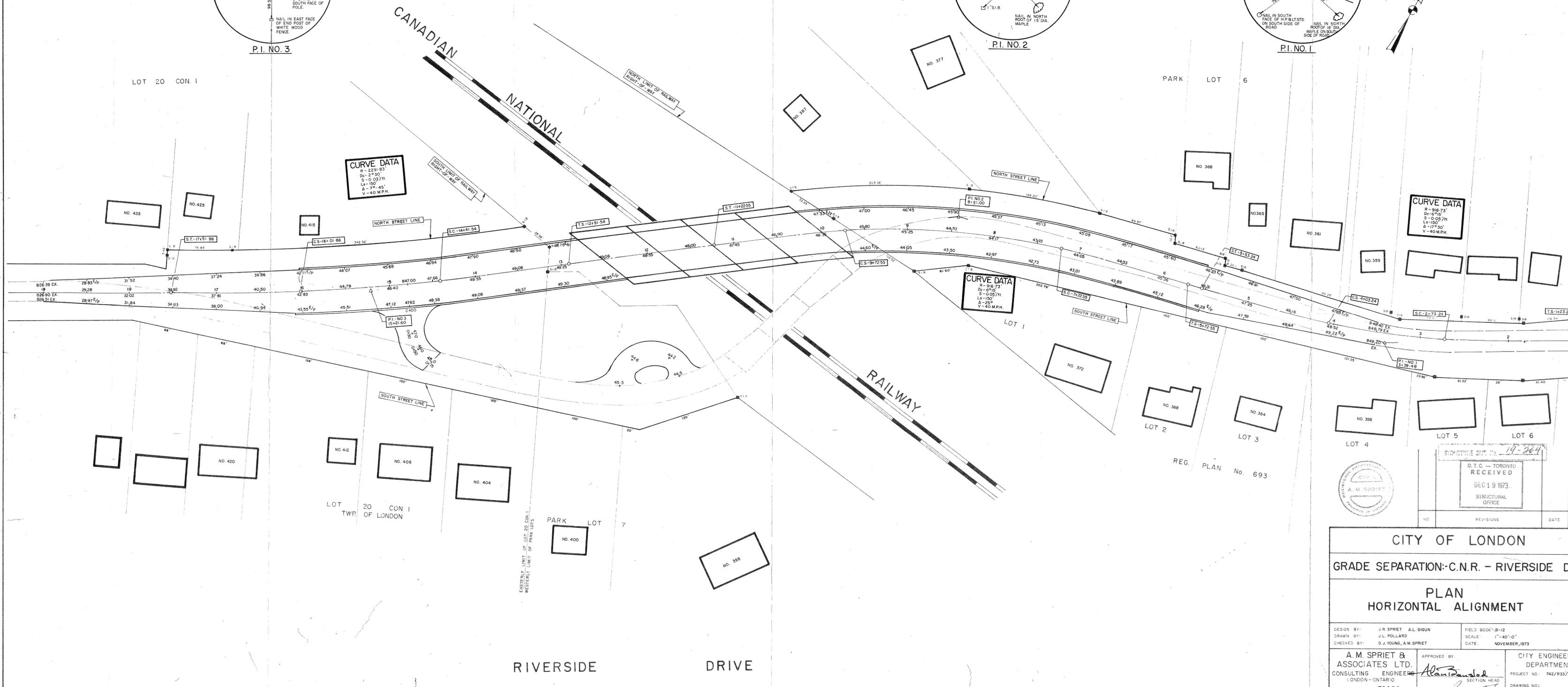
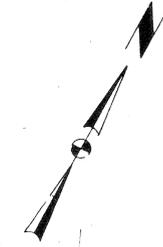
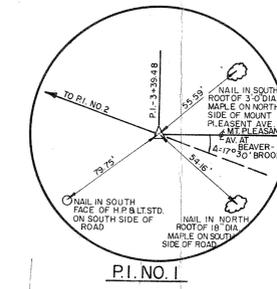
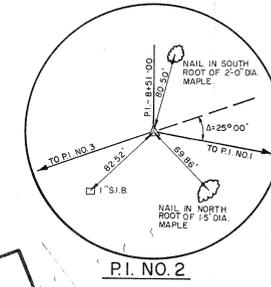
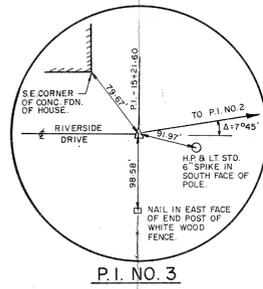
SYNOPSIS SHEET NO. 19-264

D.T.C. - TORONTO RECEIVED  
 DEC 19 1973  
 STRUCTURAL OFFICE

CITY OF LONDON  
 GRADE SEPARATION - C.N.R. - RIVERSIDE DR.

PLAN  
 HORIZONTAL ALIGNMENT

DESIGN BY: J.R. SPRIET A.L. GIGUN	FIELD BOOK: B-12
DRAWN BY: J.L. POLLARD	SCALE: 1" = 40'-0"
CHECKED BY: D.J. YOUNG, A.M. SPRIET	DATE: NOVEMBER, 1973
A.M. SPRIET & ASSOCIATES LTD. CONSULTING ENGINEERS LONDON - ONTARIO	
APPROVED BY: <i>Alan Spriet</i>	CITY ENGINEER'S DEPARTMENT
PROJECT NO. 72038	PROJECT NO. 742/R33/1
DRAWING NO. 3	DRAWING NO.



**CURVE DATA**  
 R=2291.83'  
 Dc=2°30'  
 S=0.03711  
 Ls=190'  
 D=17°45'  
 V=40 M.P.H.

**CURVE DATA**  
 R=916.73'  
 Dc=8°15'  
 S=0.05711  
 Ls=190'  
 D=17°30'  
 V=40 M.P.H.

**CURVE DATA**  
 R=916.73'  
 Dc=8°15'  
 S=0.05711  
 Ls=190'  
 D=17°30'  
 V=40 M.P.H.



STRUCTURAL DEPT. NO. 19-264  
 D.T.O. - TORONTO  
 RECEIVED  
 DEC 19 1973  
 STRUCTURAL  
 OFFICE

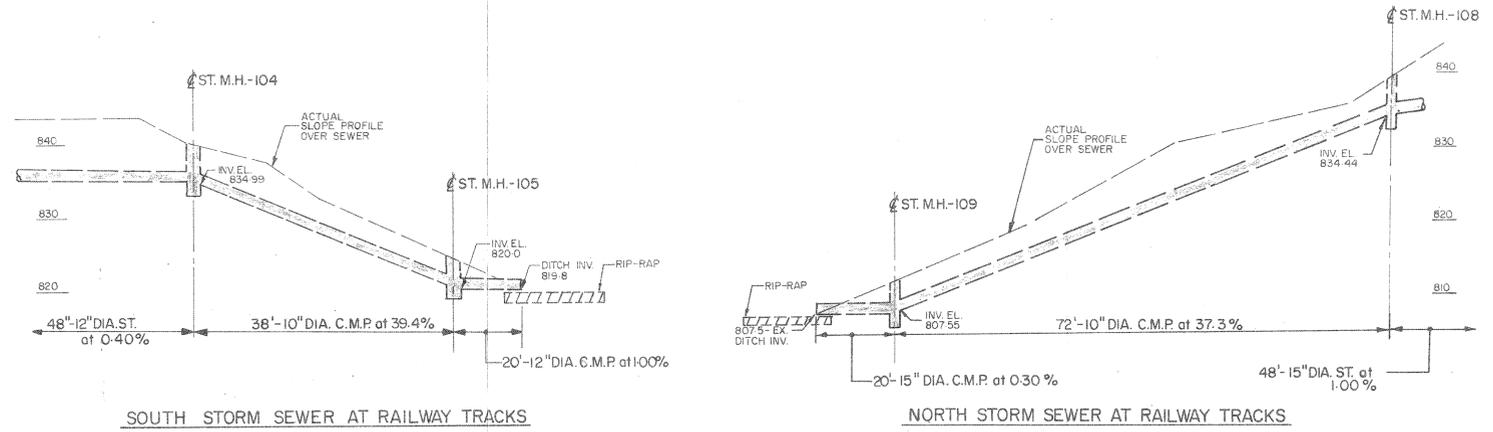
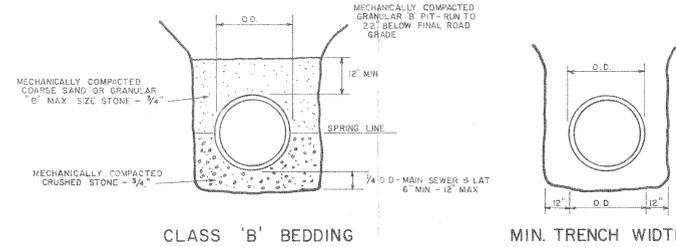
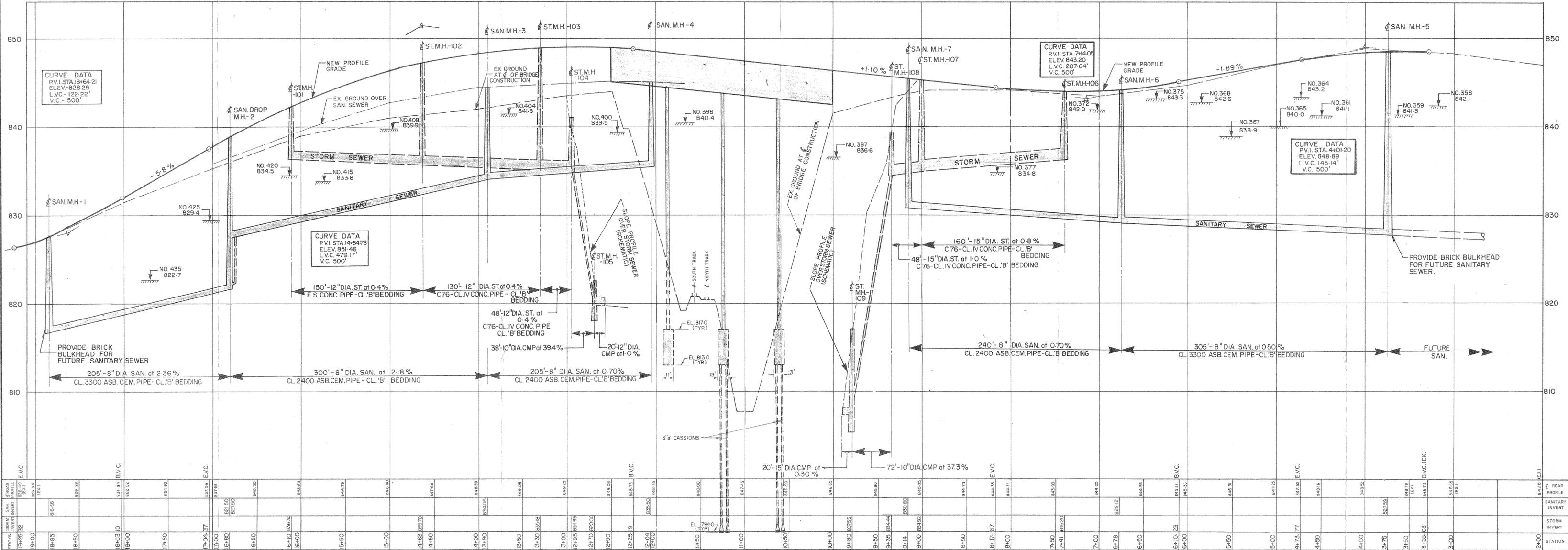
NO.	REVISIONS	DATE	BY

**CITY OF LONDON**  
 GRADE SEPARATION-C.N.R. - RIVERSIDE DR.

**PLAN**  
 HORIZONTAL ALIGNMENT

DESIGN BY: J.R. SPRIET, A.L. GIGUN  
 DRAWN BY: J.L. POLLARD  
 CHECKED BY: D.J. YOUNG, A.M. SPRIET  
 FIELD BOOK: B-12  
 SCALE: 1"=40'-0"  
 DATE: NOVEMBER, 1973

**A.M. SPRIET & ASSOCIATES LTD.**  
 CONSULTING ENGINEERS  
 LONDON - ONTARIO  
 PROJECT NO. 72038  
 DRAWING NO. 3  
 APPROVED BY: *Alan Spriet*  
 SECTION HEAD  
 CITY ENGINEER  
 CITY ENGINEER'S DEPARTMENT  
 PROJECT NO: 742/R33/1  
 DRAWING NO:



NO. REVISIONS DATE BY

**CITY OF LONDON**

**GRADE SEPARATION-C.N.R. - RIVERSIDE DR.**

**VERTICAL ALIGNMENT AND SEWER PROFILES**

D.T.C. - TORONTO RECEIVED  
DEC 19 1973  
STRUCTURAL OFFICE

DESIGN BY: J.R. SPRIET - A.L. GIGUN  
DRAWN BY: J.L. POLLARD  
CHECKED BY: D.J. YOUNG

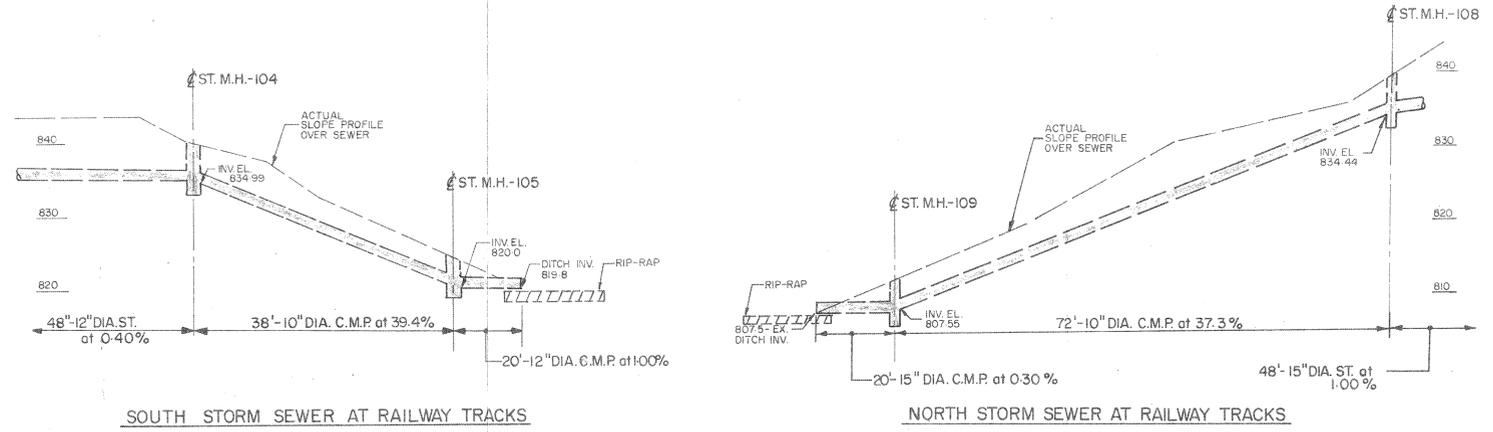
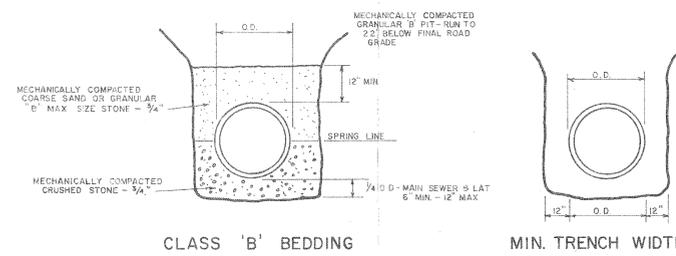
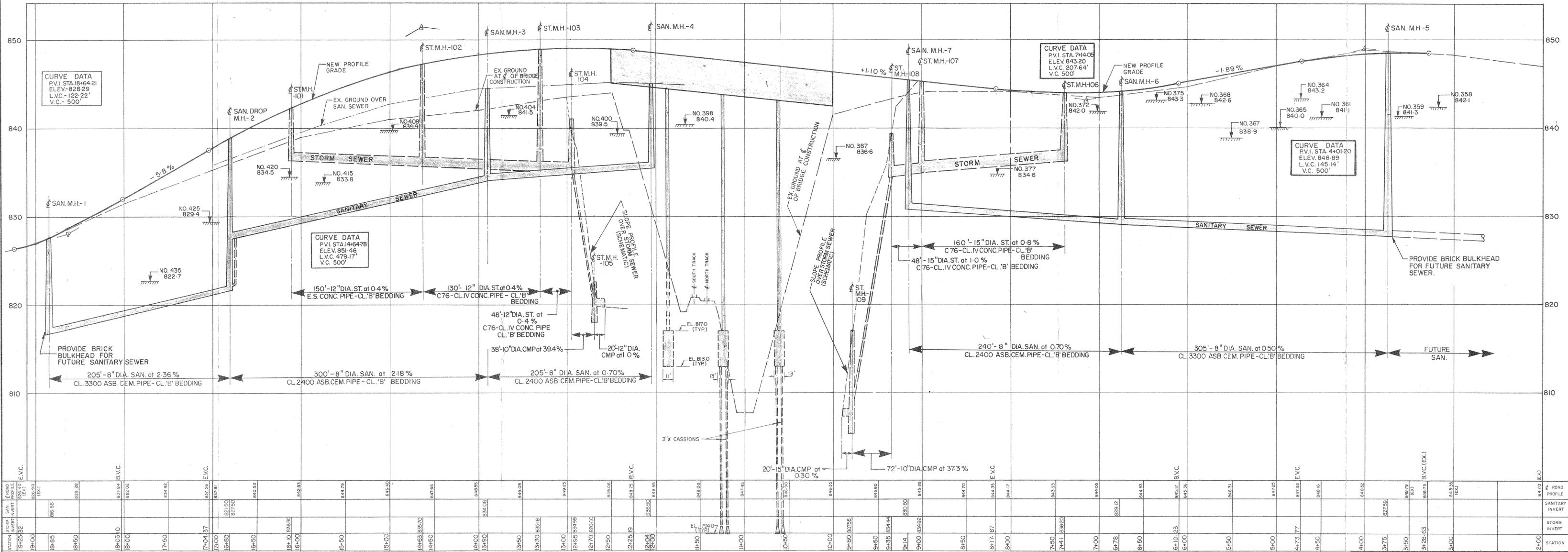
FIELD BOOK: B-12  
SCALE: VERT. 1"=4', HORIZ. 1"=40'  
DATE: NOVEMBER, 1973

**A.M. SPRIET & ASSOCIATES LTD.**  
CONSULTING ENGINEERS  
LONDON - ONTARIO

APPROVED BY: *[Signature]*  
SECTION HEAD  
CITY ENGINEER

PROJECT NO. 72038  
DRAWING NO. 4

CITY ENGINEER'S DEPARTMENT  
PROJECT NO. 742/R33/1  
DRAWING NO.



