

Agenda Including Addeds

London Advisory Committee on Heritage

The 9th Meeting of the London Advisory Committee on Heritage

September 12, 2018, 5:30 PM

Committee Rooms #1 and #2

1. Call to Order

- 1.1 Disclosures of Pecuniary Interest

2. Scheduled Items

- 2.1 5:30 PM Justine Turner – 6th Annual Emancipation Day Celebration 3
- 2.2 5:45 PM Caroline and Rory Leishman - Heritage Alteration Permit Application - 836 Wellington Street By-law No. LS.P. - 3104-15 6
- 2.3 6:00 PM Michelle Knieriem, Planner II - Notice of Planning Application and Heritage Impact Assessment - Zoning By-law Amendment – 723 Lorne Avenue 17
 - a. *(ADDED) ASI Archaeological and Cultural Heritage Services – Heritage Impact Assessment Addendum – 723 Lorne Avenue* 47
- 2.4 6:15 PM Michelle Knieriem, Planner II – Victoria Park Precinct Study
- 2.5 6:30 PM - Jennie Ramsay, Project Director, Rapid Transit – Rapid Transit – Cultural Heritage Screening Report – Update

3. Consent

- 3.1 8th Report of the London Advisory Committee on Heritage 49
- 3.2 Public Meeting Notice - Zoning By-law Amendment - 391 South Street 53
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- 3.6 Public Meeting Notice - Draft Plan of Vacant Land Condominium and Zoning By-law Amendment - 459 Hale Street 75
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- 3.8 Notice of Public Information Centre - Riverview Evergreen Dyke - Municipal Class Environmental Assessment 82
- 3.9 Notice of Planning Application - Official Plan and Zoning By-law Amendments - 900 King Street and 925 Dundas Street 83
- 3.10 Notice of Planning Application - Official Plan and Zoning By-law Amendments - 470 Colborne Street 158

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5.7	Heritage Planners' Report (Note: A copy of the Heritage Planners' Report will be available at the Meeting)	
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5.10	Vacant Heritage Buildings - Discussion	
5.11	Community Heritage Ontario Newsletter - Summer 2018 (Note: Copies of the Community Heritage Ontario Newsletter will be available at the meeting)	
6.	Deferred Matters/Additional Business	
7.	Adjournment	

Next Meeting Date: October 10, 2018



The Meeting Tree

Spear headed by Justine Turner in creating the oak tree a heritage tree in Westminster Ponds -2012

This tree is over 650 years old.

The Meeting place for black slaves on their travels to safety via Underground Railroad



**INFORMATION PACKAGE FOR THE 6TH
ANNUAL EMANCIPATION DAY
CELEBRATION!**

**A DAY TO CELEBRATE THE FREEDOM OF
SLAVERY.**

**Held at Westminster Ponds behind Parkwood
Institute (550 Wellington Road, South). Best
entrance is off of Commissioners Road. Please look
for the signs.**

Held on Sunday, September 23, 2018.

Launch of National Forest Week.

1:30 p.m. to 3:30 p.m



● **Special performance from Crystal Kirk accompanied by guitarist Mike Trudgen singing sweet gospel music.**

● **Special presentation to the City of London, an original painting of the Meeting Tree done by local contemporary fine artist Tracy Root.**



Free tree give-away's by



Photo taken from the 5th Annual Emancipation Day Celebration. This is the ceremony around the Meeting Tree.

● **Organized by Justine Turner. If you have any questions you can email: Justine@emancipationdaycelebration.com. Or you can call 519-697-3430.**

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: Heritage Alteration Permit Application
By: Carolina Leishman
836 Wellington Street – By-law No. L.S.P. -3104-15
Meeting on: Wednesday September 12, 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 33 of the *Ontario Heritage Act* to remove and replace the existing slate roof on the building located at 836 Wellington Street, consent **BE GIVEN** with the following terms and conditions:

- (a) The proposed asphalt shingle replacement be in the style of conventional asphalt shingles;
- (b) The final material and style of the shingle replacement shall be to the satisfaction of the Heritage Planner; and
- (c) 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 836 Wellington Street was altered without obtaining Heritage Alteration Permit approval. This property is designated under Part IV of the *Ontario Heritage Act* by By-law No. L.S.P.-3250-29. The Heritage Alteration Permit application purposes the replacement of the existing slate roof with an asphalt shingle that attempts to mimic the characteristics of slate tiles. The proposed replacement combines an inauthentic material with inauthentic style, details and proportions, which affects the legibility and integrity of the existing heritage fabric. Staff recommends that the proposed replacement material be in style of conventional asphalt shingles in order for the new material to be clearly distinguishable from the existing slate roof

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 for the removal of the existing slate roof and for the replacement material to be distinguishable and compatible to the property.

In accordance with Section 33 of the *Ontario Heritage Act* – a Heritage Alteration Permit is required if the alteration is likely to affect the property's heritage attributes; attributes set out in the by-law designating the property. As 836 Wellington Street was designated prior to the 2005 amendments to the *Ontario Heritage Act*, the existing slate roof is understood to be a heritage attribute of the heritage designated property because the slate roof is specifically noted in the designating by-law.

Analysis

1.0 Background

1.1 Property Location

The property at 836 Wellington Street is located on the east side of Wellington Street between Grosvenor Street and St. James Street (Appendix A).

1.2 Description

The property is a two-and-1/2- storey painted brick dwelling with original slate roof, constructed circa 1907, has an L shaped porch and exhibits Queen Anne and Edwardian styling (Appendix B).

1.3 Cultural Heritage Status

The property at 836 Wellington Street was designated on March 6, 1995, under Part IV *the Ontario Heritage Act* by By-law No. L.S.P.3250-29 for its historical or architectural value, consistent with the *Ontario Heritage Act* at the time of designation (Appendix C). The by-law describes both exterior and interior architectural reasons for the property's designation. The original slate roof at 836 Wellington Street is specifically noted in the description and is understood to be a heritage attribute of this heritage designated property.

The property is located within the Bishop Hellmuth Heritage Conservation District (designated 2001), however, the property is precluded from Heritage Conservation District (HCD) plan and guidelines. According to the Ontario Heritage Toolkit for HCDs "Properties in a HCD designated individually under section 29, will continue to be governed by the Part IV provisions respecting alterations, demolition or removal of structures, if the HCD was designated before the 2005 amendments to the act and if the municipality has not adopted a HCD plan in accordance with the requirements of section 41.1 of the act" (p33).

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

Heritage Alteration Permit approval is required to make alterations to a property designated under Part IV of the *Ontario Heritage Act* that is likely to affect the property's heritage attributes. Per Section 33 of the *Ontario Heritage Act*, "No owner of property designated under section 29 shall alter the property or permit the alteration of the property if the alteration is likely to affect the property's heritage attributes, as set out in the description of the property's heritage attributes that was required to be served and registered under subsection 29 (6)".

As the alteration of removing the original slate roof is likely to affect the property's heritage attributes and was 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:

- (i) consent to the application,
- (ii) consent to the application on terms and conditions, or
- (iii) refuse the application; and

Municipal Council must respond within 90 days after receipt of a Heritage Alteration Permit application (Section 33, *Ontario Heritage Act*).

3.0 Heritage Alteration Permit Application

A complaint from the community brought this unapproved alteration to the attention of the Heritage Planners. A Heritage Planner investigated and noted during a site visit on July 10, 2018 that removal of the slate and application of “GAF Slateline” asphalt shingle had begun; work on the roof was immediately halted.

A Heritage Alteration Permit application was received on August 20, 2018 by the property owner. The property owner has applied for a Heritage Alteration Permit to:

- Remove all slate from the existing slate roof; and
- Replace slate with “GAF Slateline” asphalt shingles.

Per Section 33 of the *Ontario Heritage Act*, the 90-day timeline for the Heritage Alteration Permit application will expire on November 17, 2018.

4.0 Analysis

The property owner, in consultation with their contractor, has demonstrated that the current slate roof has deteriorated and is in need of replacement. The slate tiles and existing fasteners have worn to the point that slate tiles fall from the roof. The falling of slate tiles is a safety risk for the property owner, the public and for both the interior and exterior heritage attributes (i.e. water damage).

Slate would be the most appropriate replacement, however, the estimated replacement cost of \$80,000 is understood to be prohibitive. Therefore, alternative replacement materials may be considered.

When considering an alternative material, the new material should be clearly distinguishable and compatible to the existing property. The Eight Guiding Principles in the Conservation of Built Heritage Properties are the Ontario Ministry of Culture’s statement on good cultural heritage conservation practice. Principle 7 addresses legibility of new work:

7. LEGIBILITY:

-New work should be distinguishable from old. Buildings or structures should be recognized as products of their own time, and new additions should not blur the distinction between old and new.

The proposed use of asphalt shingles is a suitable material and has been supported by staff and the LACH in the past. However, the attempt to mimic the characteristics of slate tiles with an asphalt shingle is not always appropriate. In this case, the proposed material is also inauthentic in style, detail and proportions, which affects the legibility and integrity of the existing heritage fabric. Therefore, staff recommends that the proposed replacement material be in style of conventional asphalt shingles in order for the new material to be clearly distinguishable. To ensure distinguishability and compatibility, the final chosen replacement must be to the satisfaction of the Heritage Planner.

5.0 Conclusion

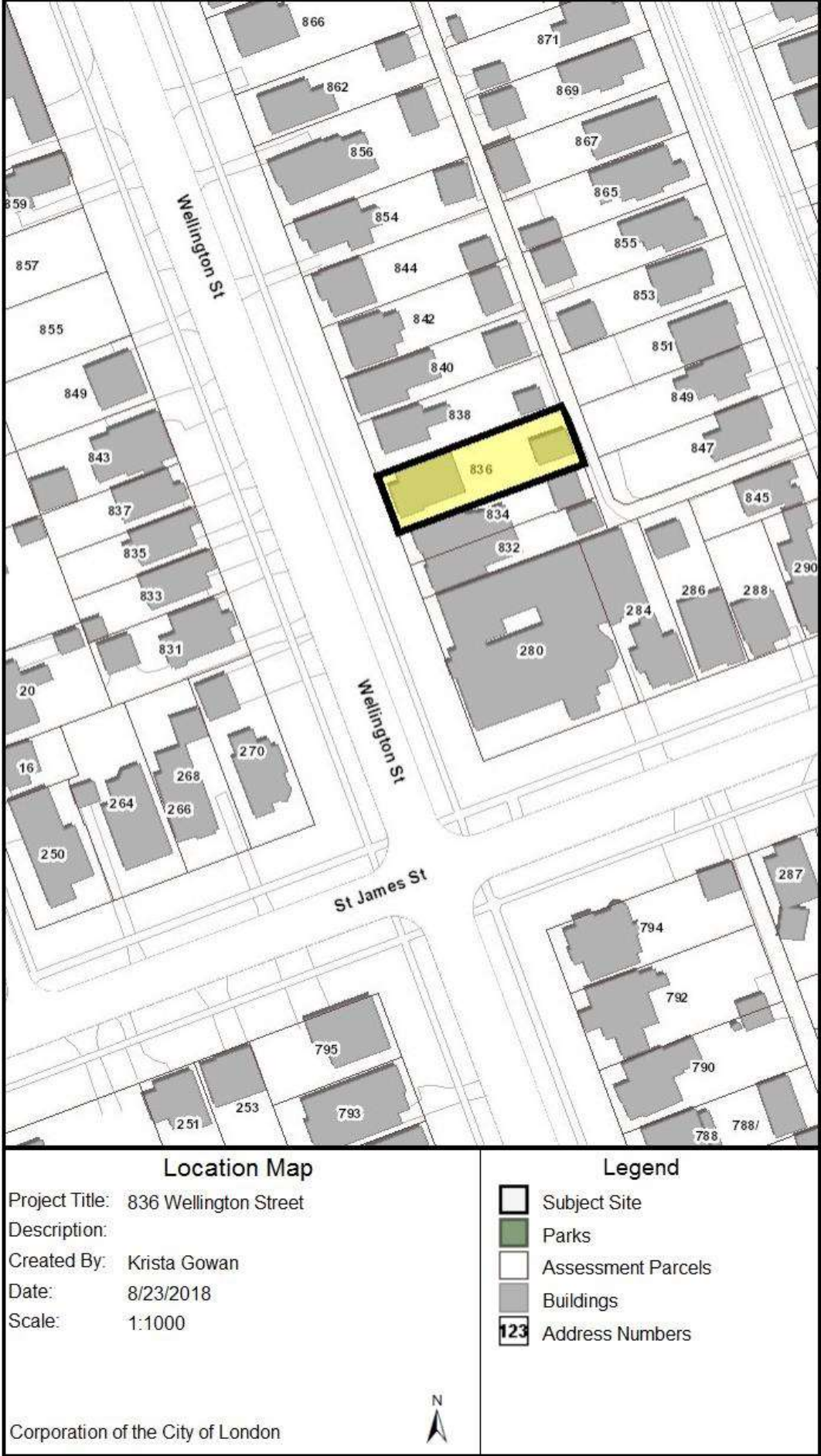
The removal of the existing slate roof, a heritage attribute, was removed and partially replaced by an asphalt shingle without Heritage Alteration Permit approval. The existing slate roof is in need of replacement and the proposed use of asphalt shingles is a suitable replacement material. The style of the asphalt shingle replacement should be in style of conventional asphalt shingles and the final chosen replacement must be to the satisfaction of the Heritage Planner.

Prepared by:	Krista Gowan Heritage Planner
Submitted by:	Gregg Barrett, AICP Manager, Long Range Planning and Research
Recommended by:	John M. Fleming, MCIP, RPP Managing Director, Planning and City Planner
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	

September 4, 2018

Y:\Shared\policy\HERITAGE\Heritage Alteration Permit Reports\Wellington Street, 836\HAP18-042-L\HAP18-042-L report LACH.docx

Appendix A - Map



Appendix B – Images



Image 1: View of the property located at 836 Wellington Street (c.1995) – note the slate roof



Image 2: View of the property located at 836 Wellington Street (date unknown)



Image 3: View of the property located at 836 Wellington Street – during site visit on July 10, 2018



Image 4: View of the property located at 836 Wellington Street – during site visit on July 10, 2018

Appendix C – By-law No. L.S.P.-3250-29

THE CORPORATION OF THE CITY OF LONDON



DEPARTMENT OF THE CITY CLERK
K.W. SADLER, CITY CLERK

CITY OF LONDON
PLANNING DIVISION

RECORDED MAR 06 1995

REFERRED TO
SUBSEQUENT REFERRALS

- FOR ACTION
- FOR INFORMATION
- FOR REPORT
- FOR FILE
- E.F. *MGI*
- OTHER

REGISTERED

March 6, 1995

Roderick James Leishman
Carolina Antonia Leishman
836 Wellington Street
London ON N6A 3S7

Re: Designation of 836 Wellington Street
The Ontario Heritage Act, R.S.O. 1990, c. 0.18

Please find enclosed, for your information, a certified copy of By-law No. L.S.P.-3250-29, entitled "A by-law to designate 836 Wellington Street to be of architectural value.", passed by the Municipal Council of the Corporation of the City of London on February 6, 1995 and registered as Instrument No. 375357 on February 9, 1995.

The Local Architectural Conservation Advisory Committee will be contacting you at a later date to determine whether or not you wish to have a plaque mounted on this building to designate it as a site of architectural value.


for C. Geraghty
J. A. Malpass
Assistant City Clerk
/crg

PLANNING DIVISION
SCANNED

Encl.

cc: ~~H. A. Pulver~~ *M. Gladysz*
R. Cerminara
M. Huard
M. Stephens, 763 Leroy Avenue, London, ON N5Y 4G8

300 DUFFERIN AVENUE, P.O. BOX 5035, LONDON, ONTARIO N6A 4L9
TELEPHONE: (519) 661-4530 FAX: (519) 661-4892



Province of Ontario

Document General

Form 4 - Land Registration Reform Act, 1984

OFF & BUSINESS C/O LIMITED
Form No. 589

D

375357

CERTIFICATE OF RECEIPT
MIDDLESEX NO. 33 (LONDON)

'95 FEB 9 12 07

McSmith
LAND REGISTRAR

(1) Registry Land Titles (2) Page 1 of 3 pages

(3) Property Identifier(s) Block Property
08241 0011 Additional See Schedule

(4) Nature of Document
By-law No. L.S.P.- 3250-29

(5) Consideration
Dollars \$

(6) Description
Lot 2 and Part Lot 3 on the east side of Wellington Street, according to Registered Plan 242, being all of PIN 08241-0011

New Property Identifiers Additional See Schedule

Executions Additional See Schedule

(7) This Document Contains: (a) Redescription New Easement Plan/Sketch (b) Schedule for: Description Additional Parties Other

(8) This Document provides as follows:

TO: THE LAND REGISTRAR FOR THE LAND TITLES DIVISION OF MIDDLESEX EAST (No. 33)
The Corporation of the City of London has an unregistered estate, right, interest or equity in the lands described herein and registered in the name of Roderick James Wallace Leishman and Carolina Antonia Wilhelmina Leishman and hereby applies under Section 71 of the Land Titles Act, R.S.O. 1990, for the entry of a Notice of By-law in the register for the said parcel.

Continued on Schedule

(9) This Document relates to Instrument number(s)
795953

(10) Party(ies) (Set out Status or Interest)
Name(s) Signature(s) Date of Signature
THE CORPORATION OF THE CITY OF LONDON *K. W. Sadler* 95 02 08
Applicant K. W. Sadler
City Clerk

(11) Address for Service P.O. Box 5035, London, Ontario N6A 4L9

(12) Party(ies) (Set out Status or Interest)
Name(s) Signature(s) Date of Signature
PLANNING DIVISION
SCANNED

(13) Address for Service

(14) Municipal Address of Property 836 Wellington Street

(15) Document Prepared by:
CITY CLERK'S OFFICE
CITY OF LONDON

Fees and Tax

Registration Fee	

Bill No. 44
1995

By-law No. L.S.P.-3250-29

A by-law to designate 836 Wellington Street to be of architectural value.

WHEREAS pursuant to the *Ontario Heritage Act*, R.S.O. 1990, c. 0.18, the Council of a municipality may by by-law designate a property including buildings and structures thereon to be of historic or architectural value or interest;

AND WHEREAS notice of intention to so designate the property known as 836 Wellington Street has been duly published and served and no notice of objection to such designation has been received;

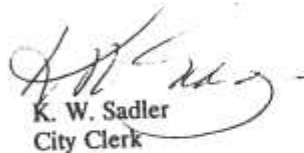
The Municipal Council of The Corporation of the City of London enacts as follows:

1. There is designated as being of architectural value or interest, the real property at 836 Wellington Street, more particularly described in Schedule "A" hereto, for the reasons set out in Schedule "B" hereto.
2. The City Clerk is authorized to cause a copy of this by-law to be registered upon the title to the property described in Schedule "A" hereto in the proper Land Registry Office.
3. The City Clerk is authorized to cause a copy of this by-law to be served upon the owner of the aforesaid property and upon the Ontario Heritage Foundation and to cause notice of this by-law to be published in the London Free Press, and to enter the description of the aforesaid property, the name and address of its registered owner, and short reasons for its designation in the Register of all properties designated under the *Ontario Heritage Act*, R.S.O. 1990.
4. This by-law comes into force on the day it is passed.

PASSED in Open Council on February 6, 1995.



Dianne Haskett
Mayor



K. W. Sadler
City Clerk

First reading - February 6, 1995
Second reading - February 6, 1995
Third reading - February 6, 1995

SCHEDULE "A"

To By-law No. L.S.P.-3250-29

Lot 2 and Part Lot 3 on the east side of Wellington Street, according to Registered Plan 242, being all of PIN 08241-0011.

As in Instrument Number 795953.

SCHEDULE "B"

To By-law No. L.S.P.-3250-29

Architectural Reasons

This two-and-1/2-storey, painted brick house with an original slate roof and a rusticated stone foundation was built in 1907. The house possesses characteristics associated with Queen Anne and Edwardian influences, and is balanced and well-proportioned in its form. The Queen Anne attributes can be seen in the complicated massing and shingled gables. The Edwardian influence can be seen in the classic inspiration of the decorative treatments. This is particularly notable in the dramatic L-shaped porch, with its simple balusters and its modified columns with multiple columns at the corners. The house has several window types with interesting decorative treatments. The frame of the round window on the south side features decorative wooden keystones; the wooden spandrels of the round-headed windows on the north and west are adorned with a sunburst pattern outside and inside. Except for the round window, a bay window on the south side of the house, and windows in the south and east gables, all original windows are built into wooden frames that protrude a few inches from the house to form shallow oriel windows, supported by wooden brackets. The round and round-headed windows on the south and west contain stained glass; those on the north a sunburst pattern cut into the glass. Wooden brackets of various sizes adorn the eaves.

Inside, oak panelling lines the vestibule, the hall, the den, and the dining room. The living room and den contain fireplaces with oak mantelpieces in which the upper members are supported by Ionic columns. The main door and window surrounds in the rooms listed above, the newel post, and the stair balusters are also of oak; the lintels of doors and windows feature classical mouldings and dentils. The hall, living room, den, and dining room all feature beamed ceilings.



CITY OF LONDON BY-LAW CERTIFICATION RECORD

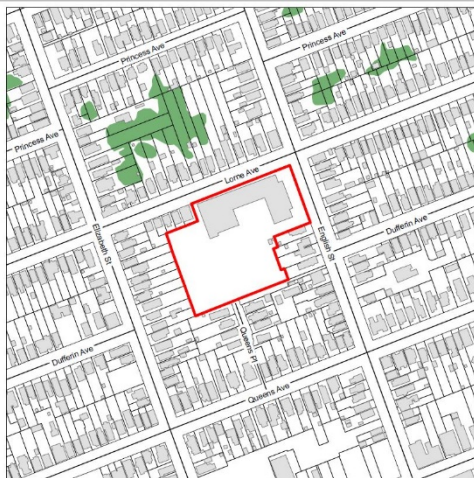
I, K. W. Sadler, City Clerk
of the Corporation of the City of London, hereby certify that the By-law hereunder is a true
copy of By-law No. L.S.P.-3250-29
of the City of London, passed on February 6 19 95.
DATED at London, Ontario this 6th day of March 19 95.
[Signature]
Signature

FORM NO. 0920

NOTICE OF PLANNING APPLICATION

Zoning By-Law Amendment

723 Lorne Avenue



File: Z-8454

Applicant: The Corporation of the City of London

What is Proposed?

Zoning amendment to allow:

- Park, conservation or recreation uses, single detached dwellings, and cluster single detached dwellings
- Special provisions to regulate front yard setback, lot frontage, height, garages, driveway width, and the configuration of dwellings adjacent to parks

LEARN MORE & PROVIDE INPUT

Please provide any comments by **September 13, 2018**

Michelle Knieriem

mknieriem@london.ca

519-661-CITY (2489) ext. 4549

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

File: Z-8454

london.ca/planapps

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

Councillor Jesse Helmer

jhelmer@london.ca

519-661-CITY (2489) ext. 4004

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

Application Details

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

Requested Zoning By-law Amendment

To change the zoning from a Neighbourhood Facility Zone to a Residential R1 Special Provision Zone, a Residential R6 Special Provision Zone and an Open Space Zone. Changes to the currently permitted land uses and development regulations are summarized below. The complete Zoning By-law is available at london.ca/planapps.

Current Zoning

Zone: Neighbourhood Facility (NF) Zone

Permitted Uses: places of worship, elementary schools, day care centres

Special Provision(s): None

Height: 12 metres

Requested Zoning

Zone: Residential R1 Special Provision (R1-2(_)) Zone, Residential R6 Special Provision (R6-2(_)) Zone and Open Space (OS1) Zone

Permitted Uses: single detached dwellings for the Residential R1 Special Provision (R1-2(_)) Zone portion of the site; cluster single detached dwellings for the Residential R6 Special Provision (R6-2(_)) Zone portion of the site; and conservation lands, conservation works, cultivation of land for agricultural or horticultural purposes, golf courses, private parks, public parks, recreational golf courses, recreational buildings associated with conservation lands and public parks, campground, and managed forest for the Open Space (OS1) Zone portion of the site

Special Provision(s): minimum front yard setback of 1 metre, maximum front yard setback of 4 metres, maximum lot frontage of 14 metres, prohibiting attached garages, maximum driveway width of 3 metres, and requiring dwellings abutting an Open Space (OS1) Zone to be oriented towards the Open Space (OS1) Zone for the Residential R1 Special Provision (R1-2(_)) Zone portion of the site; maximum height of 9 metres, to recognize the lot line abutting an Open Space (OS1) Zone as the front lot line, minimum front yard setback of 1 metre, maximum front yard setback of 4 metres, and requiring any dwelling abutting an Open Space (OS1) Zone to be oriented towards the Open Space (OS1) Zone for the Residential R6 (R6-2) Zone portion of the site; no special provisions are proposed for the Open Space (OS1) Zone portion of the site

Height: 9 metres for the Residential R1 Special Provision (R1-2(_)) Zone portion of the site; 9 meters for the Residential R6 Special Provision (R6-2(_)) Zone portion of the site, and 12 metres for the Open Space (OS1) Zone portion of the site

The City may also consider additional special provisions.

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. These lands are currently designated as Low Density Residential in the Official Plan, which permits low-rise, low density housing forms as the main uses.

The subject lands are in the Neighbourhoods Place Type in *The London Plan*, permitting a range of 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.

See More Information

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

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

Reply to this Notice of Application

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

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

Attend a Future Public Participation Meeting

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

What Are Your Legal Rights?

Notification of Council Decision

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

Right to Appeal to the Local Planning Appeal Tribunal

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of London to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the by-law is passed, the person or public body is not entitled to appeal the decision.

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

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

Notice of Collection of Personal Information

Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the *Municipal Act*, 2001, as amended, and the *Planning Act*, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-CITY(2489) ext. 4937.

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

Site Concept

Development Concept 1



Development Concept 2



The requested Zoning By-law Amendment could allow either of the above development concepts.

HERITAGE IMPACT ASSESSMENT

**723 LORNE AVENUE
FORMER LORNE AVENUE PUBLIC SCHOOL
CITY OF LONDON ONTARIO**

Prepared for:

City of London
206 Dundas Street
London, ON N6A 1G7

ASI File: 18CH-104

August 2018



HERITAGE IMPACT ASSESSMENT

723 LORNE AVENUE
FORMER LORNE AVENUE PUBLIC SCHOOL
CITY OF LONDON, ONTARIO

EXECUTIVE SUMMARY

ASI was contracted by the City of London to prepare a Heritage Impact Assessment (HIA) for the former Lorne Avenue Public School property at 723 Lorne Avenue in the City of London Ontario. The proposal involves the rezoning of the property to permit two areas of residential development and an area of open space. The rezoning will allow for the construction of 12-13 units of detached residences and a park on the site of the former Lorne Avenue Public School property. The property is situated within the Old East Heritage Conservation District (OEHCD) and as such the Zoning By-law Amendment for the property will be assessed using the policies and guidelines outlined in the OEHCD Plan (2006).

This HIA has evaluated the proposed rezoning application on the property of the former Lorne Avenue Public School and determined that the proposal will not have a significant impact on the cultural heritage value of the OEHCD. The policies incorporated within the proposed zoning are consistent with the policies and guidelines outlined in the OEHCD Conservation and Design Guidelines report. Furthermore, the proposed public space will provide an opportunity to enhance the area's cultural heritage value through the introduction of an interpretation strategy that reflects the history of the property and area.

The following recommendations have been made based on the proposed rezoning application and in consideration of overall impacts to the OEHCD:

1. The architectural elements, materials, and palettes of new buildings should be consistent with the policies and guidelines described in Section 4.5 of the OEHCD Conservation and Design Guidelines (2006). Plans and drawings demonstrating how the building is consistent with the policies and guidelines should be submitted to the heritage planning staff at the City of London and approved as a condition of site plan approval.
2. A landscaping plan should be established for properties within the new development, incorporating the Streetscape Design Guidelines described in Section 5 of the OEHCD Conservation and Design Guidelines report. The landscaping plan should be submitted to heritage planning staff at the City of London and approved as a condition of site plan approval.
3. As per the Request for Demolition report produced by the City of London (dated 28 August, 2017) the following salvaged elements from the Lorne Avenue Public School should be incorporated into an interpretation strategy for the proposed open space:
 - i. The school bell; and,
 - ii. Aluminum lettering that had been affixed to the north façade of the building.

PROJECT PERSONNEL

Senior Project Manager:

Annie Veilleux, MA, CAHP
Senior Heritage Specialist
Manager, Cultural Heritage Division

Cultural Heritage Specialist:

James Neilson, MES
Cultural Heritage Specialist

Project Administrator

Carol Bella, Hon. BA
Research Archaeologist and Administrative Assistant

Historical Research:

Kirstyn Allam, BA (Hon), Advanced Diploma in
Applied Museum Studies
Cultural Heritage Assistant, Cultural Heritage Division

Field Review:

James Neilson

Report Preparation:

James Neilson

Graphics Preparation:

Adam Burwell, MSc
Archaeologist, Geomatics Specialist

Report Reviewers:

Joel Konrad, PhD
Cultural Heritage Specialist
Assistant Manager, Cultural Heritage Division

Katherine L. Hull, PhD
Partner and Director, Cultural Heritage Division

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1.0 INTRODUCTION

ASI was contracted by the City of London to prepare a Heritage Impact Assessment (HIA) for the former Lorne Avenue Public School property at 723 Lorne Avenue in the City of London Ontario. The demolition of the former Lorne Avenue Public School was approved in 2017 and the building is no longer present on the property. The proposal involves the rezoning of the property to permit for two areas of residential development and an area of open space. The rezoning will allow for the construction of 12-13 units of detached residences and a park on the site of the former Lorne Avenue Public School property. The property is situated within the Old East Heritage Conservation District (OEHCD) and new development must be consistent with the policies and guidelines outlined in the OEHCD Plan.

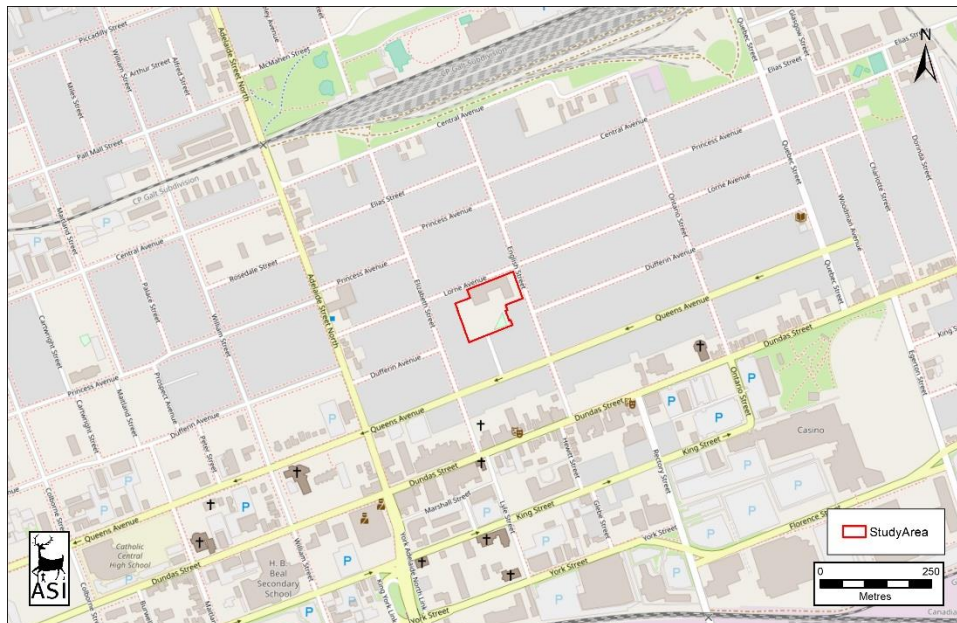


Figure 1: Location map (Base Map: Open Street Maps)

The research, analysis, and site visit were conducted by James Neilson under the project direction of Annie Veilleux, Manager of the Cultural Heritage Division, ASI. The present HIA follows the Ministry of Tourism, Culture and Sports' *Ontario Heritage Toolkit* (2006) and the *OEHCD Conservation Plan* (2006) and *Conservation and Design Guidelines* (2006). Research was completed to investigate, document and evaluate the property and measure the appropriateness of the proposed rezoning.

This document will provide:

- a historical overview and analysis of the property;
- a description of the proposed rezoning;
- assessment of potential positive and negative impacts of the proposed rezoning using the policies and guidelines of the OEHCD; and
- a list of mitigation measures to ensure that any negative impacts on adjacent heritage resources are minimized.

1.1 Location and Study Area Description

The proposed rezoning is for the property at 723 Lorne Avenue, formerly known as the Lorne Avenue Public School, in the City of London Ontario. The 1.36 hectare property is located on the southwest corner of Lorne Avenue and English Street (Figure 2). At the time of field review, the Lorne Avenue Public School was demolished. The surrounding area forms part of the Old East Heritage Conservation District (OEHCD) and consists of a low-rise residential neighbourhood.

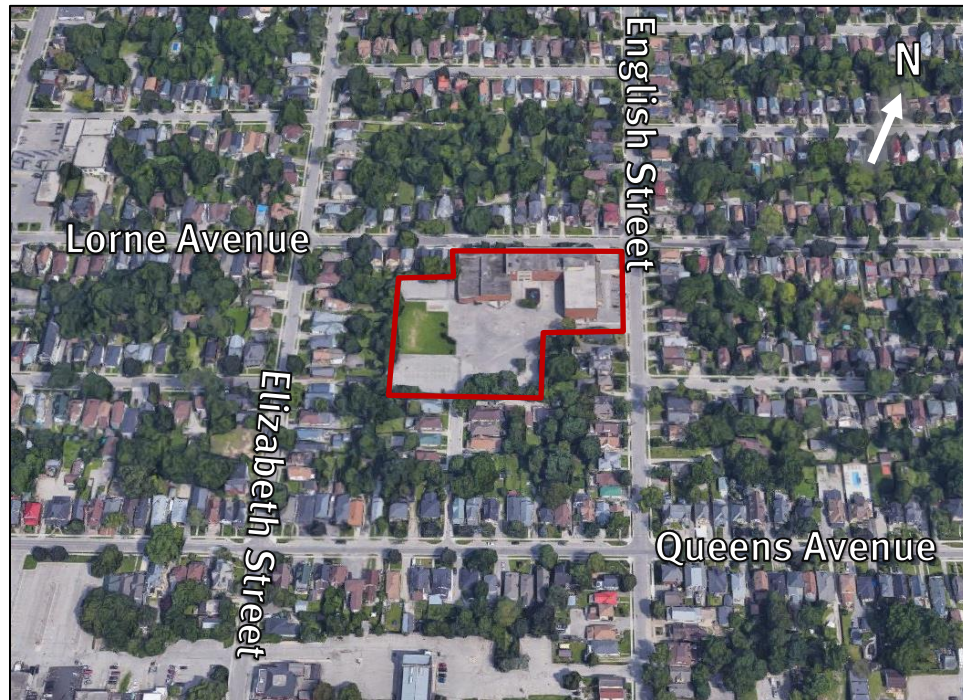


Figure 2: Aerial photo of the subject property

1.2 Policy Framework

The authority to request this Heritage Impact Assessment arises from the *Ontario Heritage Act*, Section 2(d) of the *Planning Act*, the *Provincial Policy Statement* (2014), and the City of London's Official Plan: *The London Plan* (23 June 2016).

The *Ontario Heritage Act* (OHA) enables designation of properties and districts under Part IV and Part V, Sections 26 through 46 and provides the legislative bases for applying heritage easements to real property.

The *Planning Act* (1990) and related *Provincial Policy Statement* (PPS 2014) make several provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. To inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

- 2 (i) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest.

The *PPS* indicates in Section 4 - Implementation/Interpretation, that:

- 4.7 The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.

Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

Official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.

Those policies of relevance for the conservation of heritage features are contained in Section 2, *Wise Use and Management of Resources*, in which the preamble states that “Ontario's long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits.”

Accordingly, in subsection 2.6, *Cultural Heritage and Archaeology* makes the following relative provisions:

- 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.

This provides the context not only for discrete planning activities detailed in the *Planning Act* but also for the foundation of policy statements issued under Section 3 of the *Planning Act*.

The City of London's Official Plan, *The London Plan* (23 June 2016), provides policy direction for cultural heritage resources within the city. Policies relevant to this proposal include:

Cultural Heritage

DESIGN

- 565 New development, redevelopment, and all civic works and projects on and adjacent to heritage designated properties and properties listed on the Register will be designed to protect the heritage attributes and character of those resources, to minimize visual and physical impact on these resources. A heritage impact assessment will be required for new development on and adjacent to heritage designated properties and properties listed on the Register to assess potential impacts, and explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resource and its heritage attributes
- 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.
- 569 Where, through the process established in the Specific Policies for the Protection, Conservation and Stewardship of Cultural Heritage Resources section of this chapter and in accordance with the Ontario Heritage Act, it is determined that a building may be removed, the retention of architectural or landscape features and the use of other interpretive techniques will be encouraged where appropriate.

SPECIFIC POLICIES FOR THE PROTECTION, CONSERVATION AND STEWARDSHIP OF CULTURAL HERITAGE RESOURCES

HERITAGE CONSERVATION DISTRICTS

- 586 The City shall not permit development and site alteration on adjacent lands to heritage designated properties or properties listed on the Register except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the heritage designated properties or properties listed on the Register will be conserved.
- 598 City Council shall not permit development and site alteration on adjacent lands to a heritage conservation district 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.
- 600 Where a property within a heritage conservation district is to be demolished or removed, the City will ensure the owner undertakes mitigation measures including a detailed documentation of the cultural heritage features to be lost, and may require the salvage of materials exhibiting cultural heritage value for the purpose of re-use or incorporation into the proposed development.

1.3 Project Consultation

The following organizations, websites, online heritage documents, and online heritage mapping tools were consulted to confirm the level of significance of the subject property, the location of additional previously identified cultural heritage resources adjacent to the study area, and to request additional information generally:

- Old East Heritage Conservation District Conservation and Design Guidelines and Conservation Plan [Accessed 9 August 2018]
- Correspondence by email with Heritage Planner Kyle Gonyou [13 August 2018]
- Canadian Register of Historic Places [Accessed 9 August 2018] at <http://www.historicplaces.ca/en/pages/about-apropos.aspx>;
- Parks Canada website (national historic sites) [Accessed 9 August 2018] at <http://www.pc.gc.ca/eng/progs/lhn-nhs/index.aspx>;

1.4 Cultural Heritage Value

The property at 723 Lorne Avenue, formerly known as the Lorne Avenue Public School, is designated under Part V of the *Ontario Heritage Act* and situated within the Old East Heritage Conservation District (OEHCD) (Figure 3). 723 Lorne Avenue was assigned a Group D ranking within the OEHCD Study which signifies that the property contains no heritage significance for the following reasons:

- Original heritage qualities had been irreversibly lost or covered
- The original design, new or old, was lacking architectural character to contribute to the area.



Figure 3: Old East Heritage Conservation District Map (City of London)

2.0 HISTORICAL RESEARCH

The following land use history is a synopsis of the land use histories contained within the Stage 1 Archaeological Assessment by Amec Foster Wheeler (2015) and the Stage 2 Archaeological Assessment conducted by Timmins Martelle Heritage Consultants (2017). Both reports provide extensive information on the history of the property and, in conversation with City of London Heritage Planner Kyle Gonyou, it was determined that no additional historical research was required.

The subject property is located within Lot 12, Concession 1 of London Township in Middlesex County, which would come to form part of the City of London.

2.1 Township and Settlement History

2.1.1 London Township

London Township is one of the first in Middlesex County to be extensively settled. Working alongside Colonel Thomas Talbot to create opportunities for settlement, Colonel Mahlon Burwell initiated the first formal survey of London Township in 1810. This survey initially focused on the first six concessions north to today's Sunningdale Road but was suspended when war erupted in 1812. The northern section of the township was surveyed following the war, with the first settlers arriving between 1817 and 1818. The first land patent, however, dates to 1812 and relates to lands that formed part of Burwell's initial survey. Among those who received the earliest patents were Burwell himself and the honorable John Hale. These grants were given in lieu of payment for services and loyalty, as both gentlemen did not plan to homestead on these lots, but instead intended to sell them to arriving immigrants (LTHBC 2001:11-14; Page 1878:9).

In 1818, a group of Irish settlers arrived in London Township and established homesteads on lots in the 4th, 5th, and 6th concessions. Their emigration was organized by Richard Talbot of Tipperary, Ireland, who had spent a great deal of time working on behalf of the government to find families who were interested in relocating to Upper Canada. Richard Talbot took the advice of his kinsman Colonel Thomas Talbot and brought these families to London Township which was said to be one of the most productive agricultural areas in the Thames River Valley (LTHBC 2001:13-14). By 1851, much of London Township had been settled.

2.2 Land Use History

2.2.1 Lorne Avenue Public School

The Lorne Avenue School property is located within Lot 12, Concession 1 of London Township in Middlesex County, which would come to form part of the City of London. The subject property, containing the former Lorne Avenue School, encompasses part of Lots 1, 2, 3, 4, 5, 8, 9, 10, 11, A & B and all lots 6 & 7 Block I of Registered Plan 296 (3rd) in the City of London (Timmins Martelle 2017)

Nobel English obtained a land grant of 100-acres in 1819 from Colonel Thomas Talbot. In 1837, English purchased an additional 100-acres. His land was now defined by Dundas Street, Central Avenue, Adelaide Street, and Woodman Avenue. Thirty-five of those 200 acres were subdivided between Adelaide Street and Elizabeth Street. By 1862, the *Tremaine Map of Middlesex County* (Figure 4) shows the subject property within an additional area of subdivided land. After English's death in 1872 the remainder of his property was surveyed and subdivided by Samuel Peters under the direction of his heirs and appears on the 1875 *Tackabury's Atlas of the Dominion of Canada* (2017-08-28 PEC Report, Figure 5). Many of the streets were named for members of the English family (2017-08-28 PEC Report).

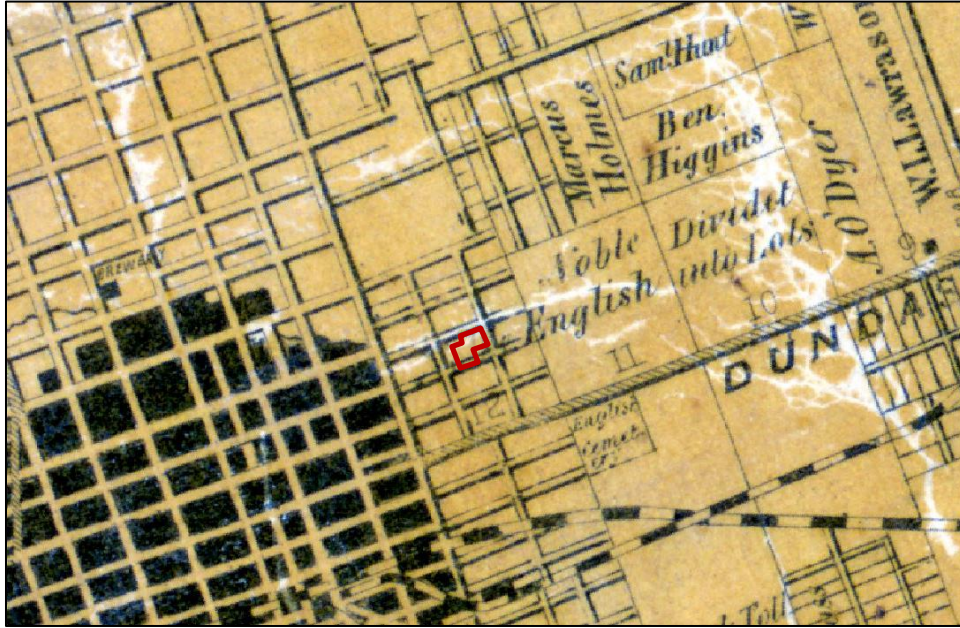


Figure 4: 1862 *Tremaine Map of Middlesex County* (Tremaine 1862)

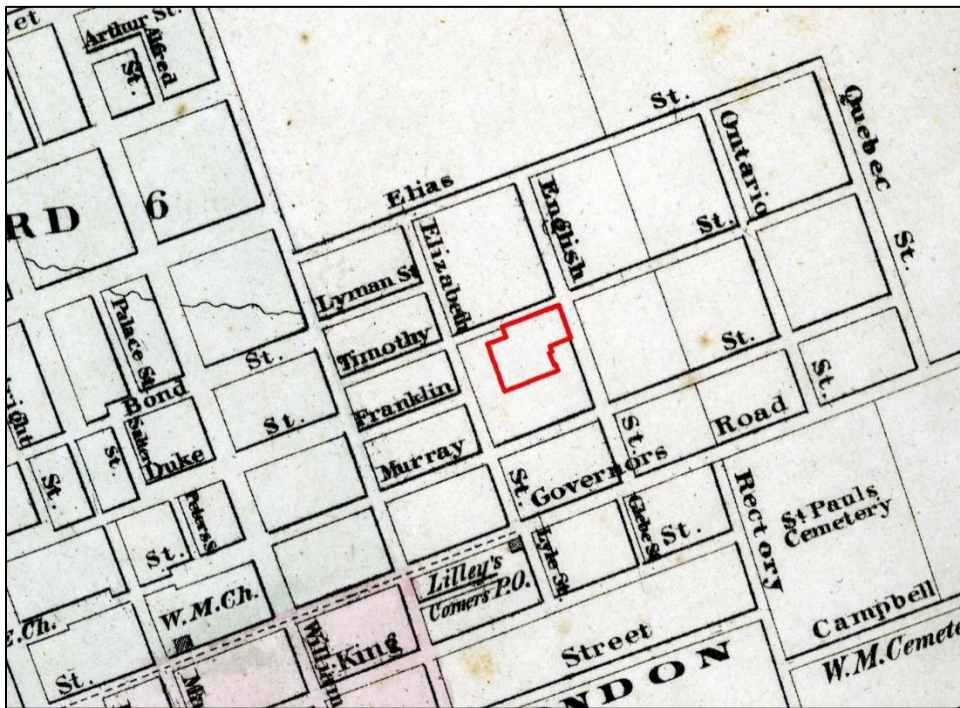


Figure 5: 1875 *Tackabury's Atlas of the Dominion of Canada* (University of Western Ontario)

The subject property within the English subdivision was purchased by the “School Board” to serve the growing needs of the newly incorporated Village of London East. The first school was erected in 1875 and consisted of a two-room brick school that faced onto Timothy Street. For a short time, this school was known as Timothy School and later became known as the Anderson School as a tribute to Murray Anderson, the first mayor of the incorporated City of London in 1855 and a prominent London East

resident (2017-08-28 PEC Report). The school encompassed at least two settlement lots (Lot 6 and 7, Block I Registered Plan 296) within a surveyed subdivision surrounded by English, Elizabeth, Timothy, and Murray Streets (Timmins Martelle 2017:10). The school was renamed Lorne Avenue Public School in the 1870s (2017-08-28 PEC Report).

Due to high enrolment, the school needed an additional two classrooms which were built in 1879 (AMEC Foster Wheeler 2015). By 1885, Inspector J. B. Boyle thought that the school had “not a single good classroom” (Matthews 1955). As a response, four classrooms were added in 1890 to deal with the increasing population of the area and a two-room addition designed by Herbert Edward Matthews was constructed in 1896 (2017-08-28 PEC Report). These classrooms were added to the south elevation of the building and brought the total number of classrooms to ten (Matthews 1955).

In 1906-08, an addition with four classrooms and extensive façade alterations designed by William G. Murray brought the front of the building almost up to Lorne Avenue (2017-08-28 PEC Report). This expansion included: large halls, up-to-date sanitary facilities, and a modern heating system (Matthews 1955). The expansion reduced the playground, a problem that was addressed by the purchase of 150 feet of property from the owners of each of the four lots facing Lorne Avenue on the west side of the school (Matthews 1955).

In 1952, the fifteenth classroom was added and in 1956, a three-floor wing to the west was added (2017-08-28 PEC Report). The 1954 aerial photo demonstrates how the property looked at this time (Figure 6). In 1961 another three-floor wing was added to the east and front of the school (Timmins Martelle 2017). To achieve this, the residential lot comprising 731 Lorne Avenue (Lot 8 of Block I) was purchased and its building demolished (Timmins Martelle 2017).



Figure 6: 1954 aerial photo (University of Toronto)

In 1969, a tender was put out for the demolition of the original school building and the construction of a new building. The first part of the construction occurred when six houses, along the west side of English Street and adjacent to the school (comprising parts of Lot 9 and 10, Block I), were purchased and demolished. Only the 1961 extension of the previous building was retained. By 1970, the new building

was complete (Timmins Martelle 2017). The grounds were also graded, infilled, or cut and levelled at this time and then paved over (Timmins Martelle 2017).

It was announced in 2013 that Lorne Avenue Public School was to be closed and declared surplus as of 2015. Efforts were made by the Thames Valley District School Board to sell the school (2017-08-28 PEC Report). The City of London entered into an agreement of purchase and sale with the Thames Valley District School Board to acquire the Lorne Avenue Public School in 2014. In 2015 and 2016, the City initiated a process to explore the future of the site, including potential adaptive reuse and park schemes (2017-08-28 PEC Report).

In October 2016, the City of London took possession of the Lorne Avenue Public School property. In June 2017, Municipal Council provided direction to Civic Administration to proceed with demolition (2017-08-28 PEC Report).

3.0 CULTURAL HERITAGE VALUE

3.1 723 Lorne Avenue

The property at 723 Lorne Avenue is located within the Old East Heritage Conservation District. The OEHCD was designated under Part V of the *Ontario Heritage Act* in 2006. 723 Lorne Avenue was assigned a Group D ranking within the OEHCD Study which signifies that the property contains no heritage significance for the following reasons:

- Original heritage qualities had been irreversibly lost or covered
- The original design, new or old, was lacking architectural character to contribute to the area.

Group D properties only require heritage permits for new buildings as per Section 7.2 of the *OEHCD Conservation Plan* (2006)

4.0 EXISTING CONDITIONS

4.1 723 Lorne Avenue and the Surrounding Area

A field review was conducted by James Neilson, Cultural Heritage Specialist, on 20 August 2018 to survey and document the property at 723 Lorne Avenue and the surrounding area.

At the time of review, 723 Lorne Avenue was the site of the former Lorne Avenue Public School. The school has been demolished and the property currently consists of an empty field surrounded by fencing (Figure 7).



Figure 7: Former Lorne Avenue Public School Property

The surrounding area consists of one and two-storey residences exhibiting different styles and deriving from different eras (Figure 8 to Figure 13). Residences have front lawns and driveways that extend to the side of each residence. The treelined streets also contain narrow boulevards and sidewalks.



Figure 8: Example of housing in the surrounding area.



Figure 9: Example of housing in the surrounding area.



Figure 10: Example of housing in the surrounding area.



Figure 11: Example of housing in the surrounding area.



Figure 12: Example of housing in the surrounding area.



Figure 13: Example of housing in the surrounding area.

Queens Place is an exception in the area, primarily consisting of one-storey residences on small lots and short setbacks from the street (Figure 14 to Figure 19). Queens Place consists of a narrow laneway from Queens Avenue which widens as it extends within the block towards the original parking lot for the school.



Figure 14: Signage for Queens Place and Queens Avenue streetscape



Figure 15: Entrance to Queens Place



Figure 16: Queens Place streetscape



Figure 17: example of residential building on Queens Place



Figure 18: West side of Queens Place



Figure 19: East side of Queens Place

5.0 PROPOSED REZONING

5.1 Proposed Zoning By-Law Amendment

ASI has evaluated the proposed zoning by-law amendment produced by the City of London for the property. The proposal involves the rezoning of the property to permit for two areas of residential development and an area of open space. The rezoning will allow for a redevelopment consisting of the construction of 12-13 units of detached residences and a park on the site of the former Lorne Avenue Public School property. The proposed zoning by-law amendment divides the existing Lorne Avenue Public School property into three areas: two zoned for low-rise residential buildings (Residential Area 1 and Residential Area 2) and one zoned for open space.



Figure 20: Proposed rezoning (Basemap by Google)

Table 1 outlines the contents of the zoning proposed for each area of the existing property. Residential Areas 1 and 2. Both areas permit single-detached dwellings with special exemptions for reduced front yard setbacks that are consistent with the existing character of Queens Place. However, Residential Area

2 also provides for an alternative layout that allows the residential dwellings to face northward with the primary entryway facing the proposed open space and permission for a garage in the rear.

Table 1: Proposed Rezoning By-law Areas.

Residential Area 1	Residential Area 2	Open Space
<p>Residential R1 Special Provision (R1-2()) Zone</p> <ul style="list-style-type: none"> - Permitted Use: Single-detached dwellings - Special Provisions for: <ul style="list-style-type: none"> - Maximum height 9m (2-storeys) - Reduced front yard setback (intended to line up with existing buildings on Queens Place, however numerical standards will be developed once the road ROW is determined) - Attached garages are not permitted - Maximum driveway width 3m 	<p>Residential R1 Special Provision (R1-2()) Zone</p> <ul style="list-style-type: none"> - Permitted Use: Single-detached dwellings - Special Provisions for: <ul style="list-style-type: none"> - Maximum height 9m (2-storeys) - Reduced front yard setback (intended to line up with existing buildings on Queens Place, however numerical standards will be developed once the road ROW is determined) - Attached garages are not permitted - Maximum driveway width 3m <p>Residential R6 Special Provision (R6-2()) Zone</p> <ul style="list-style-type: none"> - Permitted Use: Single-detached dwellings - Special Provisions for: <ul style="list-style-type: none"> - Maximum height 9m (2-storeys) - Reduced front yard setback - Attached garages are not permitted - The primary entrance for the dwelling unit must front onto the north property line - Maximum driveway width 3m 	<p>Open Space (OS1) Zone</p> <ul style="list-style-type: none"> - Permits open space uses including public parks

The result of the proposed rezoning will allow for one of two scenarios. Scenario 1 (Figure 21) would allow for eight detached residences on the west side and four detached residences on the east side of an extended Queens Place. The proposed park would be situated on the northeast corner of the property. Scenario 2 (Figure 22) would allow for eight detached residences on the west side of an extended Queens Place. In lieu of four detached residences on the east side of the street, five detached residences would be

permitted. These residences would be oriented perpendicular to Queens Place with a shared laneway providing access to each residence.

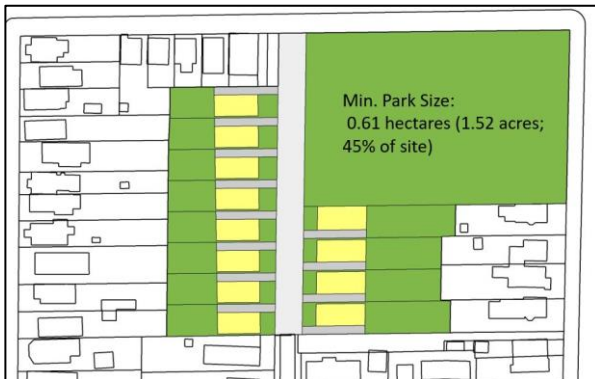


Figure 21: Permitted rezoning - Scenario 1 (City of London)

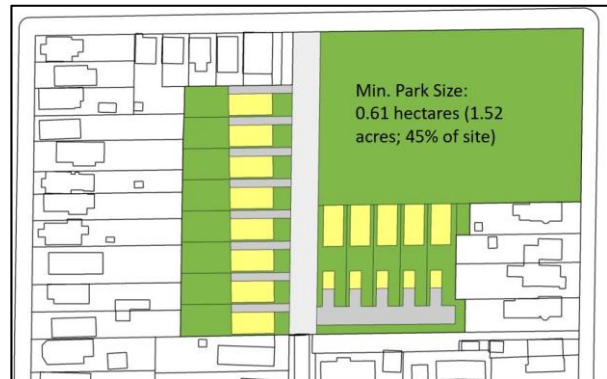


Figure 22: Permitted rezoning - Scenario 2 (City of London)

5.2 Impact Assessment

The proposed rezoning of the property at 723 Lorne Avenue will permit the construction of 12 to 13 units of detached residences and a park. As the development is located within the OEHCD, this impact assessment will examine the appropriateness of the proposed rezoning with regards to the policies and guidelines outlined within the OEHCD Plan (see **Table 2**).

Table 2: Impact Assessment

Recommended Practices and Design Guidelines	Assessment of the Proposed Rezoning
Match setback, footprint, size and massing patterns of the neighbourhood, particularly to the immediately adjacent neighbors.	The proposed rezoning will allow for new residential buildings to match the setback, footprint, size and massing patterns of adjacent houses and the broader neighbourhood. The proposed setbacks are consistent with the buildings on Queens Place. Additionally, the two-storey maximum height allowance and detached garages will provide a footprint, size and massing envelope that is consistent with the adjacent neighbours and surrounding area.
Respond to unique conditions or location, such as corner properties.	None of the proposed buildings are situated on corners. The response to the unique infill condition involves setbacks that are smaller than normal for the neighbourhood as a means of being consistent with neighbouring properties on Queens Place. The unique condition of the potential siting of houses on the edge of the open space will have no impact on the cultural heritage value of the OEHCD.
Use roof shapes and major design elements that are complementary to surrounding buildings and heritage patterns.	No building plans have been submitted as part of the rezoning application. The use of roof shapes and major design elements can be confirmed during the site plan approval stage as a condition of approval.

<p>Use materials and colours that represent the texture and palette of the heritage area.</p>	<p>No materials have been proposed as part of the rezoning application. The materials and palette can be confirmed during the site plan approval stage as a condition of approval.</p>
<p>Where appropriate, incorporate some of the details that were standard elements in the principal facades of the properties in Old East London. Such details as transoms and sidelights at doors and windows, covered porches, divided light windows and decorative details to articulate plain and flat surfaces, add character that complements the original appearance of the neighbourhood, and add value to the individual property.</p>	<p>No designs have been proposed as part of the rezoning application. The character defining elements of the new buildings can be confirmed during the site plan approval stage as a condition of approval.</p>
<p>Front drive garages are strongly discouraged. Garages should be detached and located in the rear yard whenever possible</p>	<p>As part of the proposed rezoning application, the provision for detached garages situated in the rear yard is included.</p>

In summary, the proposed rezoning of the property is consistent with the policies and guidelines for new buildings set out in Section 4.5 of the OEHCDC Conservation and Design Guidelines. Where guidelines have not been addressed due to the preliminary nature of the plans as part of the rezoning, conditions of approval can be integrated to ensure that new buildings are consistent with the policies and guidelines described in the OEHCDC Plan.

Overall, the proposed rezoning of the property will contribute positively to the OEHCDC. The proposed rezoning will ensure that new development on the property is consistent with the OEHCDC guidelines and provides an opportunity to set an example for potential infill development elsewhere in the district. Additionally, the creation of public space on the site of the former Lorne Avenue Public School will create a destination in the area that will allow the community to congregate and experience the cultural heritage value of the OEHCDC. This community space could be a significant contributor to the community particularly given the opportunities to enhance the public space in meaningful ways through interpretation and design. Recommendations regarding public space enhancements along with other mitigation measures are provided in Section 5.3.

5.3 Mitigation Measures

The proposed rezoning is situated within the OEHCDC, which is designated under Part V of the *Ontario Heritage Act*. Given the cultural heritage value of the surrounding area, the following mitigation measures are proposed:

1. A landscaping plan should be established for properties within the new development, incorporating the Streetscape Design Guidelines described in Section 5 of the OEHCDC Conservation and Design Guidelines report. The landscaping plan should be submitted to heritage planning staff at the City of London and approved as a condition of site plan approval.
2. As per the Request for Demolition report produced by the City of London (dated 28 August, 2017) the following salvaged elements from the Lorne Avenue Public School should be incorporated into an interpretation strategy for the proposed open space:



- i. The school bell; and,
- ii. Aluminum lettering that had been affixed to the north façade of the building.

6.0 CONCLUSION

This HIA has evaluated the proposed rezoning application on the property of the former Lorne Avenue Public School and determined that the proposal will not have a significant impact on the cultural heritage value of the OEHCD. The policies incorporated within the proposed zoning are consistent with the policies and guidelines outlined in the OEHCD Conservation and Design Guidelines report. Furthermore, the proposed public space will provide an opportunity to enhance the area's cultural heritage value through the introduction of an interpretation strategy that reflects the history of the property and area.

6.1 Recommendations

The following recommendations are suggested as part of the proposed rezoning:

1. The architectural elements, materials and palettes of new buildings should be consistent with the policies and guidelines described in Section 4.5 of the OEHCD Conservation and Design Guidelines. Plans and drawings demonstrating how the building is consistent with the policies and guidelines should be submitted to the heritage planning staff at the City of London and approved as a condition of site plan approval.
2. A landscaping plan should be established properties within the new development, incorporating the Streetscape Design Guidelines described in Section 5 of the OEHCD Conservation and Design Guidelines report. The landscaping plan should be submitted to heritage planning staff at the City of London and approved as a condition of site plan approval.
3. As per the Request for Demolition report produced by the City of London (dated 28 August, 2017) the following salvaged elements from the Lorne Avenue Public School should be incorporated into an interpretation strategy for the proposed open space:
 - i. The school bell; and,
 - ii. Aluminum lettering that had been affixed to the north façade of the building.

7.0 REFERENCES

AMEC Foster Wheeler

- 2015 *Stage 1 Archaeological Assessment, Part of Lot 12, Concession I, formerly within the Township of London, Middlesex County, now at 723 Lorne Avenue, City of London, Ontario.* P348-0019-2014. January 8, 2015.

Canada's Historic Places

- 2010 *Standards and Guidelines for the Conservation of Historic Places in Canada.*

City of London

- 2004 *Old East Heritage Conservation District Study.*
2006 *City of London. Old East Heritage Conservation District Plan.*
2017 *PEC Report - 723 Lorne Avenue – Request for Demolition of Heritage Designated Property at 723 Lorne Avenue (Lorne Avenue Public School)*

LTHBC, (London Township History Book Committee)

- 2001a *A Rich Heritage 1796-1997. Volume I. The Aylmer Express, Aylmer.*
2001b *Families Past and Present. Volume II. The Aylmer Express, Aylmer.*

Matthews, W. D. E.

- 1955 *Lorne Avenue School.* London & Middlesex Historical Society.

Ministry of Tourism and Culture, Ontario

- 2005 *Ontario Heritage Act.*
2006 *Ontario Heritage Tool Kit*

Ministry of Municipal Affairs and Housing, Ontario

- 2005 *Ontario Planning Act*
2005 *Provincial Policy Statement*

Ministry of Tourism and Culture

- 2006 *Ontario Heritage Toolkit.*

Timmins Martelle Heritage Consultants Inc.