NO. \_\_\_\_\_ REVISIONS \_\_\_\_\_ DATE \_\_\_\_\_ BY \_\_\_\_\_

**CITY OF LONDON**

**GRADE SEPARATION:-C.N.R. - RIVERSIDE DR.**

**VERTICAL ALIGNMENT AND SEWER PROFILES**

D.T.C. - TORONTO RECEIVED  
DEC 19 1973  
STRUCTURAL OFFICE

DESIGN BY: J.R. SPRIET - A.L. GIGIN  
DRAWN BY: J.L. POLLARD  
CHECKED BY: D.J. YOUNG

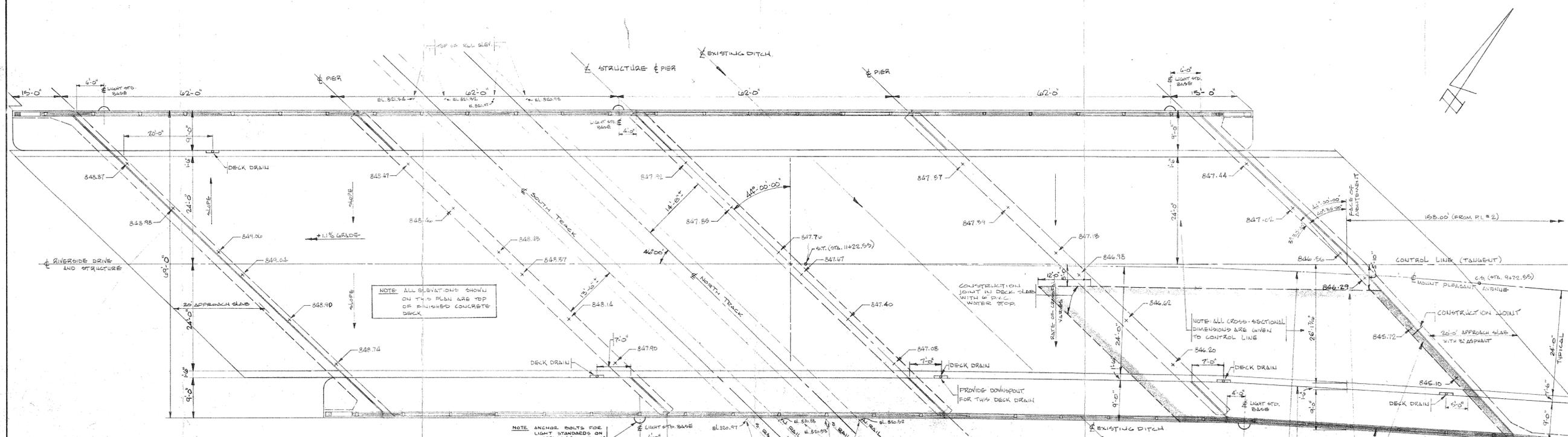
FIELD BOOK: B-12  
SCALE: VERT. 1"=4', HORIZ. 1"=40'  
DATE: NOVEMBER 1973

**A.M. SPRIET & ASSOCIATES LTD.**  
CONSULTING ENGINEERS  
LONDON - ONTARIO

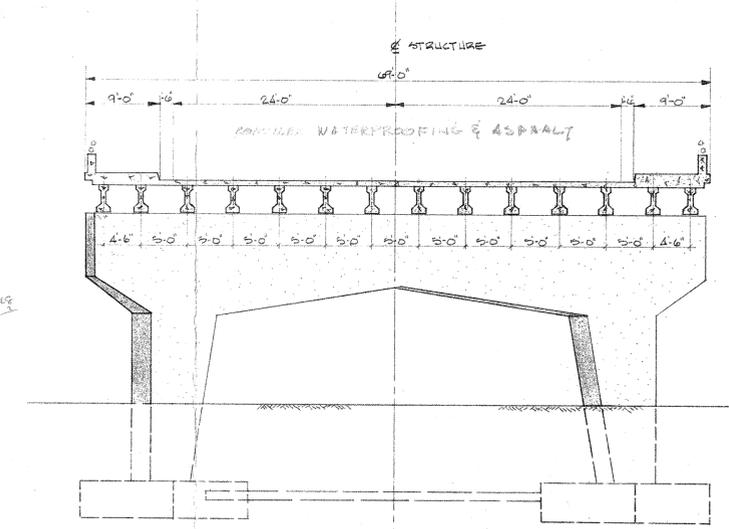
APPROVED BY: *[Signature]*  
SECTION HEAD  
CITY ENGINEER'S DEPARTMENT

PROJECT NO. 72038  
DRAWING NO. 4

PROJECT NO. 742/R33/1  
DRAWING NO. \_\_\_\_\_

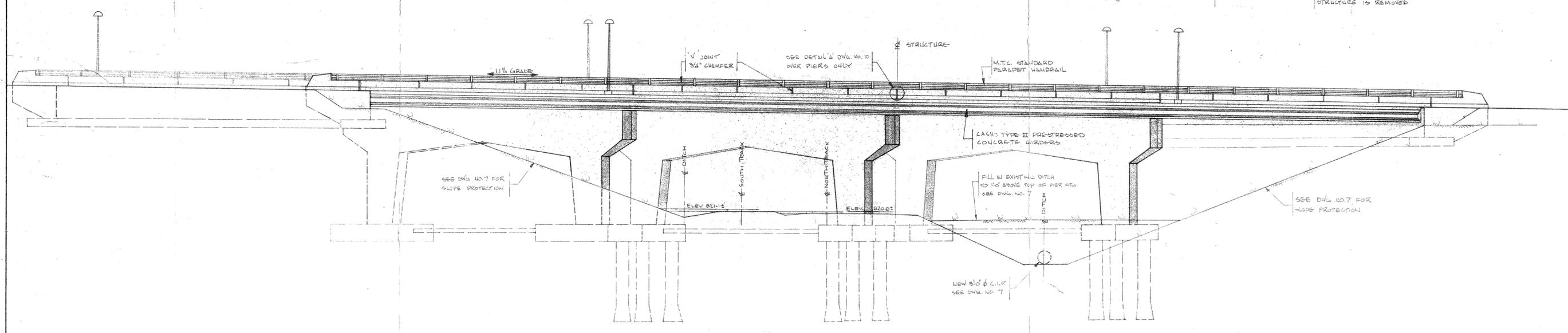


PLAN SCALE 1" = 10'-0"



TYPICAL CROSS SECTION SCALE 1/8" = 1'-0"

(EXCEPT FOR EAST HALF OF NORTH END SPAN)



ELEVATION SCALE 1" = 10'-0"

STRUCTURE SITE NO. 19-264

D.T.C. - TORONTO RECEIVED  
DEC 19 1973  
STRUCTURAL OFFICE

NO.	REVISIONS	DATE	BY

CITY OF LONDON  
GRADE SEPARATION: C.N.R. - RIVERSIDE DR.

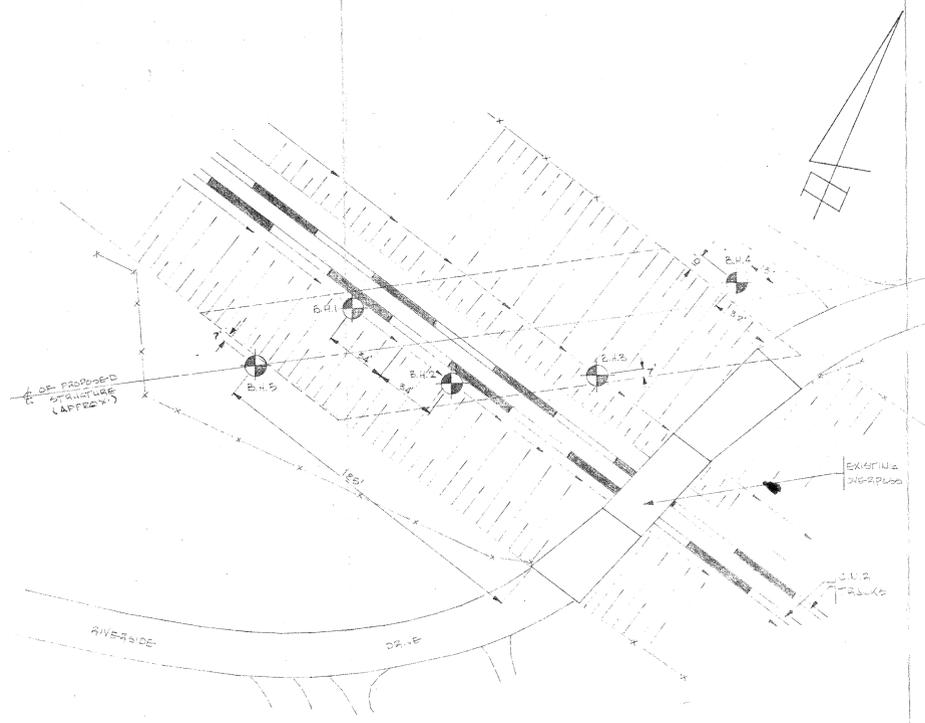
PLAN & ELEVATION

DESIGN BY: J.R. SPRIET	FIELD BOOK: 8-12
DRAWN BY: T. WADE	SCALE: AS SHOWN
CHECKED BY: A.M. SPRIET	DATE: NOVEMBER, 1973

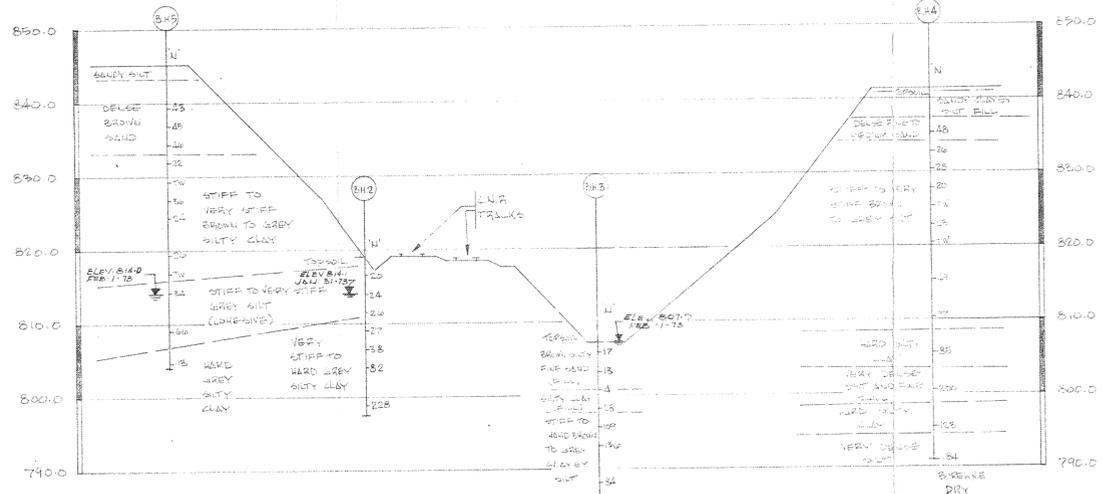
A.M. SPRIET & ASSOCIATES LTD.  
ENGINEERING CONSULTANTS  
LONDON - ONTARIO

APPROVED BY: *[Signature]*  
SECTION HEAD  
CITY ENGINEER

CITY ENGINEER'S DEPARTMENT  
PROJECT NO. 742/R33/1  
DRAWING NO. 5



LOCATION OF BOREHOLES SCALE 1"=40'-0"



SUBSURFACE PROFILE SCALE HOR. 1"=20'-0" VERT. 1"=10'-0"

- GENERAL NOTES
- STRUCTURE DESIGNED FOR H20-S16 LOADING.
  - WORK ON THE STRUCTURE MUST NOT BE COMMENCED UNTIL MONUMENTS TO FIX CONTROL POINTS HAVE BEEN ERECTED AND CHECKED BY THE ENGINEER.
  - STRUCTURE TO BE BUILT IN ACCORDANCE WITH M.T.C. FORM 9, REVISED, AND THE ENGINEER'S SPECIFICATIONS FOR GRADE SEPARATION, C.N.R. - RIVERSIDE DRIVE, CITY OF LONDON.
  - THE COMPLETE SOIL INVESTIGATION REPORT BY DOMINION SOIL INVESTIGATION LIMITED MAY BE EXAMINED AT THE CONSULTING ENGINEER'S OFFICE. THE CONSULTING ENGINEER DOES NOT GUARANTEE THE ACCURACY OF THIS REPORT.
  - CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON THE JOB AND REPORT ANY DISCREPANCIES TO THE ENGINEERS BEFORE PROCEEDING WITH THE WORK.
  - FOOTING DEPTHS ARE SUBJECT TO REVISION BY THE ENGINEER.
  - FOOTINGS TO BE FINISHED TO THE NEAT DIMENSIONS AND THE CONCRETE SHALL BE POURED AGAINST UNDISTURBED MATERIAL WHERE APPLICABLE.
  - NO CONCRETE SHALL BE PLACED IN THE FOOTINGS BEFORE THE CHARACTER OF THE SOIL AND EXCAVATION FOR FOOTINGS HAVE BEEN APPROVED BY THE ENGINEER.
  - CONCRETE MIX
    - (A) CONCRETE STRENGTH
 

DECK, CURBS AND SIDEWALKS, PARAPET WALLS AND DIAPHRAGMS:	4000 P.S.I. @ 28 DAYS
PRECAST PRESTRESSED CONCRETE BEAMS:	4220 P.S.I. @ TRANSFER 5000 P.S.I. @ 28 DAYS
FOOTINGS, PIERS, ABUTMENTS, WINGWALLS, ETC.:	3000 P.S.I. @ 28 DAYS
    - (B) ALL CONCRETE SHALL INCLUDE AN APPROVED AIR ENTRAINING AGENT.
    - (C) MAXIMUM SIZE OF AGGREGATE SHALL BE 3/4" IN DECK SLAB, CURB AND GUARDRAIL, 1 1/4" IN FOOTINGS AND 1" ELSEWHERE OR AS SPECIFIED.
  - ALL EXPOSED EDGES TO BE CHAMFERED 1" UNLESS OTHERWISE NOTED. ALL ACUTE ANGLES SHALL BE FILLETED AS INDICATED.
  - NO CONCRETE TO BE POURED BEFORE MATERIALS, FORMWORK, FALSEWORK AND REINFORCING HAVE BEEN CHECKED BY THE ENGINEER.
  - NO BACKFILL TO BE PLACED BEFORE GIRDERS ARE ERECTED AND SECURED.
  - CONSTRUCTION JOINTS NOT SHOWN ON PLANS MUST BE APPROVED BY THE ENGINEER.
  - REINFORCING STEEL TO BE HI-BOND. CLEAR COVER UNLESS OTHERWISE NOTED; 3" IN FOOTINGS AND ALL SURFACES IN CONTACT WITH EARTH OR WATER; 1" IN BOTTOM OF DECK; 2" TOP OF DECK, SIDEWALKS AND APPROACH SLABS; 1 1/2" IN PARAPET WALLS.
  - SUBMIT FOR APPROVAL FOUR (4) COPIES OF PRESTRESSED GIRDER SHOP DRAWINGS.

STRUCTURE DATA

1. NET SPAN LENGTH AND TYPE OF BRIDGE:	4 SPAN PRESTRESSED CONC. GIRDER STRUCTURE (62'-0", 62'-0", 62'-0", 62'-0" SPANS)
2. ROADWAY WIDTH ON BRIDGE:	51'-0"
3. NUMBER AND WIDTH OF SIDEWALKS:	2 - 8'-0" SIDEWALKS
4. SKEW ANGLE:	44°-00'-00"
5. TOTAL LENGTH AND TYPE OF PILING:	16 - 19'-6" LONG, 30" Ø CASPIONS
6. APPROX. VOLUME OF CONCRETE:	1430 CU. YDS.
7. APPROX. WEIGHT OF REINFORCEMENT:	129.47 TONS

FIELD INVESTIGATION MADE OCTOBER 1/73  
 BY: J. R. SPRIET, P. ENG., SURVEY ENGINEER

STRUCTURE SITE No. 19-264

D.I.C. - TORONTO RECEIVED  
 DEC 19 1973  
 STRUCTURAL OFFICE

NO.	REVISIONS	DATE	BY

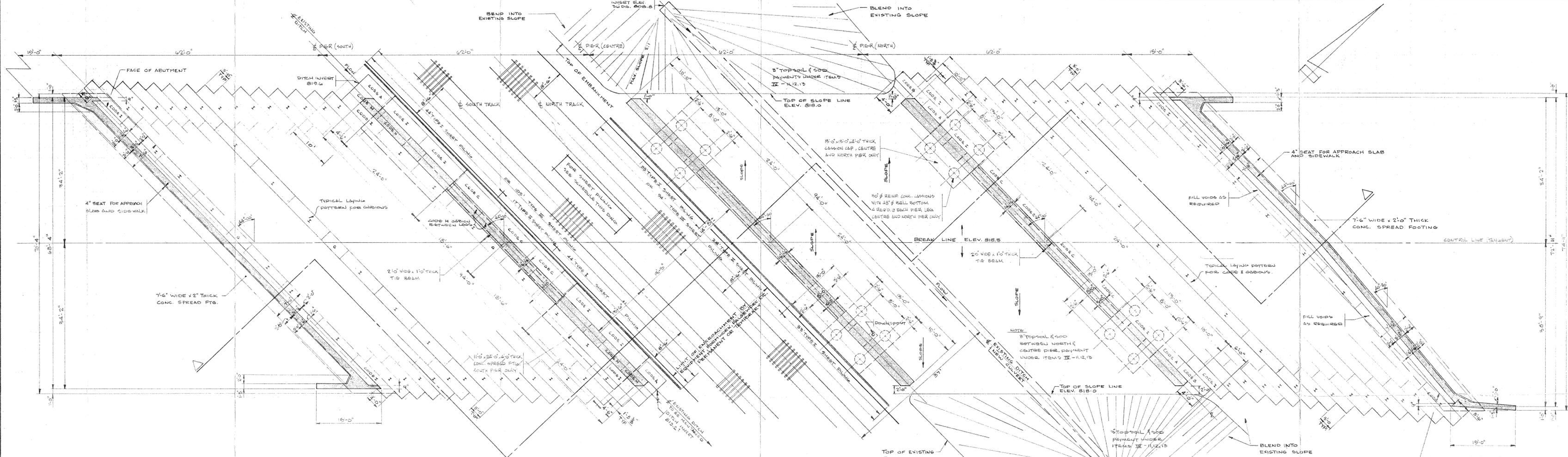
CITY OF LONDON

GRADE SEPARATION - C.N.R. - RIVERSIDE DR.

SUB-SURFACE INFORMATION AND GENERAL NOTES

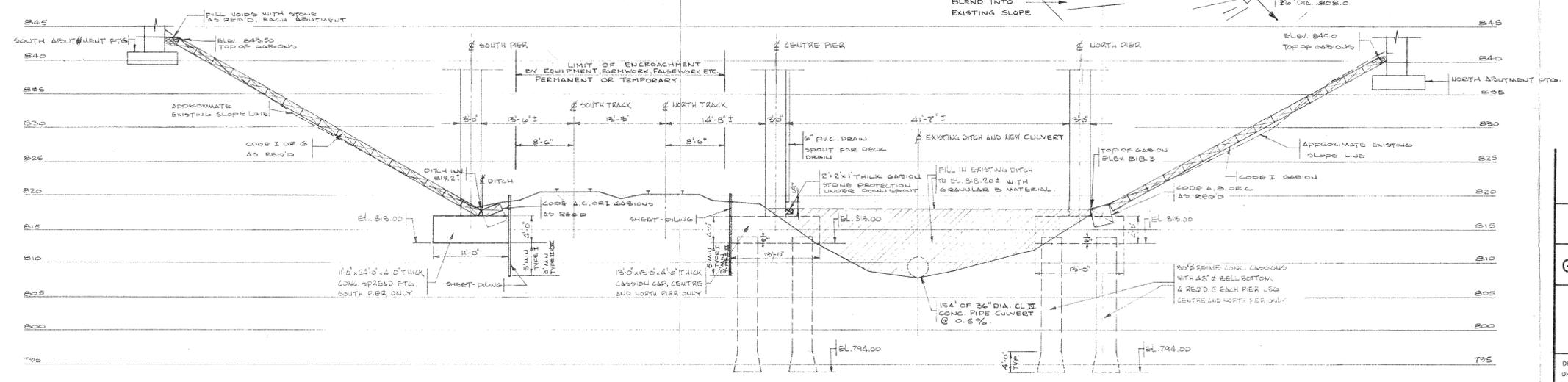
DESIGN BY J. R. SPRIET	FIELDBOOK 8-12
DRAWN BY E. B. WADE	SCALE AS NOTED
CHECKED BY A. M. SPRIET	DATE NOVEMBER 1973

A.M. SPRIET & ASSOCIATES LTD. CONSULTING ENGINEERS LONDON ONTARIO	APPROVED BY <i>[Signature]</i> SECTION HEAD	CITY ENGINEER'S DEPARTMENT
PROJECT NO. 72038	<i>[Signature]</i> CITY ENGINEER	PROJECT NO. 742/833/1
DRAWING NO. 6		DRAWING NO.



RIVER TYPE GABIONS				
CODE LETTER	L	W	D	No. REQ'D
A	6	3	3	4
B	9	3	3	2
C	12	3	3	7
G	6	5	1	16
H	9	3	1	10
I	12	3	1	270

SHEET PILING SCHEDULE				
TYPE	LENGTH (VERTICAL)	HORIZONTAL EXPOSURE REQ'D	MINIMUM SECTION MODULUS (IN <sup>3</sup> /FT)	LATERAL BRACING REQ'D
I	12'	154'	11.4	NONE
II	10'	45'	11.4	NONE
III	10'	109'	3.5	2.0 W/PT. 2.0 W/O PT. ULTIMATE STRESS



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STRUCTURAL OFFICE

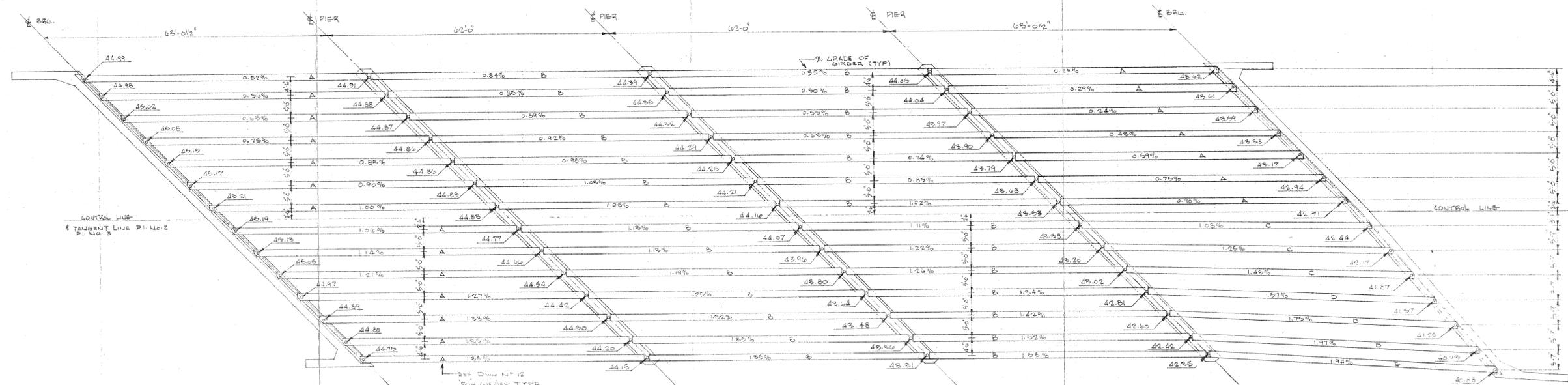
NO	REVISIONS	DATE	BY

CITY OF LONDON  
GRADE SEPARATION - C.N.R. - RIVERSIDE DR.