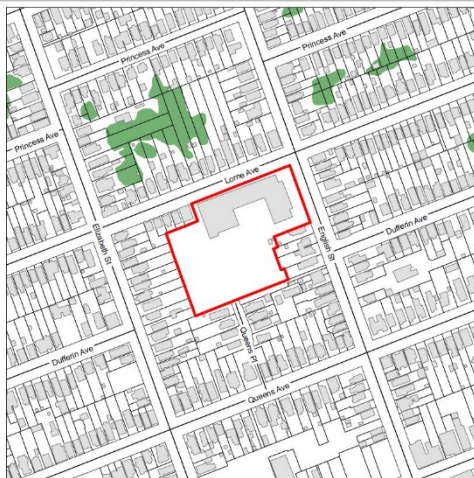
- 2017 *Stage 2 Archaeological Assessment Former Lorne Avenue School.*

Tremaine, George C.

- 1862 *Tremaine's Map of Middlesex County, Upper Canada.* Toronto, Ontario.

Zoning By-Law Amendment

723 Lorne Avenue



File: Z-8454

Applicant: The Corporation of the City of London

What is Proposed?

Zoning amendment to allow:

- Park, conservation or recreation uses, single detached dwellings, and cluster single detached dwellings
- Special provisions to regulate front yard setback, lot frontage, height, garages, driveway width, and the configuration of dwellings adjacent to parks



YOU ARE INVITED!

Further to the Notice of Application you received on August 29, 2018, you are invited to a public meeting of the Planning and Environment Committee to be held:

Meeting Date and Time: Monday, September 24, 2018, no earlier than 5:45 p.m.

Meeting Location: City Hall, 300 Dufferin Avenue, 3rd Floor

For more information contact:

Planner Name
Michelle Knieriem
519-661-CITY (2489) ext. 4549
Planning Services, City of London,
206 Dundas St., London ON N6A 1G7
File: Z-8454

london.ca/planapps

To speak to your Ward Councillor:

Councillor Jesse Helmer
jhelmer@london.ca
519-661-CITY (2489) ext. 4004

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

Application Details

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

Requested Zoning By-law Amendment

To change the zoning from a Neighbourhood Facility Zone to a Residential R1 Special Provision Zone, a Residential R6 Special Provision Zone, and an Open Space Zone. Changes to the currently permitted land uses and development regulations are summarized below. The complete Zoning By-law is available at london.ca/planapps.

Current Zoning

Zone: Neighbourhood Facility (NF) Zone

Permitted Uses: places of worship, elementary schools, day care centres

Special Provision(s): None

Height: 12 metres

Requested Zoning

Zone: Residential R1 Special Provision (R1-2(_)) Zone, Residential R6 Special Provision (R6-2(_)) Zone and Open Space (OS1) Zone

Permitted Uses: single detached dwellings for the Residential R1 Special Provision (R1-2(_)) Zone portion of the site; cluster single detached dwellings for the Residential R6 Special Provision (R6-2(_)) Zone portion of the site; and conservation lands, conservation works, cultivation of land for agricultural or horticultural purposes, golf courses, private parks, public parks, recreational golf courses, recreational buildings associated with conservation lands and public parks, campground, and managed forest for the Open Space (OS1) Zone portion of the site

Special Provision(s): minimum front yard setback of 1 metre, maximum front yard setback of 4 metres, a maximum height of 2-storeys, a maximum lot frontage of 14 metres, prohibiting attached garages, maximum driveway width of 3 metres, and requiring dwellings abutting an Open Space (OS1) Zone to be oriented towards the Open Space (OS1) Zone for the Residential R1 Special Provision (R1-2(_)) Zone portion of the site; maximum height of 9 metres or 2 storeys (whichever is less), to recognize the lot line abutting an Open Space (OS1) Zone as the front lot line, minimum front yard and exterior side yard setback of 1 metre, maximum front and exterior side yard setback of 4 metres, and requiring any dwelling abutting an Open Space (OS1) Zone to be oriented towards the Open Space (OS1) Zone for the Residential R6 (R6-2) Zone portion of the site; no special provisions are proposed for the Open Space (OS1) Zone portion of the site

Height: 9 metres for the Residential R1 Special Provision (R1-2(_)) Zone portion of the site; 9 meters for the Residential R6 Special Provision (R6-2(_)) Zone portion of the site, and 12 metres for the Open Space (OS1) Zone portion of the site

The City may also consider additional special provisions.

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. These lands are currently designated as Low Density Residential in the Official Plan, which permits low-rise, low density housing forms as the main uses.

The subject lands are in the Neighbourhoods Place Type in *The London Plan*, permitting a range of 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*. If you previously provided written or verbal comments about this application, we have considered your comments as part of our review of the application and in the preparation of the planning report and recommendation to the Planning and Environment Committee. The additional ways you can participate in the City's planning review and decision making process are summarized below. For more detailed information about the public process, go to the [Participating in the Planning Process](http://london.ca/planapps) page at london.ca.

See More Information

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

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

4:30pm;

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

Attend This Public Participation Meeting

The Planning and Environment Committee will consider the requested zoning changes at this meeting, which is required by the *Planning Act*. You will be invited to provide your comments at this public participation meeting. A neighbourhood or community association may exist in your area. If it reflects your views on this application, you may wish to select a representative of the association to speak on your behalf at the public participation meeting. The Planning and Environment Committee will make a recommendation to Council, which will make its decision at a future Council meeting.

What Are Your Legal Rights?

Notification of Council Decision

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

Right to Appeal to the Local Planning Appeal Tribunal

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of London to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the by-law is passed, the person or public body is not entitled to appeal the decision.

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

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

Notice of Collection of Personal Information

Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the *Municipal Act*, 2001, as amended, and the *Planning Act*, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-CITY(2489) ext. 4937.

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

Site Concept

Development Concept 1



Development Concept 2



The requested Zoning By-law Amendment could allow either of the above development concepts.



September 6, 2018

528 Bathurst Street Toronto, ONTARIO M5S 2P9
416-966-1069 F 416-966-9723 asiheritage.ca

TO: Michelle Knieriem, Planner II, Current Planning; Kyle Gonyou, Heritage Planner, City of London
FROM: Joel Konrad, ASI; James Neilson, ASI
RE: **723 Lorne Avenue – Heritage Impact Assessment Addendum**

ASI File: 18CH-104

1.0 INTRODUCTION

ASI was contracted by the City of London to conduct a Heritage Impact Assessment for the proposed rezoning of the property at 723 Lorne Avenue, which is known as the former site of the Lorne Avenue Public School. The property is situated within the Old East Heritage Conservation District (OEHCD) and as such, the rezoning is required to reflect the policies and guidelines found within the OEHCD Plan. The Heritage Impact Assessment (dated August 2018) found that the proposed rezoning of the property is consistent with the policies and guidelines of the OEHCD Plan.

The intention of this addendum is to provide additional information and analysis regarding the extension of Queens Place to Lorne Avenue. The extension of the road is necessary to provide access to new development that will take place because of the rezoning. The proposed width of the extension of Queens Place has not been determined at this time.

2.0 ANALYSIS

Queens Place is currently accessible via Queens Avenue with the first forty metres of roadway consisting of a single lane situated between two houses fronting on to Queens Avenue. The road widens as it extends to the north beyond the yards of these houses and ends in a parking lot that was used for the Lorne Avenue Public School. The proposed rezoning involves the extension of the road beyond its existing endpoint so that it connects with Lorne Avenue.

The OEHCD Plan contains guidelines for streetscapes but does not address optimal street widths. With regards to maintaining consistency within the OEHCD, new development is expected to adhere to setbacks that are consistent with the existing adjacent conditions. Applying this guideline to the roadway would suggest that a road width that is equal to the existing road width would create a consistent streetscape along Queens Place. However, it is suggested that the new portion of the road be distinguishable from the earlier portion. This legibility would highlight the distinction between the newer, infill development and the older neighbourhood. Applying distinct but compatible additions to existing heritage resources is considered a best practice in

heritage conservation, and if applied in the context of Queens Place, would provide a means of understanding the evolution of the street.

3.0 CONCLUSION

While the width of the proposed extension of Queens Place has not been determined, ASI does not anticipate a significant impact on the character of the OEHCD if the road is extended at its greatest existing width. By maintaining the existing street width, the setbacks of houses constructed as part of future development will be consistent with the existing houses on Queens Place. This strategy would allow for the incorporation of streetscape guidelines as outlined in Section 5 of the OEHCD Plan and both strategies would be considered acceptable heritage interventions within the OEHCD and in the field of heritage conservation.

London Advisory Committee on Heritage

Report

The 8th Meeting of the London Advisory Committee on Heritage
July 11, 2018
Committee Rooms #1 and #2

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

ABSENT: D. Brock, K. Waud and M. Whalley

ALSO PRESENT: J. Dent, L. Dent, K. Gonyou, K. Gowan and S. Wise

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 H. Garrett disclosed a pecuniary interest in clause 6.3 of this report, having to do with a Notice of Planning Application for the properties located at 745 and 747 Waterloo Street, by indicating that her employer was contacted by the applicant for information.

2. Scheduled Items

2.1 Demolition Request for Heritage Listed Property at 172 Central Avenue by G., P., and C. Mitsis

That, 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 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 the attached Statement of Cultural Heritage Value or Interest;

it being noted that the attached presentations and submissions from K. Gonyou, Heritage Planner, G. Mitsis, P. Mitsis and M. Hamilton were received with respect to this matter;

it being further noted that a verbal delegation from A.M. Valastro and the communications, dated July 2, 2018 and July 10, 2018, from J. Grainger, Architectural Conservancy Ontario - London Region Branch, were received with respect to this matter.

2.2 Heritage Impact Assessment - Colborne Building - 391 South Street

That S. Wise, Planner II, BE ADVISED that the London Advisory Committee on Heritage is satisfied with the research, assessment and conclusions of the Heritage Impact Assessment for the Colborne Building located at 391 Colborne Street and is also satisfied that the proposed development is appropriate to conserve the cultural heritage value of the Colborne Building, with the following recommendations:

- the open space should maintain vistas of adjacent cultural heritage resources, namely, the War Memorial Children's Hospital; and,

- the lower podium heights of the proposed new building should match the height of the eaves of the Colborne Building;
- it being noted that the Colborne Building is being preserved in-situ and is appropriately setback from new buildings on the property;
- it being further noted that a verbal delegation from E. van der Maarel, A+LiNK Architecture Inc., was received with respect to this matter.

2.3 Heritage Interpretive Sign on The Richmond Village

That it BE NOTED that the attached presentation from M. Tovey with respect to the proposed Heritage Interpretive Sign on the Richmond Village, was received.

2.4 Heritage Alteration Permit Application by R. Gilligan - 104 Wharnccliffe Road North - Blackfriars-Petersville Heritage Conservation District

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 Wharnccliffe Road North, within the Blackfriars-Petersville Heritage Conservation District, BE PERMITTED with the following terms and conditions:

- all exposed wood be painted; and,
- the Heritage Alteration Permit be displayed in a location visible from the street until the work is completed;

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

3. Consent

3.1 7th Report of the London Advisory Committee on Heritage

That it BE NOTED that the 7th Report of the London Advisory Committee on Heritage, from its meeting held on June 13, 2018, was received.

3.2 Municipal Council Resolution - 7th Report of the London Advisory Committee on Heritage

That it BE NOTED that the Municipal Council resolution, from its meeting held on June 26, 2018, with respect to the 7th Report of the London Advisory Committee on Heritage, was received.

3.3 Municipal Council Resolution - 6th Report of the London Advisory Committee on Heritage

That it BE NOTED that the Municipal Council resolution, from its meeting held on June 12, 2018, with respect to the 6th Report of the London Advisory Committee on Heritage, was received.

3.4 Notice of Public Information Centre - Clarke Road Improvements - Veterans Memorial Parkway Extension to Fanshawe Park Road East - Municipal Class Environmental Assessment

That it BE NOTED that the Notice of Public Information Centre from P. Kavcic, City of London and I. Bartlett, Stantec Consulting Ltd., with respect

to Clarke Road Improvements - Veterans Memorial Parkway extension to Fanshawe Park Road East Municipal Class Environmental Assessment, was received.

3.5 Notice of Public Information Centre - Broughdale Dyke

That it BE NOTED that the Notice of Public Information Centre from P. Adams and A. Spargo, AECOM Canada, with respect to the Broughdale dyke, was received.

3.6 Revised Notice of Application - DNL Group Inc. on behalf of 2178254 Ontario Inc. - 3425 Emily Carr Lane

That it BE NOTED that the Revised Notice of Application dated June 20, 2018, from C. Smith, Senior Planner, with respect to an application by DNL Group Inc. related to the property located at 3425 Emily Carr Lane, was received.

3.7 Victoria Bridge (Ridout Street South) Municipal Class Environmental Assessment - Notice of Completion

That it BE NOTED that the Notice of Completion dated July 3, 2018, from K. Grabowski, City of London and J. Pucchio, AECOM Canada, with respect to the Victoria Bridge (Ridout Street South) Municipal Class Environmental Assessment, was received.

3.8 Proposed Central Storytelling Website

That the communication from S. Adamsson with respect to a proposed central storytelling website BE REFERRED to the Education Sub-Committee review.

4. Sub-Committees and Working Groups

4.1 Stewardship Sub-Committee Report

That the property located at 1903 Avalon Street BE ADDED to the *Inventory of Heritage Resources* (the Register) based on the attached Statement of Significance;

it being noted that the Stewardship Sub-Committee report from its meeting held on June 27, 2018, was received.

5. Items for Discussion

5.1 Heritage Planners' Report

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

6. Deferred Matters/Additional Business

6.1 (ADDED) Cultural Heritage Evaluation - Riverside Drive Bridge

That it BE NOTED that the London Advisory Committee on Heritage supports the findings of the Cultural Heritage Evaluation Report, dated April 13, 2018, submitted by Stantec Consulting Ltd., with respect to Riverside Drive Bridge.

6.2 (ADDED) Heritage Building Protection Plan

That the subject of a proposed heritage building protection plan BE REFERRED to the next meeting of the London Advisory Committee on Heritage (LACH) to be considered in conjunction with a review of the 2018 LACH Work Plan.

6.3 (ADDED) Notice of Planning Application - Zoning By-law Amendment - 745 and 747 Waterloo Street

That M. Knieriem, Planner II, BE ADVISED that the London Advisory Committee on Heritage (LACH) is not satisfied with the research, assessment and conclusions of the Heritage Impact Statement for the properties located at 745 and 747 Waterloo Street but the LACH is not opposed to the proposed zoning amendment;

it being noted that the Notice of Planning Application, dated July 4, 2018, from M. Knieriem, Planner II, with respect to this matter, was received.

6.4 (ADDED) Highbury Avenue/Hamilton Road North Intersection Improvements Environmental Assessment Study - Notice of Completion

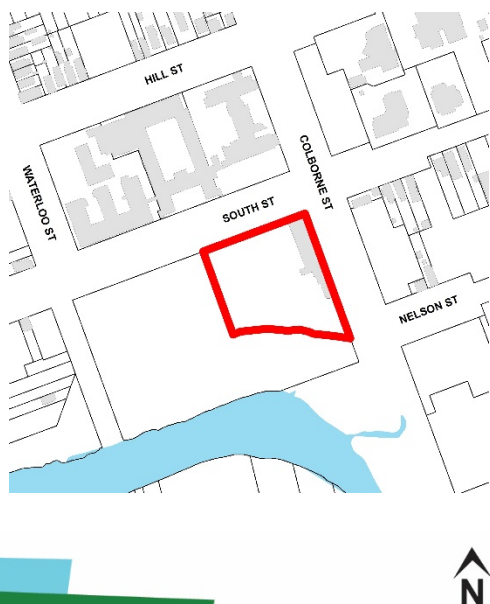
That it BE NOTED that the Notice of Completion dated July 13, 2018, from B. Huston, Dillon Consulting Limited and M. Elmadhoon, City of London, with respect to the Highbury Avenue/Hamilton Road intersection improvements Environmental Assessment Study, was received.

7. Adjournment

The meeting adjourned at 9:06 PM.

Zoning By-Law Amendment

391 South Street



File: Z-8803

Applicant: City of London

What is Proposed?

Zoning amendment to allow:

- The retention and adaptive reuse of the existing Colborne Building
- A residential development with two apartment buildings of 19 and 23 storeys with a podium of 3-8 storeys
- Approximately 640 residential units and a density of 705 dwellings per hectare
- A bonus zone to allow for increased height and density

YOU ARE INVITED!

Further to the Notice of Application you received on April 18, 2018 you are invited to a public meeting of the Planning and Environment Committee to be held:

Meeting Date and Time: Monday, August 13, 2018, no earlier than 4:00 p.m.

Meeting Location: City Hall, 300 Dufferin Avenue, 3rd Floor

For more information contact:

Sonia Wise
swise@london.ca
519-661-CITY (2489) ext. 5887
Planning Services, City of London,
206 Dundas St., London ON N6A 1G7
File: Z-8803

london.ca/planapps

To speak to your Ward Councillor:

Contact Councillor Jesse Helmer, acting on behalf of Ward 13 Councillor Tanya Park
jhelmer@london.ca
519-661-CITY (2489) ext. 4004

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

Application Details

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

Requested Zoning By-law Amendment

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

Current Zoning

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

Requested Zoning

Zone: a holding Residential R9 Special Provision Bonus (h-_*R9-3()*B-_) Zone; and a holding Residential R8 Special Provision Bonus (h-_*R8-4()*B-_) Zone
Permitted Uses: senior citizen apartment buildings; handicapped persons apartment buildings; continuum-of-care facilities; lodging house class 2; emergency care establishments apartment buildings; stacked townhouses; small-scale restaurants; studios; offices; medical/dental offices; clinics; day care centres; convenience stores; pharmacies; financial institutions; personal service establishments; restaurants (eat-in); business service establishments; and hotel (within existing building).
Special Provision(s): allow for proposed uses and reduced setbacks and parking
Residential Density: 705 units per hectare
Height: Two apartment buildings with heights of 19 storeys and 23 storeys (80m)
Bonus Zone: An increased height and density is proposed through consideration of a bonus zone in return for eligible facilities, services and matters outlined in Section 19.4.4 of the Official Plan such as the retention of the heritage designated Colborne Building, the provision of enhanced urban design and common open space.

Planning Policies

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

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

How Can You Participate in the Planning Process?

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Attend This Public Participation Meeting

The Planning and Environment Committee will consider the requested zoning changes at this meeting, which is required by the *Planning Act*. You will be invited to provide your comments at this public participation meeting. A neighbourhood or community association may exist in your area. If it reflects your views on this application, you may wish to select a representative of the association to speak on your behalf at the public participation meeting. The Planning and Environment Committee will make a recommendation to Council, which will make its decision at a future Council meeting.

What Are Your Legal Rights?

Notification of Council Decision

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

Right to Appeal to the Local Planning Appeal Tribunal

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of London to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the by-law is passed, the person or public body is not entitled to appeal the decision.

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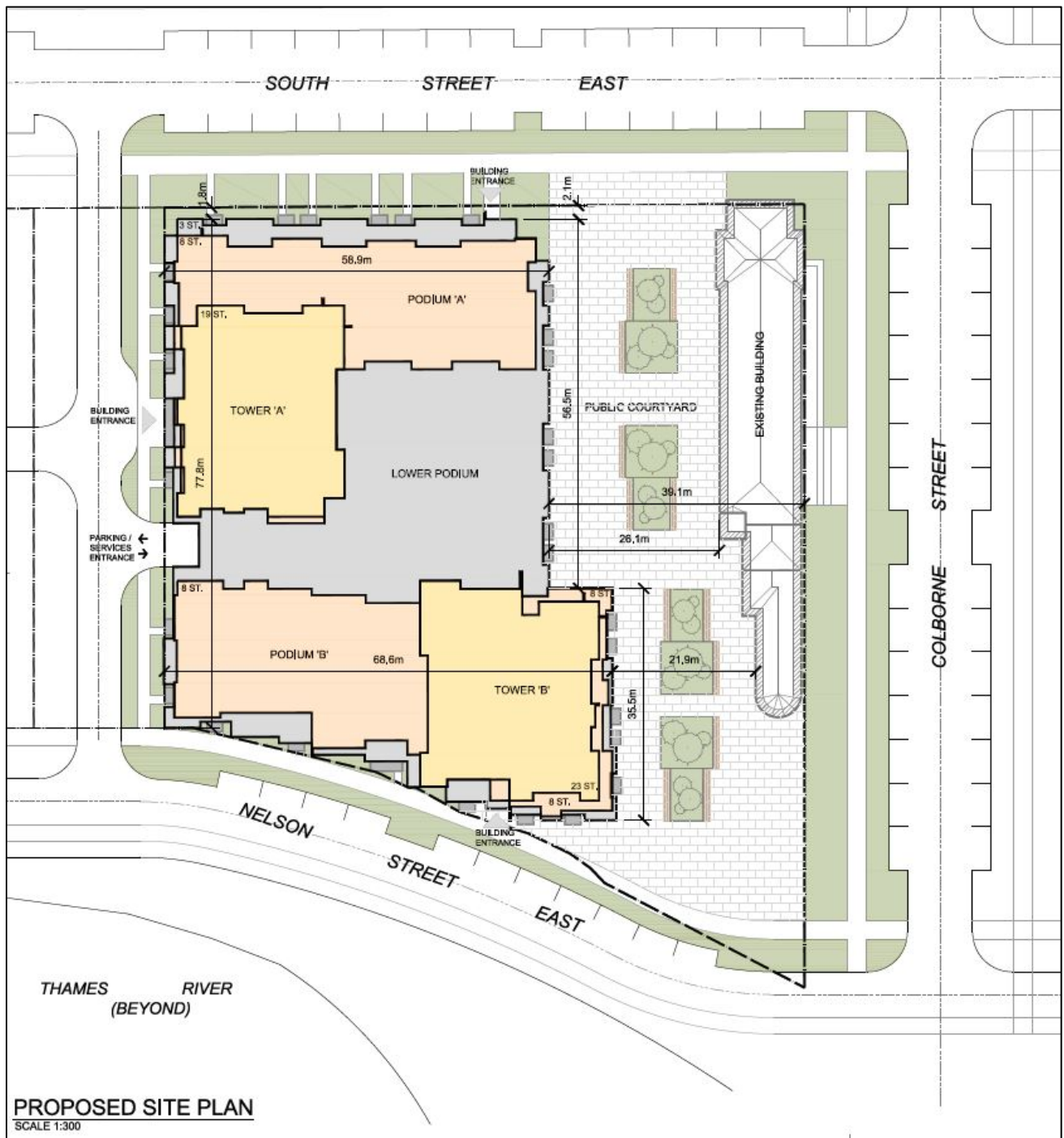
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Accessibility – Alternative accessible formats or communication supports are available upon request. Please contact accessibility@london.ca or 519-661-CITY(2489) extension 2425 for more information.

Site Concept



Conceptual Site Plan

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

Building Renderings



View from Northeast

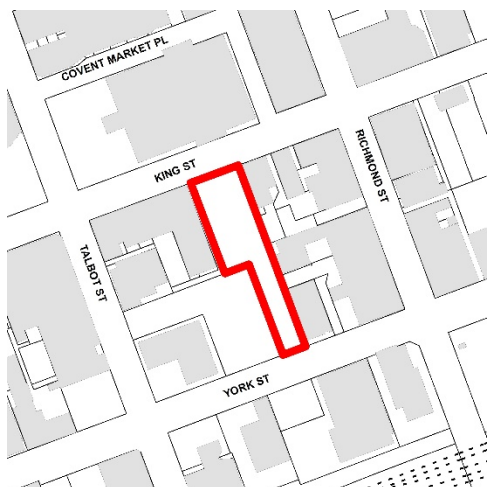


View From Southwest

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

Zoning By-Law Amendment

131 King Street



File: Z-8902

Applicant: York Developments

What is Proposed?

- 30-storey (102 metre) apartment building
- 266 residential units (931 uph)
- 309 parking spaces
- Main floor commercial space

YOU ARE INVITED!

Further to the Notice of Application you received on April 26, 2018, you are invited to a public meeting of the Planning and Environment Committee to be held:

Meeting Date and Time: Monday, August 13, 2018, no earlier than 4:00 p.m.

Meeting Location: City Hall, 300 Dufferin Avenue, 3rd Floor

For more information contact:

Mike Corby
mcorby@london.ca
519-661-CITY (2489) ext. 4657
Planning Services, City of London, 206
Dundas St., London ON N6A 1G7
File: Z-8902

london.ca/planapps

To speak to your Ward Councillor:

Tanya Park
tpark@london.ca
519-661-CITY (2489) ext. 4013

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

Application Details

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

Requested Zoning By-law Amendment

To change the zoning from a Holding Downtown Special Provision (h-3*DA1(6)*D350) Zone to a Downtown Special Provision Bonus (DA1(6)*D350*B(_)) Zone. Changes to the currently permitted land uses and development regulations are summarized below. The complete Zoning By-law is available at london.ca/planapps.

Current Zoning

Zone: h-3*DA1(6)*D350

Permitted Uses: A full range of commercial, service, and office uses with residential uses permitted above the first floor.

Special Provision(s): Additional Permitted Uses: i) Apartment buildings, senior citizen apartment buildings, apartment hotels, dwelling units and accessory dwelling units may be permitted in the front portion of the groundfloor.

Residential Density: 350 uph

Height: 90 metres

Requested Zoning

Zone: DA1(6)*D350*B(_)

Permitted Uses: Same uses as existing zoning

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

Residential Density: 931 uph

Height: 102 metres

Bonus Zone: The bonus zone would permit a residential density of 931uph and maximum height of 102 metres in return for eligible facilities, services and matters outlined in Section 19.4.4 of the Official Plan. Other provisions such setbacks and lot coverage may also be considered through the re-zoning process as part of the bonus zone.

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. These lands are currently designated as Downtown in the Official Plan, which permits a broad range of retail; service; office; institutional; entertainment; cultural; high density residential; transportation; recreational; and open space uses as the main uses.

The subject lands are in the Downtown Place Type in *The London Plan*, permitting a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational and other related 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*. If you previously provided written or verbal comments about this application, we have considered your comments as part of our review of the application and in the preparation of the planning report and recommendation to the Planning and Environment Committee. The additional ways you can participate in the City's planning review and decision making process are summarized below. For more detailed information about the public process, go to the [Participating in the Planning Process](http://london.ca/planapps) page at london.ca.

See More Information

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

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

Attend This Public Participation Meeting

The Planning and Environment Committee will consider the requested zoning changes at this meeting, which is required by the *Planning Act*. You will be invited to provide your comments at this public participation meeting. A neighbourhood or community association may exist in your area. If it reflects your views on this application, you may wish to select a representative of the

association to speak on your behalf at the public participation meeting. The Planning and Environment Committee will make a recommendation to Council, which will make its decision at a future Council meeting.

What Are Your Legal Rights?

Notification of Council Decision

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

Right to Appeal to the Local Planning Appeal Tribunal

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of London to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the by-law is passed, the person or public body is not entitled to appeal the decision.

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

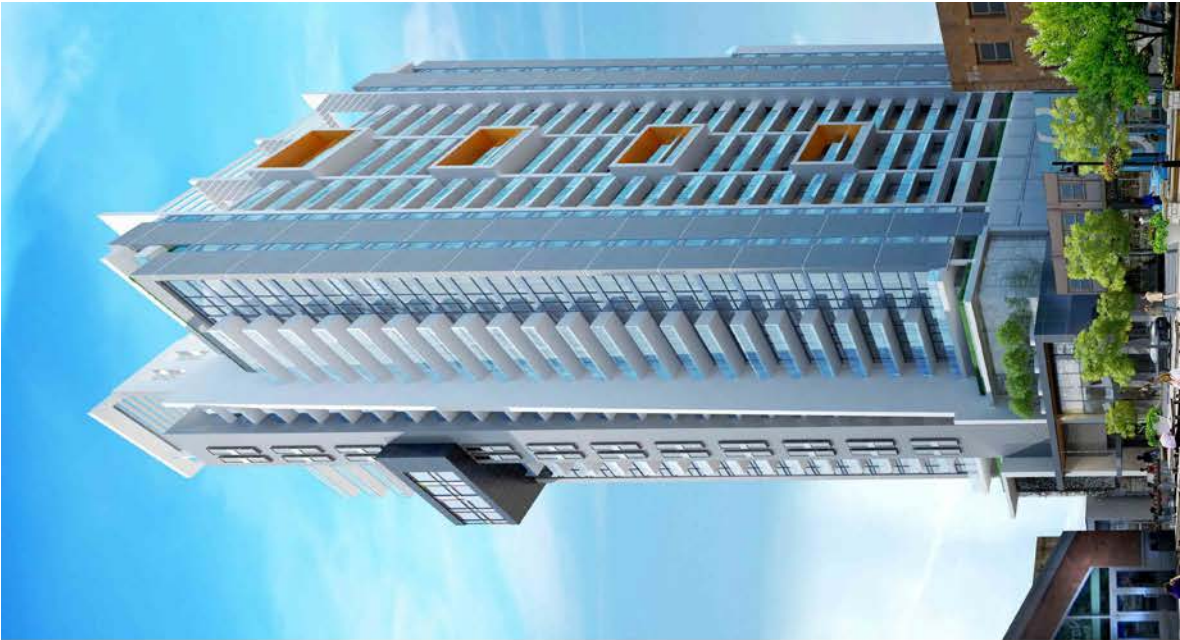
For more information go to <http://elto.gov.on.ca/tribunals/lpat/about-lpat/>.

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

Building Renderings



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



Z-8847
Michelle Knieriem
Tel: 519-661-2489 extension 4549
Fax: 519-661-5397
Email: mknieriem@london.ca
Website: www.london.ca

July 25, 2018

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

APPLICANT:

2186121 Ontario Inc.

LOCATION:

1146-1156 Byron Baseline Road - see attached map

PURPOSE AND EFFECT:

The purpose and effect of the requested Zoning By-law amendment is to allow a 4-storey apartment building comprised of 38 residential units.

POSSIBLE AMENDMENT

Change Zoning By-law Z.-1 from a Residential R1 (R1-7) Zone to a Residential R8 Special Provision (R8-4(_)) Zone to permit apartment buildings, handicapped person's apartment buildings, lodging houses class 2, stacked townhouses, senior citizen apartment buildings, emergency care establishments, and continuum-of-care facilities. The requested special provision would permit a maximum height of 15 metres; whereas, the standard R8-4 Zone permits a maximum height of 13 metres; and a minimum front yard setback of 1.8 metres while the standard R8-4 Zone permits a minimum front yard setback of 8 metres for a building of the requested height.

This application has been appealed to the Local Planning Appeal Tribunal. Staff will be seeking direction from Municipal Council with regard to the Local Planning Appeal Tribunal hearing.

PUBLIC MEETING:

By letter dated November 15, 2017, you were informed of the possible amendment described above.

You are now advised that the Planning & Environment Committee will consider this application at its meeting on **Monday, August 13, 2018, no earlier than 5:15 p.m.** Meetings are held in the Council Chambers of City Hall, located at 300 Dufferin Avenue (north-east corner of Wellington Street). Each application is allocated a time for public delegations. It should be recognized however, that the Planning & Environment Committee may find it necessary to exceed the limit. Your co-operation is appreciated in the event that you have to wait for your application to be considered.

Please Note: Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the Municipal Act, 2001, as amended, and the Planning Act, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City of London staff in their consideration of this matter. The written

submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-2489 extension 4937.

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

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

Your representative on City Council, Ward 9 Councillor Anna Hopkins (office 519-661-2489 extension 4009, email ahopkins@london.ca) would be pleased to discuss any concerns you may have with this application.