FOUNDATION DETAILS AND SLOPE PROTECTION

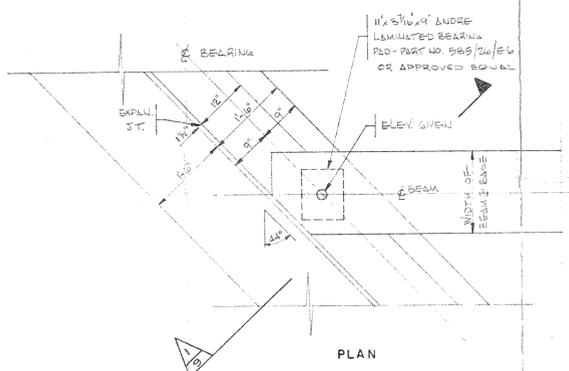
DESIGN BY: J.R. SPRIET	FIELD BOOK: B-12	APPROVED BY: <i>Alan Bawdwin</i> SECTION HEAD	CITY ENGINEER'S DEPARTMENT
DRAWN BY: E.B. WADE	SCALE: AS NOTED		
CHECKED BY: A.M. SPRIET	DATE: NOVEMBER 1973	<i>A.M. Spriet</i> CITY ENGINEER	PROJECT NO. 742/R33/1 DRAWING NO.
A.M. SPRIET & ASSOCIATES LTD. CONSULTING ENGINEERS LONDON - ONTARIO			
PROJECT NO. 72038			
DRAWING NO. 7			



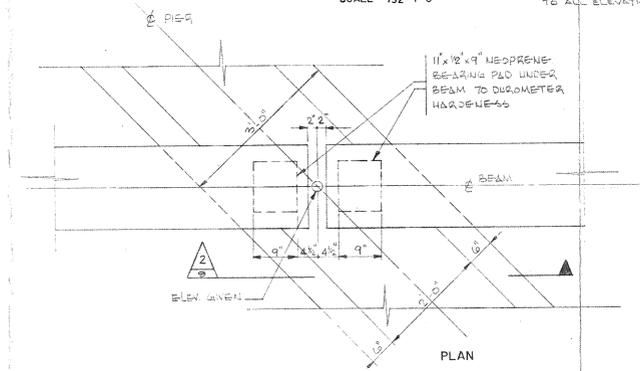
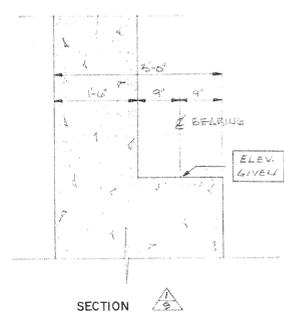


**GIRDER LAYOUT PLAN**  
SCALE 3/32" = 1'-0"

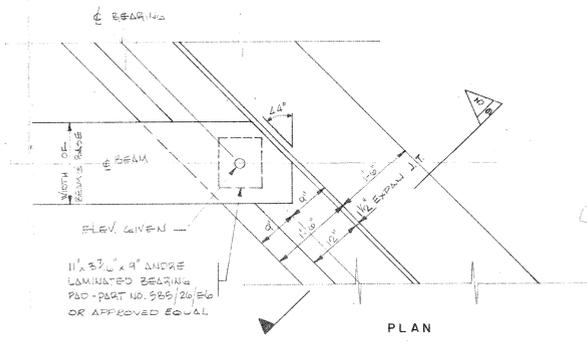
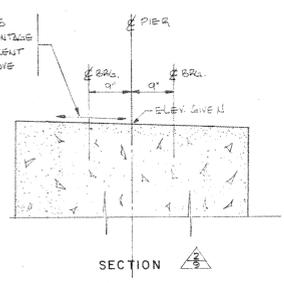
NOTE: MINIMUM VERTICAL CLEARANCE TO BE MAINTAINED DURING CONSTRUCTION TO BE 22'-6" FROM BASE OF RAIL TO UNDERSIDE OF FALSEWORK, FORMWORK, ETC.



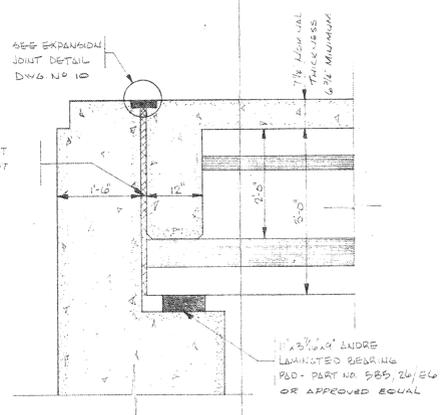
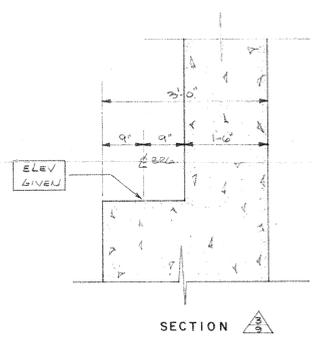
**ABUTMENT BEARING DETAILS**  
SCALE 3/4" = 1'-0"



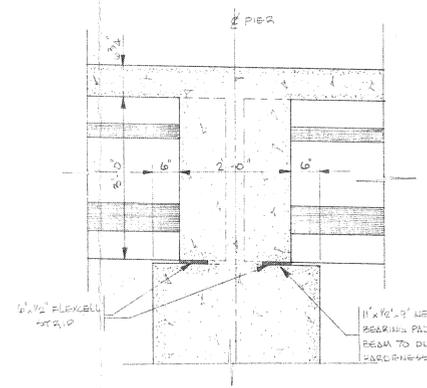
**PIER BEARING DETAILS**  
SCALE 3/4" = 1'-0"



**ABUTMENT BEARING DETAILS**  
SCALE 3/4" = 1'-0"



**DIAPHRAGM SECTION AT ABUTMENT**  
SCALE 3/4" = 1'-0"



**DIAPHRAGM SECTION AT PIER**  
SCALE 3/4" = 1'-0"

STRUCTURE SITE NO. 19-264

D.T.C. - TORONTO RECEIVED  
DEC 19 1973  
STRUCTURAL OFFICE

NO.	REVISIONS	DATE	BY

**CITY OF LONDON**  
GRADE SEPARATION - C.N.R. - RIVERSIDE DR.

**GIRDER LAYOUT PLAN & DETAILS**

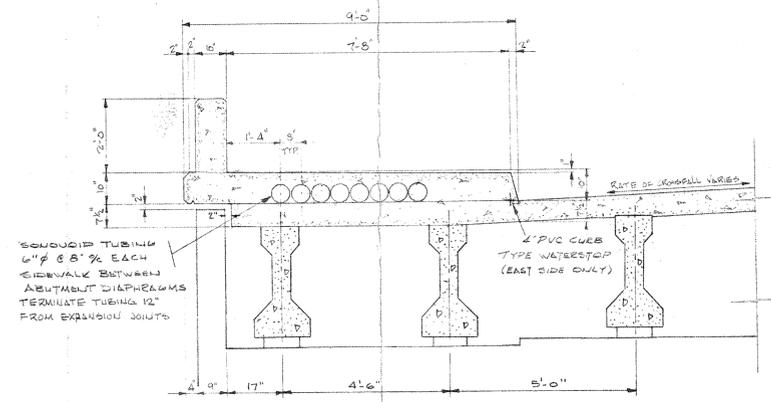
DESIGN BY J.R. SPRIET	FIELD BOOK B-12
DRAWN BY E.B. WADE	SCALE AS NOTED
CHECKED BY A.M. SPRIET	DATE NOVEMBER 1973

APPROVED BY  
*A.M. Spriet*  
SECTION HEAD

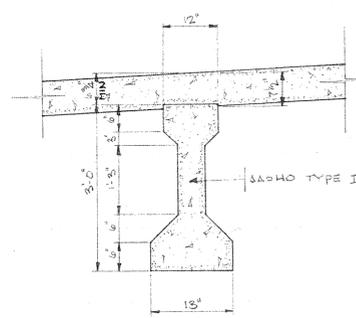
**A.M. SPRIET & ASSOCIATES LTD.**  
CONSULTING ENGINEERS  
LONDON ONTARIO

PROJECT NO. 72038  
DRAWING NO. 9

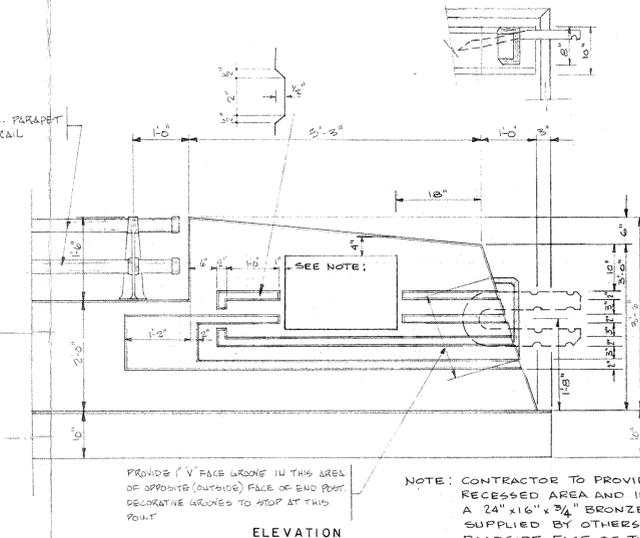
**CITY ENGINEER'S DEPARTMENT**  
PROJECT NO. 742/R33/11  
DRAWING NO. \_\_\_\_\_



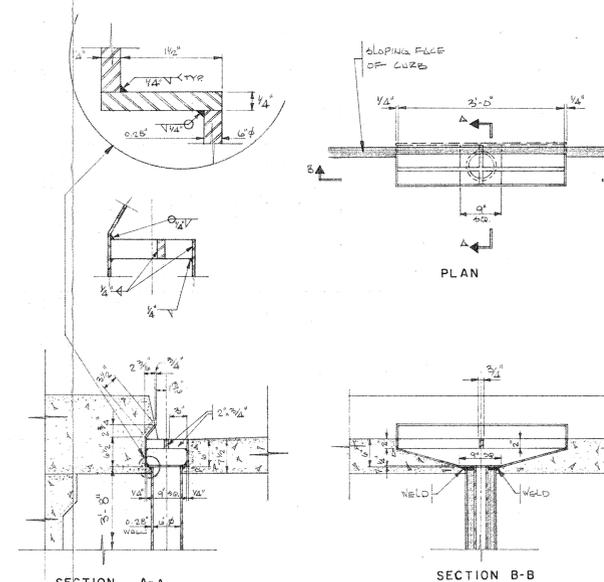
**CURB & PARAPET WALL DETAIL**  
SCALE 1/2"=1'-0"



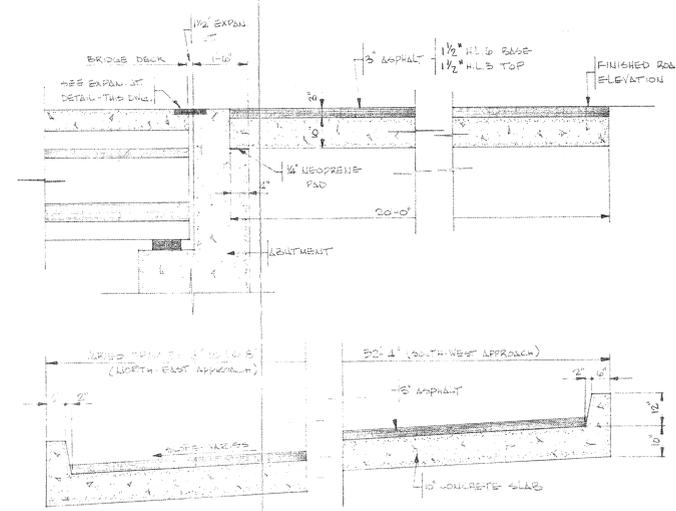
**PRECAST GIRDER DETAIL**  
SCALE 3/4"=1'-0"



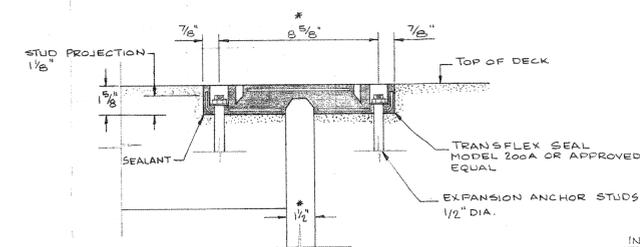
**END POST DETAIL**  
SCALE 3/4"=1'-0"



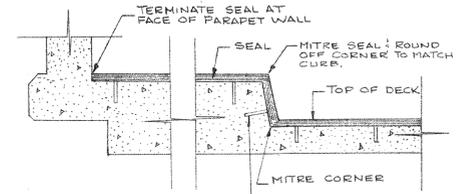
**DECK DRAIN DETAILS**  
SCALE 3/4"=1'-0"



**APPROACH SLAB DETAIL**  
SCALE 1/2"=1'-0"

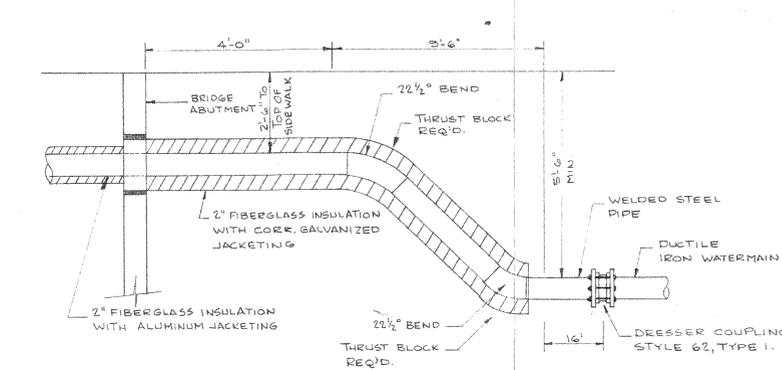


**SEAL DETAIL**  
SCALE 3/4"=1'-0"

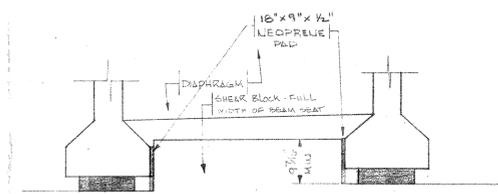


**CURB DETAIL**

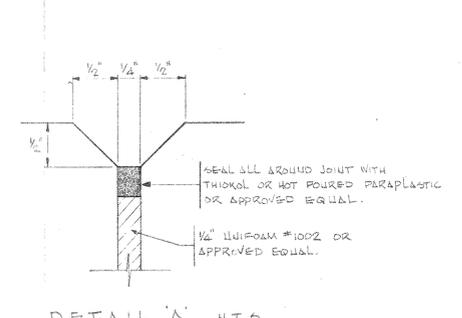
**EXPANSION JOINT DETAILS**  
SCALE 3/4"=1'-0"



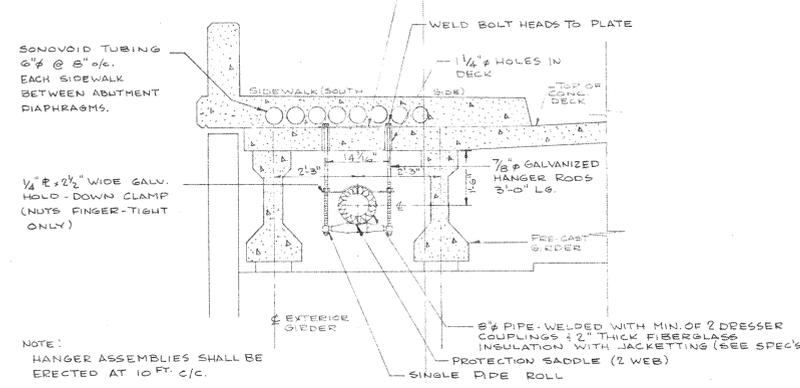
**WATERMAIN DETAIL AT ABUTMENTS**  
SCALE 3/4"=1'-0"



**SHEAR BLOCK DETAIL**  
SCALE 3/4"=1'-0"



**DETAIL A' N.T.S.**



**WATERMAIN HANGER DETAIL**  
N.T.S.

**INSTALLATION**  
- ALL DIMENSIONS MARKED WITH AN ASTERISK (\*) ARE @ 60° F AND SHALL BE ADJUSTED TO SUIT AMBIENT TEMPERATURE AT TIME OF CASTING ABUTMENT BACK WALL.  
- LOCATE ALL STUD HOLES USING 3/4" PLYWOOD TEMPLATE. DRILL 1/2" HOLES 2 1/2" DEEP.  
- SET EXPANSION ANCHOR STUDS.  
- APPLY SEALANT 1/8" THICK BY 3" WIDE IN RECESS FOR EXPANSION JOINT AND AT ENDS OF JOINT SEAL SECTIONS.  
- SET 6" SECTION OF JOINT SEAL AND TIGHTEN NUTS TO 40 FT./LBS.  
- RETIGHTEN NUTS TO 40 LBS. APPROX. 1/2 HOUR AFTER INITIAL TIGHTENING.

- NOTE**
1. DRAIN MAY BE A CASTING OR A WELDMENT IN CONFORMANCE WITH A.S.T.M. SPECIFICATIONS A-27-60 GRADE B5-35 OR C-6 SPECIFICATIONS A164.
  2. 6" OUTLET PIPE - IN CONFORMANCE WITH A.S.T.M. SPECIFICATION A100 60T
  3. WELDING - IN CONFORMANCE WITH C.S.A. SPEC. G 40.4
  4. HOT DIP GALVANIZING TO BE DONE AFTER FABRICATION IN CONFORMANCE WITH C.S.A. SPEC. G 164

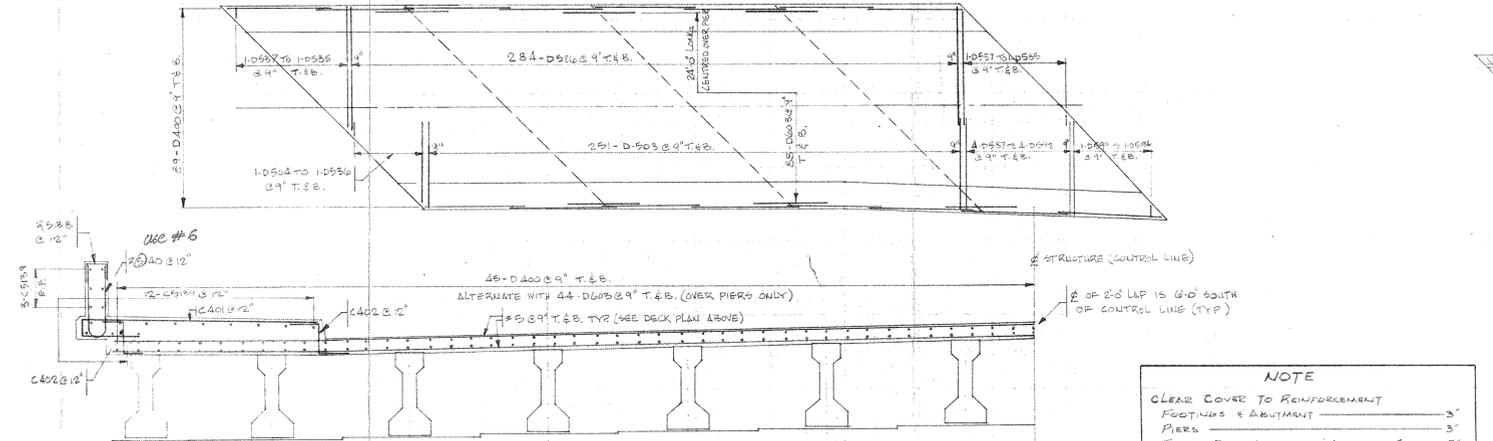
STRUCTURE SITE NO. 19-264

D.T.C. - TORONTO RECEIVED			
DEC 19 1973			
STRUCTURAL OFFICE			
NO	REVISIONS	DATE	BY

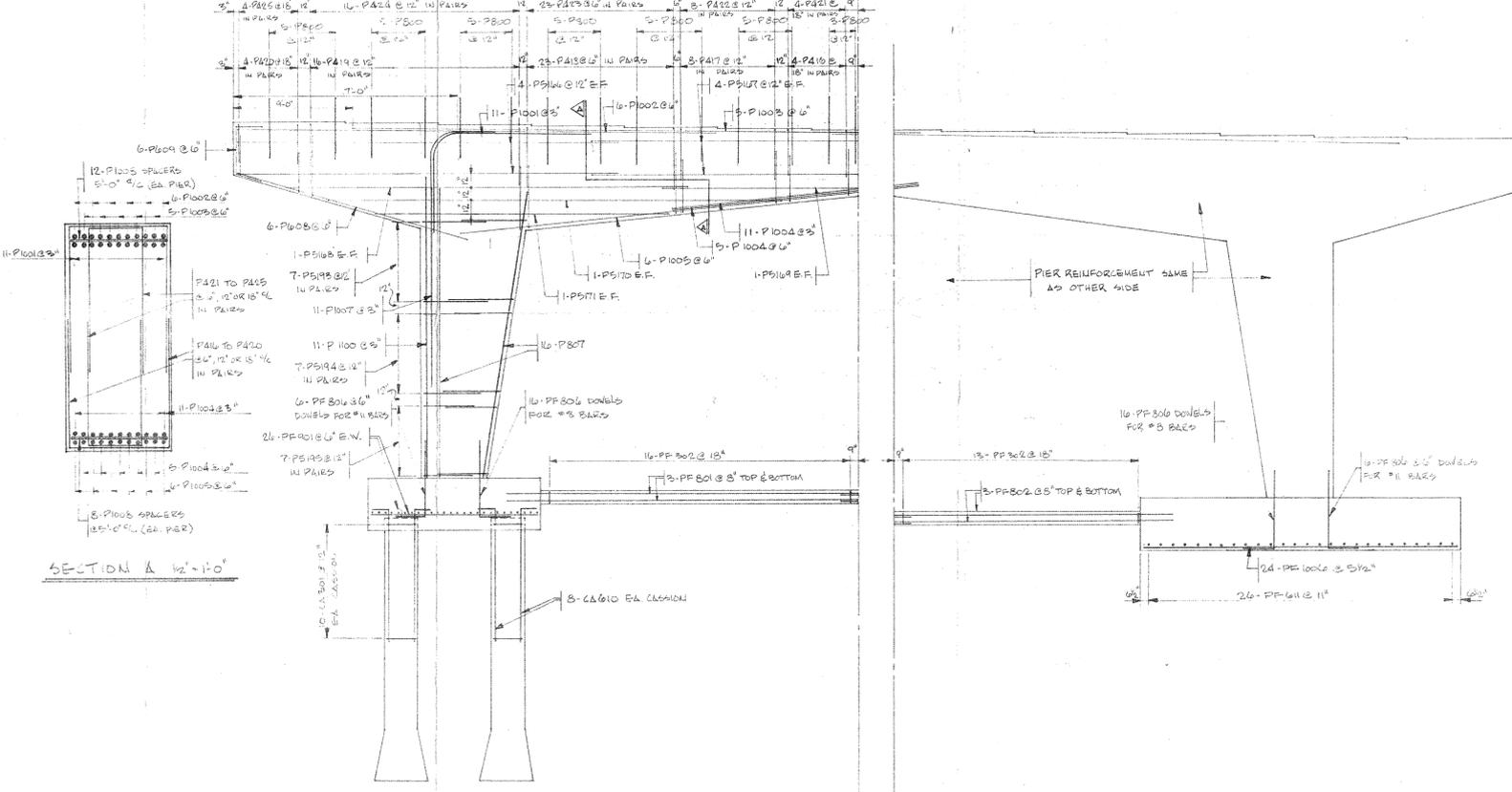
**CITY OF LONDON**  
**GRADE SEPARATION - C.N.R. - RIVERSIDE DR.**

**MISCELLANEOUS DETAILS**

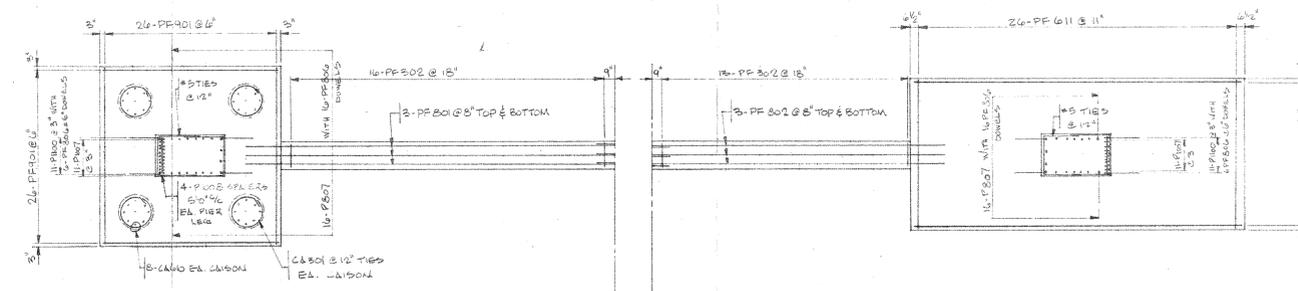
DESIGN BY J. R. SPRIET	FIELD BOOK B-12
DRAWN BY E. B. WADE	SCALE AS NOTED
CHECKED BY A. M. SPRIET	DATE NOVEMBER 1973
<b>A.M. SPRIET &amp; ASSOCIATES LTD.</b> CONSULTING ENGINEERS LONDON ONTARIO PROJECT NO. 72038 DRAWING NO. 10	
APPROVED BY <i>Alan Spriet</i> SECTION HEAD <i>A.M. Spriet</i> CITY ENGINEER	
<b>CITY ENGINEER'S DEPARTMENT</b> PROJECT NO. 742 / R33/1 DRAWING NO.	



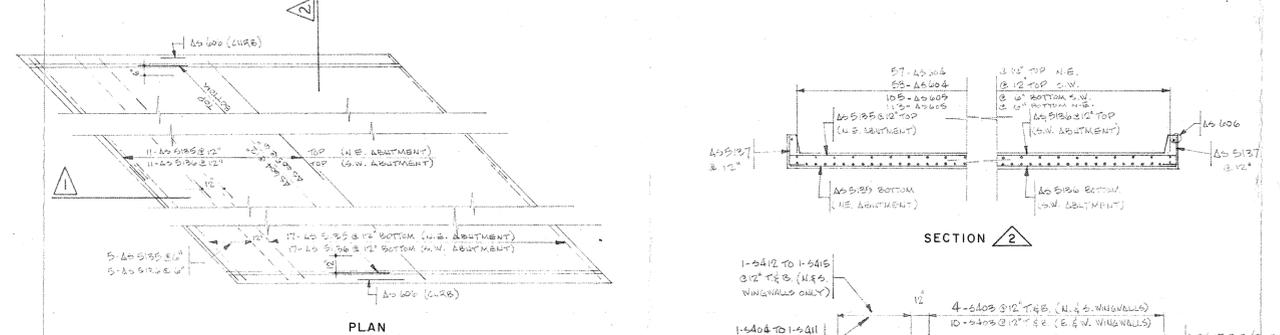
**DECK REINFORCING**  
 SCALE 3/8" = 1'-0"



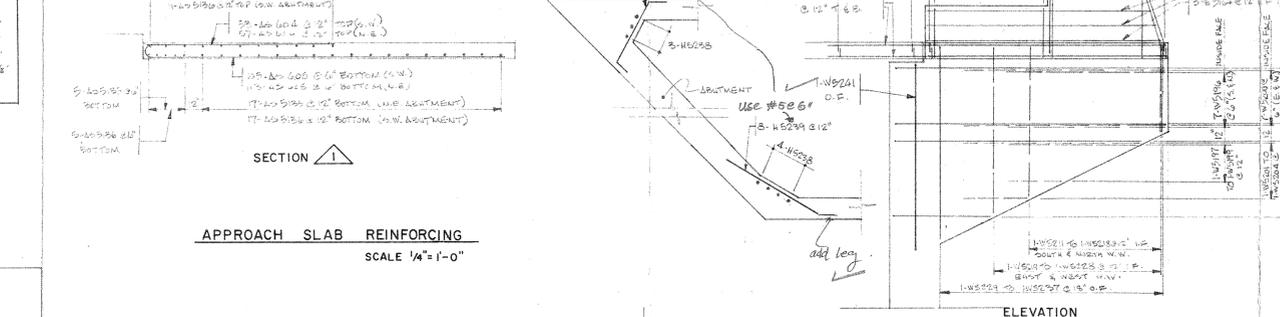
**SECTION A** 1/2" = 1'-0"



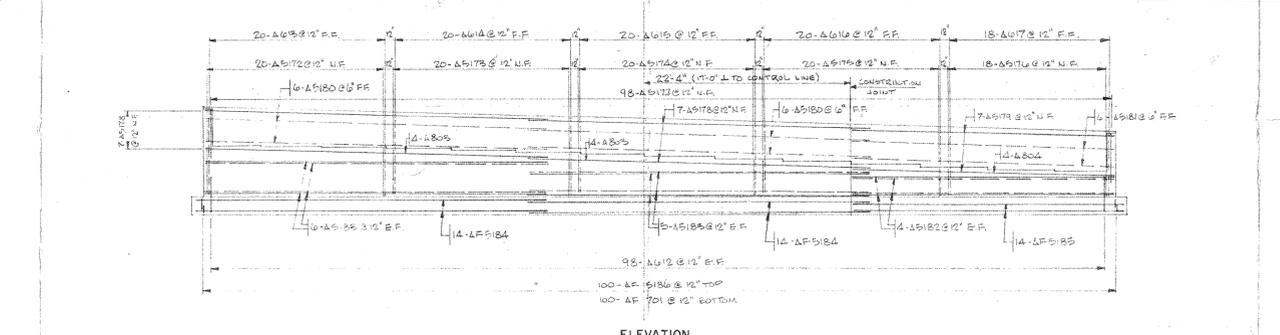
**PIER REINFORCING**  
 SCALE 3/8" = 1'-0"



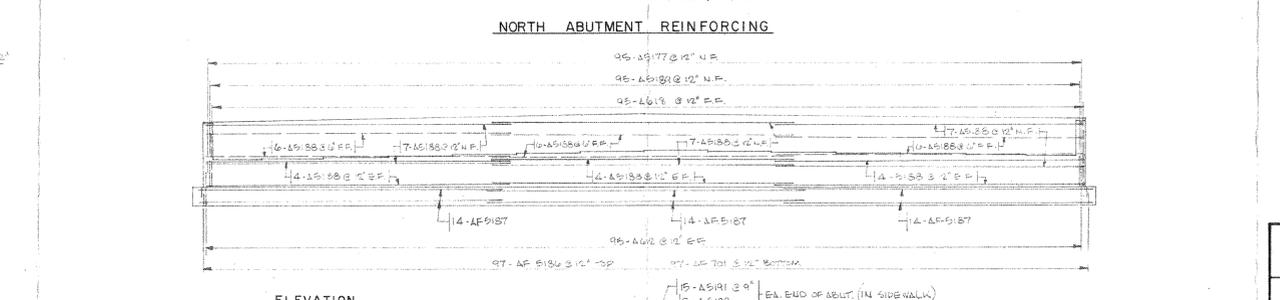
**APPROACH SLAB REINFORCING**  
 SCALE 1/4" = 1'-0"



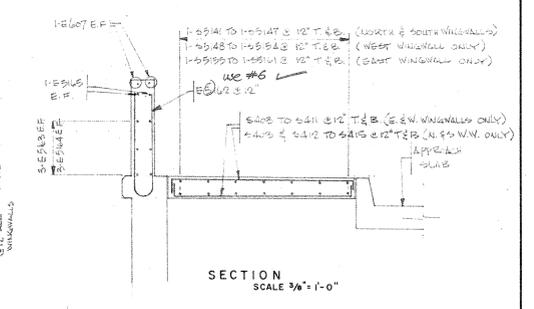
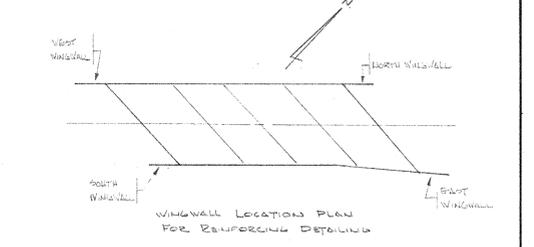
**WINGWALL REINFORCING**  
 SCALE 1/4" = 1'-0"



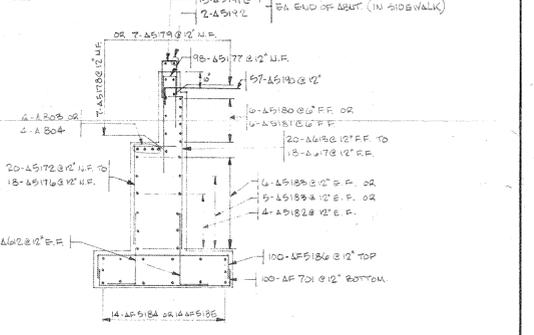
**NORTH ABUTMENT REINFORCING**  
 SCALE 1/8" = 1'-0"



**SOUTH ABUTMENT REINFORCING**  
 SCALE 1/8" = 1'-0"



**SECTION**  
 SCALE 3/8" = 1'-0"



**SECTION**  
 SCALE 1/4" = 1'-0"

STRUCTURE SITE NO. 19-264

D.T.C. - TORONTO RECEIVED  
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**CITY OF LONDON**  
 GRADE SEPARATION - C.N.R. & RIVERSIDE DR.  
 GENERAL REINFORCEMENT DETAILS

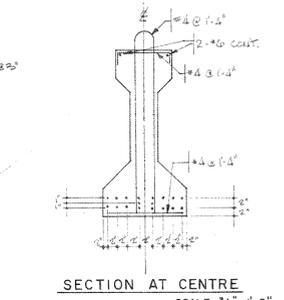
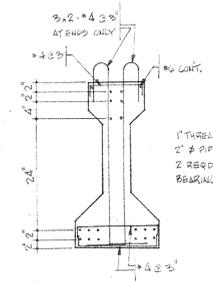
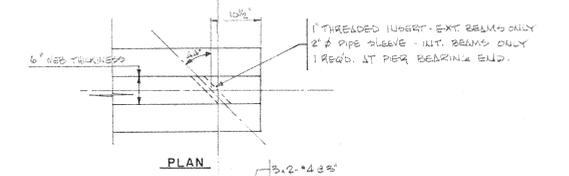
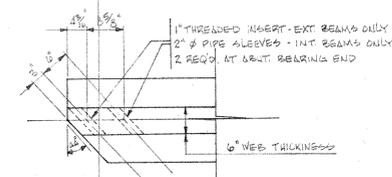
DESIGN BY J. R. SPRIET  
 DRAWN BY E. B. WADE  
 CHECKED BY A. M. SPRIET

FIELDBOOK 8-12  
 SCALE AS NOTED  
 DATE NOVEMBER 1973

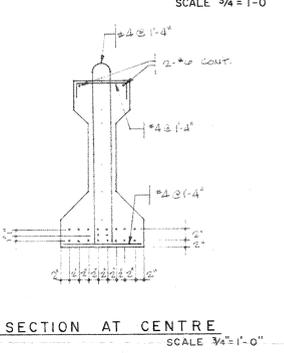
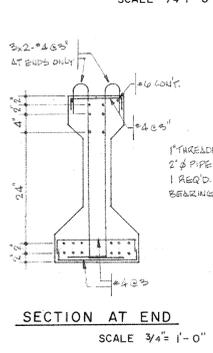
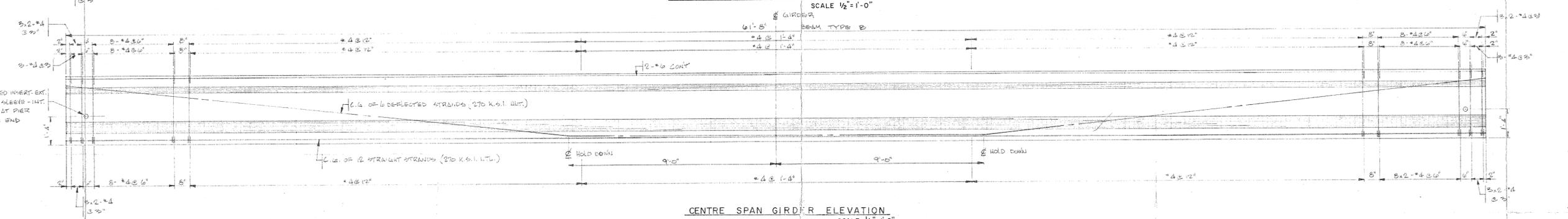
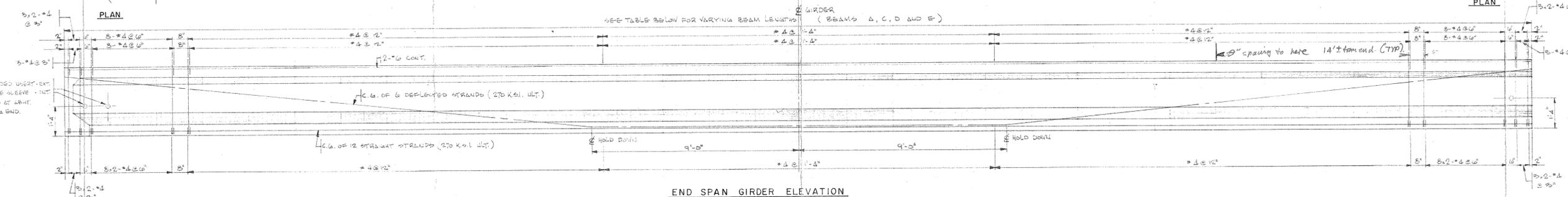
**A. M. SPRIET & ASSOCIATES LTD.**  
 CONSULTING ENGINEERS  
 LONDON ONTARIO  
 PROJECT NO. 72038  
 DRAWING NO. 11

APPROVED BY  
 A. M. Spriet  
 CITY ENGINEER

**CITY ENGINEER'S DEPARTMENT**  
 PROJECT NO. 742/R33/1  
 DRAWING NO.



Lading Force = 25.75k  
Assumed Rind Force = 25.65k  
1/2" strands  
INFORMATION OBTAINED  
BY PHONE



MARK	TYPE	LENGTH	No. REQ'D.	WEIGHT LBS. EA.
A	II	53'-8 1/2"	21	24,477
B	II	61'-8"	28	29,478
C	III	15'-9 3/4"	3	24,504
D	III	15'-8 3/4"	3	24,457
E	II	55'-7 3/4"	1	24,440

STRUCTURE SITE No. 19-264

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CITY OF LONDON  
GRADE SEPARATION - C.N.R. - RIVERSIDE DR.