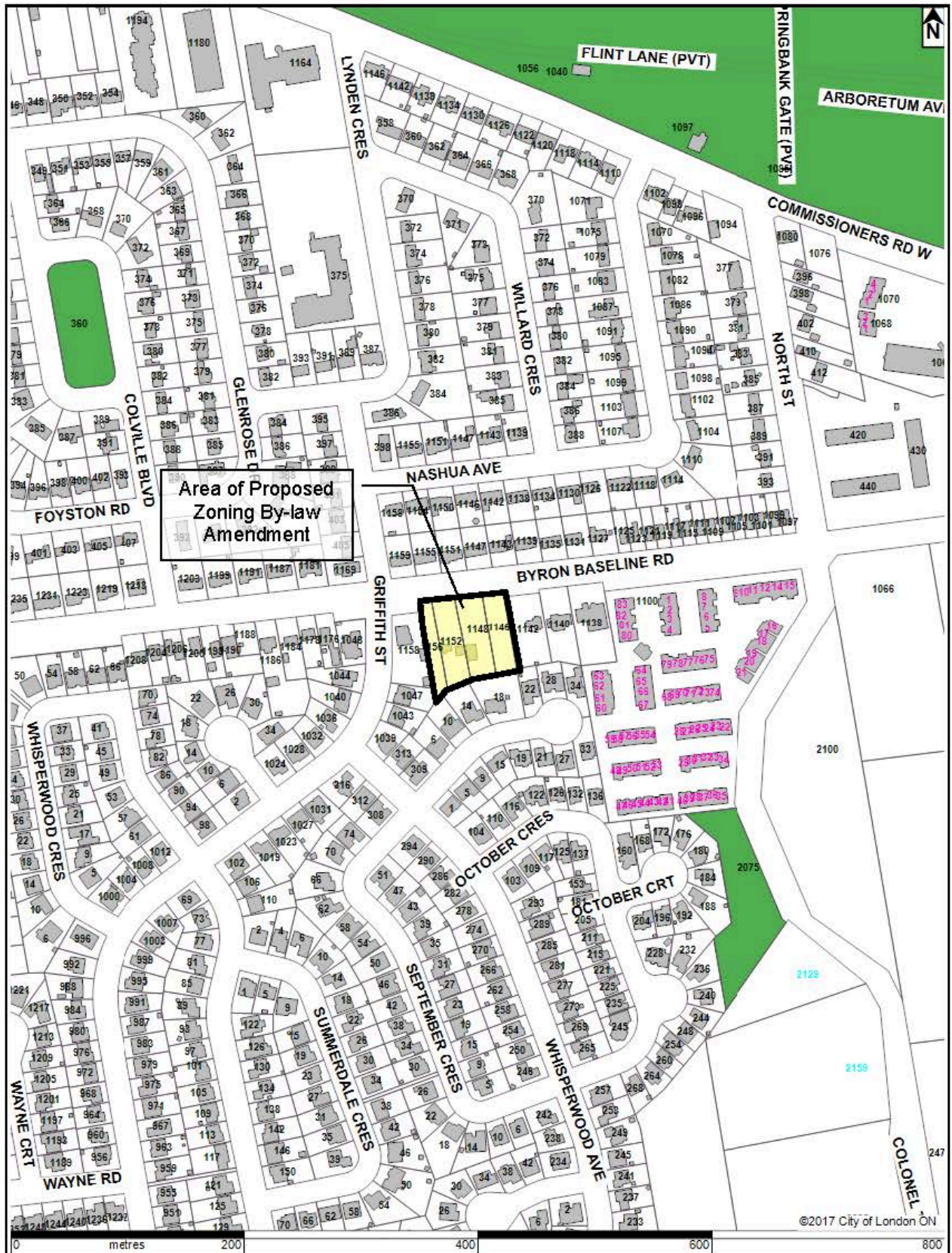
FOR MORE INFORMATION:

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

For more information, please call Michelle Knieriem at 519-661-2489 extension 4549, referring to "Z-8847".

TO BE NOTIFIED:






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



LOCATION MAP

Subject Site: 1146-1156 Byron Baseline Rd
 Applicant: 2186121 Ontario Inc
 File Number: Z-8847
 Planner: Michelle Knieriem
 Created By: Michelle Knieriem
 Date: 2017-11-07
 Scale: 1:4000

LEGEND

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

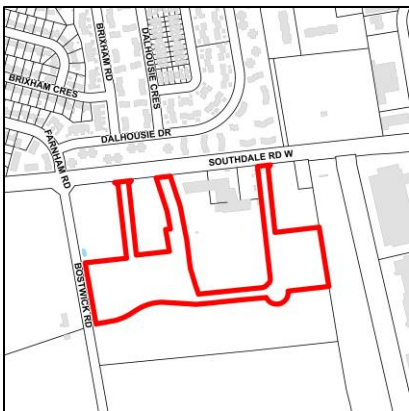
Corporation of the City of London
 Prepared By: Planning Services



NOTICE OF PLANNING APPLICATION

Draft Plan of Subdivision and Zoning By-law Amendments

3080 Bostwick Road



File: 39T-18502/Z-8931

Applicant: MHBC Planning (Scott Allen) (Owner: 31675 Ontario Limited c/o York Developments Inc.)

What is Proposed?

A Draft Plan of Subdivision and Zoning By-law amendments to allow for the creation of a high density residential subdivision consisting of:

- apartment buildings
- stacked townhouses
- park and open space
- public road access via new local street connections to Southdale Road West and Bostwick Road.



LEARN MORE & PROVIDE INPUT

Please provide any comments by **September 17, 2018**

Sonia Wise

swise@london.ca

519-661-CITY (2489) ext. 5887

Development Services, City of London, 300 Dufferin Avenue, 6th Floor,
London ON PO BOX 5035 N6A 4L9

File: 39T-18502/Z-8931

london.ca/planapps

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

Anna Hopkins

ahopkins@london.ca

519-661-CITY (2489) ext. 4009

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

Application Details

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

Requested Draft Plan of Subdivision

Draft Plan of Subdivision (please refer to attached map)

Consideration of a high density residential draft plan of subdivision consisting of:

- Two (2) high density residential blocks (consisting of apartment buildings, townhouses and stacked townhouses) with an estimated 504 units (Block 2 & 6)
- One (1) park block (Block 4)
- One (1) open space block (Block 11)
- One (1) 0.3 m reserve (Block 10)
- All served by three new local streets (Street A, Street B and Street C)

Requested Zoning By-law Amendment

Changes to the currently permitted land uses and development regulations are summarized below. The complete Zoning By-law is available at london.ca/planapps.

Requested Zoning (Please refer to attached map)

Possible Amendment to Zoning By-law Z.-1 to change the zoning from an Urban Reserve (UR4) Zone and an Environmental Review (ER) Zone to:

- Residential R9 Bonus (R9-7*B-(#)) Zone (Block 2) – to permit apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities. A bonus zone is requested to permit townhouses and stacked townhouses with a maximum height of 13m and a minimum front yard setback of 6m; an apartment building with a maximum height of 70m, a density of 193 units per hectare, an exterior side yard setback of 0.4m, and a rear yard setback of 22m.
- Residential R9 Bonus (R9-7*B-(##)) Zone (Block 6) – to permit apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities. A bonus zone is requested to permit townhouses, an apartment building with a maximum height of 68m, a density of 269 units per hectare, a minimum front yard setback of 6.5m, an interior side yard setback of 12m, a rear yard setback of 12m, and a reduced number of parking spaces (with 325 spaces provided).
- Open Space (OS2) Zone (Block 4) – to permit conservation lands, conservation works, cultivation of land for agricultural/horticultural purposes, golf courses, private parks, public parks, recreational golf courses, recreational buildings associated with conservation lands and public parks, campground, and managed forest; commercial recreational establishments, community centres, institutions, private outdoor recreation clubs, public swimming pools, recreational buildings, riding stables, sports fields, golf driving range, miniature golf course, go kart track, batting cages, tennis court and playground;
- Open Space (OS4) Zone (Block 11) – to permit conservation lands, conservation works, golf courses, private parks, public parks, recreational golf courses cultivation or use of land for agricultural/horticultural purposes, and sports fields without structures; and
- Urban Reserve Special Provision (UR4()) Zone – to permit existing dwellings, agricultural uses, conservation lands, managed woodlots, wayside put, passive recreation uses, kennels, private outdoor recreation clubs, and riding stables with a special provision for a lot size of 2ha and frontage of 85m.

The City is also considering the following amendments:

- Special Provisions in zoning to implement the urban design requirements and considerations of the Southwest Area Secondary Plan;
- Adding holding provisions for the following: urban design, municipal servicing, and phasing

An Environmental Impact Study has been prepared to assist in the evaluation of this application. An Environmental Impact Study (EIS) report prepared by Stantec, dated May 1, 2018, was submitted with the application for draft plan of subdivision. The EIS report is available for public review during regular business hours at the City of London, Development Services, 6th Floor, City Hall.

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan and The London Plan, London's long-range planning documents. Both plans recognize the role of secondary plans to provide more detailed policy guidance for a specific area that goes beyond the general policies. These lands are currently designated as "High Density Residential" which permits multiple attached housing forms at higher densities and building forms as the main uses. The lands are within the Southwest Area Secondary Plan, within the Bostwick Residential Neighbourhood, which includes special polices and direction for high density residential development.

The site is presently within an Urban Reserve (UR4) Zone, which permits existing dwellings, agricultural uses except for mushroom farms, commercial greenhouses, livestock facilities and manure storage facilities, conservation lands, managed woodlot, wayside pit, passive recreation use, kennels, private outdoor recreation clubs, and riding stables, and an Environmental Review (ER) Zone, which permits conservation lands, conservation works, passive recreational uses, managed woodlot, and agricultural uses.

How Can You Participate in the Planning Process?

You have received this Notice because someone has applied for a Draft Plan of Subdivision and 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](#) page at [london.ca](#).

See More Information

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

- visiting Development Services at 300 Dufferin Ave, 6th floor, Monday to Friday between 8:30am and 4:30pm;
- contacting the City's Planner listed on the first page of this Notice; or
- viewing the application-specific page at [london.ca/planapps](#).

Reply to this Notice of Application

We are inviting your comments on the requested changes at this time so that we can consider them as we review the application and prepare a report that will include Development 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 revised Draft Plan of Subdivision and 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. The Council Decision will inform the decision of the Director, Development Services, who is the Approval Authority for Draft Plans of Subdivision.

What Are Your Legal Rights?

Notification of Council and Approval Authority's Decision

If you wish to be notified of the Approval Authority's decision in respect of the proposed draft plan of subdivision, you must make a written request to the Director, Development Services, City of London, 300 Dufferin Ave., P.O. Box 5035, London ON N6A 4L9, or at developmentsservices@london.ca. You will also be notified if you provide written comments, or make a written request to the City of London for conditions of draft approval to be included in the Decision.

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

Right to Appeal to the Local Planning Appeal Tribunal

If a person or public body does not make oral submissions at a public meeting, if one is held, or make written submissions to the City of London 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 Director, Development Services to the Local Planning Appeal Tribunal.

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 City of London 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 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.

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 proposed official plan amendment is adopted, the person or public body is not entitled to appeal the decision.

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

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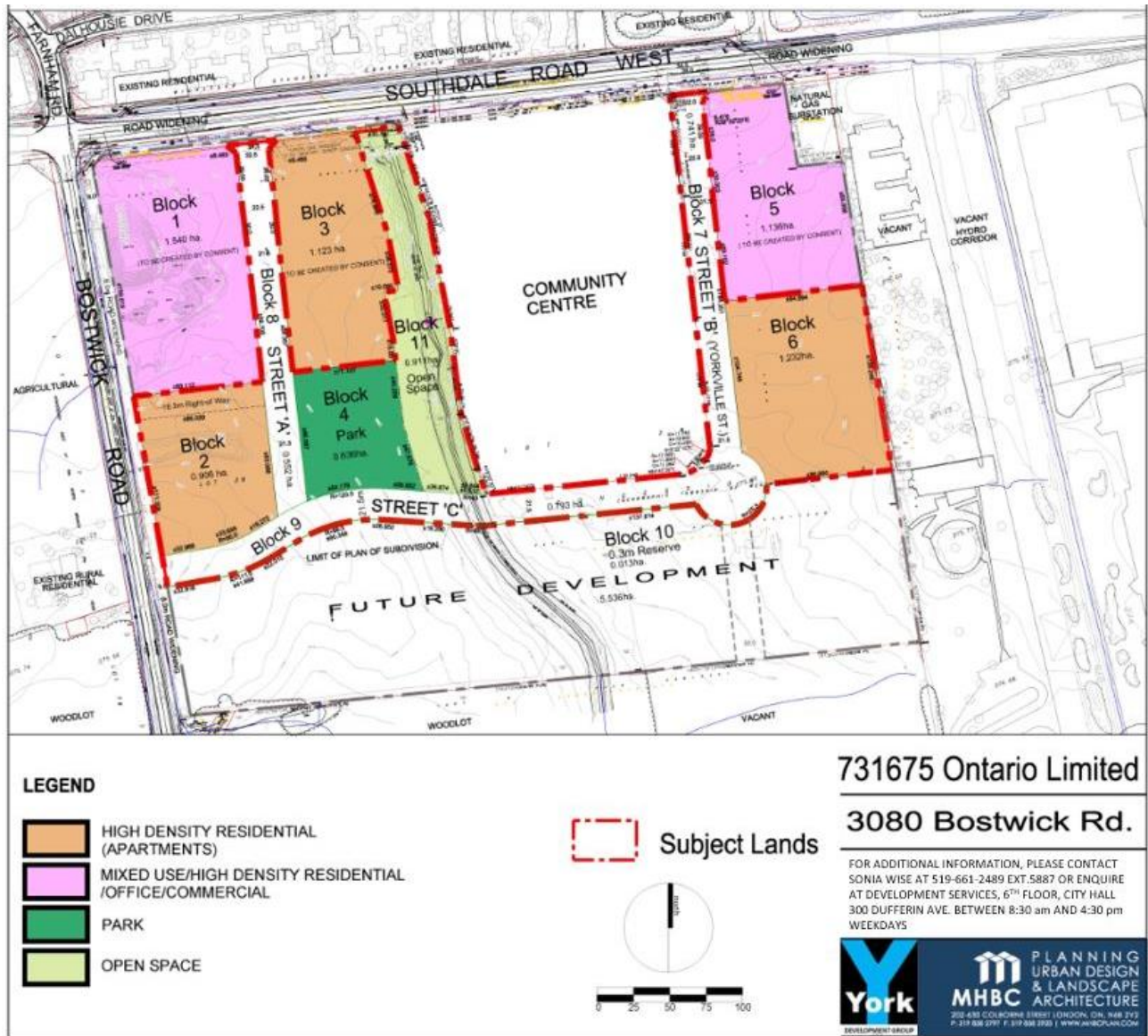
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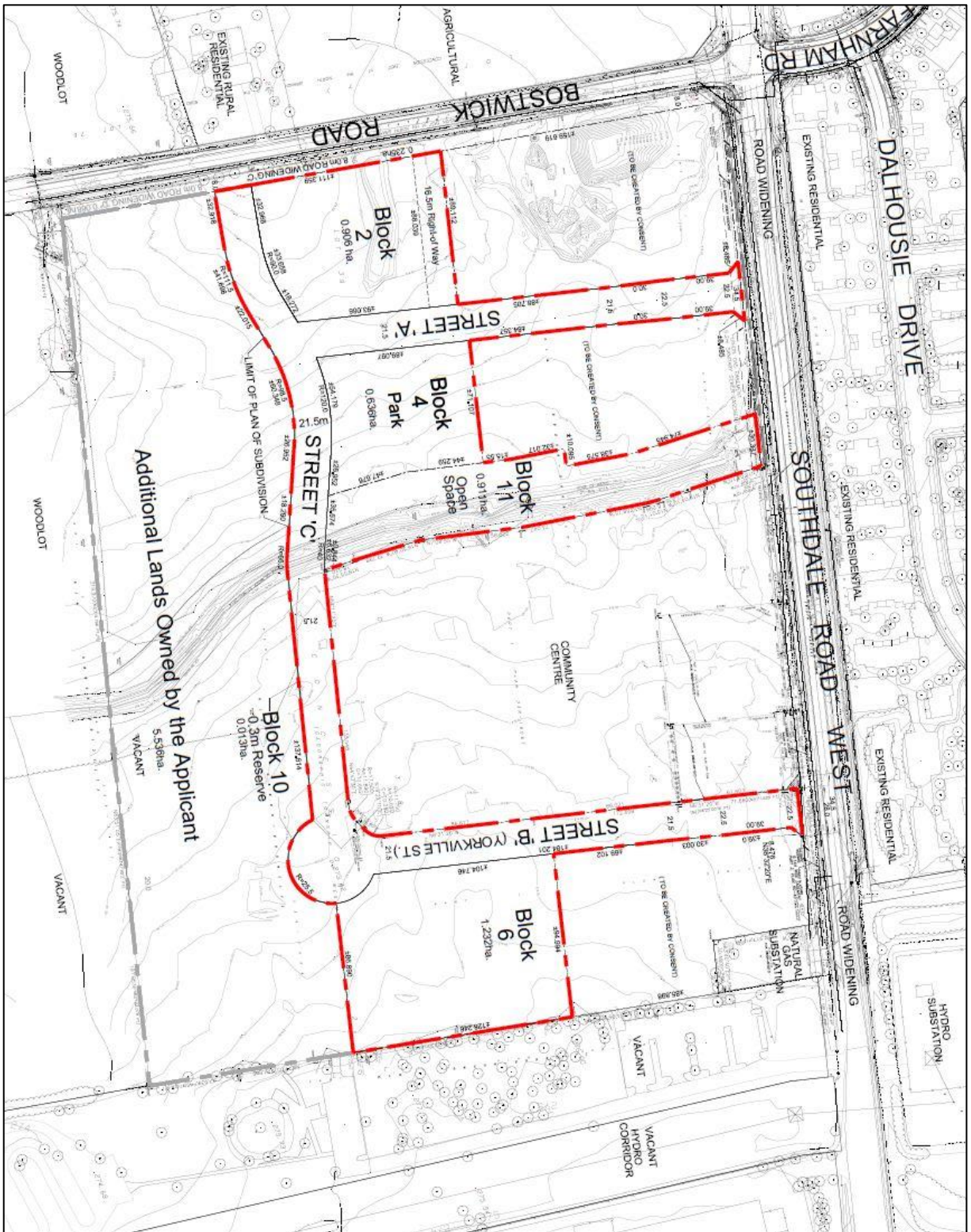
Proposed Master Plan



Proposed Master Plan

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

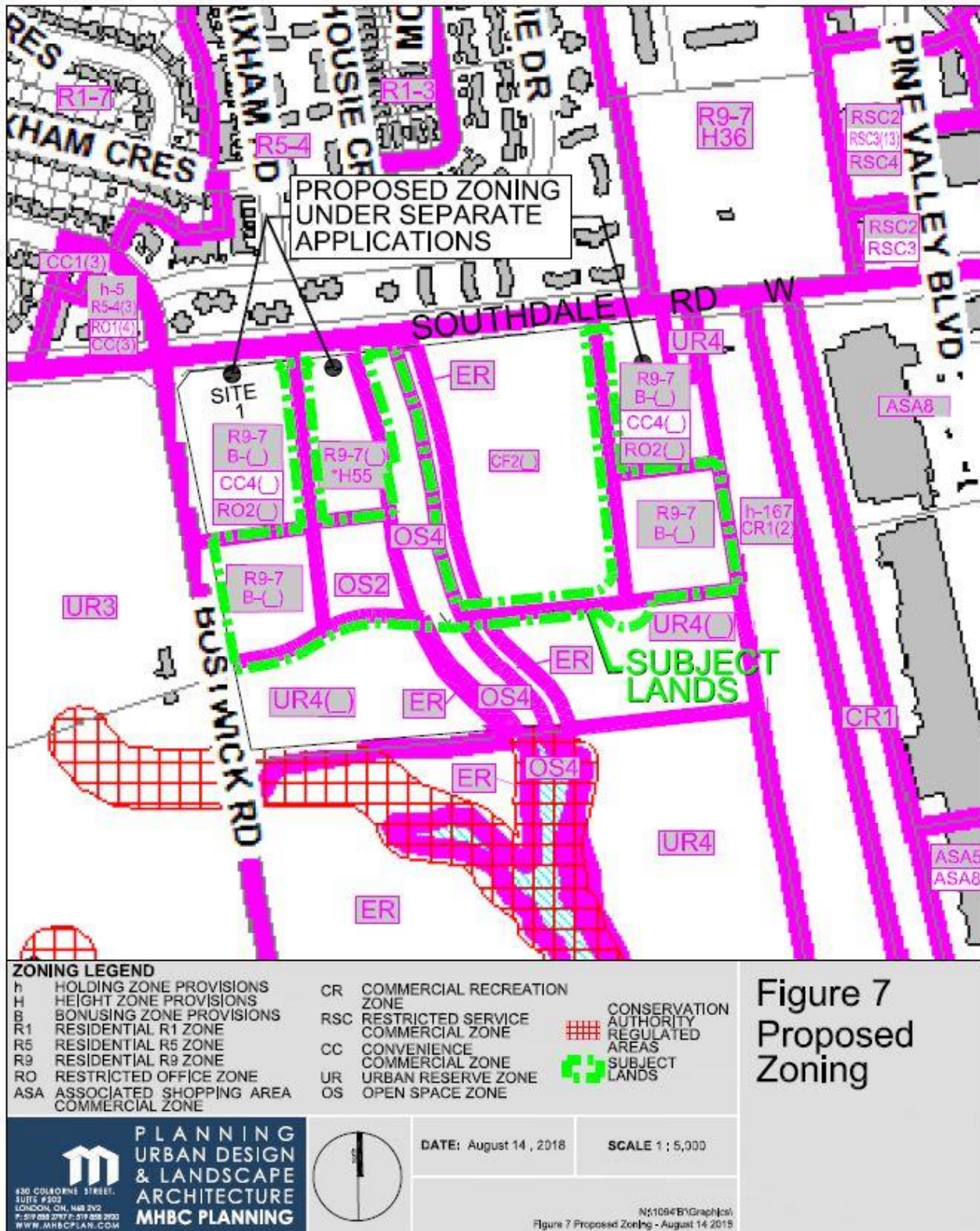
Requested Plan of Subdivision



Proposed Subdivision Block Plan

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

Requested Zoning



Proposed Zoning

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



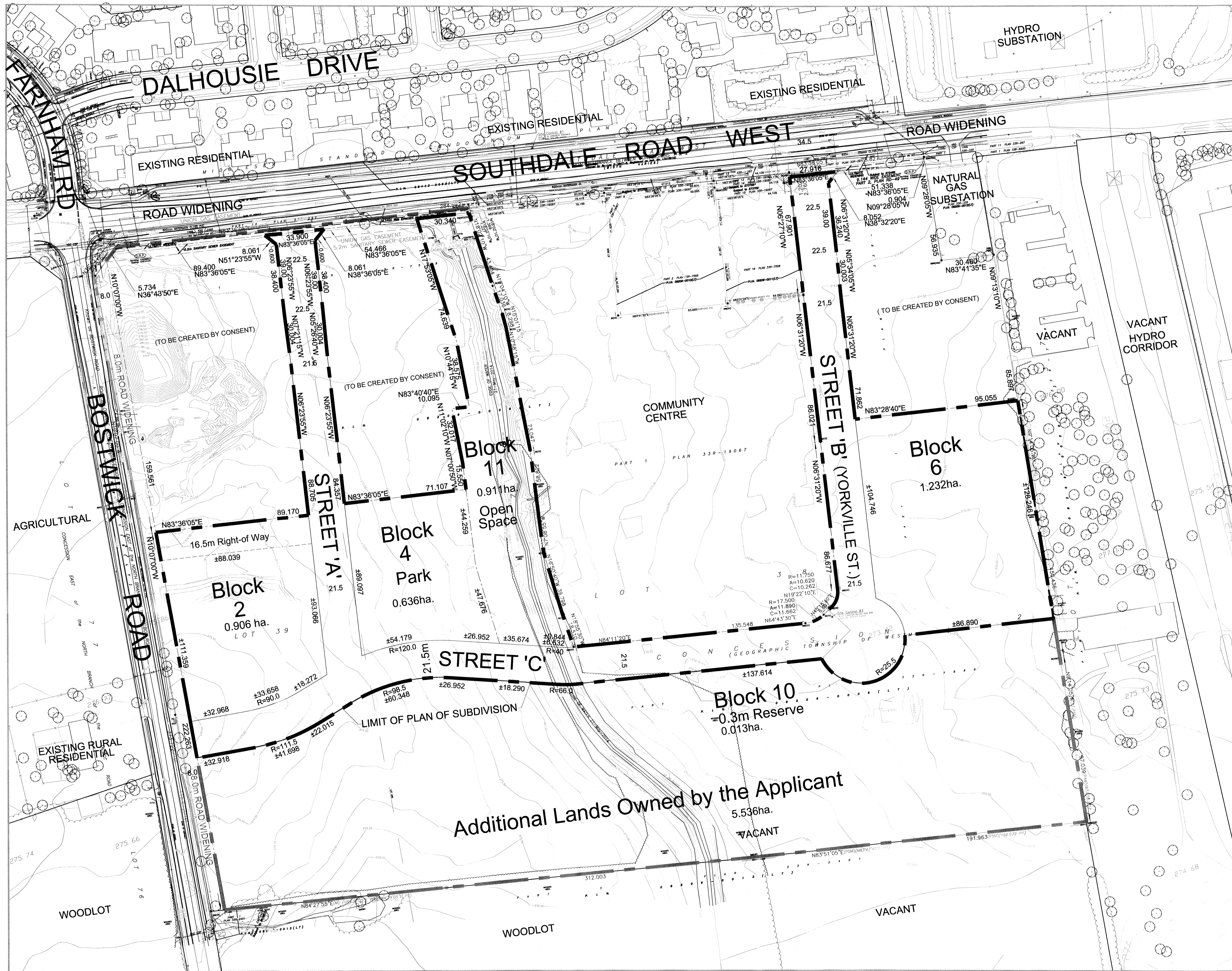
Proposed Southeast Rendering – Block 2

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



Proposed Northeast Rendering – Block 6

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



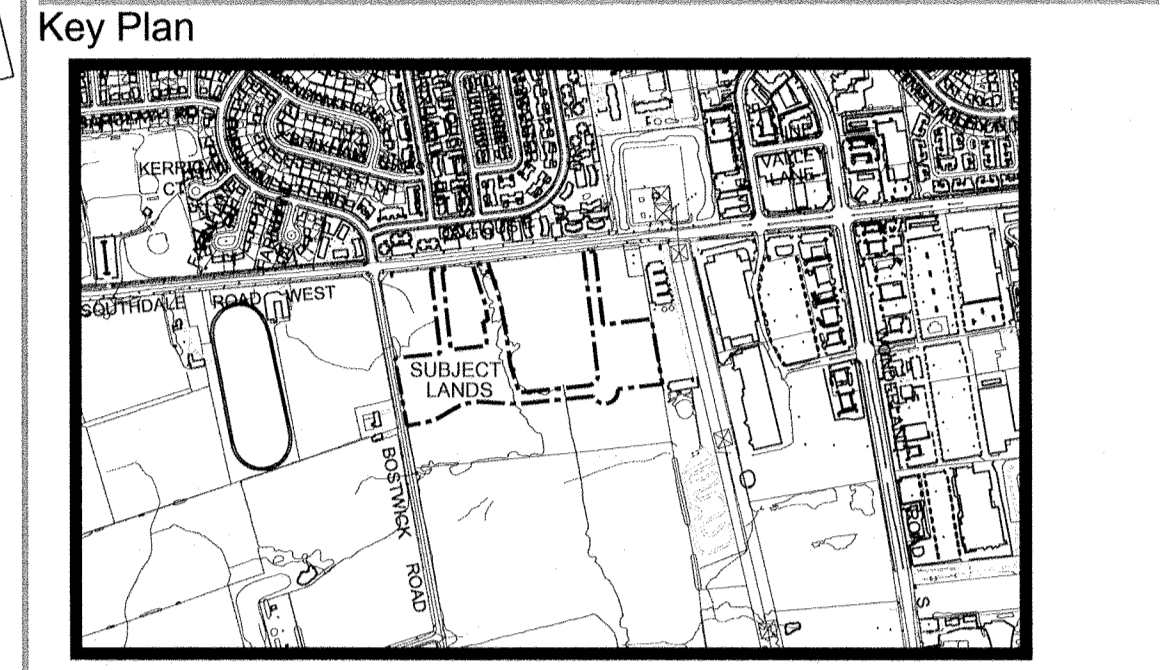
Legal Description
 PART OF LOTS 38 & 39, CONCESSION 2,
 (GEOGRAPHIC TOWNSHIP OF WESTMINSTER)
 COUNTY OF MIDDLESEX
 CITY OF LONDON

Owner's Certificate
 I HEREBY AUTHORIZE MACNAUGHTON HERMES BRITTON CLARKE PLANNING LIMITED
 TO SUBMIT THIS PLAN FOR APPROVAL.

DATE: July 25, 2018
 ALI SOUFAN
 731675 ONTARIO LIMITED

Surveyor's Certificate
 I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON
 THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND
 CORRECTLY SHOWN.

DATE: July 25, 2018
 TERRY DIETZ O.L.S.
 CALLON DIETZ INCORPORATED
 ONTARIO LAND SURVEYORS



Revision No.	Date	Issued / Revision	By
6			
5			
4			
3			
2			
1			
0			

Additional Information Required Under Section 51(17) of the Planning Act R.S.O. 1990, c.P.13 as Amended

A. As Shown	B. As Shown	C. As Shown
D. Residential/Open Space/Park	E. As Shown	F. As Shown
G. As Shown	H. Municipal Water Supply	I. Loam, Clay, Silt
J. As Shown	J. All Services As Required	L. As Shown

Area Schedule

Description	Lots/Blocks	Units	Area (ha)
Multiple Residential	2,6	488	2.138
Park	4		0.636
Open Space	11		0.911
0.3m Reserve	10		0.013
Roads			2.086
Total		488	5.784

RECEIVED BY
 JUL 27 2018
 CITY OF LONDON
 DEVELOPMENT SERVICES

3080 BOSTWICK ROAD

York **MHBC** PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

DEVELOPMENT GROUP 630 COLBORNE ST., SUITE 202, LONDON, ON, N6B 2V2 | P: 519 856 2797 F: 519 638 2200 | WWW.MHBCPLAN.COM

Stamp Date: July 25, 2018

File No. 1094 'B'

Plan Scale 1:1,000m

Drawn By L.M.

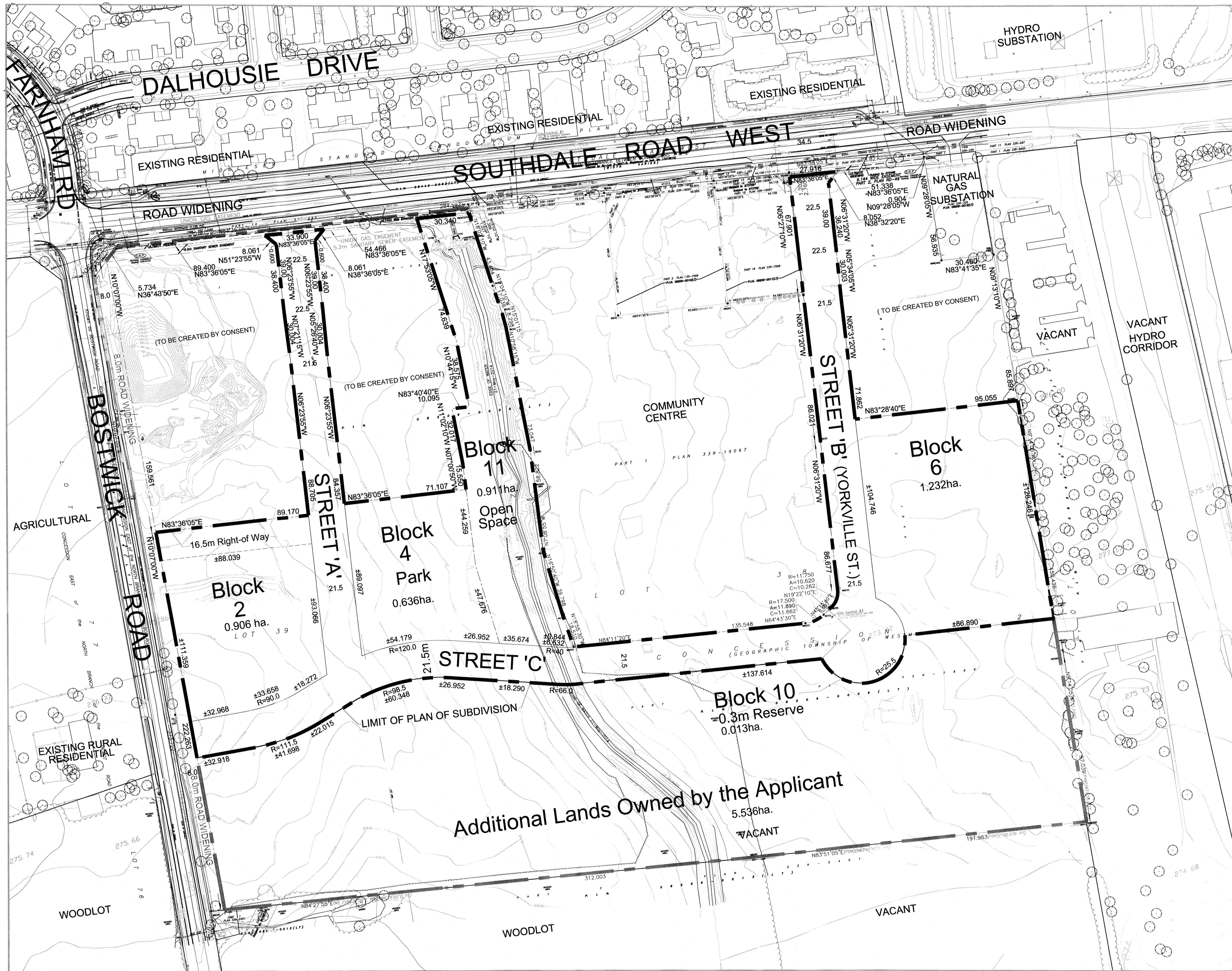
Checked By

Other

DRAFT PLAN OF SUBDIVISION

Dwg No. 1 of 1

Scale Bar 0 5 10 20 30 40 50



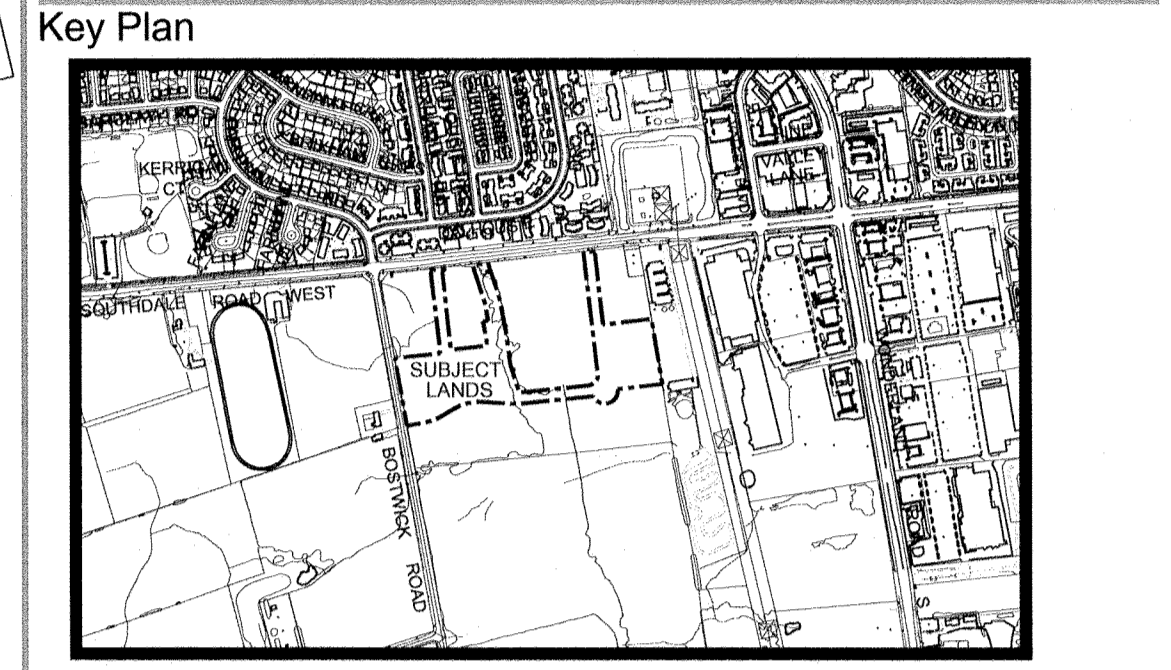
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 (GEOGRAPHIC TOWNSHIP OF WESTMINSTER)
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Surveyor's Certificate
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DATE: July 25, 2018
 TERRY DIETZ O.L.S.
 CALLON DIETZ INCORPORATED
 ONTARIO LAND SURVEYORS



Revision No.	Date	Issued / Revision	By
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Additional Information Required Under Section 51(17) of the Planning Act R.S.O. 1990, c.P.13 as Amended

A. As Shown	B. As Shown	C. As Shown
D. Residential/Open Space/Park	E. As Shown	F. As Shown
G. As Shown	H. Municipal Water Supply	I. Loam, Clay, Silt
J. As Shown	J. All Services As Required	L. As Shown

Area Schedule

Description	Lots/Blocks	Units	Area (ha)
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Open Space	11		0.911
0.3m Reserve	10		0.013
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Stamp	Date	July 25, 2018
File No.	1094 'B	
Plan Scale	1:1,000m	
Drawn By	L.M.	
Checked By		
Other		

DRAFT PLAN OF SUBDIVISION

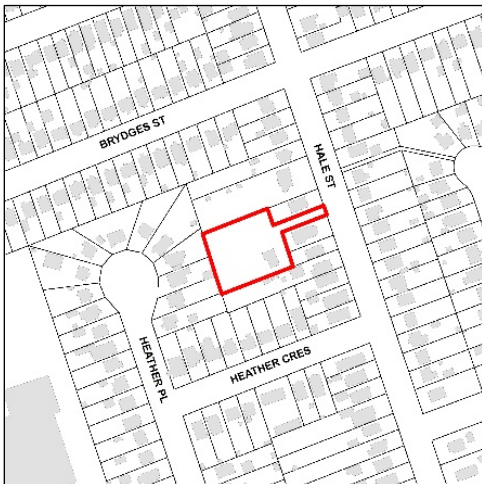
Dwg No. 1 of 1

Scale Bar: 0 5 10 20 30 40 50

Project: [Blank]

Draft Plan of Vacant Land Condominium and Zoning By-law Amendment

459 Hale Street



File: 39CD-18503 / Z-8886
Applicant: Artisan Homes Inc.

What is Proposed?

Draft Plan of Vacant Land Condominium and Zoning amendment to allow:

- Development of the rear portion of the property for six (6) single detached dwelling units
- Retention of existing dwelling on the front portion of the property on its own separate lot

YOU ARE INVITED!

Further to the Notice of Application you received on April 18, 2018, you are invited to a public meeting of the Planning and Environment Committee to be held:

Meeting Date and Time: Monday, September 10, 2018, no earlier than 5:00 p.m.

Meeting Location: City Hall, 300 Dufferin Avenue, 3rd Floor

For more information contact:

Larry Mottram
lmottram@london.ca
519-661-CITY (2489) ext. 4866
Development Services, City of London
300 Dufferin Avenue, 6th Floor,
London ON PO Box 5035 N6A 4L9
File: 39CD-18503 / Z-8886

london.ca/planapps

To speak to your Ward Councillor:

Councillor Jesse Helmer
jhelmer@london.ca
519-661-CITY (2489) ext. 4004

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

Application Details

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

Requested Draft Plan of Vacant Land Condominium

Consideration of a Draft Plan of Vacant Land Condominium consisting of six (6) residential units and a common element for private access driveway and services to be registered as one condominium corporation.

Requested Zoning By-law Amendment

To change the zoning from a Residential R1 (R1-5) Zone to a Residential R6 Special Provision (R6-2()) 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.

Requested Zoning (Please refer to attached map)

Zone(s): Residential R6 Special Provision (R6-2()) Zone to permit cluster housing in the form of single detached dwellings, with a special provision to permit a minimum lot frontage of 8.0 metres, maximum lot coverage of 40%, and maximum density of 22 units per hectare.

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 Low Density Residential in the Official Plan, which permits low-rise, low density housing forms including detached, semi-detached, and duplex dwellings, as the main uses.

The subject lands are in the Neighbourhoods Place Type in *The London Plan*, permitting a range of uses such as single detached, semi-detached, duplex, triplex, and townhouse dwellings, and small-scale community facilities.

How Can You Participate in the Planning Process?

You have received this Notice because someone has applied for a Draft Plan of Vacant Land Condominium and to change the zoning of land located within 120 metres of a property you own, or your landlord has posted the public meeting notice in your building. The City reviews and makes decisions on such planning applications in accordance with the requirements of the *Planning Act*. If you previously provided written or verbal comments about this application, we have considered your comments as part of our review of the application and in the preparation of the planning report and recommendation to the Planning and Environment Committee. The additional 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) page at london.ca.

See More Information

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

- visiting Development Services at 300 Dufferin Ave, 6th floor, 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.

Attend This Public Participation Meeting

The Planning and Environment Committee will consider the requested Draft Plan of Vacant Land Condominium and zoning changes at this meeting, which is required by the *Planning Act*. You will be invited to provide your comments at this public participation meeting. A neighbourhood or community association may exist in your area. If it reflects your views on this application, you may wish to select a representative of the association to speak on your behalf at the public participation meeting. The Planning and Environment Committee will make a recommendation to Council, which will make its decision at a future Council meeting. The Council Decision will inform the decision of the Director, Development Services, who is the Approval Authority for Draft Plans of Vacant Land Condominium.

What Are Your Legal Rights?

Notification of Council and Approval Authority's Decision

If you wish to be notified of the Approval Authority's decision in respect of the proposed draft plan of vacant land condominium, you must make a written request to the Director, Development Services, City of London, 300 Dufferin Ave., P.O. Box 5035, London ON N6A 4L9, or at developmentsservices@london.ca. You will also be notified if you provide written

comments, or make a written request to the City of London for conditions of draft approval to be included in the Decision.

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

Right to Appeal to the Local Planning Appeal Tribunal

If a person or public body does not make oral submissions at a public meeting, if one is held, or make written submissions to the City of London in respect of the proposed plan of vacant land condominium before the approval authority gives or refuses to give approval to the draft plan of vacant land condominium, the person or public body is not entitled to appeal the decision of the Director, Development Services to the Local Planning Appeal Tribunal.

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 City of London in respect of the proposed plan of vacant land condominium before the approval authority gives or refuses to give approval to the draft plan of vacant land condominium, 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.

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 Board, there are reasonable grounds to do so.

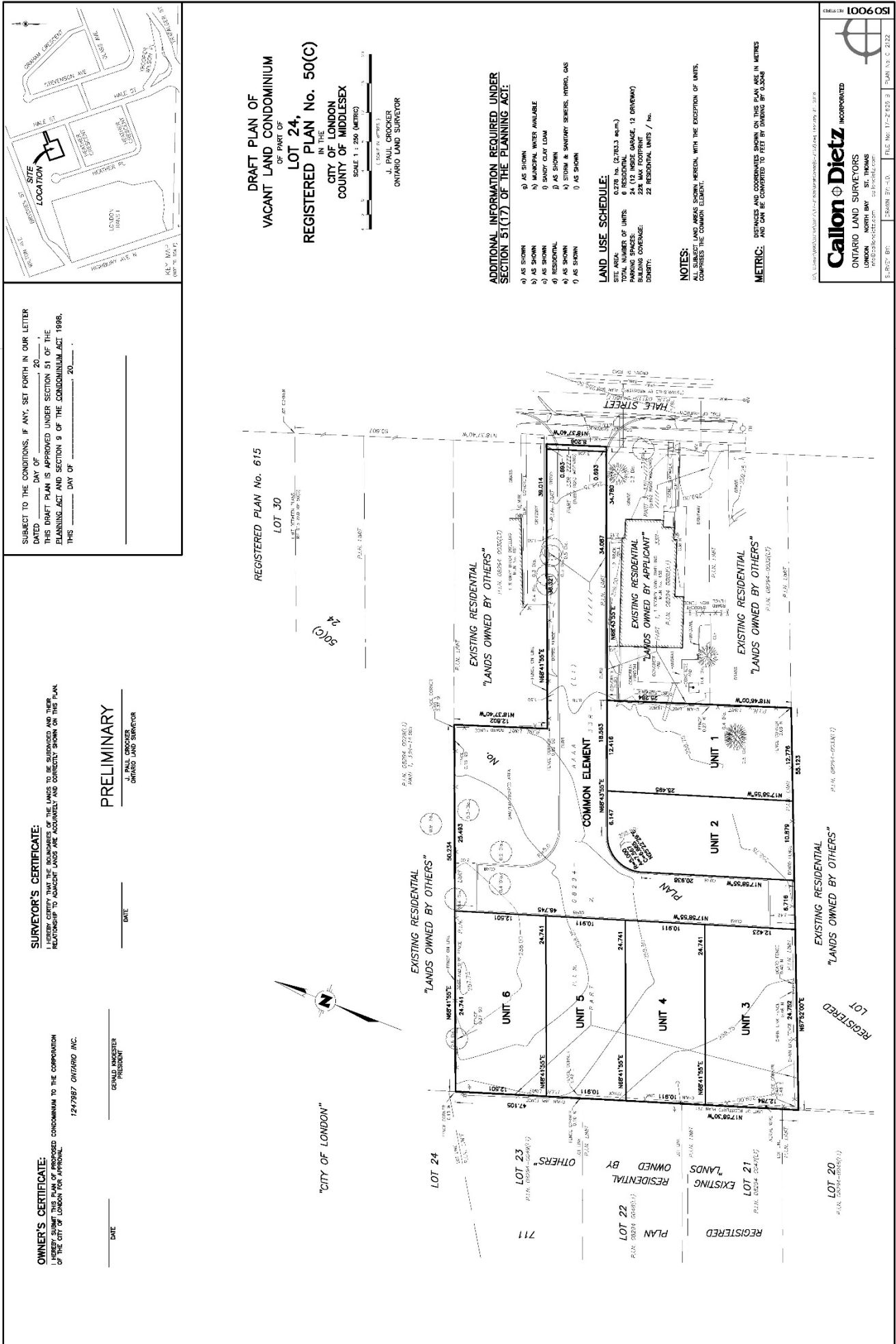
For more information go to <http://elto.gov.on.ca/tribunals/lpat/about-lpat/>.

Notice of Collection of Personal Information

Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the *Municipal Act*, 2001, as amended, and the *Planning Act*, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-CITY(2489) ext. 4937.

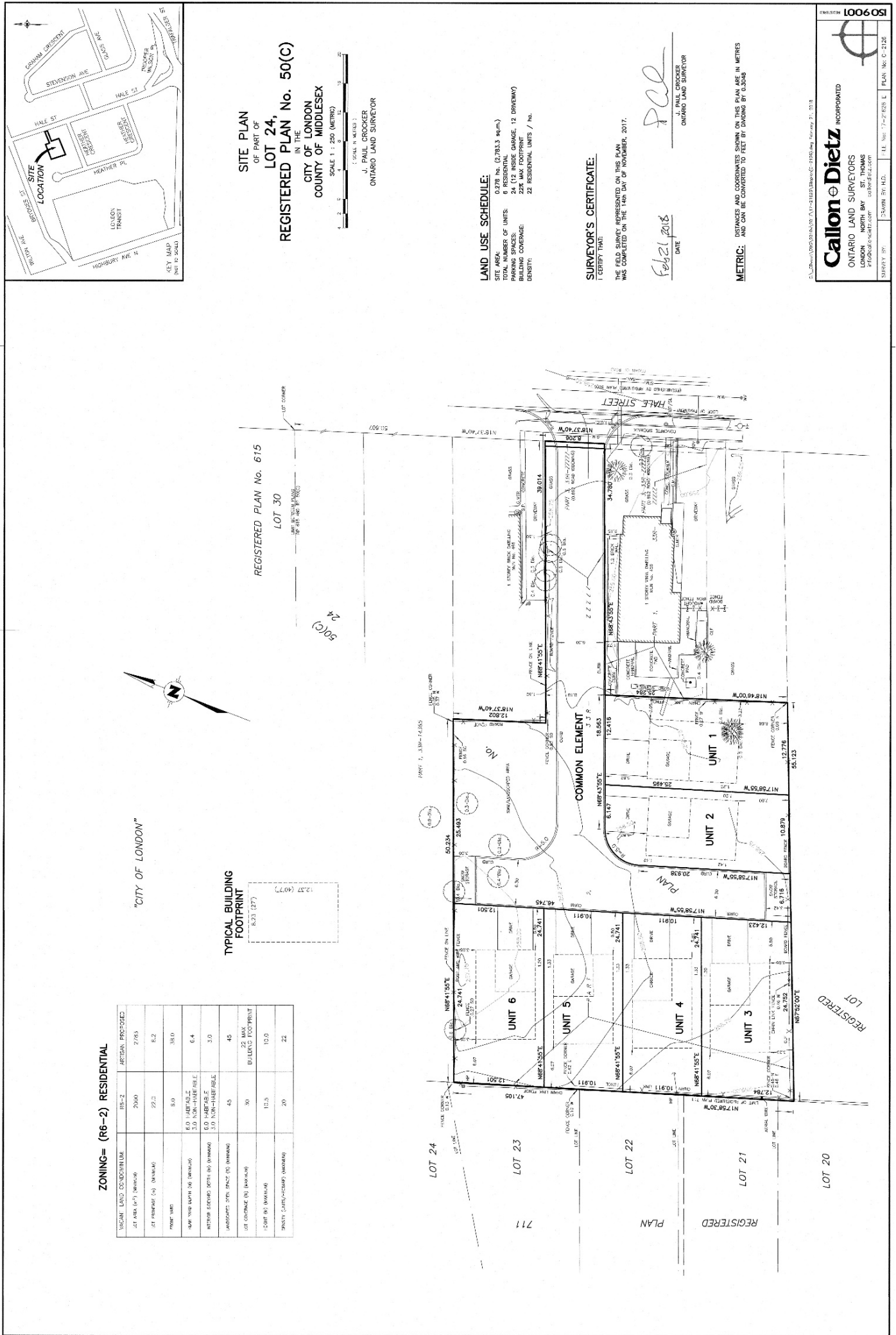
Accessibility – Alternative accessible formats or communication supports are available upon request. Please contact accessibility@london.ca or 519-661-CITY(2489) extension 2425 for more information.

Requested Draft Plan of Vacant Land Condominium



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

Concept Site Plan



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



Adelaide Street North Municipal Class Environmental Assessment Study

Notice of Study Commencement

The City of London is undertaking a Municipal Class Environmental Assessment (EA) Study for the Adelaide Street North widening according to the recommendations of the City's *Smart Moves Transportation Master Plan* (TMP). This project is being carried out under the planning and design process for a Schedule C project as outlined in the Municipal Engineers Association's *Municipal Class Environmental Assessment* (October 2000, as amended in 2007, 2011 and 2015).

Location: Adelaide Street North from Fanshawe Park Road East to Sunningdale Road East; including Sunningdale Road East from Blackwater Road to Stoney Creek Community Centre entrance.

Purpose of the Study: Adelaide Street North is a north/south Civic Boulevard that was determined to be operating over capacity by 2030 in the City of London's *Smart Moves TMP* due to increasing development north of the study area as well as travel needs throughout the City as a whole. The TMP recommends that this section of Adelaide Street North be widened from two lanes to four lanes by 2020.

The Adelaide Street EA will:

- Assess / confirm the need and justification for widening of Adelaide Street North
- Identify and evaluate a range of alternative solutions to accommodate growing traffic volumes along this corridor, including intersection improvements particularly at Sunningdale Road; active transportation; and, transit improvements
- Review and develop a design that will be consistent with the visions and policies of the 2030 Transportation Master Plan

Consultation and input from the public, relevant technical agencies and stakeholder groups, and Indigenous Communities is a key element of the Class EA study. To facilitate this, two Public Information Centres (PICs) will be held to present the alternative solutions and recommended design. Notices of the PICs including date, time, and location will be advertised during the study and mailed to those on the study mailing list. Upon completion of the study, an Environmental Study Report (ESR) will be prepared and made available for a 30-day public review period. The ESR will document the Municipal Class EA planning and decision-making process undertaken.

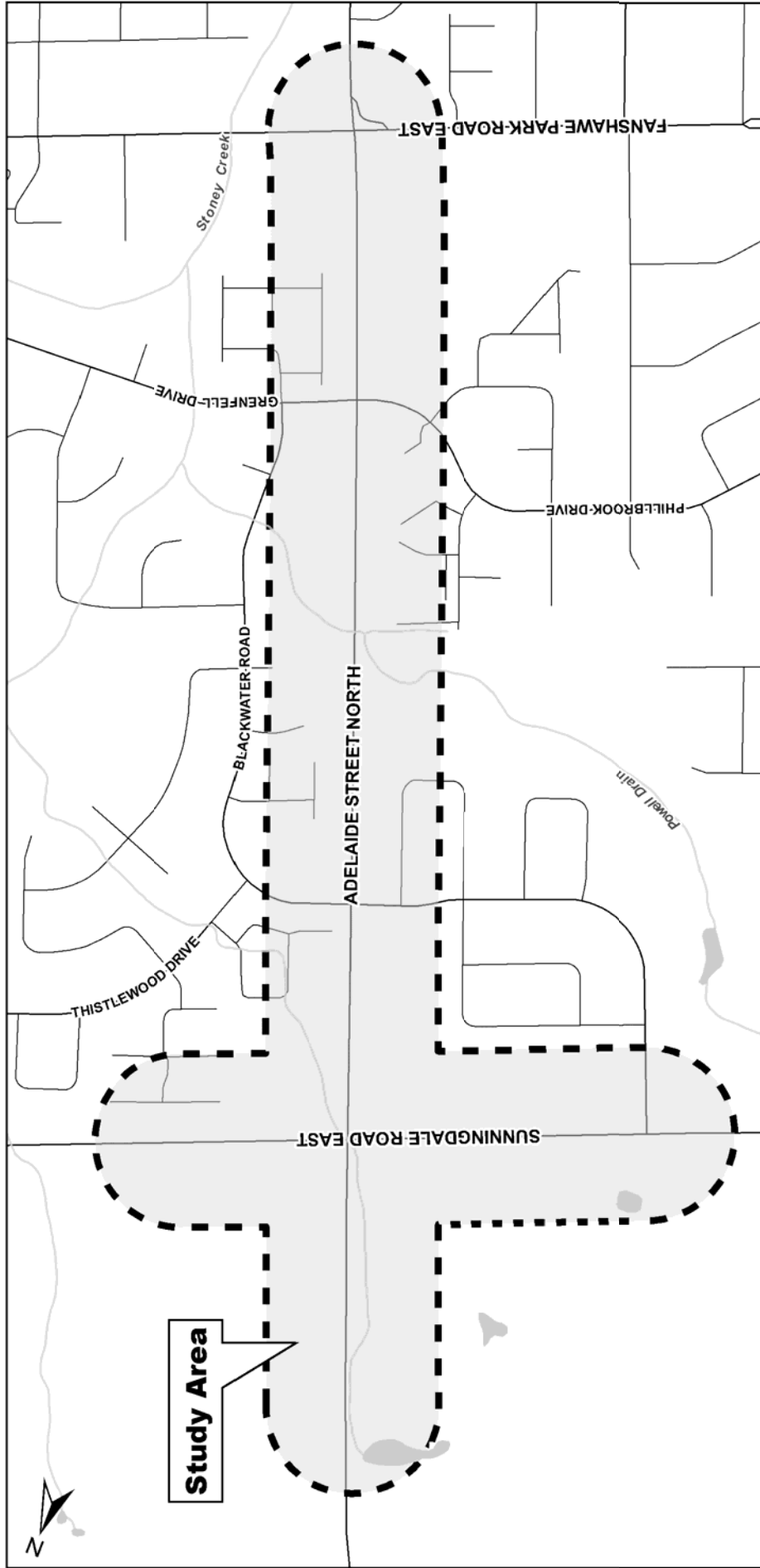
For more information, to provide comments, or to be added to the mailing list, please visit <http://www.london.ca/residents/environment/EAs/Pages/default.aspx> or contact:

Henry Huotari, Project Manager
Parsons Inc.
1069 Wellington Road South, Suite 214
London, ON N6E 2H6
Tel: 519-286-5517
Email: henry.huotari@parsons.com

Matthew Davenport, Project Manager
City of London
300 Dufferin Avenue, 8th Floor, P.O Box 5035
London, Ontario, N6A 4L9
Tel: 519-661-2489 x5232
Email: mdavenport@london.ca

Information collected for the study will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. Except for personal information, including your name, address and property location, all comments received throughout the study will become part of the public record and included in project documentation.

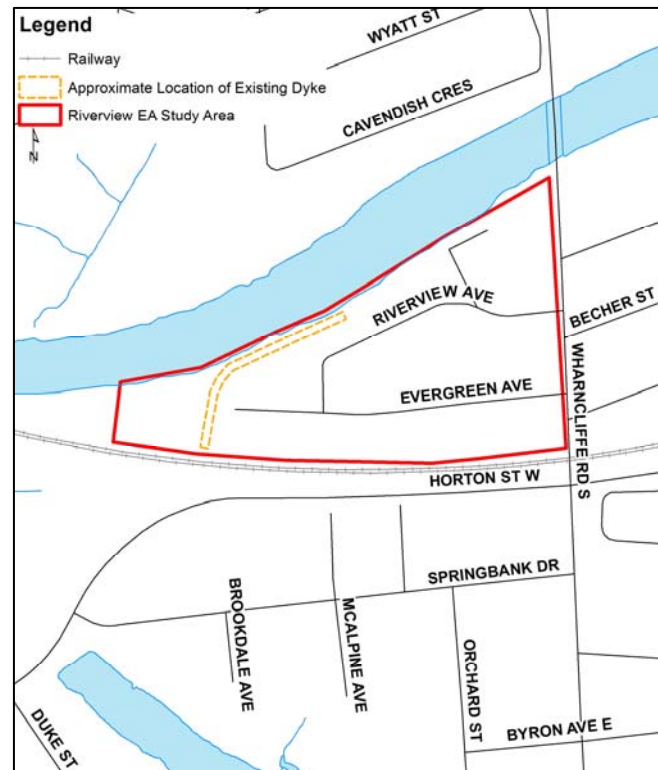
ADELAIDE STREET NORTH
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
STUDY AREA KEY MAP



NOTICE OF PUBLIC INFORMATION CENTRE

THE STUDY

The Upper Thames River Conservation Authority (UTRCA) and the City of London are completing a Schedule B Municipal Class Environmental Assessment (EA) Study through its consultant AECOM. The focus of the study is to review alternatives to manage and improve the Riverview Evergreen dyke (see map). The alternatives include repair and regular maintenance, erosion protection, reconstruction of the dyke, increasing the height of the dyke, extending the dyke upstream, and decommissioning the dyke after voluntary acquisition of properties currently protected by the dyke.



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 July 25th, 2018

Place: London Children's Museum (Main Atrium), 21 Wharnccliffe Rd S.

Time: 5:30 pm – 7:30 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

Mr. Adam Spargo, B.Sc.

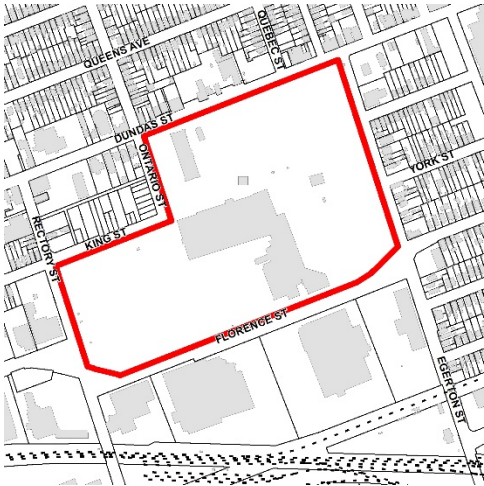
Project Manager
AECOM Canada
250 York Street, Suite 410
London ON, N6A 6K2
Fax: 519 673-5975
Email: adam.spargo@aecom.com

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.

NOTICE OF PLANNING APPLICATION

Official Plan and Zoning By-law Amendments

900 King Street & 925 Dundas Street



File: OZ-8937

Applicant: City of London & Western Fair Association

What is Proposed?

Official Plan and Zoning amendments to allow:

- existing and new uses including casinos; race track operations; fairgrounds; hotels; and other commercial, recreational or entertainment uses
- a bonus zone for increased height
- a single parking rate for all permitted uses; required parking on adjacent lots; and other site conditions

LEARN MORE & PROVIDE INPUT

Please provide any comments by **August 23, 2018**

Melissa Campbell

mecampbell@london.ca

519-661-CITY (2489) ext. 4650

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

File: OZ-8937

london.ca/planapps

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

Jesse Helmer

jhelmer@london.ca

519-661-CITY (2489) ext. 4004

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

Application Details

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

Requested Amendment to the Current Official Plan

To adopt the permitted uses for the Western Fairgrounds as identified in The London Plan.

Requested Zoning By-law Amendment

To add definitions for casinos and table gambling, race track operations, fairgrounds, and urban agriculture. To change the zoning from a Regional Facility Special Provision (RF(2)) Zone to a Regional Facility Special Provision (RF(_)) Zone. Changes to the currently permitted land uses and development regulations are summarized below. The complete Zoning By-law is available at london.ca/planapps.

Current Zoning

Zone: Regional Facility (RF(2)) Zone.

Permitted Uses: Adult secondary schools, ancillary residential and/or hostels and accommodations together with permitted uses in this zone; places of worship; commercial parking structures and/or lots; commercial schools; community colleges; day care centres; elementary schools; emergency care establishments; group home type 2; hospitals; institutional uses; libraries; nursing homes; private schools; recreational buildings; secondary schools; stadia; supervised residences; universities.

Special Provision(s): Additional permitted uses: uses and facilities of the Western Fair Association and accessory uses.

Height: Maximum 40 metres.

Requested Zoning

Zone: Regional Facility (RF(_)) Zone.

Permitted Uses: No change requested.

Special Provision(s): To replace current additional permitted uses with casinos; race track operations; fairgrounds; hotels; restaurants; retail stores; boutiques; amusement game establishments; amusement parks; auditoriums; ancillary office uses; urban agriculture; brewing on premises establishments and craft breweries. To recognize a single parking rate requirement for all permitted uses; that required parking may be located on adjacent lot(s); and other site conditions as may be necessary.

Height: See Bonus Zone below.

Bonus Zone: Increased height maximum 50 metres.

The City may also consider the use of holding provisions.

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. These lands are currently designated as Regional Facilities in the Official Plan, which permits institutional type uses including hospitals; universities; community colleges; major recreational facilities; cultural facilities; large religious institutions; military establishments; and correctional or detention centres as well as uses permitted in the Community Facilities designation as the main uses.