DIAPHRAGM AND  
GIRDER REINFORCEMENT

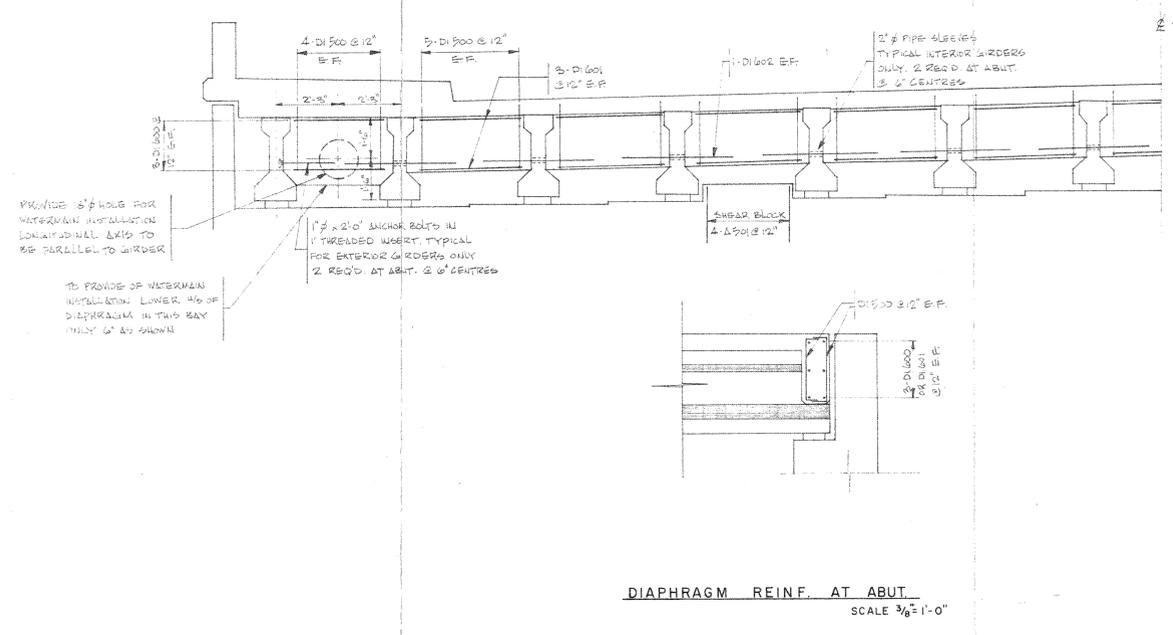
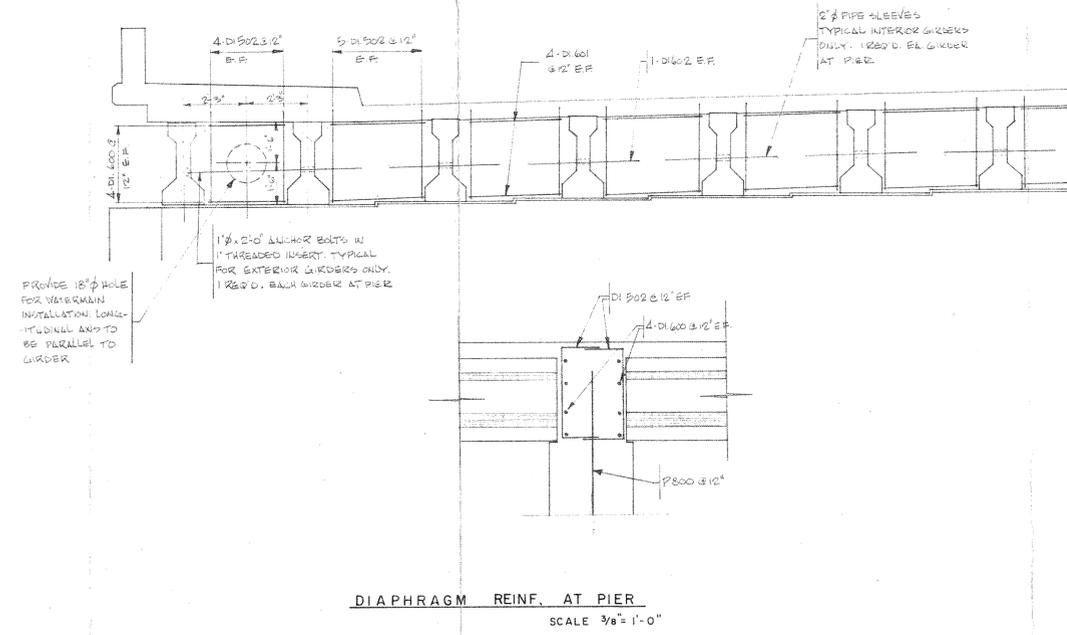
DESIGN BY: J. R. SPRIET  
DRAWN BY: E. B. WADE  
CHECKED BY: A. M. SPRIET

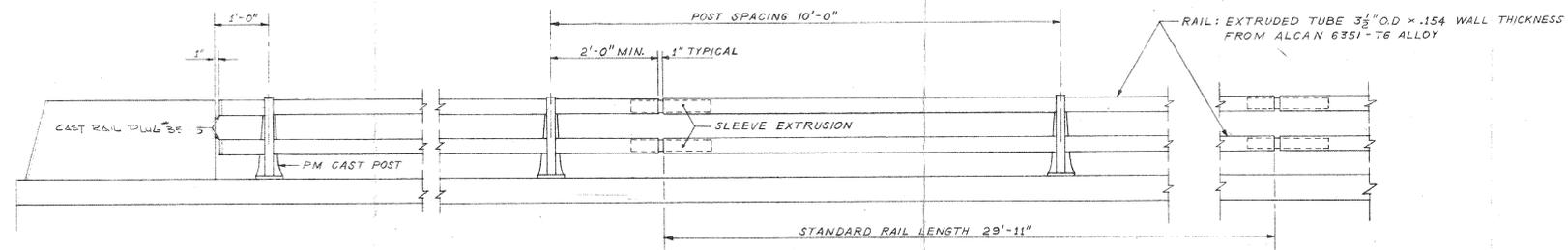
FIELDBOOK: B-12  
SCALE: AS NOTED  
DATE: NOVEMBER 1973

A.M. SPRIET & ASSOCIATES LTD.  
CONSULTING ENGINEERS  
LONDON ONTARIO

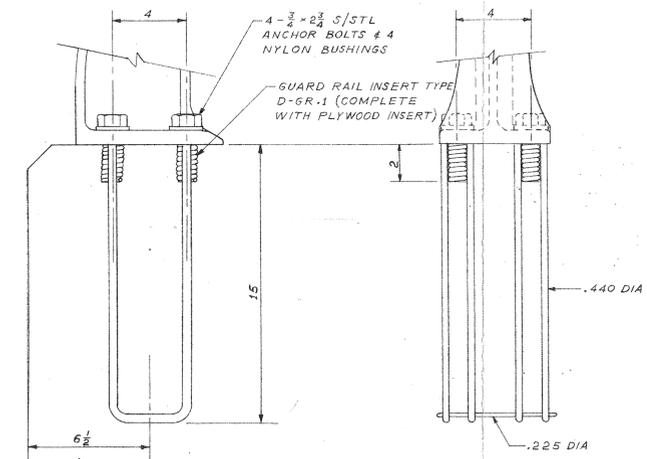
APPROVED BY: *Alan B... SECTION HEAD*  
CITY ENGINEER

CITY ENGINEER'S DEPARTMENT  
PROJECT NO. 742/833/1  
DRAWING NO. 12

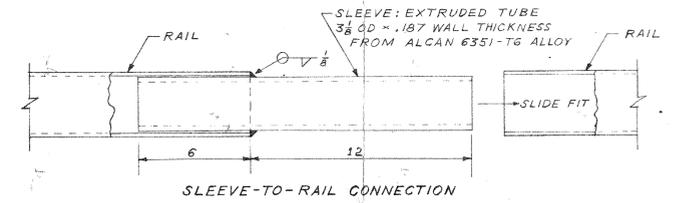




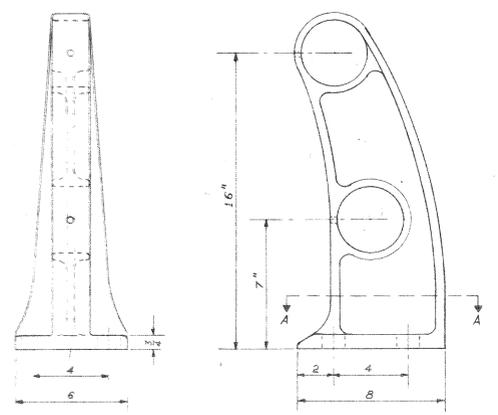
TWO-RAILER (TYPE G-216) POST SYSTEM - ELEVATION  
MANUFACTURED BY GRENVILLE CASTINGS LIMITED - MERRICKVILLE, ONTARIO



ANCHORAGE DETAIL

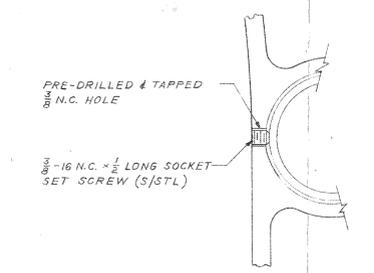


SLEEVE-TO-RAIL CONNECTION

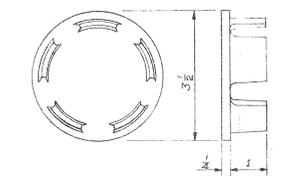


POST IS PERMANENT-MOULD CAST FROM AA-A344-T4 ALUMINUM ALLOY (ALCAN INGOT ALLOY 44026)

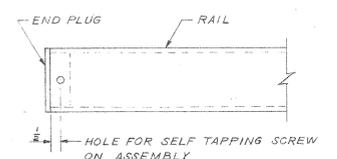
TWO-RAILER (TYPE G-216) POST - DETAILS



RAIL-TO-POST CONNECTION



RAIL PLUG #35188  
PLUGS ARE CAST IN ALCAN 135-F ALLOY



RAIL PLUG CONNECTION

QUANTITY	DESCRIPTION	PART NO.
	POSTS	G-216
	RAIL PLUGS	35188
	ANCHORAGE INSERTS	ACROW-RICHMOND
	RAIL WITH SPLICE	40'-0" LENGTHS
	RAIL WITHOUT SPLICE	( ) LENGTHS

- GENERAL NOTES:
- THE UNDERSIDE OF THE POST BASES SHALL BE PAINTED WITH CA 50 BITUMINOUS PAINT. THE MINIMUM THICKNESS SHALL BE 20 MILS. - PAINTING BY INSTALLER.
  - GUARD RAIL ANCHORAGE SHALL BE ACROW-RICHMOND TYPE D-GR-1 AS SHOWN OR EQUAL. INSERTS SHALL BE CADMIUM PLATED TO 0.0002 IN.
  - RAIL POSTS SHALL BE SET PERPENDICULAR TO PROFILE GRADE.
  - ALL POSTS TO BE SET VERTICAL.
  - RAILS TO BE PARALLEL TO TOP OF CONCRETE.

D.T.C. - TORONTO RECEIVED  
DEC 19 1973  
STRUCTURAL OFFICE

STRUCTURE SITE No. 19-264

NO.	REVISIONS	DATE	BY

CITY OF LONDON  
GRADE SEPARATION:-C.N.R. - RIVERSIDE DR.  
STD. ALUMINUM & STEEL  
PARAPET RAIL

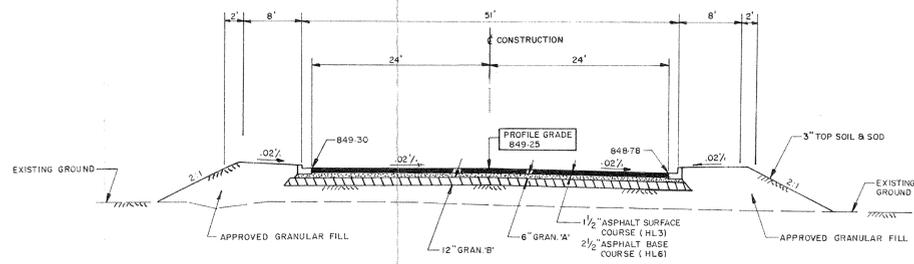
DESIGN BY: J.R. SPRIET	FIELD BOOK: B-12
DRAWN BY: E.B. WADE	SCALE: AS NOTED
CHECKED BY: A.M. SPRIET	DATE: NOVEMBER 1973

APPROVED BY: *A.M. Spriet*

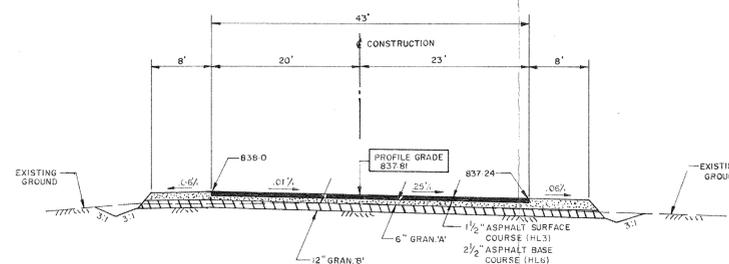
A.M. SPRIET & ASSOCIATES LTD.  
CONSULTING ENGINEERS  
LONDON - ONTARIO

PROJECT NO. 742/R33/1  
DRAWING NO. 13

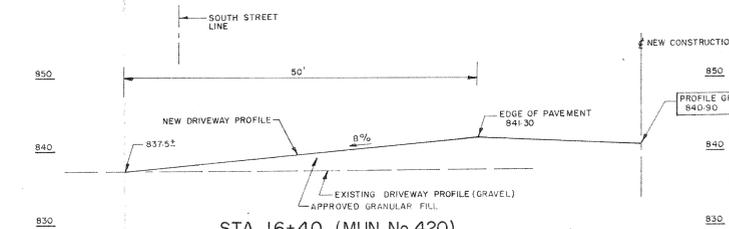
CITY ENGINEER'S DEPARTMENT  
SECTION HEAD  
CITY ENGINEER



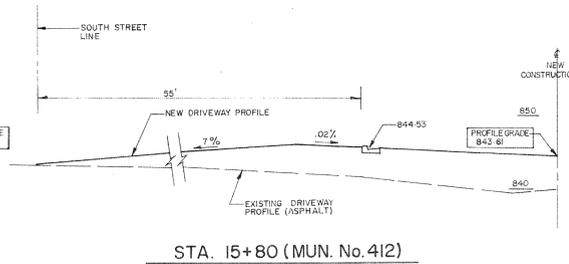
CROSS-SECTION STA. 13+00



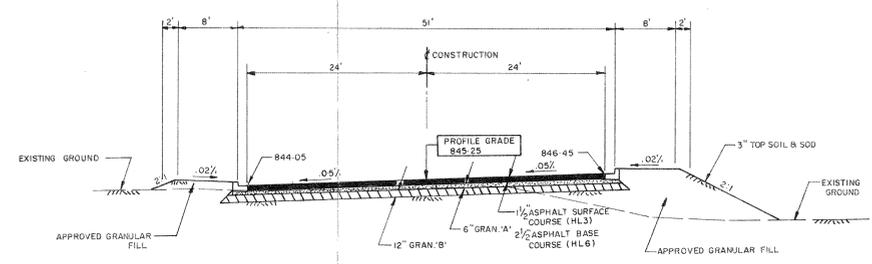
CROSS-SECTION STA. 17+00



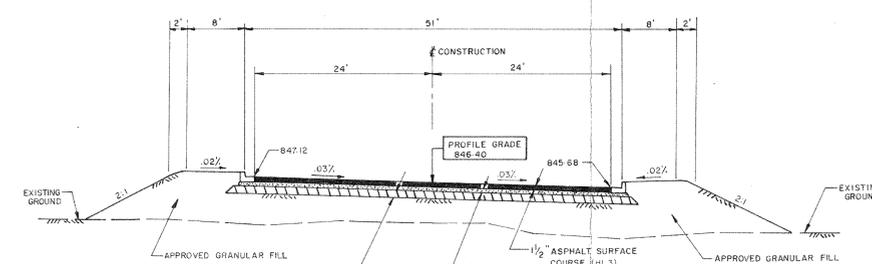
STA. 16+40 (MUN. No. 420)



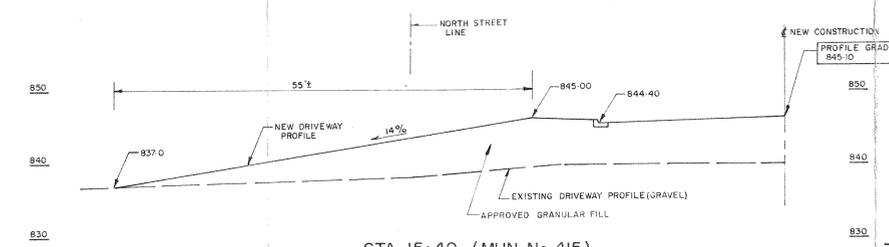
STA. 15+80 (MUN. No. 412)



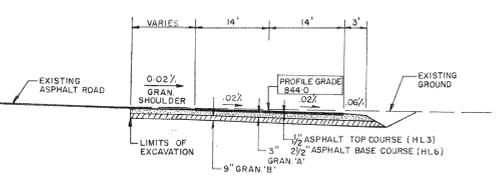
CROSS-SECTION STA. 9+00



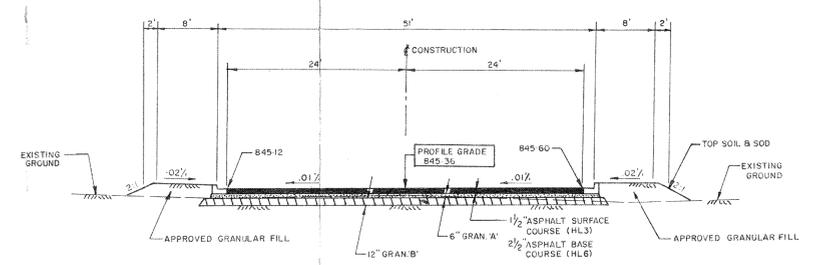
CROSS-SECTION STA. 15+00



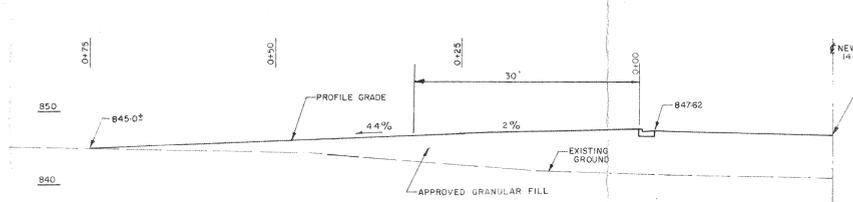
STA. 15+40 (MUN. No. 415)



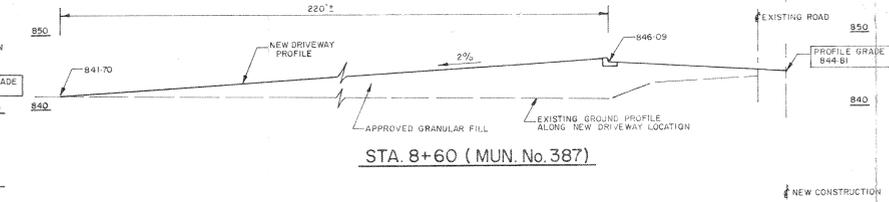
TYPICAL CROSS-SECTION OF TURNING CIRCLE 100'± SOUTH OF STA. 12+00



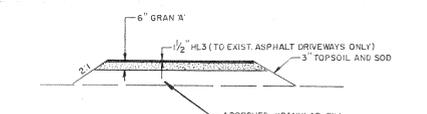
CROSS-SECTION STA. 6+00



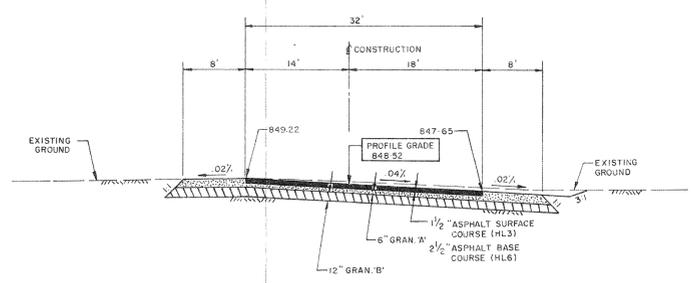
ENTRANCE PROFILE



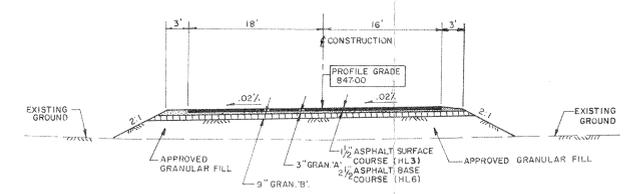
STA. 8+60 (MUN. No. 387)



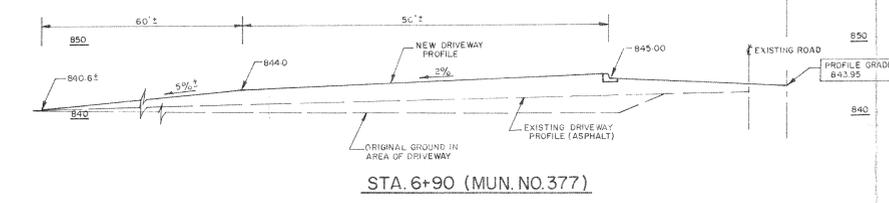
TYPICAL DRIVEWAY CROSS-SECTION



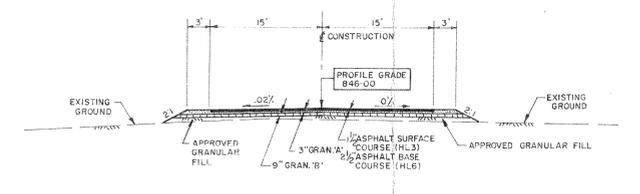
CROSS-SECTION STA. 4+00  
ROADWAY CROSS-SECTIONS



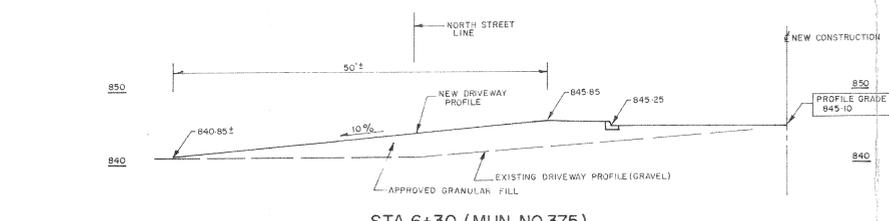
CROSS-SECTION STA. 0+30



STA. 6+90 (MUN. No. 377)



CROSS-SECTION STA. 0+50



STA. 6+30 (MUN. No. 375)

ENTRANCE DETAILS AT STA. 14+80 LEFT

DRIVEWAY ENTRANCE PROFILES

STRUCTURE SITE NO. 19-264

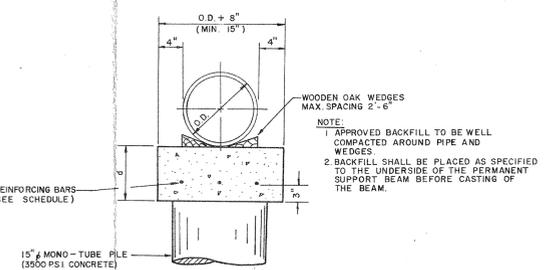
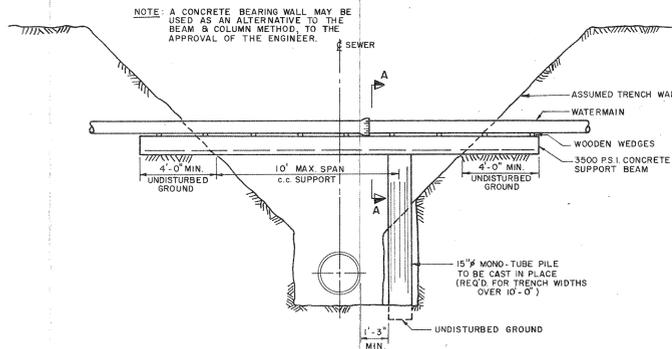
D.T.C. TORONTO RECEIVED			
DEC 19 1973			
STRUCTURAL OFFICE			
NO.	REVISIONS	DATE	BY

CITY OF LONDON  
 GRADE SEPARATION - C.N.R. - RIVERSIDE DR.  
 MISCELLANEOUS DETAILS  
 ROADWAY CROSS-SECTIONS & DRIVEWAY PROFILES

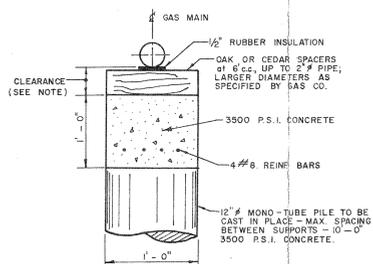
DESIGN BY: A.L. GIGUN	FIELD BOOK: B-12
DRAWN BY: J.L. POLLARD	SCALE: 1" = 10'-0" VERT & HORIZ.
CHECKED BY: D.J. YOUNG	DATE: NOVEMBER, 1973
A.M. SPRIET & ASSOCIATES LTD. CONSULTING ENGINEERS LONDON - ONTARIO	APPROVED BY: <i>[Signature]</i> SECTION HEAD
PROJECT NO. 72038	CITY ENGINEER'S DEPARTMENT
DRAWING NO. 14	PROJECT NO. 742/R33/1
	DRAWING NO.