The subject lands are in the Institutional Place Type in *The London Plan* (Council-adopted but not in force and effect), permitting a range of institutional uses and accessory uses; a limited amount of retail; and mixed-use buildings. On the Western Fairgrounds, entertainment and recreational uses; and hotels will also be permitted.

How Can You Participate in the Planning Process?

You have received this Notice because someone has applied to change the Official Plan designation and the zoning of land located within 120 metres of a property you own, or your landlord has posted the notice of application in your building. The City reviews and makes decisions on such planning applications in accordance with the requirements of the *Planning Act*. The ways you can participate in the City's planning review and decision making process are summarized below. For more detailed information about the public process, go to the [Participating in the Planning Process](http://london.ca/planapps) page at london.ca.

See More Information

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

- visiting Planning Services at 206 Dundas Street, 6th floor, Monday to Friday between 8:30am and 4:30pm;
- contacting the City's Planner listed on the first page of this Notice; or

- viewing the application-specific page at london.ca/planapps.

Reply to this Notice of Application

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

Attend a Future Public Participation Meeting

The Planning and Environment Committee will consider the requested Official Plan and 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 official plan amendment and zoning by-law amendment, you must make a written request to the City Clerk, 300 Dufferin Ave., P.O. Box 5035, London, ON, N6A 4L9, or at docservices@london.ca. You will also be notified if you speak to the Planning and Environment Committee at the public meeting about this application and leave your name and address with the Secretary of the Committee.

Right to Appeal to the Local Planning Appeal Tribunal

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

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

If a person or public body 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 of the Council of the City of London to the Ontario Municipal Board.

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

900 KING STREET CHER & HIA

FINAL
August 2018



Prepared For
Western Fair District
316 Rectory Street
London ON

Prepared By
Common Bond Collective
77 Dixon Ave - Unit 3, Toronto ON
416-559-4540
david@cbcollective.ca

Cover Image: CBCollective 2018

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Executive Summary

In response to the RFQ dated April 13, 2018, Common Bond Collective has undertaken a combined Cultural Heritage Evaluation Report (CHER) and Heritage Impact Assessment (HIA) for the Western Fair site at 900 King Street in London, Ontario. The assignment relates directly to the potential heritage impacts of the proposed redevelopment described in the RFQ. The CHER is comprised of background research and analysis to understand the potential heritage values and attributes of the site. The HIA assesses the impacts of the proposed redevelopment on these heritage resources, and provides recommendations to mitigate them to acceptable levels.

900 King Street has a rich history as a place of public enjoyment, both related to and preceding the relocation of the Western Fair to the site in 1887. The site has important associations with the Western Fair, several prominent London architecture firms, harness racing, and the local history of London East. The site contains a number of significant heritage buildings, including the Arts Building (built 1912), and the Confederation Building (built 1927). The evaluation determined that 900 King Street meets the criteria for Historical, Design and Contextual values under the Ontario Heritage Act. The specific heritage values and related attributes are outlined fully in *7.0 Proposed Statement of Significance*.

The proposed redevelopment of the site involves the demolition and possibly renovation of existing structures, with construction of a new casino complex along with new surface parking. The undertaking was presented at a conceptual level as a two phase project, and later revised to be a single stage of development. Analysis identified several impacts of the proposed undertaking, specifically related to the removal and modification of structures. The severity of these potential impacts ranges from low to high. With the exception of complete Grandstand demolition, reasonable mitigation options are available including documentation, commemoration and re-use. In these cases it is possible to mitigate the identified impacts to levels considered acceptable.

It is recommended that the impacts and proposed mitigation strategies be understood and implemented into the proposed redevelopment designs.

1. Introduction

1.1. Site Description

The Western Fair site at 900 King Street is an entertainment complex and fairground located in London's Old East Village neighbourhood (figure 1). The site is approximately 19 hectares, and is bound by Dundas and King streets on the north, Egerton Street on the east, Florence Street on the south, and Rectory and Ontario streets on the west. Known as the main Western Fair site, 900 King Street is located adjacent to other facilities and grounds associated with and operated by the Western Fair District (figure 2). Specifically there is a parking lot north of King Street, and a collection of structures south of Florence Street including the Administrative Building, Agriplex and Sports Centre.

The site contains a collection of buildings related to the annual and historic Western Fair and other entertainment uses including simulcast horse racing and a casino. Of note are the Arts Building (built c.1912) and Confederation Building (built 1927), and remnants of the Grandstand (metal canopy structure built 1915) and Poultry building (built 1929, partially demolished 2013). Much of the site's western half is paved parking space, whereas the eastern side contains a half-mile racetrack. A section of treed parkland sits on the northern half of the site.

1.2. Existing Heritage Protections

The Arts Building and Confederation Building are included on the City of London's Inventory of Heritage Resources (2006) as Priority 1 buildings.

1.3. Methodology

This is a Cultural Heritage Evaluation Report (CHER) and Heritage Impact Assessment (HIA) of the Western Fair site at 900 King Street. The site has been researched and evaluated against the criteria in O. Reg. 9/06 of the Ontario Heritage Act (OHA). The report was completed by David Deo (BA, Dip. Heritage Conservation) and Ellen Kowalchuk (MA, CAHP). A site visit was conducted on May 8, 2018 with Rob Lumsden of Western District Fair and Jim Sherratt of Timmins Martelle Heritage Consultants. Research was conducted online and in-person at the Western Archives, Western University and at the London Room of the London Public Library.

2. Historical or Associative Value

2.1. Thematic History

2.1.1. Early Settlement to 1887

When Upper Canada was established in 1791, John Graves Simcoe was appointed lieutenant governor of the sparsely-populated territory. He set about to populate the area and establish government and religious institutions required to make Upper Canada viable. After visiting the London area in 1793, John Graves Simcoe arranged for a 405 hectare plot of land to be set aside at the forks of the Thames River as the site of the provincial capital. Simcoe believed the southwestern peninsula was key to Upper Canada's economic future due to its proximity to the United States.

Although his plans to make London the provincial capital were quashed, settlement in the area proceeded. Simcoe's approach to settlements was to grant entire townships to prominent individuals who would in turn select settlers and allocate lands. Thomas Talbot, Simcoe's former secretary eventually received a land grant and became a promoter of settlement in the district, establishing transportation routes and townships. This settlement as well as recommendations of the military after the War of 1812, resulted in London being laid out as the district town of the London District. The original town was bounded by Wellington Street to the east, North Street (now Carling and Queen's Avenue to the north and the Thames River on the south and east). A wood courthouse and two taverns formed the centre of the town. Lots were surveyed by Colonel M. Burwell and transferred to any person willing to spend \$32 for the patent and build a shanty.

The growing population prompted further survey in 1835-6 by Peter Carroll. The town was incorporated in 1840 and its boundaries expanded eastward to Adelaide Street and north to Huron Street. Road improvements in the 1840s stimulated commercial growth, and the many hotels, businesses, banks and newspapers reflected the town's regional primacy. The opening of the Great Western Railway between Niagara, Hamilton and Windsor in 1854 ensured London's continued growth as a regional centre. Indeed, London became a major railway junction and division point served by both the CP and CN Rail main lines. London was incorporated as a city in 1855 with a population of 10,060.

2.1.2. London East

The Study Area is located east of London's original townsite, in an area that would develop into the Village of London East. This area was roughly bounded by the Thames River to the south, Oxford Street to the north, Adelaide Street on the west and Highbury Avenue on the east. The first brick dwelling in the area was built by Murray Anderson in 1851 on the northeast corner of Dundas and Adelaide Streets. Anderson was a prominent tin merchant, and became the newly incorporated City of London's first mayor in 1855. He built an iron foundry at the southwest corner of Dundas and Adelaide Streets, leading to the development of nearby worker's housing, and setting the precedent for industrial the activity that would characterize the area's development over the coming decades. In 1863 William Spencer and Herman Waterman moved their refinery to the area to be closer to the oil wells in Lambton county, and they would be followed by many other refineries.

At the time of its incorporation as a village in 1874, London East was a prosperous industrial suburb with a population of over 2,000. Stemming from a nucleus of refineries and related industries, in the 1870s London East boasted significant manufacturing and industrial operations including over twenty oil refineries, the Great Western Railway car shops, the Ontario Car Company and numerous chemical plants. London's refineries went through several periods of amalgamation, one of which in 1880 saw sixteen refineries form Imperial Oil, today one of Canada's largest petroleum companies. The refinery boom that drove development of London East was not to last however. An 1883 fire destroyed Imperial Oil's London East facilities, and company elected to rebuild in Petroilia, Ontario. In 1885 London East formally amalgamated with the City of London, and refining was prohibited in favour of cleaner industries less taxing on the environment. The area continued to grow and develop following amalgamation, absorbing numerous communities on its edges into the twentieth century.

2.1.3. St. Paul's Cemetery, Salter's Grove & Queen's Park

Prior to consolidation by the Western Fair Association, the Study Area was comprised of numerous parcels of land used as a cemetery, private and later public parkland, as well as residential subdivisions (figure 3).

St. Paul's Cemetery

Starting in 1852, the west end of Study Area was used as St. Paul's Anglican Cemetery. The burial ground, along with a Wesleyan burial ground south of Florence Street were intentionally located outside the City of London, which had outlawed burials within its municipal limits. The cemetery operated for several decades, receiving over 3,600 interments until London East passed its own law prohibiting burials within town limits. Interments and markers were eventually moved to the Woodland Cemetery in Westminster Township.^{1 2} Subsequently much of the former cemetery land was subdivided and developed as housing. Fire Insurance Plans suggest all lots had been developed by 1907. Detached brick dwellings predominated, however several semi-detached and wooden dwellings are also apparent. Within the Study area, these houses were located at the west end, fronting onto Dundas, Ontario, King, Rectory, and Campbell (later Florence) streets. As well, York Street continued into the Study Area to provide frontage for additional lots. As early as 1922 houses were demolished and converted to fair space. This was a slow process, and all houses had not been appropriated until the late 20 century.

Salter's Grove & Queen's Park

In the vicinity of the Study Area was the marshy Priest's Swamp, a large area so named for a priest who lived on a lot near its eastern end. The original bush road to London from the east passed around south of the swamp, and through the vicinity of the Study Area (figure 4).³ A stretch of land on the east of Priest's Swamp made up the eastern part of the Study Area. It was heavily forested and known as Salter's Grove. The plot was named for its owner, prominent pharmacist and surgeon John Salter. Salter was a settler elsewhere in the province, but left his land to practice in London in 1835.⁴ Salter's Grove was a tract of virgin forest, described thus in *The March of Medicine in Western Ontario* (1944):

*The grove had been part of the virgin forest and contained huge oak and pine trees, some six to eight feet in diameter, interspersed here and there by a majestic elm. Two or three such elms may still be seen.*⁵

Salter lived and had his business in London proper, but was known to walk three miles daily to his forested holdings. He permitted people to use the area as a pleasure grounds for picnics and walking, even hiring caretaker Ben Bolt to clear litter and brush from the trails.⁶ Bolt is supposed to have lived in a small cabin on the grounds.⁷

¹ Timmins Martelle Heritage Consultants Inc. "Stage 1 & 2 Archaeological Assessment Queens Park Improvements Part of Lot 11, Concession C Geographic Township of London City of London Middlesex County, Ontario" March 2010: 19-21.

² John Lutman and Christopher L. Hives. *The North and East of London: A Historical and Architectural Guide*. (London: Corporation of the City of London, 1982): 64.

³ "Old Bush Road Devious Path to London," London Free Press, April 14, 1951.

⁴ Inge Sanmiya. "The Spirits of Salter's Grove." The Londoner, April 20, 2005.

⁵ Edwin Seaborn. *The March of Medicine in Western Ontario*, (Toronto: The Ryerson Press, 1944): 154.

⁶ Ibid.

⁷ Sanmiya, "The Spirits of Salter's Grove."

Salter's Grove was acquired by the municipality in the late 1870s, though accounts differ as to whether the land was deeded or purchased.⁸ In either case, the land was acquired at a time when interest in public parks was high. The removal of fences around Victoria Park some years earlier created an enjoyable public amenity, and had a positive impact on local property values.⁹ As a result, Salter's Grove enjoyed a strong and active community concerned with its establishment as a public park. This was bolstered by an 1879 by-law which set the purposes of the ground as "a public Park for the recreation and amusement of the citizens of London", and the appointment of three citizen trustees to administer the park.¹⁰ Salter's Grove was renamed Queen's Park to celebrate Queen Victoria's 60th birthday, and opened officially May 24, 1879. Kossuth notes that Queen's Park was distinct from other parks in London as a citizen-led initiative that sought to provide publicly accessible land for physical recreation and exhibition purposes.¹¹ In 1887 Queen's Park was selected by the City of London as the new location of the Western Fair's exhibition grounds.¹²

2.1.4. Provincial Exhibition

The Provincial Exhibition was an annual agricultural fair that circulated through Canada West, and later Ontario between 1846 and 1878. It was established in 1846 by the Provincial Agricultural Association and the Board of Agriculture for Canada West. The first fair was held in Toronto on that year, with subsequent fairs held in different locales up until 1857. London hosted the event once during this period, in 1854 on a site between Oxford Street East and Grosvenor Street.

From 1858 onward, the fair rotated between four cities: Toronto, Kingston, Hamilton and London. Toronto hosted the 1858 event, debuting its own Crystal Palace inspired by Joseph Paxton's 1851 structure in London England. London Ontario's turn on the rotation came in 1861, the fair hosted at the recently vacated garrison grounds bounded by the present Richmond, Oxford and Waterloo streets, as well as Central Avenue. London followed Toronto in debuting its own Crystal Palace (*built 1861; demolished*) at the 1861 fair. The structure (also known as the Provincial Exhibition Building) was designed by prominent London architect William Robinson (1812-1894). Strained financial conditions limited the material and engineering ambitions of the undertaking, and the Crystal Palace was designed in a neoclassical style, chiefly of brick and wood (figure 5). An early example of an octagonal plan in Canada, the building was comprised of three tapering octagonal floors, with considerable variation in projection and height, all topped by an octagonal rotunda. The ground level featured eight entrances, one at each corner, all articulated by triumphal arch motifs. Despite eschewing the modern materiality and design standards set by Paxton's Crystal Palace, the design succeeded in providing the fairgrounds with a bold and distinctive centrepiece.¹³

⁸ In *The Spirits of Salter's Grove*, Sanmiya writes that in 1879 Salter deeded his forested holdings to the Village of East London, under the condition that they be used as a public park in perpetuity. *History of the County of Middlesex, Canada* suggests it was purchased by the city for \$11,000 (p.237).

⁹ *History of the County of Middlesex, Canada*. (Toronto: Goodspeed Publishers, 1889): 237.

¹⁰ Robert S. Kossuth. "Spaces and Places to Play: The Formation of a Municipal Parks System in London, Ontario, 1867-1914." *Ontario History*, Volume 97 (Autumn 2005): 173-174.

¹¹ *Ibid*, 175.

¹² Nancy Z. Tausky and Lynne DiStefano. *Victorian Architecture in London and Southwest Ontario: Symbols of Aspiration*. (Toronto: University of Toronto Press, 1986): 331.

¹³ Nancy Z. Tausky and Lynne DiStefano, 140-141.

London's third time hosting the Provincial Exhibition was in 1865 at the same site. The success of the event led politicians to gather support for an annual fair in London. The first such 'Western Fair' was held on the site in 1868, though the grounds were shared with the garrison that year, reinstated following the disruptions of the Fenian Raids. Provincial Exhibitions were held again at the site in 1869, 1873 and 1877 (figure 6). Following Toronto's 1878 hosting of the Provincial Exhibition, local interests attempted to have the fair remain permanently in that city. The move was unsuccessful, but did not deter Toronto from establishing a permanent annual fair. The Toronto Industrial Exhibition (later to become the Canadian National Exhibition) was first held the next year, in 1879. With the emergence of annual fairs on the circuit the Provincial Exhibition ceased in 1878, ultimately being replaced by the Dominion Exhibition. This national fair was first held in Ottawa in 1879 and ceased in 1914 with the outbreak of the First World War, never to be revived.

2.1.5. Western Fair (1867-Present)

The Western Fair Association (WFA) was founded in 1867 through a joint effort of the East Middlesex Agricultural Society and the London District Horticultural and Agricultural Society. It officially came into being on April 22, 1868 at a joint meeting of the respective Boards. Both societies continued, with their officers forming part of the WFA board.

The first Western Fair was held September 29 and 30, 1868 on the site of the former Military Grounds on Richmond Street (later occupied by Canadian Pacific Railway shops). The first fair included cattle, horse, sheep, swine and poultry displays with prizes awarded in the cattle and horse categories. Understandably, displays of agricultural implements featured prominently although furniture and stoves were also presented. The fair continued yearly, gradually expanding the number of days it operated and the amount of prize money awarded.

In April 1887, the WFA was granted a provincial charter as an Agricultural Society under the Agriculture and Arts Act of Ontario. The Act was meant to encourage and develop the agricultural and manufacturing activities of Ontario.¹⁴ A pressing matter for the WFA was the question of suitable grounds. The Richmond Street property had become hindered by the existence of the CPR. So, the WFA applied to City Council for funds to purchase new grounds and erect suitable buildings. The City agreed, the old grounds were sold and Queen's Park purchased.

One of the reasons for choosing Queen's Park over others, including Carling's farm, was due to the 'natural advantages' it possessed.¹⁵ Preparations began for the 1887 exhibition which was to be held for the entire week of September 12. Several large buildings, totalling \$60,000 in construction costs, were erected on the new site and a half mile track graded. Most, if not all of Queen's Park's remaining virgin forest was felled at this time.¹⁶ The first lease between the WFA and the city was signed the following year and lasted for 20 years.

For the 1891 Exhibition, the grounds were improved by laying out drives and walks and planting a number of trees (figure 7). Trees are seen lining Dundas and Egerton streets with other planting

¹⁴ At the time, 'arts' referred to the application of industrial, manufacturing and scientific pursuits, rather than the cultural meaning it has today.

¹⁵ *History of the County of Middlesex*, 237.

¹⁶ John Lutman and Christopher L. Hives, 53.

scattered throughout the site including on the inside of the track. At that time, the site was dominated by the Crystal Palace which fronted Dundas Street. Prominent London architect George F. Durand won the competition to design the main building. His building bore a much stronger semblance to Paxton's original than the 1861 Crystal Palace, despite a timber structural system (figures 8 & 9).¹⁷ The site was arranged with larger buildings located around the perimeter with smaller buildings scattered on the interior. The track and Grandstand were located in roughly the same position as present day.

In 1895 the first of many fires beset the fair and grounds. On the opening day of the 1895 fair on September 12, fire destroyed the Carriage and Poultry buildings. The exhibits were saved and displayed in tents for the duration of the fair. The WFA board responded with new plans to replace the buildings and also to build new Horse and Cattle barns, Sheep and Swine pens and update other buildings.

In 1904 a Dairy Building was erected in time for the fair. It was the first building on the grounds of brick construction and it was funded through a \$10,000 provincial grant.¹⁸ It was diminutive in size, rectangular in shape and positioned roughly in the centre of the site. By 1910 a the track re-clayed and the building interiors altered. In 1911-12, a one-storey building was constructed to the west of the Crystal Palace (figure 10). Designed by the London firm of Watt and Blackwell, it was London's first art gallery, but used only in the summer months as it was unheated.¹⁹ This building remains today and is the oldest on the site (figure 11). In 1914, the wood Grandstand was destroyed by fire. It was replaced the following year with a steel (outer) and wood (floors and seats) structure (figure 12).

In 1923 the Manufacturer's Building was constructed. Two storeys in height the building was of brick and steel construction. It was located to the northeast of the Dairy Building in the approximate location of the current Progress Building complex (figure 13). It was built to accommodate the increasing number of commercial displays and became a focal point of the site. In January 1927 the Crystal Palace was destroyed by fire. Estimates of \$200,000 for a replacement prompted officials to replace the oak beamed structure with a brick building. The Confederation Building was constructed, not on the footprint of the Crystal Palace, but in the location of the Horticultural Building at the western edge of the site. It opened in time for the 1927 fair (figure 14).²⁰ Just to the south of where the Confederation Building stands. The period was one of growth and enhancement of the fair's facilities, with the Ontario Arena built in 1928 at the southwest corner of the grounds, and the Poultry Building built 1929 at the corner of King and Ontario streets.²¹ Both structures were brick and designed by Watt and Blackwell.²²

World War Two significantly disrupted the fair as the site was turned over to the military and no fair operated between 1939 and 1947. During this time, many buildings were altered, removed and temporary buildings constructed with few or no records. A series of temporary buildings,

¹⁷ Nancy Z. Tausky and Lynne DiStefano, 332.

¹⁸ A.M. Hunt, *Western Fair History, London, Ontario, 1867-1910*, 51.

¹⁹ City of London, Draft Statement of Significance, n.d.

²⁰ LPL Clippings File, *London Free Press*, July 20, 1963.

²¹ Inge Sanmiya, *Celebration of Excellence: the history of the Western Fair Association, 1867-2000*, (London, Ont.: Western Fair Association, 2000): 141.

²² Biographical Dictionary of Architects in Canada, "Watt, John Macleod," accessed at: <http://dictionaryofarchitectsincanada.org/node/1271>

likely barracks, were constructed in the central portion of the site in the early 1940s (figure 15). They were removed after the site was returned to the WFA (figure 16).

In 1958, the Grandstand received a major makeover. It was stripped to its skeleton and rebuilt. The steel walls, wooden seating deck and benches were removed. The rear of the structure was replaced with concrete block faced with brick. The roof remained unchanged and the seating capacity stayed at 6,500. The interior received a new dining room. While the Western Fair had a long history of horse shows and contests, by this time formal horse racing was becoming established on the site. The Western Fair offered an afternoon program of pari-mutuel racing in 1960. Full-scale harness racing was introduced the following year with a 24 night harness racing program, the first in Ontario. At this time glass end walls and heating were installed, and in 1962 the structure was significantly expanded. The three-storey addition ran the entire 103-metre (340 foot) length of the structure. It projected 10.5-metres (35 feet) to the west. The third floor housed additional betting facilities.

On June 20, 1963, fire destroyed the Manufacturers' Building - just three months before the opening of the fair. The board decided to replace the building immediately and the new Progress Building was constructed in 77 days with the London Steel Construction Company providing engineering services, supplying and erecting the steel. Jolly and White industrial electricians engineered and supplied the electrical requirements. The Manufacturers' Building measured 88 by 15 metres (288 by 168 feet) and the new Progress Building had approximately the same dimensions, but the roof covering the new structure was 88 by 75 metres (288 x 250 feet) including a covered semi-outdoor exhibit area adjacent to the south wall. At the east end, a roof adjoining the grandstand covered about 93 x 250 feet of previously open space. Concrete slab was laid on the roof with the intention of it becoming the floor of a covered parking area. Six inch concrete slab laid on the main floor. Brown brick was applied on the north and west walls, flush with the concrete block (figure 17). The ramp and washrooms were all that remained of the Manufacturers' Building (figure 18). The north entrance was later enclosed with a fieldstone front in 1971.

In 1967 two stories were added to the ground floor lobby of the Grandstand and a three-storey glass front built to the south. Construction of the Paddock Building started in 1971. The new structure, located at the south end of the Grandstand was built to accommodate 32 horses and included an exercise area and test facilities. Another \$200,000 would later be spent to add a second floor to be a multi-use facility and connected to the second floor of the Grandstand. In 1971, a new open-air stage replaced the Silver Dome which was constructed in 1965 (figure 19).

The 1970s marked a period of continued expansion for the Western Fair. In 1972 the lands south of Florence Street were purchased from CNR. In 1977, the West Annex was constructed on the west side of the Progress Building. In 1983 the Horticulture Building (the 1904 Dairy Building) was demolished to make room for a new facility. The 2,232 sq metre building (25,000 square foot) building was originally phased in two parts, but a federal grant allowed for construction of the basement at the same time as the rest of the building.²³ It was named the Canada Building (figure 20). It connected to the West Annex and Progress Buildings to form a complex that supported fair exhibitions and off-season events and shows. An Imax theatre on the south side of King Street opened in 1996. By 1998 the former CNR lands had been cleared and were renamed Queen's

²³ LPL Clippings File, *London Free Press*, November 17, 1983.

Park South. In 1999 the slows building west of the Grandstand was built. By 2000, several of the existing buildings had been reclad, including the west portion of the Grandstand and the south elevation of the Progress/Annex/Canada Building complex (figure 21). A new lobby for the slots was added in 2003. In 2013 the Imax Theatre, Administrative Building, and most of the Poultry building was demolished, along with a connective structure linking it to the Canada Building. A portion of the Poultry Building was retained to house an electric substation. The Grandstand underwent a major renovation completed in 2017 with the removal of seating, and footing repairs for the canopy structure.²⁴

2.2. Person / Event / Organization

2.2.1. John Salter

John Salter (1802-1881) was a prominent London-based surgeon, pharmacist, and eclectic philanthropist (figure 22).²⁵ Born in London, England to naval family he practice as an apothecary, acting as a surgeon for nearly a decade on ships travelling between England and the East / West Indies. Settling in Canada in the 1830s, Salter soon abandoned his cabin and farm relocating to London, Canada West in 1835 to continue his professional practice. His first apothecary was on Ridout Street across the courthouse, and by 1850s he had relocated to Maitland and Dundas streets, and then Clarence and Dundas streets. Behind the apothecary was his doctor's office, and his residence was above. Salter was London's only dentist for a time, it being common historically for surgeons to practice both professions. Salter served as editor of the *London Times* between 1845 and 1849, a paper known for its liberal views toward capital punishment, and imprisonment of debtors.

Salter owned a large tract of virgin forest east of the London's city limits, long known as Salter's Grove. He cherished the land, reportedly walking the three miles to visit it on a daily basis. He permitted its broader use as a pleasure ground for picnics and strolls, going so far as to employing and providing a cabin to a caretaker for the site. In the late 1870s the city acquired Salter's Grove, which through community and municipal efforts was made into a public park. The park officially opened as Queen's Park on Queen Victoria's 60th birthday in 1879, cementing Salter's wishes that the site be used for public enjoyment.²⁶

2.2.2. George F. Durand

George F. Durand (1850-1889) was a prominent and prolific London-based architect whose work can be found throughout southern Ontario.

Durand's father was a Scottish emigrant who operated a successful building and contracting business in London, Ontario from the 1850s onward. Recognizing his son's strong artistic ability, the elder Durand enrolled him in Peel's Art School at age 16. Two years later, he began formal training as an architect, articling under the prominent London architect William Robinson.²⁷

Durand was quickly exposed to significant and elaborate projects, hired in 1870 to serve as Clerk of the Works for the New York State Capitol building in Albany, New York (*built 1867-1897; completed to different designs*). Durand was hired by Thomas Fuller, a prominent Canadian

²⁴ Rob Lumsden, May 8, 2018.

²⁵ Inge Sanmiya, "The Spirits of Salter's Grove."

²⁶ John Seaborn, 152.

²⁷ Coincidentally, Robinson had designed London's first Crystal Palace built seven years earlier, which would be succeeded by Durand's on the Queen's Park site in 1887.

architect in charge of the designs Albany project with Augustus Laver.²⁸ Cost overruns and animosity toward a foreign architect led to Fuller and his team being replaced in 1876, though Durand succeeded at distinguishing himself at this early stage in his career.

Durand relocated to London in 1878, becoming novice partner in a firm with William Robinson and his peer Thomas Tracy. The partnership evolved over time, with Robinson retiring and Tracy eventually taking a permanent position as city engineer. Durand headed the firm at this point, occasionally partnering with John M. Moore. Through the 1880s Durand's firm was prolific, specializing in ecclesiastical, high-end residential, and institutional work. The firm also undertook a significant amount of commercial design.²⁹ His practice boomed during a period of heavy development and prosperity in and around the London area. Durand used to influence to promote the architectural profession, chairing the organizational meeting of the Ontario Association of Architects and eventually being elected its Vice President. He would not serve out his term however, falling ill in March 1889 before finally succumbing to the mystery ailment in December of that year.

Durand's work characterized the High Victorian Period in Ontario architecture, adeptly employing an eclectic array of styles, forms and motifs. His self-described styles included gothic, renaissance / French renaissance, Queene Anne, and modern Romanesque. Despite employing a variety of styles, his designs were often characterized by brick construction, with a strong emphasis on lightness and verticality. Tausky and DiStefano note that his designs eschewed the 'discordant quality' and 'restlessness' that characterized so much building during the High Victorian Period.

Durand enjoyed a distinguished albeit short career, and was noted for his artistic and design abilities. His profile is apparent in the large number of high-profile commissions through his 21 year career. He placed second in Toronto's 1886 competition for a new City Hall and Courthouse, and despite practicing 200km west of Toronto was appointed architect for Upper Canada College in 1888. George F. Durand was a significant Victorian architect in southern Ontario, and his legacy remains in the significant inheritance of substantial buildings that remain today.

2.2.3. Watt & Blackwell

The architectural firm of Watt & Blackwell was based in London, and operated between approximately 1911-1950. The firm was formed when the two principals returned to London after several years of separately working in the United States and Europe. John Macleod Watt (1878-1954) trained in London under Herbert E. Matthews, before working for several prominent architecture offices south of the border. He established a brief practice in Detroit and Windsor with architect D. Howard Crane before returning to London c.1910. Victor Joseph Blackwell (1885-1965) studied architecture at the Massachusetts Institute of Technology, before undertaking a European tour and working in several offices in the United States.³⁰

²⁸ Fuller was the architect of the original Centre Block and Victoria Tower at the Canadian parliament site, and would later serve as Chief Dominion Architect.

²⁹ Biographical Dictionary of Architects in Canada, "Durand, George F.," accessed at: <http://dictionaryofarchitectsincanada.org/node/1653>

³⁰ The Dominion Public Building, "Designer", accessed at: <http://www.dominionpublicbuilding.ca/4-fhbro-designer.html>

Watt & Blackwell formed a practice in London in 1911, and designed a number of significant industrial, institutional, commercial, and residential buildings in London and regionally. The Arts Building at Queen’s Park was one of the firm’s earliest buildings, and the firm also designed the Exhibition Building (built 1928; demolished) and Poultry Building (built 1929; partially demolished) for the Western Fair. London’s Dominion Public Building (built 1936) is a substantial modern classicism building, and represents a high point in the firm’s portfolio (figure 23). The bold and imposing design demonstrates the firm’s evolution over several decades from the strict neoclassicism employed on the Arts Building in 1912.³¹

2.2.4. Old 86

Old 86 is a retired 135-ton steam locomotive donated from the Canadian National Railway, and moved to the Western Fair grounds in 1958 (figure 24). The locomotive was built in 1910, and is a rare Ontario example of a 2-6-0 Mogul-type steam locomotive. Queen’s Park was a suitable location for the historical monument, given the public and exhibit nature of the grounds. As well, the locomotive is a tribute to the industrial past of East London, and the railways lines and car shops formerly located south of Florence Street. The move was accomplished by laying large sections of tracks front of the engine as it was winched forward off a spur line and then through the streets of London. Originally expected to take twelve hours, Engine 86 finally came to rest at Queen’s Park on July 8, 1958 after nearly four days in transit. A wrought iron fence was erected around the display in 1966, and restored in the early 1980s after public outcry prevented the Public Utilities Commission from selling the piece to St. Thomas.