**WATERMAIN SUPPORT BEAM SCHEDULE**

O.D.	TRENCH WIDTH	d	BARS REQ'D
LESS THAN 12"	2'-0" TO 7'-0"	9"	3 NO. 6
	GREATER THAN 7'-0"	12"	4 NO. 8
12" TO 24"	7'-0" TO 12'-0"	9"	3 NO. 7
	GREATER THAN 12'-0"	12"	5 NO. 8
30" AND OVER	TO BE CONSIDERED INDIVIDUALLY		



**P.U.C. STANDARD DETAILS OF PERMANENT SUPPORT BEAM FOR LATERAL WATERMAINS N.T.S.**



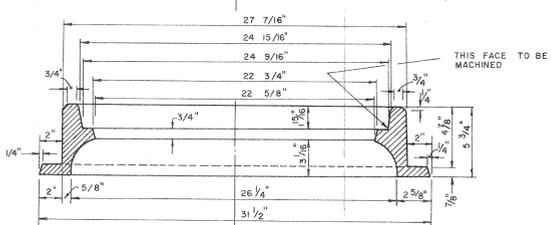
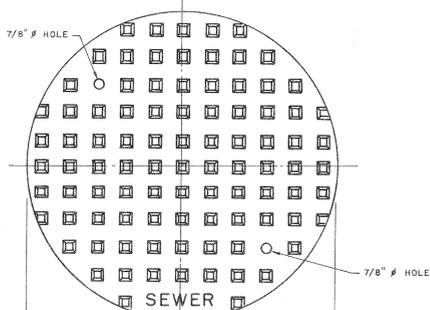
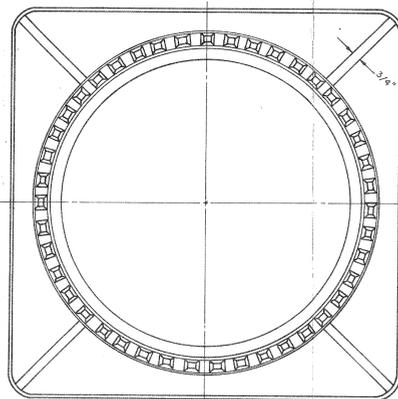
- NOTES:**
- WHEN TRENCH WIDTH IS LESS THAN 10', A TIMBER BEAM AND POST SUPPORT, APPROVED BY THE GAS INSPECTOR, SHALL BE USED.
  - CLEARANCES SHALL BE AS FOLLOWS:
 

O.D.	CLEARANCE
2" & SMALLER	2"
2" TO 4"	4"
4" TO 10"	8"
  - ALL GAS PIPE COATINGS SHALL BE INSPECTED BY GAS CO. INSPECTOR PRIOR TO BACKFILLING.
  - SUPPORT BEAMS SHALL BE SUPPORTED BY 4'-0" OF UNDISTURBED GROUND ON EACH SIDE OF TRENCH.
  - APPROVED BACKFILL SHALL BE WELL COMPACTED AROUND PIPE AND SPACERS.
  - BACKFILL SHALL BE PLACED AS SPECIFIED TO THE UNDERSIDE OF THE BEAM, BEFORE PLACING BEAM.

**PERMANENT SUPPORT BEAM FOR LATERAL GAS MAINS (TRENCH WIDTH AT CROSSING 10' OR GREATER) N.T.S.**

DETAILS OF PERMANENT SUPPORT STRUCTURES FOR ALL OTHER LATERAL UNDERGROUND STRUCTURES, DUCTS AND CONDUITS SHALL CONFORM WITH THE REQUIREMENTS OF THE UTILITIES CONCERNED AND APPROVED BY THE ENGINEER.

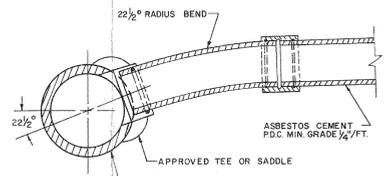
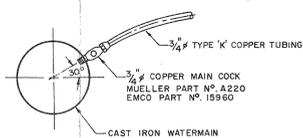
- NOTES:**
- ALLOWABLE TOLERANCES DIMENSIONS 12" OR LESS: ± 1/8" DIMENSIONS OVER 12" UP TO AND INCLUDING 36": ± 1/4"
  - MARKING a "SEWER" IS TO BE CAST IN RAISED LETTERS AS SHOWN b THE INITIALS OR MARK OF MANUFACTURER ARE TO BE DISTINCTLY CAST IN RAISED LETTERS ON THE FRAME AND UNDERSIDE OF THE COVER.
  - THE TOTAL WEIGHT OF FRAME AND COVER 400 POUNDS (APPROXIMATELY)
  - ALL CAST IRON TO MEET A.S.T.M. DESIGNATION A48 CLASS 30 B FOR GRAY IRON CASTINGS.



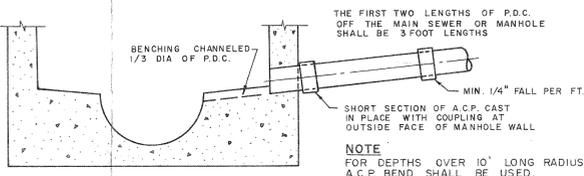
**STANDARD MANHOLE COVER & FRAME**

SCALE 2" = 1'-0"

**STANDARD INSTALLATION FOR 3/4" WATER SERVICE N.T.S.**

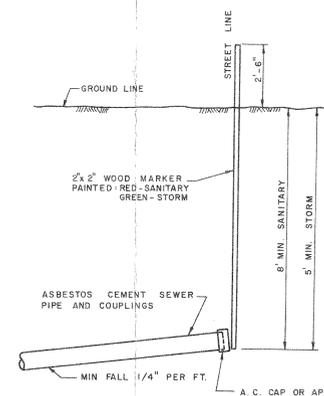


**CONNECTION TO MAIN SEWER**



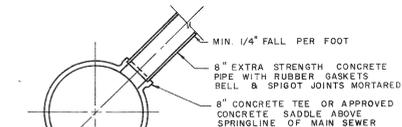
**TO MANHOLE**

**PRIVATE DRAIN CONNECTIONS AT MAIN SEWER AND AT MANHOLE N.T.S.**

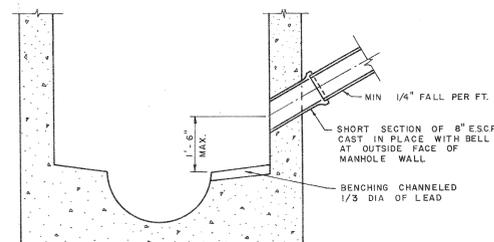


**PRIVATE DRAIN CONNECTION AT STREET LINE**

N.T.S.

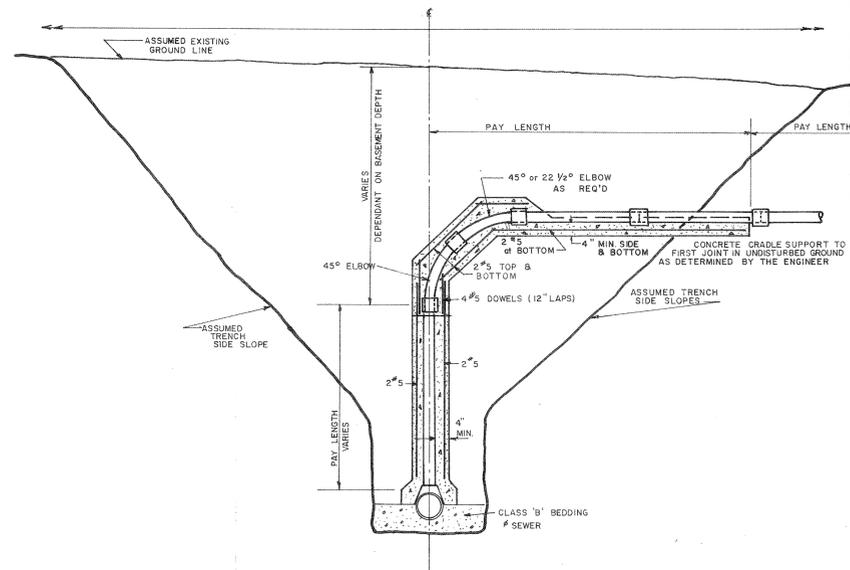


**TO MAIN SEWER**



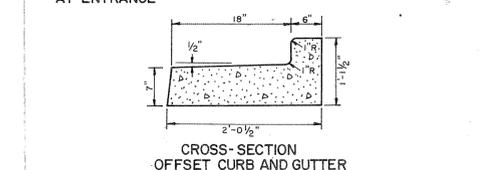
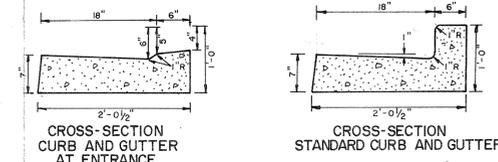
**TO MANHOLE**

**CATCH BASIN CONNECTIONS AT MAIN SEWER AND AT MANHOLE N.T.S.**



**DETAIL OF VERTICAL RISER**

N.T.S.



**CONCRETE CURB AND GUTTER N.T.S.**

STRUCTURE SITE NO. 19-264

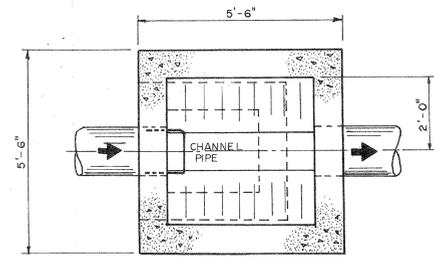
D.T.C. - TORONTO RECEIVED  
DEC 19 1973  
STRUCTURAL OFFICE

NO. REVISIONS DATE BY

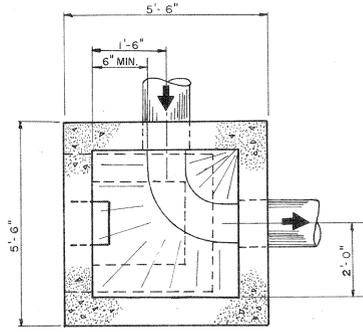
**CITY OF LONDON**  
GRADE SEPARATION:-C.N.R.- RIVERSIDE DR.

**MISCELLANEOUS SEWER DETAILS**

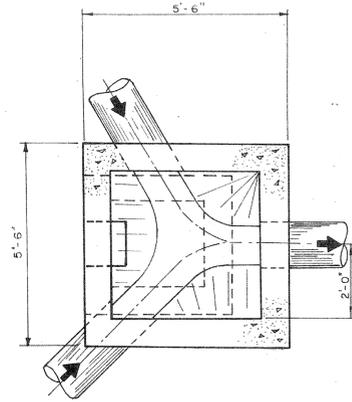
DESIGN BY: A.L. GIGUN  
DRAWN BY: J.L. POLLARD  
CHECKED BY: D.J. YOUNG  
FIELD BOOKS: B-12  
SCALE: AS NOTED  
DATE: NOVEMBER, 1973  
A.M. SPRIET & ASSOCIATES LTD CONSULTING ENGINEERS LONDON ONTARIO  
PROJECT NO.: 72038  
DRAWING NO.: 15  
APPROVED BY: [Signature]  
SECTION HEAD  
CITY ENGINEER  
CITY ENGINEER'S DEPARTMENT  
PROJECT NO.: 742/R33/A  
DRAWING NO.:



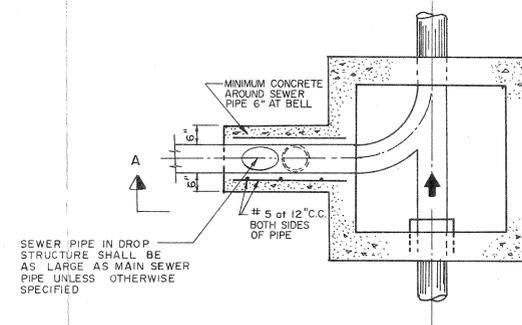
TYPICAL THROUGH-FLOW



TYPICAL 90° BEND

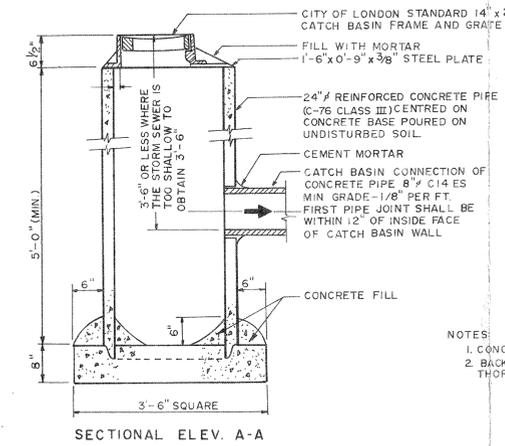


TYPICAL DOUBLE ANGLE JUNCTION

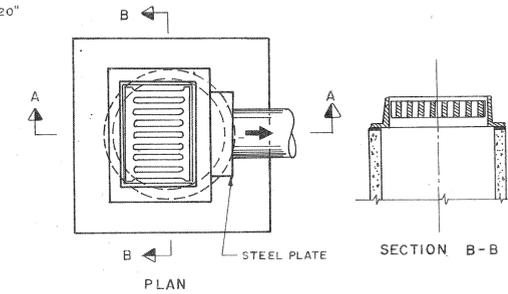


SEWER PIPE IN DROP STRUCTURE SHALL BE AS LARGE AS MAIN SEWER PIPE UNLESS OTHERWISE SPECIFIED

SECTIONAL PLAN B-B



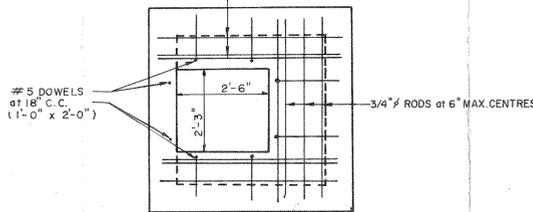
SECTIONAL ELEV. A-A



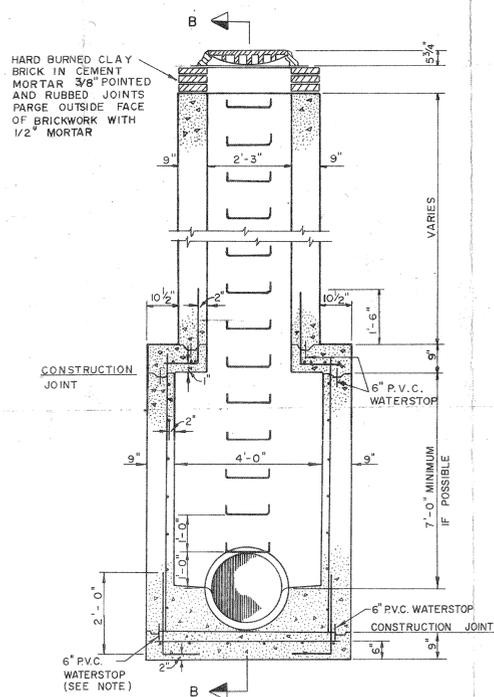
STANDARD CATCH BASIN

SCALE 3/4" = 1'-0"

- NOTES:
1. CONCRETE TO BE 3000 P.S.I. AT 28 DAYS
  2. BACKFILL AROUND CATCH BASIN TO BE THOROUGHLY COMPACTED

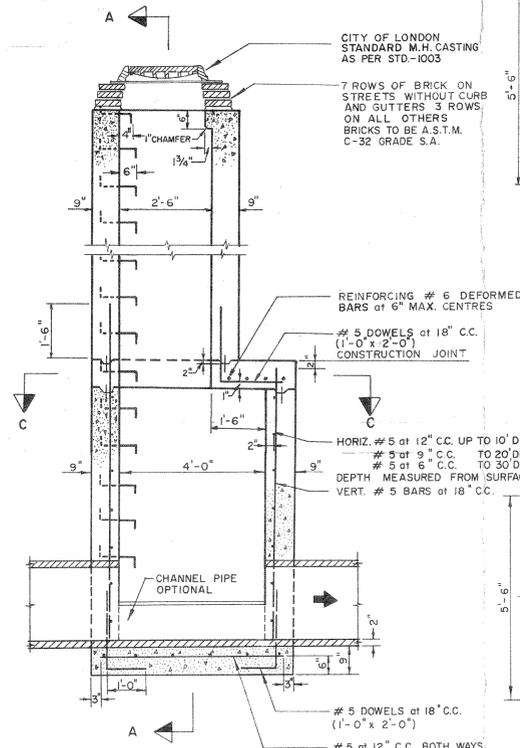


SECTIONAL PLAN C-C  
SLAB REINFORCING

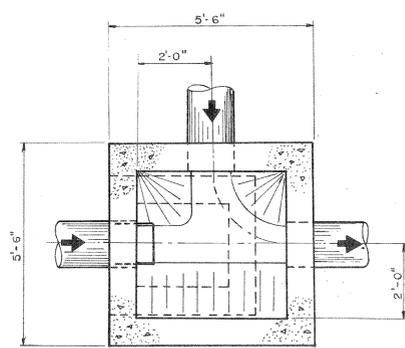


SECTIONAL ELEV. A-A

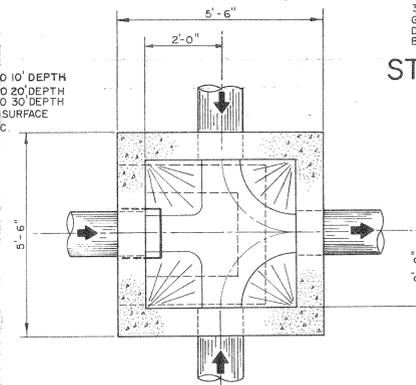
TYPICAL MANHOLE FOR PIPES 8" TO 27"



SECTIONAL ELEV. B-B

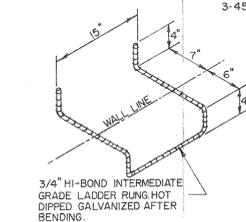


TYPICAL SINGLE JUNCTION

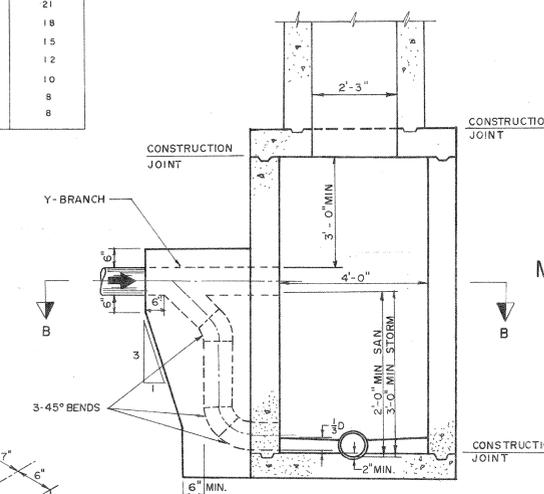


TYPICAL DOUBLE JUNCTION

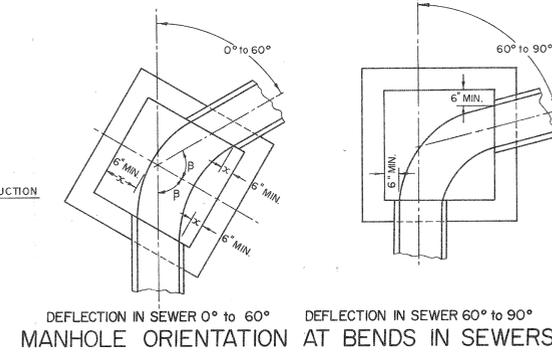
SIZE OF DROP PIPES	
D <sub>1</sub>	D <sub>2</sub>
27	21
24	21
21	18
18	15
15	12
12	10
10	8
8	8



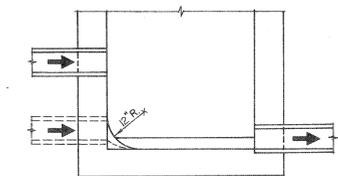
STEP DETAIL



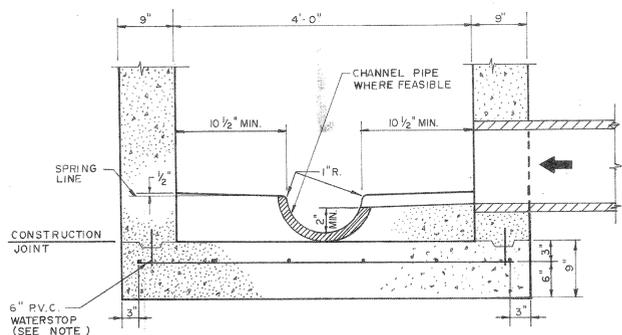
SECTIONAL ELEV. A-A  
TYPICAL DROP STRUCTURE



DEFLECTION IN SEWER 0° TO 60° DEFLECTION IN SEWER 60° TO 90°  
MANHOLE ORIENTATION AT BENDS IN SEWERS



FILLET BELOW DROPS IN MANHOLES



TYPICAL SECTION AT MANHOLE BOTTOM

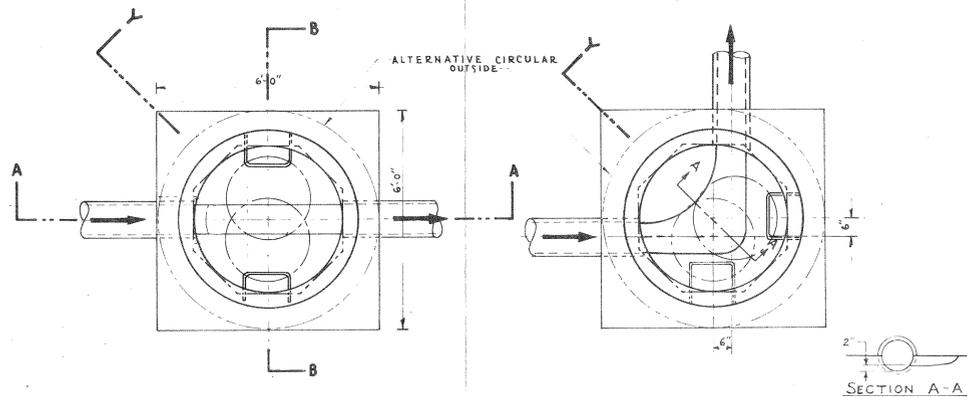
SCALE 1" = 1'-0"

- NOTES:
1. LIFTS NOT TO EXCEED 8'-0" IN HEIGHT
  2. ALL CONSTRUCTION JOINTS IN CONCRETE TO HAVE 6" P.V.C. WATERSTOP
  3. WATERSTOPS IN CONSTRUCTION JOINTS MAY BE OMITTED IN DRY TRENCH CONDITIONS UPON APPROVAL FROM THE CITY ENGINEERS DEPARTMENT IN WRITING.
  4. ALL CONCRETE TO BE 3000 P.S.I. AT 28 DAYS.
  5. CITY OF LONDON STANDARD MANHOLE FRAME AND COVER CANADA IRON FOUNDRIES LIMITED DS-579 (2 HOLE) OR AN APPROVED EQUAL.
  6. ALL SPLICES TO BE 12" MINIMUM.
  7. ALL SPACES BETWEEN BRICKS ARE TO BE COMPLETELY FILLED WITH MORTAR.
  8. DROP STRUCTURE TO BE CONSTRUCTED WHEN THE DIFFERENCE IN INVERT ELEV. IN A MANHOLE IS: 2'-0" OR MORE FOR SAN SEWERS, 3'-0" OR MORE FOR STORM SEWERS.
  9. ALL MANHOLE FRAMES SHALL BE ADJUSTED TO THE FINISHED ROAD GRADE BY MEANS OF METAL SHIMS AT EACH CORNER. METAL SHIMS ARE TO BE AT LEAST 3" x 8" AND THEIR THICKNESS IS TO BE DETERMINED BY THE ADJUSTMENT REQUIRED.
  10. ON STREETS WITH CURBS AND GUTTERS THE SPACE BELOW THE MANHOLE FRAME AND COVER IS TO CONTAIN ONE OF THE FOLLOWINGS:
    - a. 1 ROW OF BRICK, A.S.T.M. C-32, GRADE M.A.
    - b. 1 TO 3 ROWS OF BRICKS, A.S.T.M. C-32, GRADE S.A.
    - c. CONCRETE CHIMNEY WITHOUT BRICKS, OR WITH BRICKS AS NOTED ABOVE.
  11. WHEN THE DROP FROM AN INCOMING INVERT TO THE TOP OF THE MANHOLE BENCHING EXCEEDS 5'-0", CORBELS SHALL BE PLACED ON THE TWO WALLS ADJACENT TO THE LADDER RUNGS. THESE CORBELS ARE TO BE 3'-6" BELOW THE INVERT OF THE INCOMING SEWER.

D.T.C. - TORONTO RECEIVED			
DEC 19 1973			
STRUCTURAL OFFICE			
STRUCTURE SITE No. 19-264			
NO.	REVISIONS	DATE	BY
4	SHIMS @ No. of ROWS OF BRICKS	NOV '67	M.V.
3	MANHOLE ORIENTATION AT BENDS	MAY '67	M.V.
2	FILLET BELOW DROPS	JULY '66	M.V.
1	CORBELS IN MANHOLES	JULY '66	M.V.

CITY OF LONDON  
GRADE SEPARATION-C.N.R. - RIVERSIDE DR.  
MANHOLE & CATCH BASIN DETAILS  
FOR PIPE SIZES 8" TO 27"

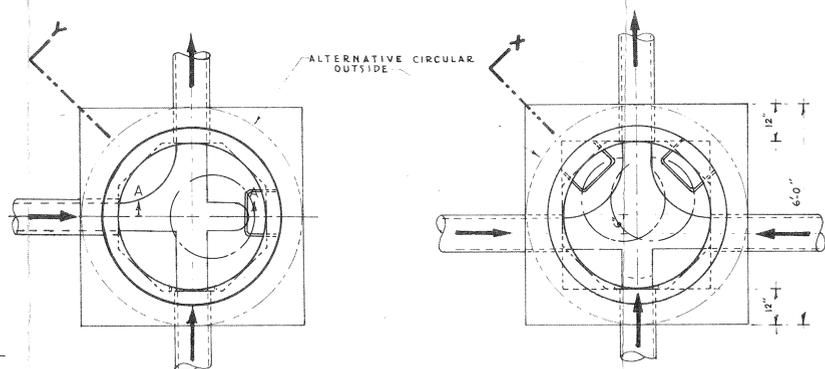
DESIGN BY: CITY ENGINEER'S DEPARTMENT	FIELD BOOKS: B-12
DRAWN BY:	SCALE: 1/2" = 1'-0" @ AS NOTED.
CHECKED BY:	DATE: NOVEMBER, 1973.
A. M. SPRIET & ASSOCIATES LTD. CONSULTING ENGINEERS LONDON ONTARIO	APPROVED BY: <i>[Signature]</i> SECTION HEAD
PROJECT NO.: 72038	CITY ENGINEER'S DEPARTMENT PROJECT No. 742/R33/1
DRAWING NO.: 16	DRAWING NO.: STD-1006



TYPICAL BASE

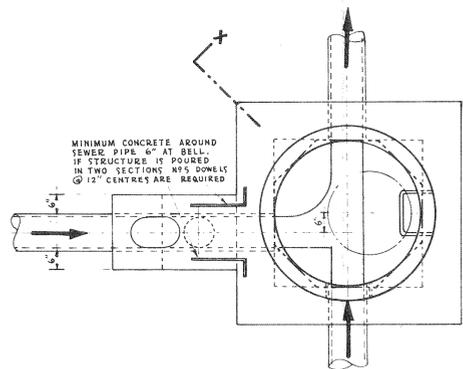
TYPICAL 90° BEND

SECTION A-A



TYPICAL SINGLE JUNCTION

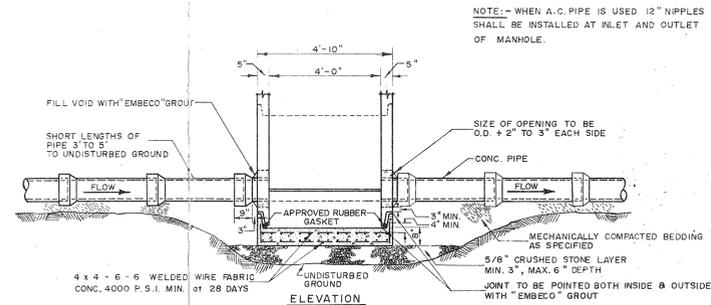
TYPICAL DOUBLE JUNCTION



TYPICAL DROP STRUCTURE

SIZE OF DROP PIPES	
D <sub>1</sub>	D <sub>2</sub>
27	21
24	21
21	18
18	15
15	12
12	10
10	8
8	8

TYPICAL CORBEL



STANDARD PRE-CAST MANHOLE BASE ALTERNATIVE FOR PIPE SIZES 8" TO 18"

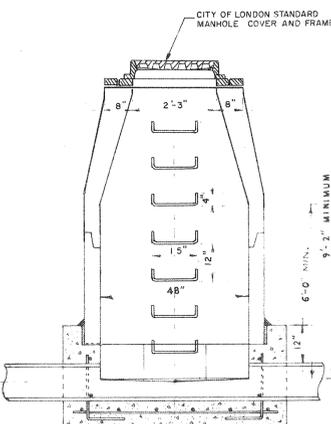
SCALE: 3/8" = 1'-0" FOOT

NOTES

- For sewers larger than 18" diameter, City of London drawing STD-1007 shall be used.
- Poured base and walls to extend 6" above the crown of the highest pipe.
- Concrete to be a minimum of 3000 p.s.i. @ 28 days.
- City of London Standard manhole frame and cover STD-1003.
- All brick to meet the current City of London Standard see Specifications.
- All spaces between bricks are to be completely filled with mortar.
- All precast manhole sections to meet the current A.S.T.M. C 478 specifications.
- All construction joints in concrete to have 6" waterstop.
- Waterstops in construction joints may be omitted in dry trench conditions upon approval from the City Engineer's Department.
- Drop structures to be constructed when the manhole is difference in invert elevations in a manhole exceeds 2'-0" or more for Sanitary Sewers, 3'-0" or more for Storm Sewers.
- When the drop from an incoming invert to the top of the manhole benching exceeds 5'-0", corbels shall be placed on the two walls adjacent to the ladder rungs. These corbels are to be 3'-6" below the invert of the incoming sewer.
- All manhole frames shall be adjusted to the finished road grade by means of metal shims at each corner. Metal shims are to be at least 3" x 8", and their thickness is to be determined by the adjustment required.
- On streets with curbs and gutters the space below the manhole frame and cover is to contain one of the followings:
  - 1 row of brick, A.S.T.M. C-32, Grade M.A.
  - 1 to 3 rows of bricks, A.S.T.M. C-32, Grade S.A.
  - concrete chimney without bricks, or with bricks as noted above.

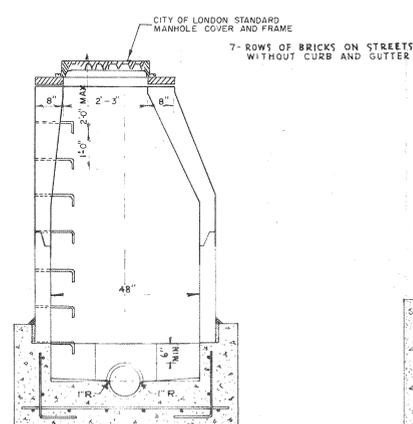
PRECAST CONCRETE MANHOLES SIZES

PIPE SIZE	M.H. INSIDE DIA.	M.H. WALL THICKNESS
8" - 18"	48"	5" MIN.
21" - 24"	60"	6" MIN.
27" - 36"	72"	7" MIN.
39" - 48"	84"	8" MIN.

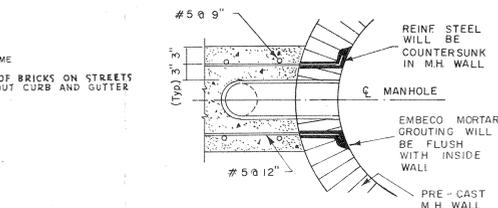


SEC A-A

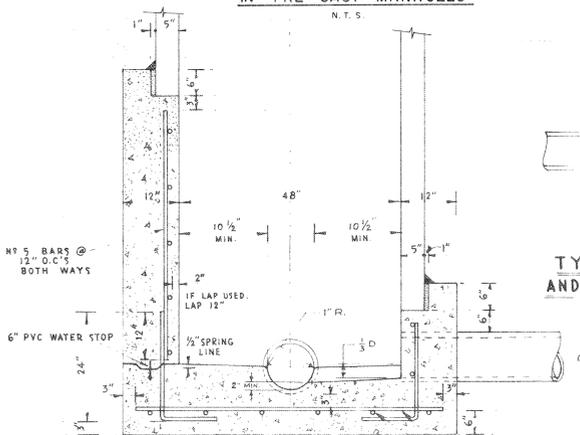
TYPICAL TAPERED ECCENTRIC TOP OCTAGONAL BASE



SEC B-B



STEEL ARRANGEMENT FOR DROP STRUCTURES IN PRE-CAST MANHOLES N.T.S.

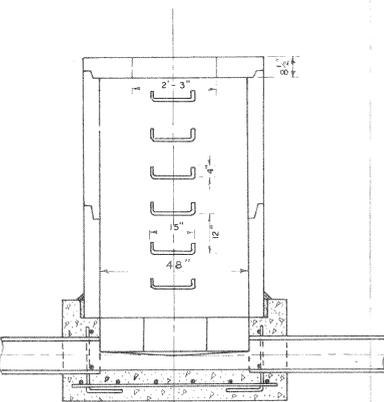
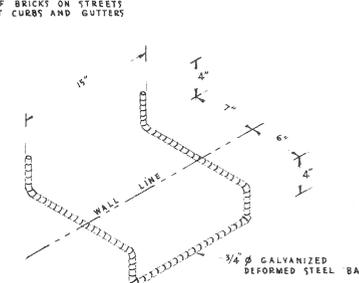


REINFORCING LAPPED NO LAPPING OF REINFORCING TYPICAL SECTION AT MANHOLE BOTTOM SHOWING BENCHING AND REINFORCING SCALE: 3/4" = 1'-0"

TYPICAL FOR DOUBLE JUNCTION AND SEWERS - 24" & 27" DIAM. SQUARE BASE

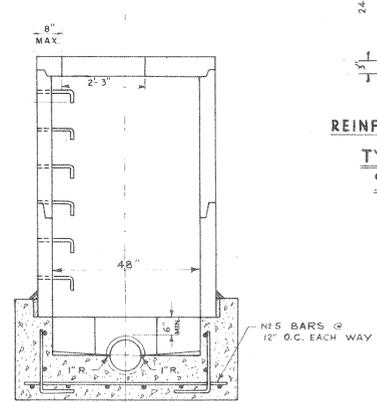
TYPICAL DROP STRUCTURE

STANDARD MANHOLE STEPS FOR POURED CONCRETE SECTIONS

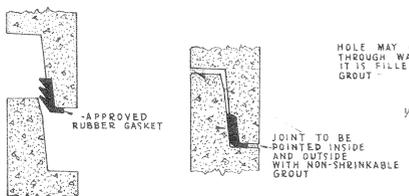


SEC A-A

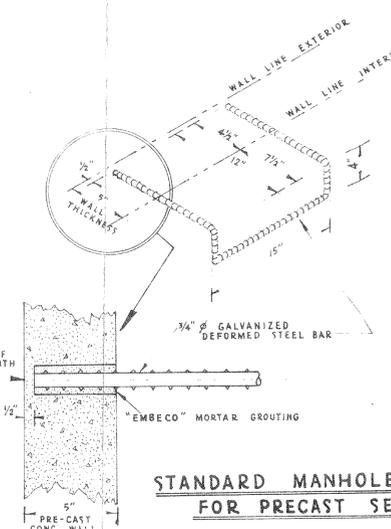
TYPICAL ECCENTRIC TOP OCTAGONAL BASE FOR SEWERS 8" TO 18" DIAMETER



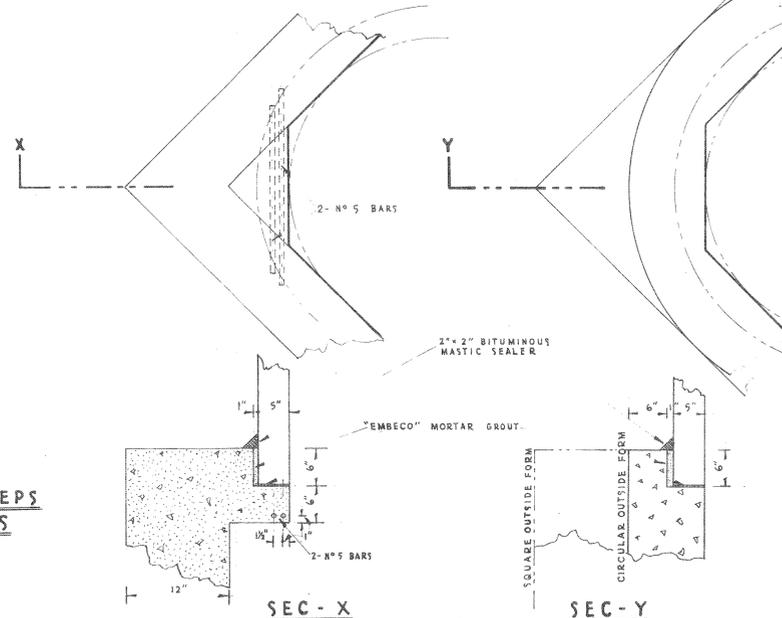
SEC B-B



TYPICAL JOINT



STANDARD MANHOLE STEPS FOR PRECAST SECTIONS SCALES: 1/2" = 1'-0" & 3/4" = 1'-0"



SEC - X

SEC - Y

D.T.C. - TORONTO RECEIVED DEC 19 1973 STRUCTURAL OFFICE

NO.	REVISIONS	DATE	BY
4	M.H. STEP RELOCATION - M.H. SIZES	MAY 73	S.W.S.
3	STD. PRE-CAST MANHOLE BASE	NOV '68	WRBHG.
2	SHIMS & NO OF ROWS OF BRICKS	DEC '67	M.V.
1	DROP STRUCTURES & CORBELS	AUG '66	M.V.

CITY OF LONDON GRADE SEPARATION - C.N.R. - RIVERSIDE DR. STANDARD PRE-CAST CONCRETE MANHOLES FOR PIPE SIZES 8" TO 18"

DESIGN BY: CITY ENGINEER'S DEPARTMENT FIELD BOOK: NO 8-12 AS NOTED  
 DRAWN BY: CITY ENGINEER'S DEPARTMENT SCALE: DATE: NOVEMBER, 1973.  
 PROJECT NO: 72038 A. M. SPRIET & ASSOCIATES LTD. CONSULTING ENGINEERS LONDON ONTARIO APPROVED BY: CITY ENGINEER'S DEPARTMENT PROJECT NO: 742/R333/1 DRAWING NO: STD-1009  
 DRAWING NO: 17 CITY ENGINEER

Hi there,

Sorry for the late addition but I would like to add an item onto the LACH agenda if at all possible.