As of 1995, a London and Middlesex Historical Society presentation reported 83 remaining 2-6-0 Mogul-type locomotives, with Old 86 being one of three based in Ontario.³²

3. Design or Physical Value

3.1. Architectural Type

3.1.1. Exhibition Building Typology

A brief examination of pre-Second World War exhibition buildings reveals a consistent typology that responds to the specific and unique constraints and requirements of fair and exhibition buildings. Generally speaking fair architecture can be divided into two functions: those designed for the housing and display of livestock; and those designed for the storage and display of non-animals, including produce, technology and art. The former is largely constrained by the specialized function of housing and supporting living animals. Such spaces were less likely to see the foot traffic as other exhibits, since they could be unpleasant and often the showing of the animals themselves took place in larger facilities or outdoors.

Buildings designed for the storage and display non-animals, referred to here as Exhibition Buildings, had a different set of functional requirements. These buildings were expected to accommodate large volumes of visitors, who came to observe and interact with a variety of displays and exhibits. These buildings required large, and open interior spaces that could

³¹ Biographical Dictionary of Architects in Canada, “Watt, John Macleod” accessed at: <http://dictionaryofarchitectsincanada.org/node/1271>

³² The London and Middlesex Historical Society. “Presentation to The London Advisory Committee on Heritage Regarding Old 86,” September 5, 1995.

facilitate the circulation and gathering of large crowds, while offering flexibility in how displays of various sizes could be set up. Additionally, fair buildings needed to convey a sense of grandeur, optimism and celebration worthy of a fair.

Such requirements manifested in several characteristics that define the Exhibition Building typology. Exhibition Buildings were typically very large in plan, and utilized structures that enabled as much clear and open space as possible inside. This permitted ample circulation and display capacity, but also allowed as much ambient light as possible to reach the interior areas. The more open a space, the more natural light, and the larger the plan could be. This favoured the use heavy steel and timber structural systems, which had the added benefit of allowing more wall area to be used for glazing. On the exterior, these characteristics manifested in large forms, sometimes boxy and reminiscent of industrial buildings. Building envelopes feature large proportions of glazing, and often make use of clerestories or monitors to add further natural light to interior spaces. Visual embellishments to enliven these potentially simple forms most often included pronounced towers at the corners, and elaborate entrance porticos. Towers were often superficial, sometimes featuring only veneer treatments and rising slightly above the existing rooflines. However they enlivened the building profile and added a sense of gaiety to the overall design. Elaborate entrances likewise contributed to the celebratory function of fair architecture, while also advertising the entry point upon the otherwise large buildings. These characteristics could be applied to site's elaborate landmark structures, as well as simpler buildings, often hastily constructed.

These characteristics can be seen throughout Canadian exhibition buildings from the late 19th and early 20th centuries. The Aberdeen Pavilion in Ottawa (built 1898) and Manufacturers' Building (built 1913; demolished) both exemplify the typology in more elaborate configurations (figures 25 & 26). Despite employing different stylistic vocabularies, both buildings feature large rectangular plans, large amount of glazing with clerestories, corner towers, and highly elaborate entrance porticoes.

3.1.2. Western Fair Buildings and Forms

An examination of the former buildings on the Western Fair site shows that the Exhibition Building typology was common to the site. A bird's eye lithograph published in 1900 shows four buildings articulating the typological features at Queen's Park (figure 27). The Main Building (Crystal Palace) and the Agricultural, Horticultural and Poultry buildings all feature substantial floor plans, with towered corners. The Main Building and Agricultural building also display high amounts of fenestration and clerestory levels. The former features extremely elaborate entrances as well. See (figure 28) for a site plan indicating the names and locations of the buildings discussed below.

3.2. Description of Buildings

3.2.1. Arts Building c.1912

The Arts Building was designed as a fine art gallery to be set within Queen's Park and operate during summer and the Western Fair. The building was designed by the London firm of Watt & Blackwell, and first opened to the public during the fair of 1912.

The Arts Building is a modest one-storey rectangular structure, rising to a partially hipped roof (figure 29). The building employs strong neoclassical elements, as seen in the massing, form, and decorative regimen. The building has a tripartite massing, rising from a raised plinth, to the main floor, and finally roof complete with cornice, frieze and architrave. Entrances are found on

the north and south ends, each set within gabled porticos with full entablatures. The north end is distinguished by two Ionic columns in-antis between the projecting pilasters. The east and west walls are blank, articulated by five recessed bays, set between pilasters that carry the entablature the length of the building. Two small, rectangular windows are set within recessed bays flanking each entrance. The doorways themselves are fully glazed, and feature a generous transom. Window screens have been applied to the windows and transoms, contributing further neoclassical detailing.

The building is covered with dichromatic stucco (cream and maroon presently), and features a standing seam roof clad with green painted metal. Staircases at both entrances are concrete, and feature contemporary metal railings.

Presently the interior is stripped of all finishes, displaying brick walls, and the steel trusses supporting the metal roof deck. The lower 80% of the brick walls have an infill character, using many different coloured units alternating between header and stretcher courses seemingly at random. The top eleven courses are of a consistent buff brick, and utilize a common bond. The quality of pointing suggests that neither section was intended to be exposed (figure 30). Overall, the Arts Building represents a dignified example of the neoclassical style. This is seen in its relatively strict classical vocabulary, tripartite articulation and highly symmetrical design. Despite its modest size, the building attains a relative grandeur through the use of a substantial plinth, and the single interior space has a generous quality about it. The Arts Building's scale and neoclassical style is more in keeping with the building's original purpose as an art gallery than with the other buildings related to an agricultural fair.

3.2.2. Confederation Building

The Confederation Building was designed and built very quickly in 1927 as a replacement for the Crystal Palace building, which burned earlier that year. The brick building is set on a very long north-south rectangular plan (figure 31). It rises two tall stories, the second surmounted by a monitor running the length of the building (figure 32). It employs a simple, rectangular massing enlivened by four corner towers and a portico on the east elevation. Most wall treatments feature recessed brick panels between pilasters, housing rectangular steel sash windows (8 x 3 light, with operable panels) and rise to an unadorned cornice (figure 33). This rather utilitarian approach is embellished on the four corner towers, which are slightly proud of the wall plane and feature large segmentally arched window openings at the second storey, divided into six sections. The towers rise ~1 metre above the main roofline, to a shallow hipped roof with green clay tiles set upon sharp which brackets in pairs. The east entry is quite elaborate, set between two towers similar (but narrower) to those of the corners (figure 34). They have similar segmentally arched fenestration at the second storey, and substantial tongue and groove wood-panelled doors at grade surmounted by a 6 x 2 light transom. This doorway appears to have been bricked-in on the southern tower. The entryway is formally marked by a segmentally arched arcade with several courses of recessed arches. This is topped by a green clay tile mansard roof, above which sit several steel sash windows. The doors themselves behind the arcade are substantial tongue and groove wood panelled, and surmounted by transoms (figure 35). Numerous alterations and new openings have been made within the original elevations, including a new doorways on the west and south elevations, as well as garage door next to the latter.

The interior of the building is characterized by large, open brightly lit spaces. This is made possible by the interior steel structure, the piers of which divide the space into logical circulation

and booth areas. On the ground floor four rows steel piers carry the second floor structure between the brick exterior walls. The second floor has four rows of steel piers as well, with the middle two continuing to the height of the monitor. There are several staircases in the towers, as well as a wider staircase on the western side adjacent to the new doorway openings. Interior finishes are quite industrial in character, primarily exposed brick, with a large number of structural steel and wood elements as well (figure 36).

In both form and function, the building is a representative example of an early 20th century exhibition building. Its four corner towers and eastern portico lend an air of celebration and gaiety to the overall design, which is otherwise utilitarian and sober. These forms also correspond to other exhibition buildings on site that have since been demolished, representing a historical contextual link to the Western Fair. The interior structure and layout are conducive to high circulation, maximum visibility, and plenty of natural light. These are essential functions for a building devoted to exhibitions.

3.2.3. Electric Substation

In 2013 the Electric Substation was created from the southwest corner of the Special Events Building (*originally Poultry Building, built 1929, Watt & Blackwell*) as part of a demolition and refurbishment plan to increase parking and landscaping. Also demolished at the time was the Imax building (*built 1996*), Old Western Fair administrative building (*built 1928*) and The Link (*built 1984*) which connected the Canada Building to the Special Events building.

The Electric Substation is a small structure utilizing parts of former Special Events Building's south and west walls (figure 37). The north and east walls are built with a similar brick, pilasters and other motifs from the original building. The salvaged corner comprises a tower with shallow hipped roof supported by numerous brackets, and two segmentally arched windows. A masonry string course can be seen on the original wall, and continues around the rebuilt walls.

While most of the Special Event Building has been demolished, the remaining tower is a motif typical of older Western Fair buildings, and thus reinforces the historical character of the site.

3.2.4. Casino & Progress Complex

The central complex of buildings at the Western Fair Site can be divided into gaming / hospitality and exhibition / special events spaces. The former includes the Grandstand building and everything south, while the latter is comprised of the East Annex and everything west. The exhibition / special events buildings are a set of four connected structures characterised by a simple rectangular massing and considerable floorplates. The first to be constructed was the Progress Building in 1963, built in under three months following the destruction of the Manufacturer's Building by fire. Three years later the East Annex was built adjoining its east side, followed by the Western Annex in 1977, and finally the Canada Building in 1984.

The buildings' have individualized and distinct north elevations (and east elevation on the East Annex), whereas the south elevation has in later times been unified by a post-modern style facade. This unified south elevation is expressed with red brick in flemish bond, with dichromatic metal awnings, and two sets of towers flanking the entries to the Progress Building and West Annex (figure 38). The effort given to the northern elevations speaks to a time when Queen's Park was more of a focal point of the site. On the interior, the three western buildings are

connected by very large full-height openings in the walls, which can be closed off with massive sliding doors.

The Progress Building's design reflects the rapid timeframe in which it was designed and built. The principal north elevation was simple, featuring a flat brick wall, with a six-bay curtain wall of glazing rising the height of the elevation at the entrance. It was accessed by a gentle and dignified concrete ramp, apparently a remnant from the Manufacturer's Building. In keeping with its modern context and stringent schedule, embellishments were minimal and limited to the use of black brick laid in Flemish bond, with deep vertical channels in the brick dividing the elevation into equal bays, each punctuated by a flagpole. In 1971 a portico was added, essentially enclosing the top of the ramp (figure 39). It made use of a concave wall field-stone wall plane in set between brick piers, perpendicular to glazed curtain walls at the top of each ramp. The interior of the building is primarily a vast, open area, interrupted only by the steel piers that support the roof structure (figure 40). A small cafe has been built in the southeast corner of the building, north of which is a corridor connecting it to the gaming / hospitality buildings further south. Interior finishes are highly functional, and include decorative and plain concrete masonry units (CMU), polished concrete flooring and drop ceilings. Several doors are of a high strength design, and may have been salvaged from other buildings on site with agricultural uses (figure 41).

The East Annex is roughly flush with the Progress Building on the north, though its principal elevation faces east, providing a view the racetrack. Its flat roof cantilevers over 1 meter proud of the wall, which alternates between Flemish and stretcher bonds (figure 42). The building has numerous generous glazed openings on its north and east elevations, with access, observation and service functions. The interior is very functional in nature, featuring CMU walls, with steel piers supporting the roof structure (figure 43).

The West Annex is narrower than its neighbouring structures. This is reflected in its relatively limited north elevation, which continues the Progress Building's brickwork and wall profile, and features glazed entrances and windows set within three projecting piers (figure 44). The West Annex encloses the Progress Building's former west wall, which works with a CMU wall on the west side to support the steel web truss roof (figure 45). At the south end is a former exterior wall of channelled concrete blocks, since enclosed by the post-modern south elevation.

The Canada Building's north elevation combines elements from both its neighbours to the west. Presenting the same brick and wall profile, it features a projecting brick pier entry similar to that of the West Annex (figure 46). The brick wall is enlivened by flush rectangular panels inset with fieldstone, similar to that of the Progress Building portico. Several bronze plaques celebrate the building's construction as part of the Government of Canada's Employment Creation Program Assistance. Its west elevation features a projecting glazed entrance, and a variety of wall finishes. A full-height sliding door is still seen where The Link was built in 1984, physically connecting the Canada Building with the Special Events building until its demolition in 2013 (figure 47). The interior is primarily wide-open space, with steel piers and steel web truss roofing (figure 48). Several rooms have been built at the south end. Interior finishes are CMU and painted concrete floors. A concrete basement exists beneath the Canada building. While the buildings do exhibit modernist motifs, materials and detailing, these are limited to facade treatments of otherwise generic and highly functional structures. Thus they do not represent significant examples of an architectural style or expression.

The gaming / hospitality buildings are comprised of the Grandstand, Carousel Room, and slots. Whereas the exhibition / special events buildings present as a consistent and single massing, the collection of gaming / hospitality buildings are much less coherent in their forms and relationships to each other. The steel structure of the grandstand canopy is the oldest part of the group, completed in 1915 to replace an earlier wooden structure.³³ The Grandstand was a standalone structure for much of the 20th century, until additional facilities were added to support harness racing in the early 1960s. The Top of the Fair restaurant was built in 1968. The Paddock Building (present Carousel Room) was added to the south in 1971, and the slots opened in 1999. A new entrance and lobby was added in 2003.

The Grandstand is a rectangular structure, with its east side open to the racetrack with a covered seating area (figure 49). Its indoor spaces on the west end are variously clad with several materials including metal siding and glazing. The Grandstand's metal structure is comprised ten rows of steel piers, supporting trusses composed of riveted girders running east-west (figure 50). An observation booth sits on top of the canopy deck. At the back of the seating area is a glazed curtain wall enclosing the Top of the Fair restaurant (figures 51 & 52).

The Carousel Room is a two-storey building with an irregular plan rising to a flat roof. Its walls are faced with brown brick, as well as CMU on the racetrack-facing elevation. There are long sections of strip glazing at the second storey, providing views to the racetrack, and to the west (figure 53). There is a covered outdoor space on the west elevation at the second storey. Here the roof takes a triangular plan, and rises to a gable profile creating a somewhat modernist detail (figure 54). This motif former existed at the Carousel Room's junction with the Grandstand as well, but has since been built over.

The slots are housed in a very simple rectangular structure, clad with a combination of brick and stucco (figure 55). Stuccoed panels, segmental arches recessed behind brick pilasters and towers are the main motifs, vaguely referencing the historical vocabularies found elsewhere on the site. The 2003 lobby continues this trend, employing towers and and false-fenestration that loosely references the forms and elements of the site's original Crystal Palace building (figure 56).

The interior finishes within the gaming / hospitality buildings are varied according to the uses of the spaces, and no notable historical finishes were observed. The building support various interior functions, including a restaurant, event spaces, a casino floor, simulcast horse-betting, and a comedy club (figures 57, 58 & 59).

Stylistically the gaming / hospitality buildings do not represent any notable architectural expressions. At best, the incoherent collection of vaguely historic motifs relates to the post-modern elements of the south elevation of the exhibition / special events spaces. The modernist roof details of the Carousel Room are an isolated element, and not part of a larger stylistic expression.

³³ "The Western Fair," London Free Press, July 14, 1915, 6.

3.3. Description of Landscape

The Study Area's landscape can be divided into three distinct areas: Queen's Park parkland, the racetrack, and parking lots.

3.3.1. Queen's Park parkland

Located in the northern end of the Study Area between the Confederation Building and the racetrack, this area is characterized as a large grassed area with mature trees and winding circulation paths. It contains the Arts Building, Confederation Building and Anne Eadie Stage. There is a landscaped formal entrance to the park at the north end (figure 60).

This area represents the last vestige of Queen's Park and Salter's Grove as a public nature park. The trees however are not remnants of Salter's Grove's virgin forest, as that was cleared in 1887 in preparation for the inaugural fair on the site.³⁴ Likewise, while certain pathways correspond to those observed as far as the 1920s, they do not appear to correspond to the original park layout as suggested by earlier representations.³⁵ Some pathways are extremely recent.

3.3.2. Racetrack

Located along the east end of the Study Area, the racetrack is a half-mile circuit that has existed on site in some form since the opening of Queen's Park in 1879. The track is adjacent to the Grandstand which provides a vantage point for spectators (figure 61). Within the track, there is grassed and paved areas, along with the Infield shops and a hydro vault. A subway at the northeast corner allows access into the racetrack centre, and another subway south of the track provides a route beneath the street to the stables south of Florence Street.

3.3.3. Parking Lots

The remainder of the Study Area's landscape is comprised of paved parking lots. Used for casino and event parking during most of the year, this space also provides a valuable staging area for temporary booths and structures set up during the Western Fair proceedings (figure 62). Parking areas have grown in recent decades with old fair structures being torn down to increase capacity, most recently in 2013 with the removal of the Special Events Building, the Link, and the Imax Building.

4. Contextual Value

4.1. Environment

The Study Area is a 19 hectare area in London's Old East Village neighbourhood. It takes up numerous blocks, but has no through streets cutting through it. It sits between the major east-west thoroughfares of Dundas Street and Florence Street, and is slightly north of the rail corridor. Directly south of the Study Area are more facilities associated with the Western Fair District, used as administrative, recreational and programming purposes. As well, the south half of the block north of King Street provides additional parking space for the site. North and east of the Study Area are residential neighbourhoods, and to the west is a mix of residential and commercial uses. Commercial and mixed-use buildings are common along Dundas Street.

³⁴ John Lutman and Christopher L. Hives: 53.

³⁵ Specifically, the bird's eye lithograph c.1890.

The Study Area has a prominent presence in the local area by virtue of its size, and for its long-standing use as a fairgrounds and place of public gathering. The formal entry to Queen’s Park off Dundas speaks to that street’s historic importance as a main street locally.

The Study Area is adjacent to two properties designated on the City of London’s Heritage Register:

Address	Date of Construction	Description	By-law; Date of Designation
869-871 Dundas St.	1890	Hayman House; Italianate	L.S.P.-2704-469; November 18, 1983
<i>864/872 Dundas St./ 417 Ontario St.*</i>	<i>tbd*</i>	<i>tbd*</i>	<i>tbd*</i>

*as of the draft report, 864/872 Dundas St./417 Ontario St.’s status with the municipal heritage register was being confirmed

5. CHER Figures

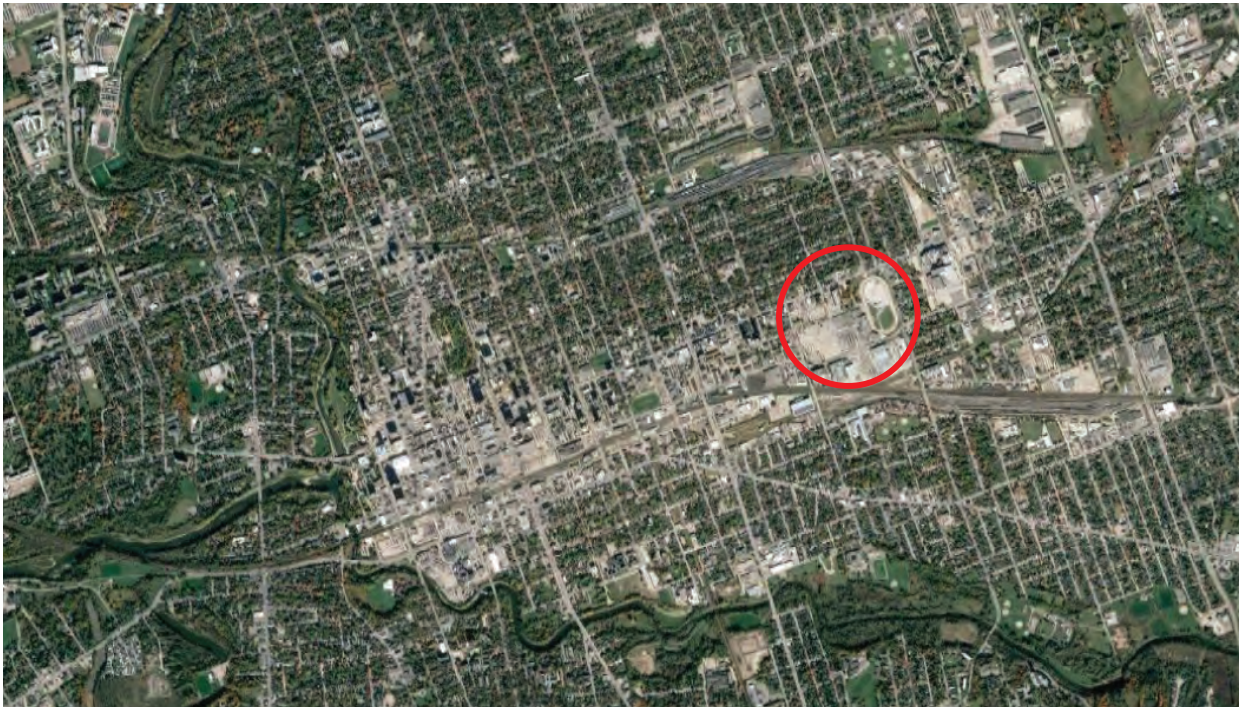


Figure 1 - Approximate location of the Study Area circled in red within the broader City of London. The Thames River passes along the bottom of the image (Google/CBCollective 2018).



Figure 2 - The Study Area outlined in red, along with bounding streets (Google/CBCollective 2018).

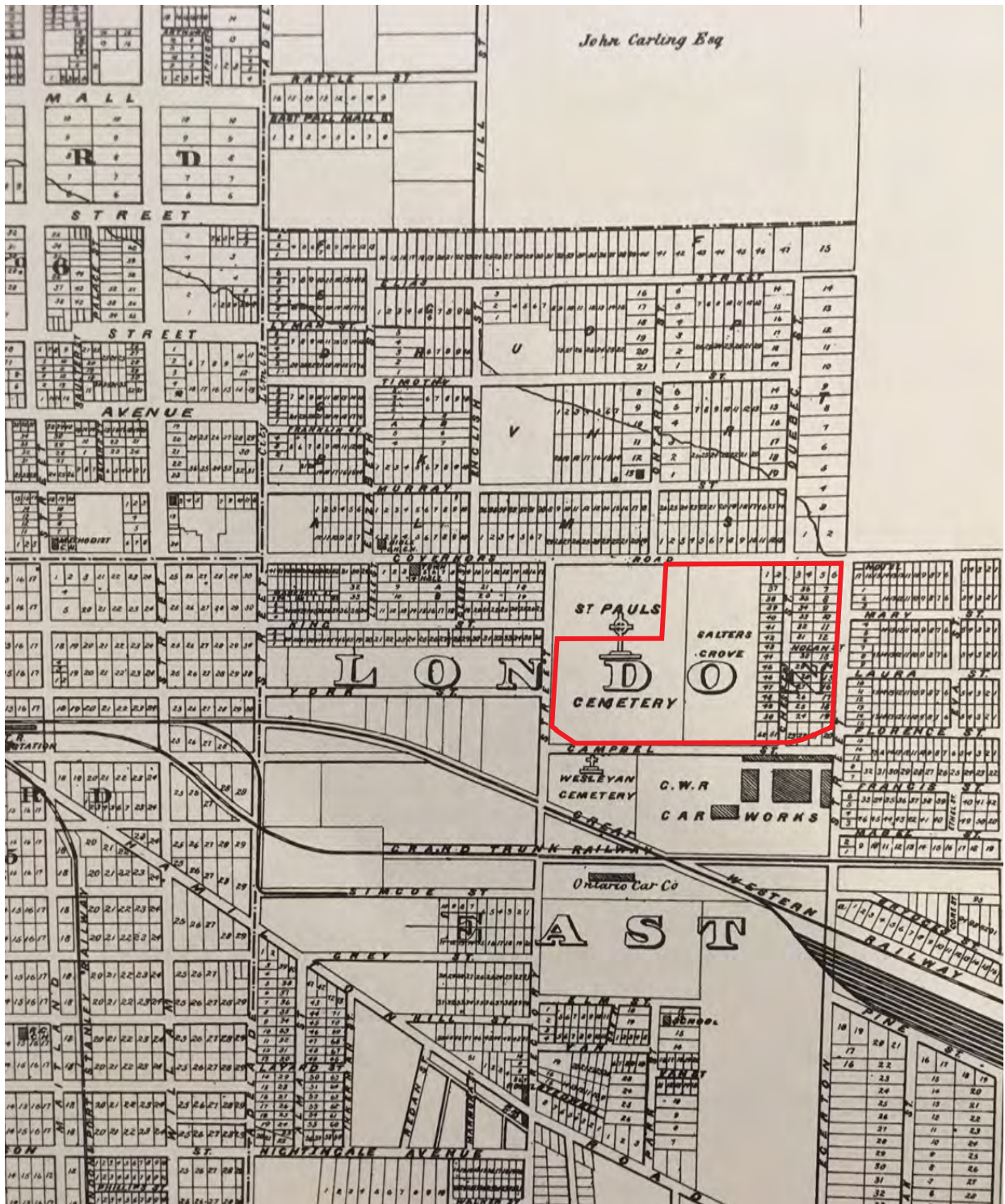


Figure 3 - An 1878 plan showing London East with the Study Area superimposed in red. The village's industrial operations are seen south of the Study Area (Illustrated Historical Atlas of the County of Middlesex Ont.).



Figure 4 - A plan of the London East environs in the 1830s, as recalled in the 1870s. The meandering road follows geography and existing settlements, rather than today's gride. The Priest's Swamp is outlined with a hatch (London Room, LPL: Scrapbook V.40.18).



Figure 5 - The 1861 Crystal Palace as seen illustrated in an October 1875 edition of the Canadian Illustrated News (Ivey Family London Room Digital Collections: LonPL002299406f).



Figure 6 - The fairgrounds location between 1861 - 1886 is seen below Lake Horn on a detail of an 1878 Plan of London. Note that Victoria Park is located south of the fairgrounds' west half. St. Paul's Cemetery is noted in London East, indicating the west side of the present Study Area (Illustrated Historical Atlas of the County of Middlesex Ont.).



Figure 7 - The Western Fair in 1892, shortly after the grounds were improved with walkways and plantings (Western Archives, Western University, The Echo, September 9, 1892).



Figure 8 - Rendering of Paxton's 1851 Crystal Palace, with an incredible proportion of glazing on the building envelope, and a highly articulated structure (Western Fair Archives as reproduced in Celebration of Excellence).



Figure 9 - Durand's Crystal Palace, though made of wood, eluded to Paxton's building with large amounts of glazing along with a prominent semi-circular central bay (Western Fair Archives as reproduced in Celebration of Excellence).



Figure 10 - The Arts Building during the Western Fair, c1914 (Reproduced in: East of Adelaide: photographs of commercial, industrial and working-class urban Ontario, 1905-1930).

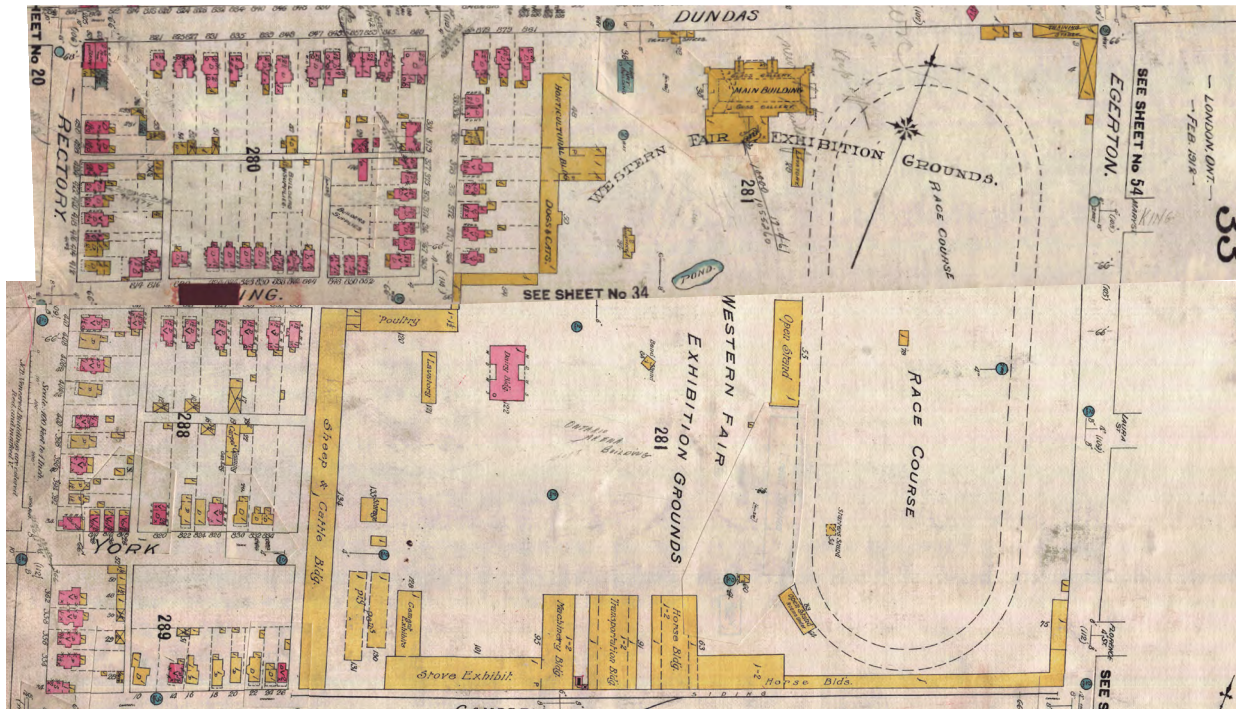


Figure 11 - The Western Fair grounds in 1915. The one-storey, stone Arts Building is shown to the west of the Main Building. The Grandstand is not shown as it had burned down the year before (Western Archives, Western University, Charles E. Goad Co. Insurance Plan of the City of London, Ontario, Canada. Montreal: C. E. Goad, 1912 rev. 1915, plates 33-34).



Figure 12 - Construction of the steel and wood Grandstand in c1915 which replaced the wooden Grandstand demolished by fire (Western Fair Archives as reproduced in Celebration of Excellence: the history of the Western Fair Association, 1867-2000, 57).



Figure 13 - The Manufacturer's Building, constructed in 1923 is shown during the Western Fair (Harry Hines as reproduced in Alan Noon, *East of Adelaide: photographs of commercial, industrial and working-class urban Ontario, 1905-1930*, c1989).



Figure 14 - The Confederation Building, 1929 - two years after its construction (Western Archives, Western University. *Guide to the Exhibits, Catalogue and Program, Western Fair, 1929* Western Fair Collection, B5767, File 7).



Figure 15 - Aerial photo of the site in 1945 during use by the Canadian military. Several H-shaped buildings were constructed in the centre of the site. To the northeast of these is the Manufacturer's Building. The aerial shows mature trees in Queen's Park (Department of Planning & Development, Roll 1023, Line 40, Photo 51 as accessed at Western Libraries Map and Data Centre).



Figure 16 - The site in 1950 after it had been vacated by the Canadian military. Several buildings along Florence Street have been removed (Department of Planning & Development, Roll 1412, Line 16, Photo 235 as accessed at Western Libraries Map and Data Centre).