Please add Heritage Building Protection Plan on as an item and link to this document: [https://www.brampton.ca/EN/Arts-Culture-Tourism/Cultural-Heritage/Documents1/HBPP\\_Terms\\_of\\_Reference\\_FINAL.pdf](https://www.brampton.ca/EN/Arts-Culture-Tourism/Cultural-Heritage/Documents1/HBPP_Terms_of_Reference_FINAL.pdf)

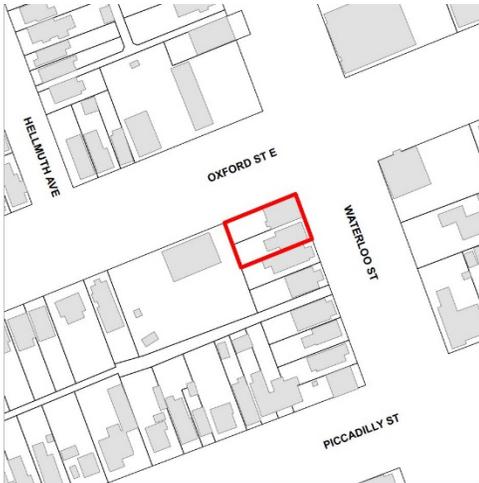
This is in light of a fire that caused the loss of a significant heritage structure this weekend.

Thanks you,  
Shawn

# NOTICE OF PLANNING APPLICATION

## Zoning By-Law Amendment

### 745 and 747 Waterloo Street



**File: Z-8921**

**Applicant: The Y Group Investments & Management Inc.**

#### What is Proposed?

Zoning amendment to allow:

- Clinics in existing buildings; dwelling units; emergency care establishments in existing buildings; medical/dental offices in existing buildings; offices in existing buildings; and outpatient clinics in existing buildings; in addition to the uses already permitted on the subject site
- Special provision to recognize existing landscaping and vehicular parking

## LEARN MORE & PROVIDE INPUT

Please provide any comments by **July 24, 2018**

Michelle Knieriem

[mknieriem@london.ca](mailto:mknieriem@london.ca)

519-661-CITY (2489) ext. 4549

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

File: Z-8921

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

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

Councillor Tanya Park

[tpark@london.ca](mailto: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](http://london.ca/planapps).

## Requested Zoning By-law Amendment

To change the zoning at 745 Waterloo Street from a Residential R2/Office Conversion Zone to a Residential R2/Office Conversion Special Provision Zone and at 747 Waterloo Street from an Office Conversion/Convenience Commercial Special Provision Zone to an Office Conversion Special Provision/Convenience Commercial Special Provision 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](http://london.ca/planapps).

### Current Zoning

**Zone:** Residential R2/Office Conversion Zone (R2-2/OC4) Zone at 745 Waterloo Street and Office Conversion/Convenience Commercial Special Provision (OC4/CC(1)) Zone at 747 Waterloo Street

**Permitted Uses:** single detached dwellings, semi-detached dwellings, duplex dwellings, converted dwellings, dwelling units, and offices in existing buildings at 745 Waterloo Street and dwelling units, offices in existing buildings, existing retail stores, convenience service establishments, convenience stores, financial institutions, and personal service establishments at 747 Waterloo Street

**Special Provision(s):** additional permitted use of existing retail stores at 747 Waterloo Street

**Height:** maximum of 10.5 metres at 745 Waterloo Street; maximum of 8 metres at 747 Waterloo Street

### Requested Zoning

**Zone:** Residential R2/Office Conversion Special Provision (R2-2/OC6(\_)) at 745 Waterloo Street and Convenience Commercial Special Provision/Office Conversion Special Provision (CC(1)/OC6(\_)) Zone at 747 Waterloo Street

**Permitted Uses:** single detached dwellings, semi-detached dwellings, duplex dwellings, converted dwellings, dwelling units, offices in existing buildings, clinics in existing buildings, emergency care establishments in existing buildings, medical/dental offices in existing buildings, and outpatient clinics in existing buildings at 745 Waterloo Street and dwelling units, offices in existing buildings, existing retail stores, convenience service establishments, convenience stores, financial institutions, personal service establishments, clinics in existing buildings, emergency care establishments in existing buildings, medical/dental offices in existing buildings, and outpatient clinics in existing buildings at 747 Waterloo Street.

**Special Provision(s):** recognize the existing soft landscaping of 14% and the existing 16 parking spaces (8 on-site and 8 boulevard parking spaces) as the minimum number of parking spaces required

**Height:** no change requested

## 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 Medium Density Residential in the Official Plan, which permits residential uses as the main uses, but also permits some non-residential uses.

The subject lands are in the Urban Corridor Place Type in *The London Plan*, permitting a range of residential and non-residential 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](http://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](http://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.

## 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](mailto:docservices@london.ca). You will also be notified if you speak to the Planning and Environment Committee at the public meeting about this application and leave your name and address with the 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](mailto:accessibility@london.ca) or 519-661-CITY(2489) extension 2425 for more information.**

# HERITAGE IMPACT STATEMENT

for

## 745 and 747 WATERLOO STREET



JUNE 14, 2018





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## **1.0 INTRODUCTION**

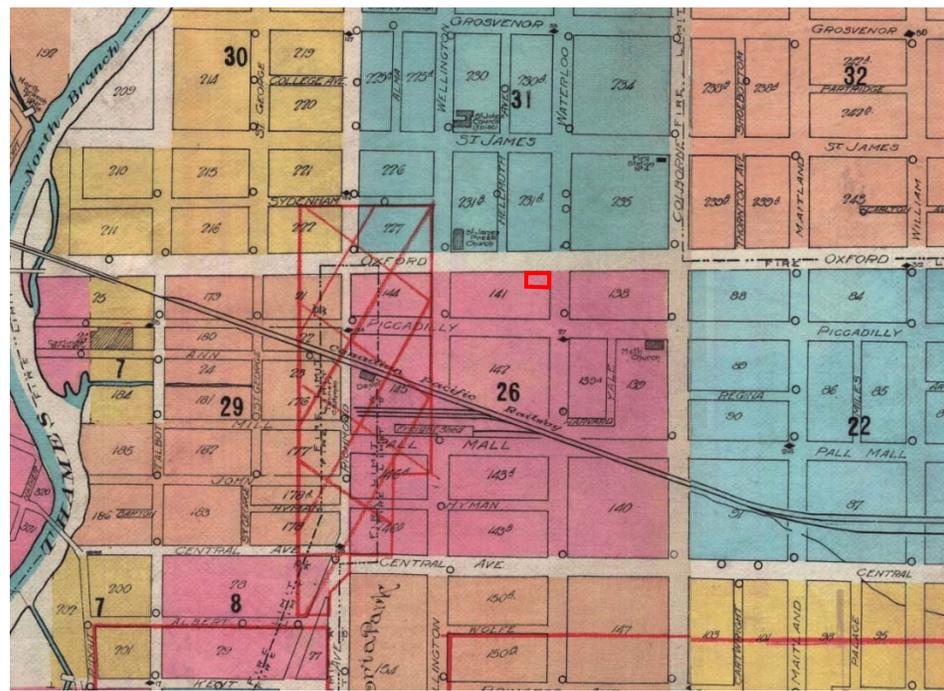
A Zoning By-law Amendment application has been submitted to the City of London to amend the Zoning By-law in support of expanding the range of uses permitted on 745 and 747 Waterloo Street. As part of the complete application, a Heritage Impact Statement is required as the subject lands are listed on the City of London's Heritage Building Inventory and is opposite a Heritage Conservation District designated under Part V of the Ontario Heritage Act.

## 2.0 SITE DETAILS

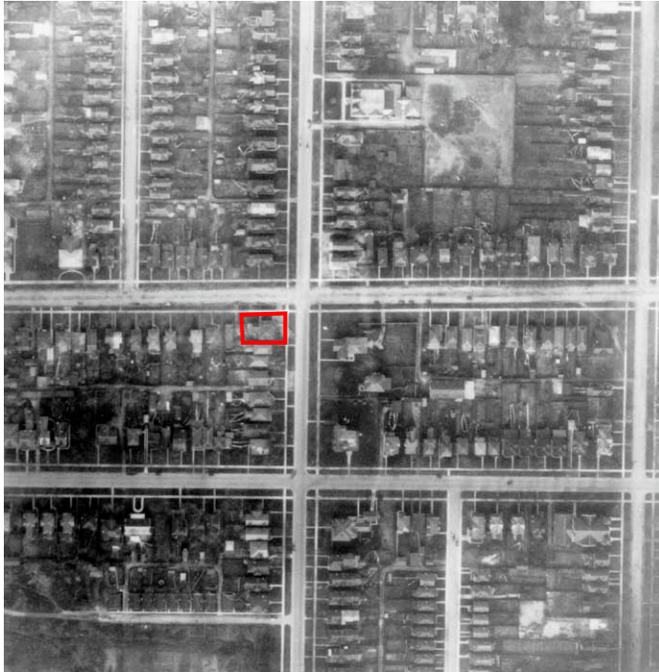
### 2.1 THE SUBJECT LANDS

The subject lands are comprised of two separate parcels located at the southwest corner of Waterloo Street and Oxford Street East, known municipally as 745-747 Waterloo Street (Figure 1). The subject lands are located within the Piccadilly area which did not experience strong growth until around 1865.

Figure 1 – Subject Property



(1951 Fire Insurance Map)



(1922 Air Photo)

The parcel at 747 contains a two-storey, yellow brick building that is identified on the City's heritage Inventory as being a Priority 2 building for its High Victorian style (Figure 2).

This building was built in 1881 and has features that include yellow brick, single pane windows with shutters, original chimneys and arched windows with soldier coursing above.



This site is recognized as the "McKerlie Property" as a result of its ownership by London businessman John McKerlie who purchased Gammage Flowers in 1971 and relocated it to this property (Gammage Flowers was established in London in 1869). The site has also previously housed a local tavern.

**Figure 2 – 747 Waterloo Street**



**Figure 3 – 745 Waterloo Street**



The property at 745 Waterloo Street also contains a two-storey, yellow brick building although is identified as a Priority 3 building on the City's heritage inventory for its Italianate style (Figure 3).

The building was built in 1884 and includes features such as yellow brick, hip roof with large decorative brackets and a front bay window.

The existing buildings are a fixture along the Oxford and Waterloo Street frontages with their long established built forms and well-maintained gardens along the streetscape.

## **2.2 SURROUNDING NEIGHBOURHOOD**

Opposite the subject lands to the north, beyond Oxford Street, is the Bishop Hellmuth Heritage Conservation District. The area was designated under Part V of the Ontario Heritage Act primarily for the quality and consistency of the houses in the area built between 1895 and 1910 in the Queen Anne Revival style.

The district itself was named for Bishop Isaac Hellmuth, one of the most influential early citizens within the City of London and the founder of the Hellmuth Boy's College in 1865.

The significant historical features of the district are as follows:

- The historical association of the district with Bishop Isaac Hellmuth;

- The Queen Anne Revival Style architecture during the period of 1895-1910;
- The architectural focal points of the Anglican Church of St John the Evangelist on St James Street and the New St James Presbyterian Church on Oxford Street, built in 1887 and 1899, respectively;
- The wide, tree-lined streets and residential gardens in the district;
- The authenticity of the historical character of the district and the excellent condition of the houses which has been maintained over the past 100 years; and
- The community pride within the district and the eagerness to conserve the heritage features within the area.

### **3.0 POLICY REVIEW**

#### **3.1 PROVINCIAL POLICY STATEMENT 2014 (PPS)**

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

The relevant policies in the 2014 PPS pertinent to the proposed application are as follows:

- “Significant building heritage resources and significant cultural heritage landscape shall be conserved” (Section 2.6.1); and
- “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).

#### **3.2 THE LONDON PLAN**

There are several heritage policies in the London Plan with respect to development and redevelopment of lands that are adjacent to Part IV, V and VI protected heritage resources, as well as lands that are listed on the City’s Registry of Heritage Resources; however, these policies are currently under appeal before the Ontario Municipal Board. As such, the policies within the 1989 City of London Official Plan are applicable.

#### **3.3 THE 1989 CITY OF LONDON OFFICIAL PLAN**

Section 13 of the Official Plan provides policy direction with respect to the cultural heritage value of properties within the City. As the subject lands are adjacent to a protected heritage property, regard must be had for the following policy:

- “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” (Section 13.2.3.1).

### **3.4 ONTARIO HERITAGE TOOL KIT**

The Ministry of Tourism, Culture and Sport has developed an Ontario Heritage Tool Kit which is a series of guides to assist in understanding the heritage conservation process in Ontario. In particular, “Heritage Resources in the Land Use Planning Process” provides a list of possible negative impacts on a cultural resource resulting from proposed development or site alteration. These include, but are not limited to:

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

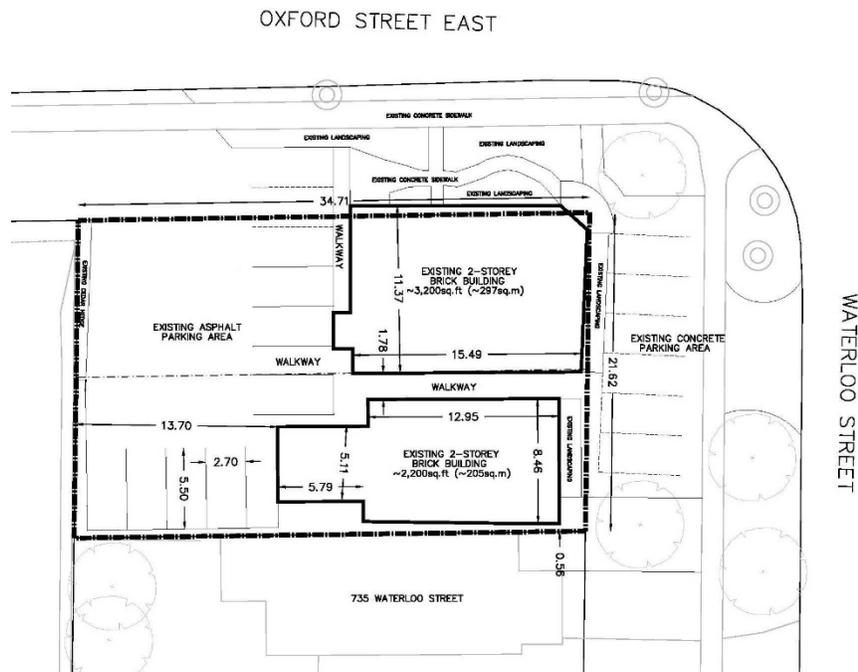
## 4.0 THE PROPOSAL

The proposed development of the subject lands consists of the conversion of the existing dwellings for medical/dental office uses and clinics, in addition to the uses already permitted under the current zoning (Figure 4). No changes to the exterior of the buildings or the site are proposed, with renovation works required only to the interior of the buildings to be brought into compliance with the Ontario Building Code for medical offices and clinics.

In particular, the main entrance to 747 Waterloo Street will be preserved to maintain the active streetscape between the building and the intersection.

The existing boulevard and rear yard parking configurations are also proposed to be maintained in their current arrangements as they have operated as such for many years with no issues.

Figure 4 – Existing Site Plan



## **5.0 ANALYSIS AND MITIGATION**

### **5.1 PROVINCIAL POLICY STATEMENT 2014 (PPS)**

The proposed development is consistent with the policies of the PPS as no changes to the existing buildings are proposed and the heritage attributes of the adjacent heritage conservation district will be maintained.

### **5.2 CITY OF LONDON OFFICIAL PLAN**

The conversion of the existing buildings for medical/dental and clinic uses will be sensitive to the adjacent heritage district and will not have any negative impacts on its heritage attributes as there are no changes to the scale, massing or form of the existing buildings.

### **5.3 ONTARIO HERITAGE TOOL KIT**

With respect to the potential issues identified in relation to the redevelopment and site alteration of lands adjacent to a heritage district, the retention of the existing dwellings in their current form will ensure the following:

- There will be no destruction of any significant heritage attributes or features;
- There will be no alteration that would be incompatible with the historic fabric;
- There will be no change in the existing shadows from the subject lands on to lands within the heritage district;
- The heritage attributes of the district will not be isolated from their surrounding environment;
- No changes will occur on the views of the district's heritage features;
- The proposed land use is of a similar intensity use as the existing retail use. Also, Oxford Street has many converted office uses within existing buildings with no impacts on the heritage district; and
- No land or soil disturbances will occur.

## **6.0 CONCLUSIONS**

The proposed Zoning By-law Amendment is consistent with the PPS, the City of London Official Plan and the Ontario Heritage Tool Kit. The proposed zoning by-law amendment application to allow medical/dental and office uses on the subject lands and within the existing building will conserve the heritage features of the existing built form and the significant heritage resources within the adjacent heritage district.



## Highbury Avenue/Hamilton Road Intersection Improvements Environmental Assessment Study



### Notice of Completion

The City of London has completed a Municipal Class Environmental Assessment (EA) study for improvements to the Highbury Avenue/Hamilton Road intersection. The study was completed in accordance with the planning and design process for a Schedule C project, as outlined in the Municipal Class EA (October 2000, as amended in 2007, 2011 and 2015).

The preferred intersection design includes the following key recommendations:

- Additional northbound and southbound through lanes along Highbury Avenue North;
- Eastbound channelized right turn lane;
- Westbound dual left turn lanes;
- Northbound channelized right turn lane;
- Eastbound and westbound bike lanes on Hamilton Road;
- Access management; and,
- Landscaping and urban design elements.

The Class EA process included public and agency consultation, a comparative evaluation of design options, assessment of potential impacts, and identification of mitigation measures. As part of the consultation program, two Public Information Centers were held (May 14, 2015 & March 9, 2016) to provide information on the project and to receive comments. Major businesses affected by the access management changes and property owners potentially affected by the full acquisition of their properties were also contacted to discuss the recommended plan.

An Environmental Study Report (ESR) has been prepared to document the decision-making process leading to the selection of the preferred design. This notice places the ESR on the public record for a **thirty (30) calendar day** public review period starting on **July 13, 2018** to be reviewed by members of the public and/or any other interested party at the following locations until **August 12, 2018**:

City Hall	London Public Library	Project Website
Clerk's Office, 3rd Floor or Transportation Div., 8th Floor 300 Dufferin Avenue, London Mon – Fri 8:30 a.m. to 4:30 p.m. Sat/Sun: Closed	Crouch Branch Library 550 Hamilton Road, London Tues – Thurs 9 a.m. to 9 p.m. Fri – 9a.m. to 6 p.m. Sat – 9 a.m. to 5 p.m. Sun/Mon: Closed	<a href="http://www.london.ca/residents/Environment/EAs/Pages/Highbury-Avenue-and-Hamilton-Road-Intersection.aspx">http://www.london.ca/residents/Environment/EAs/Pages/Highbury-Avenue-and-Hamilton-Road-Intersection.aspx</a>

If you have any comments, questions or concerns regarding the information provided in the ESR, please contact one of the following team members no later than **August 12, 2018**:

**Brian Huston, P.Eng.**  
**Project Manager**  
**Dillon Consulting Limited**  
 Tel: 519-438-1288 ext. 1227  
 Fax: 519-672-8209  
 E-mail: hamiltonhighbury@dillon.ca

**Maged Elmadhoon, M.Eng., P.Eng.**  
**Project Manager**  
**City of London**  
 Tel : 519-661-2489 ext. 4934  
 Fax : 519-661-4734  
 E-mail: melmadho@london.ca

If concerns regarding this project cannot be resolved through discussions with the City of London and/or Dillon Consulting Limited, a person/party may request the Minister of the Environment & Climate Change to issue an order for the project to comply with Part II of the *Environmental Assessment Act* (known as a “Part II Order”), changing the status of the project to a full Individual Environmental Assessment. Requests must be received by the Minister at the address below by **August 12, 2018**. A copy of the request must also be sent to the Director of the Environmental Approvals Branch and City Clerk.

**Minister  
Ministry of the Environment  
and Climate Change  
77 Wellesley Street West  
11th Floor  
Toronto, ON M7A 2T5**

**Director, Environmental  
Approvals Branch  
Ministry of the Environment  
and Climate Change  
135 St. Clair Avenue West  
12th Floor  
Toronto, ON M4V 1P5**

**City of London  
Office of the City Clerk  
3rd Floor  
300 Dufferin Avenue  
London, ON N6A 4L9**

If no request for a Part II Order is received, the project will proceed to design and construction as outlined in the planning documentation.

This notice issued on July 13, 2018.