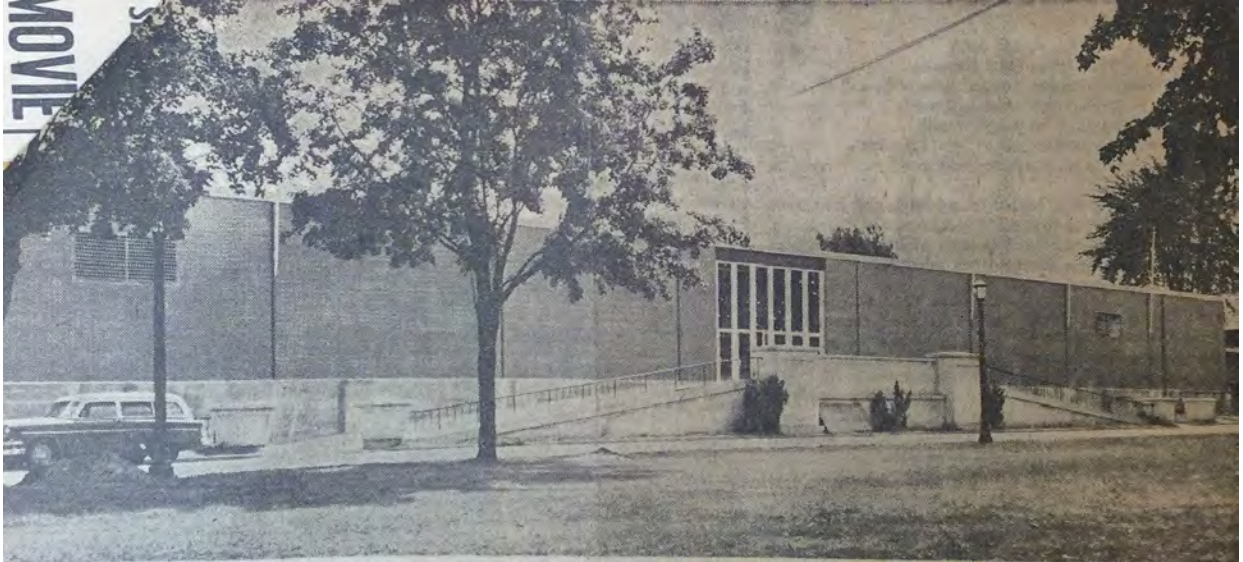


Figure 17 - The north facade of the Progress Building just after completion in September 1963. The building was unnamed when it opened for the 1963 fair. Visitors were given the chance to name the building (London Public Library Clippings File, London Free Press, September 7, 1963).

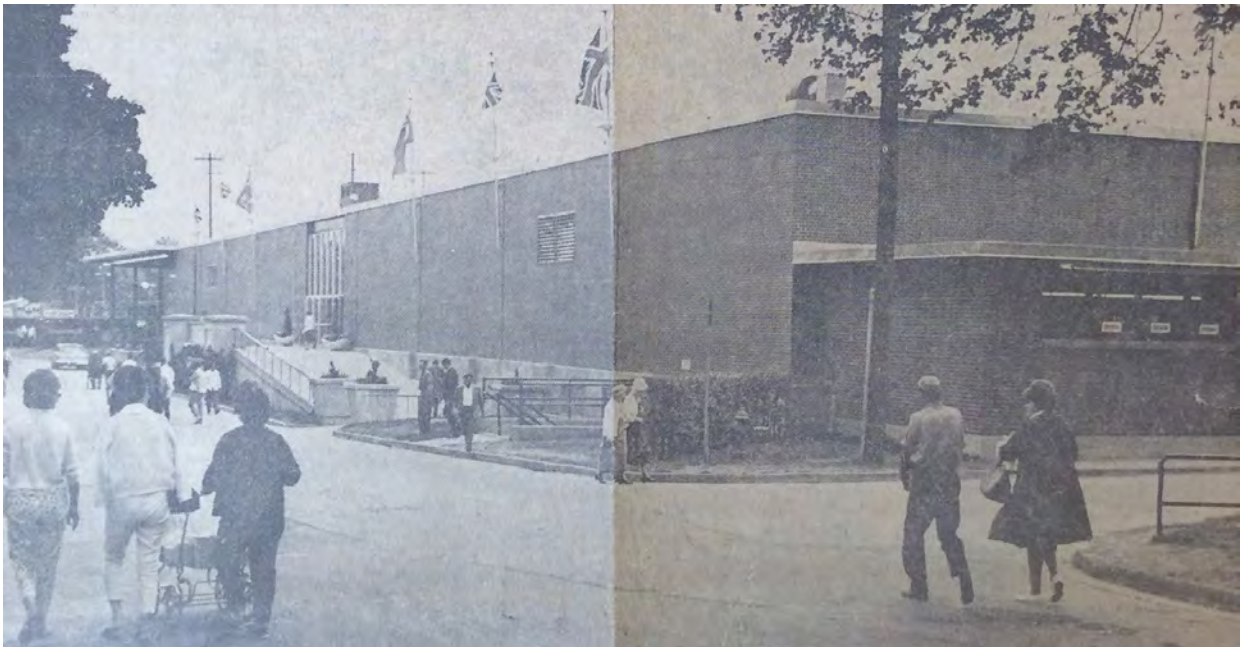


Figure 18 - The northwest corner of the Progress Building. The original caption noted the ramp and washrooms (right) were all that was left of the Manufacturer's Building (London Public Library Clippings File, London Free Press, September 6, 1963).



Figure 19 - The new open air stage was built in 1971 to replace the Silver Dome. In 2006, it was dedicated the Anne Eadie Park Stage in honour of Anne Eadie, the official 'Fair Godmother' (London Public Library Clippings File, London Free Press, September 3, 1971).

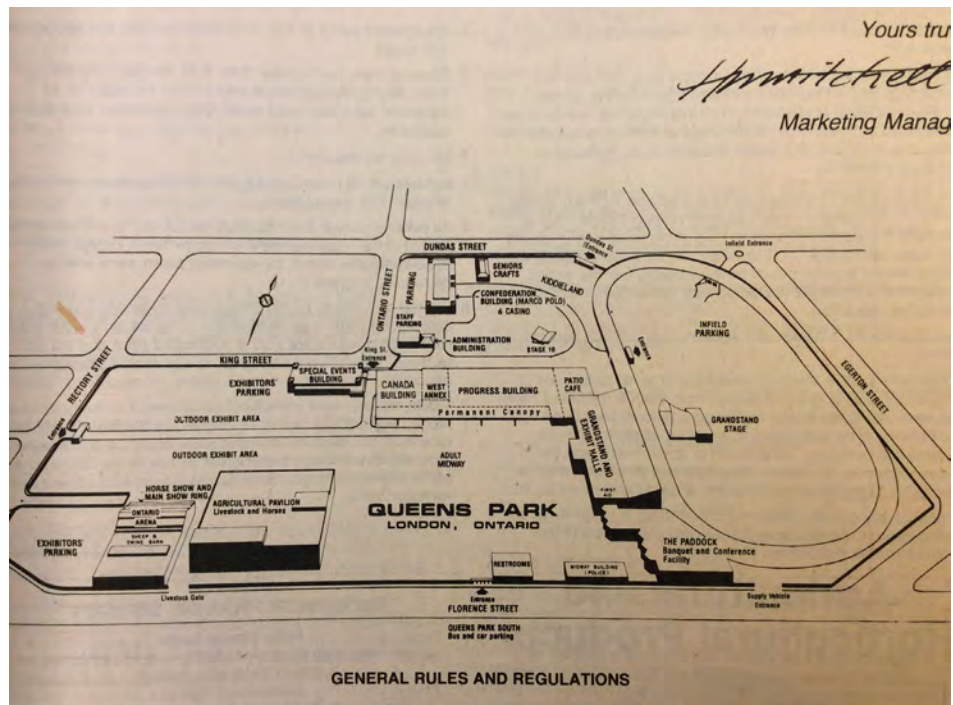


Figure 20 - The site in 1986 showing the Progress Building, Annex and Canada Building as well as the canopy covering the south facade (Western Archives, Western University. Western Fair '86 Prize Lists & Entry Forms, Western Fair Collection, B5767, File 6).



Figure 21 - The south facade of the Progress, Annex and Canada buildings c1995. The canopy has either been removed or filled-in (Western Fair Archives as reproduced in Inge Sanmiya, *Celebration of Excellence: the history of the Western Fair Association, 1867-2000*, 114).



Figure 22 - A 19th century photo portrait of Dr. John Salter (Ivey Family London Room Digital Collections: LonPL076011f).



Figure 23 - Undated photo of Watt and Blackwell's 1936 Domion Public Building (Library and Archives Canada, PA-124500; accessed at: <http://www.historicplaces.ca/en/rep-reg/image-image.aspx?id=3326#1>).



Figure 24 - Old 86 sitting northwest of the Arts Building at the top of Queen's Park (CBCollective, 2018).



Figure 25 - 1903 photograph of the Aberdeen Pavillion in Ottawa's Lansdowne Park. The massing, fenestration, corner towers and embellished entrances are all characteristics of exhibition buildings (Library and Archives Canada: PA-009125).



Figure 26 - The Manufacturer's Building at the Pacific National Exhibition also displays the characteristic forms and flourishes typical of exhibition buildings (City of Vancouver Archives: 180-8512).



Figure 27 - Bird's eye rendering of the Western Fair grounds looking south c1900 (As reproduced in City of London Ontario Canada: The Pioneer Period and The London of To-day).

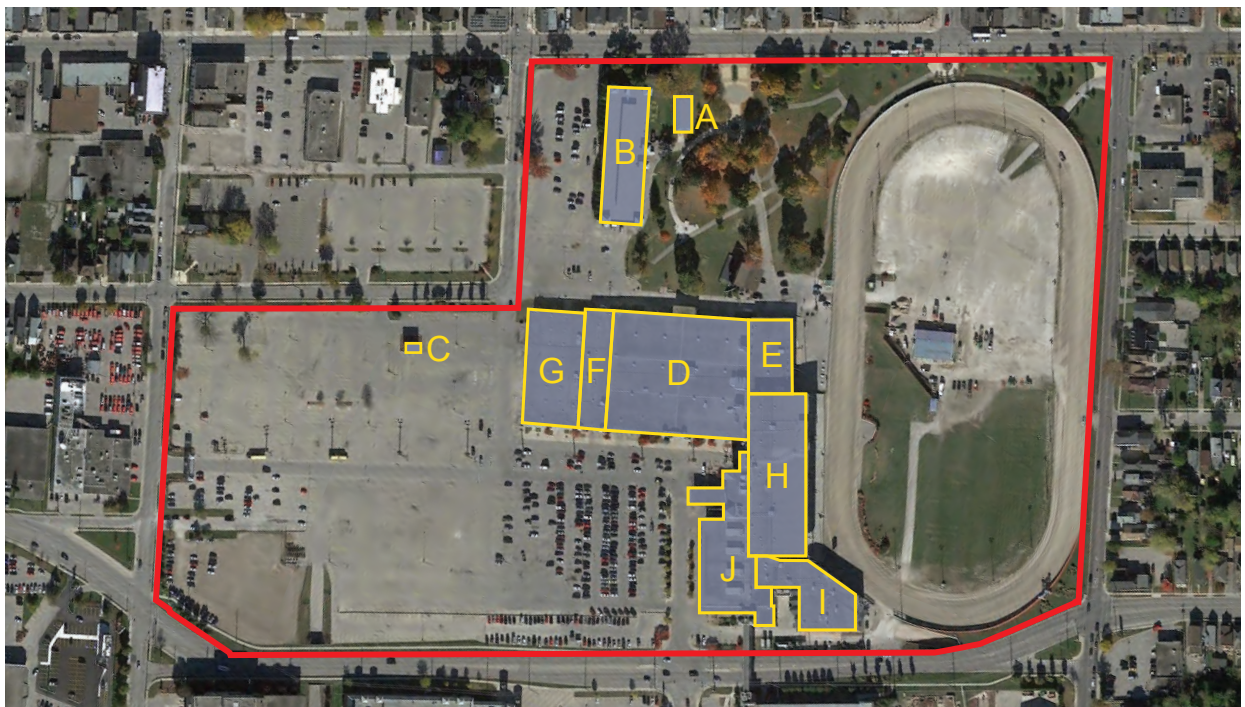


Figure 28 - Site plan with significant structures identified within the Study Area according to letter: A-Arts Building; B-Confederation Building; C-Poultry Building; D-Progress Building; E-East Annex; F-West Annex; G-Canada Building; H-Grandstand; I-Carousel Room; J-Slots (Google/CBCollective 2018).



Figure 29 - View southeast onto the principal north elevation of the Arts Building at the north end of Queen's Park. (CBCollective 2018).



Figure 30 - Interior wall of the Arts Building, presently unfinished. The different types of bricks used are apparent, and the steel roof and truss system is visible at the top (CBCollective 2018).



Figure 31 - The south end of the Confederation Building's west elevation, show recessed bays, steel sash windows, and elaborated corner towers (CBCollective 2018).



Figure 32 - The substantial, open space on the second storey of the Confederation Building, showing the monitor structure above (CBCollective 2018).



Figure 33 - South elevation of the Confederation Building, showing the differences in fenestration between the normal wall and tower windows (CBCollective 2018).



Figure 34 - The main entrance on the Confederation Building's east elevation, with elaborate brick arcade, doorways, fenestration and flanking towers (CBCollective 2018).



Figure 35 - The substantial timber doors at the Confederation Building's east entrance (CBCollective 2018).



Figure 36 - Industrial metal finishes seen on the eastern stairwell of the Confederation Building, typical throughout (CBCollective 2018).



Figure 37 - The Electrical Substation utilizes the former southwest corner of the historic Poultry Building (CBCollective 2018).



Figure 38 - The Progress Building (right), West Annex (centre), and Canada Building (left) all present as a single elevation, unified with post-modern detailing (CBCollective 2018).



Figure 39 - The north elevation of the Progress Building. The portico at the top of the ramp was a subsequent addition (CBCollective 2018).

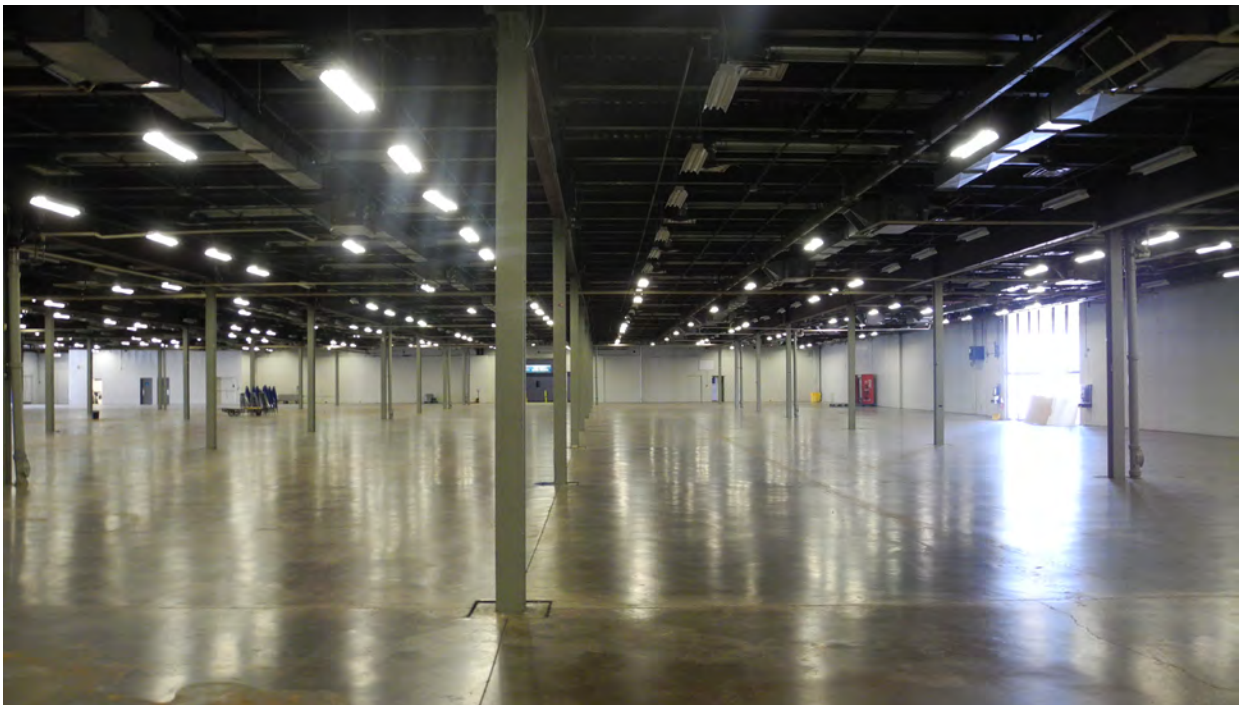


Figure 40 - The wide open space that characterizes the Progress Building's interior (CBCollective 2018).



Figure 41 - Interior finishes on the Progress Building, including sculptural CMU blocks, and strong wooden door (CBCollective 2018).



Figure 42 - East elevation of the East Annex, with glazed areas facing onto the racetrack (CBCollective 2018).



Figure 43 - The interior space of the East Annex is characterized by openness, and utilitarian finishes (CBCollective 2018).



Figure 44 - The narrow, simple north elevation of the West Annex carries similar brickwork from the Progress Building to the east (CBCollective 2018).



Figure 45 - The West Annex's east wall is the former exterior wall of the Progress Building (CBCollective 2018).



Figure 46 - The north elevation of the Canada Building incorporates a similar entry to the West Annex, along with fieldstone infill patterns similar that used on the Progress Building's portico (CBCollective 2018).



Figure 47 - Scarring and sliding door on the west wall of the Canada Building indicate where the Link connected it with the Poultry Building until 2013 (CBCollective 2018).

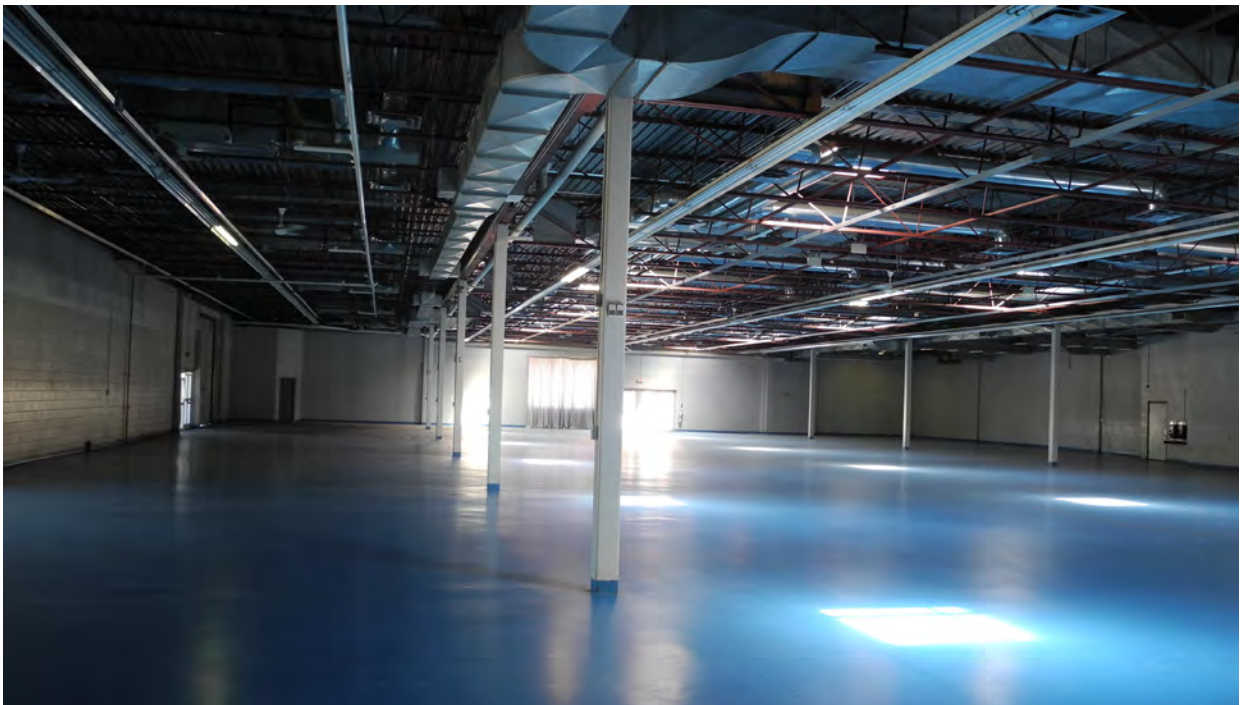


Figure 48 - The open interior space is similar to that of the Progress Building, save additional light provided by skylights (CBCollective 2018).



Figure 49 - Looking southwest onto the open seating area of the Grandstand structure from inside the Racetrack (CBCollective 2018).



Figure 50 - The Grandstand support structure dates from 1915, and uses steel piers supporting trusses comprised of riveted girders (CBCollective 2018).



Figure 51 - The Top of the Fair restaurant provides a windowed view of the racetrack from the back of the Grandstand (CBCollective 2018).



Figure 52 - The interior layout and finishes of the Top of the Fair Restaurant (CBCollective 2018).



Figure 53 - The Carousel Room as seen from the Grandstand, provides considerable glazing to view the racetrack (CBCollective 2018).



Figure 54 - Modernist detailing on an outdoor area on the Carousel Room's north elevation (CBCollective 2018).



Figure 55 - The simple form and historically referential detailing on the Slots building exterior (CBCollective 2018).



Figure 56 - The new lobby pays something of an homage to the 1887 Crystal Palace with its towers and semicircular motif (CB-Collective 2018).



Figure 57 - The comedy club features a faux brick wall and other contemporary finishes (CBCollective 2018).



Figure 58 - The corridor leading into the Carousel Room, prepared for an event (CBCollective 2018).



Figure 59 - The second floor above the lobby, with fantastical colours and historically derived forms characteristic of the new structure (CBCollective 2018).



Figure 60 - Looking northeast at the trees and pathways that characterize the Queen's Park parkland. The Arts Building is seen to the left (CBCollective 2018).



Figure 61 - The racetrack, with infield shops and hydro vault behind the wooden fence, as seen from the Grandstand (CBCollective 2018).



Figure 62 - Much of the site is paved parking area, as is illustrated by this view west from the Slots building (CBCollective 2018).

6. Evaluation

6.1. Methodology

The analysis presented in this section provides a basis for determining if the site meets the criteria put forth by the Ontario Heritage Act (OHA) for heritage significance. The OHA criteria address historical / associate values, design / physical values and contextual values. If a property is determined to contain significant value in any of these areas, it is considered a important cultural resource worthy of protection under the act. A Statement of Significance is then prepared, which identifies the heritage values of a given site, along with its associated heritage attributes.

6.2. Evaluation Against O.Reg. 9/06

The following evaluation table outlines the various criteria put forth by the OHA, and identifies whether they are met by the Study Area at 900 King Street in London.

Ontario Heritage Act Criteria	Y / N
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,	YES
ii. displays a high degree of craftsmanship or artistic merit, or	NO
iii. demonstrates a high degree of technical or scientific achievement.	NO
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,	YES
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or	N/A
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	YES
3. The property has contextual value because it,	
i. is important in defining, maintaining or supporting the character of an area,	YES
ii. is physically, functionally, visually or historically linked to its surroundings, or	YES
iii. is a landmark.	NO

6.3. Recommendations

900 King Street is a site rich in cultural heritage value. Based on the evaluation it has historical, design and contextual values. The following section contains a proposed Statement of Significance, outlining those values and any associated heritage attributes.

7. Proposed Statement of Significance

Statement of Significance: 900 King Street, London Ontario

Description of Site

900 King Street is a substantial entertainment and fairground located in London's Old East Village neighbourhood. The site is approximately 19 hectares, and is bound by Dundas and King streets on the north, Egerton Street on the east, Florence Street on the south, and Rectory and Ontario streets on the west. Known as the main Western Fair site, 900 King Street is located adjacent to other facilities and grounds associated with and operated by the Western Fair District.

The site contains a collection of buildings related to the annual and historic Western Fair and other entertainment uses. Of note are the Arts Building (built c.1912) and Confederation Building (built 1927), and remnants of the Grandstand (metal canopy structure built 1915) and Poultry building (built 1929, partially demolished 2013). Much of the site's western half is paved parking space, whereas the eastern side contains a half-mile racetrack. A section of treed parkland sits separates these on the northern half of the site.

Statement of Cultural Heritage Value or Interest

900 King Street has a long history in the London area as place of recreation, enjoyment and celebration. It has a history of informal public use predating the establishment of Queen's Park in 1879, and it has continually evolved since becoming the home of the annual Western Fair in 1887. The site is a significant heritage resource with historical, design and contextual values.

900 King Street has design value for the Arts Building, which is a representative example of the neoclassical architectural style. Originally designed as an art gallery, the one room building employs a highly symmetrical form, and tripartite massing. The decorative regimen strictly adheres to classical elements, including pilasters, plinth, entablatures, ionic columns, and fully articulated gabled porticos. These elements are arranged in a fairly academic composition that is dignified, and represents a good example of the neoclassical style within a pavilion building.

900 King Street has design value for the Confederation Building, which is a representative example of an Exhibition Building typology. This is observed in the large, rectangular plan, with steel structural system maximizing interior open spaces. The building is heavily glazed, and enlivened by corner towers and an elaborate entrance portico. This typology was common to exhibition and fairgrounds, and directly relates to building to the site's history as a fairground.

900 King Street has historical value for its direct associations with the Western Fair Association and annual Western Fair. The Western Fair is an annual agricultural fair and exhibition that grew out of the Provincial Exhibition, which was irregularly held in London between 1857 and 1877.

The first Western Fair was held in 1868, and moved to 900 King Street in 1887. The fair has been an annual event ever since, save for several years around the Second World War. The tradition of the Western Fair speaks to the rich agricultural heritage and character of the London area and greater region.

900 King Street has historical value for its direct associations with Queen's Park and Salter's Grove, and has a long history of use as a place for public enjoyment and recreation. Salter's Grove was a tract of virgin forest owned by Dr. John Salter in the 19th century. Salter encouraged the use of his lands for enjoyment, hiring a caretaker to remove litter and clear fallen brush. When the site was acquired by the City of London in the late 1870s, local groups organized to ensure the site would be made into a public park. These efforts were also supported by the local municipal government, who in 1879 passed a by-law dictating the lands be used as a public park for the recreation and amusement of the citizens of London. Officially opening on May 24, 1879 Queen's Park and was one of London's earliest public parks. Its mandate for public enjoyment and use was expanded when it became London's fairground with the relocation of the Western Fair to the site in 1887. Outside of the annual fair, the fairgrounds also enjoyed use as a place for parades, shows and gatherings.

900 King Street has historical value for its direct associations with horse racing. Following a long tradition of horse showing and contests, the Western Fair established Ontario's first harness-racing program on the site in 1961.

900 King Street has historical value for its demonstrating the works of Watt & Blackwell, a prominent London architecture firm in the 20th century. The Arts Building was one of the first buildings designed by the partnership, which was formed in 1911. The firm went on to design several significant buildings in and around London, including the modern classicist Dominion Public Building. The Arts Building's strict neoclassical style represents an example of the firm's work, and a stark counterpoint to the modern aesthetics of their later works.

900 King Street has historical value for its direct associations with George F. Durand. Durand was a prominent and prolific London-based architect, who designed a number of significant buildings throughout southern Ontario. Durand designed the original Crystal Palace on the site, which was built in 1887 and burned in 1927. The Crystal Palace was the grandest and most elaborate building in the site's history.

900 King Street has historical value for direct associations with East London's local industrial heritage as embodied in 'Old 86'. The steam locomotive engine was gifted from the Canadian National Railway to the City of London in 1958, and established as a monument in Queen's Park. The locomotive represents the industrial heritage of the local area, which featured several railway car manufacturing shops to the south of the site.

900 King Street is important in defining the character of the area as a fairground and recreational place within the City of London. The site has supported this ongoing use since the 19th century. Additionally, the arrangement of exhibition buildings and racetrack around the Queen's Park parkland reinforces the historic character of the area.

Heritage Attributes

900 King Street's Heritage attributes represent the various cultural heritage values associated with the site.

Heritage Attributes related to the site's historical values:

- The association of the site since 1887 with the Western Fair as seen in the collection of Western Fair buildings, most notably the Arts Building, the Grandstand, Confederation Building, and remnants of the Poultry Building.
- Queen's Park parkland, with formal entrance on the north
- Formal arrangement of structures and racetrack about the Queen's Park parkland
- The long-standing use of the site as a venue for horse racing and other entertainment spectacles as evidenced by the Racetrack and adjacent Grandstand
- Old 86 steam locomotive

Heritage Attributes related to the site's design values:

- Elements of the Arts Building's neoclassical style, including:
 - Prominent and formal siting within Queen's Park parkland
 - Brick structure with metal truss system
 - Simple, rectangular massing with projecting porticos on each end
 - Classically derived proportions, composition and tripartite design
 - Partially hipped standing steam roof
 - Classical detailing including pilasters, columns, gables, and continuous entablature
 - Generous interior space
- Elements of the Confederation Building's Exhibition Building typology, including:
 - Siting and orientation at the west of side of the Queen's Park parkland
 - Substantial, rectangular plan
 - Functional rectangular massing with flat roof, elaborated by corner towers, east entrance portico, and monitor
 - Corner towers with tiled hipped roofs, wooden bracketing and segmentally arched window openings
 - Design, arrangement, material and profile of segmentally arched corner windows,
 - Rectangular window openings, with operable panel steel sash windows
 - Steel monitor windows with operation mechanism
 - Timber doors inset with tongue and groove panelling, with metal transom windows above
 - Steel pier interior structural system
 - Functional materials palette, including brick walls and metal staircase and rail components
 - Generous, unobstructed and open interior spaces

Heritage Attributes related to the site's contextual values:

- The collection of Western Fair buildings, most notably the Arts Building, the Grandstand Confederation Building, and remnants of the Poultry Building

- The arrangement of structures about the Queen's Park parkland
- The size and extent of the site, as well as its relationship to adjacent Western Fair facilities and infrastructure

8. Heritage Impact Assessment

A Heritage Impact Assessment (HIA) is requested to address the potential cultural heritage impacts of the City of London and Western Fair Association's (WFA) proposal to redevelop a portion of the lands at 900 King Street, London. A cultural heritage evaluation has been undertaken and included as *Sections 1 - 7* of this report. The evaluation process determined that the Study Area has potential for cultural heritage value according O. Reg. 9/06 in the Ontario Heritage Act. For the purposes of this HIA a Statement of Significance has been prepared based on the evaluation, outlining the cultural heritage values of the site and the associated heritage attributes.

The function of this HIA is to determine where and how the proposed undertaking will impact any heritage values and attributes on or adjacent to the site. The severity of any identified impacts needs to be assessed, and measures proposed to mitigate or avoid impacts identified.

The proposed undertaking was originally provided by the WFA with graphics to illustrate the proposal. These included a 3D rendering, a site plan, and three oblique massing models showing the current buildings, and phases I and II of the proposed redevelopment. The City of London provided a WFA presentation dated December 11th, 2017 including conceptual renderings and site plans. No written descriptions of the proposed redevelopment have been provided.

Subsequent correspondence from July and August 2018 has provided several refinements and modifications to the original proposed undertaking. First, the two phase redevelopment plan has been replaced by a single stage of development, and the hotel has been removed altogether.³⁶ Second, the new configuration of the modified grandstand is likely to retain the southern half, including the current slot facility.³⁷

8.1. Description of Proposed Undertaking

The 3D rendering and four presentation slides provide a conceptual overview of the proposed redevelopment at 900 King Street. The materials presented the redevelopment in two phases, which included the demolition of the central complex of gaming and hospitality buildings, the construction of a new hotel casino complex, and the additional of new surface parking. Subsequently, the project has been modified to be undertaken as a single stage of development, and the hotel removed from the plans.

In the western portion of the development area, the redevelopment program involves demolition, construction and the addition of new parking. Buildings to be demolished are the Progress Building, West Annex and Canada Building.³⁸ A new complex of buildings will be built immediately south, divided between Food & Beverage, Casino, Back of House and Public Galleria spaces. The four spaces are combined into a complex with a somewhat rectangular footprint. The Casino space is the largest, and set in the southwest corner. The Back of House space runs the height of the complex along the east side. The Public Galleria sits between the Casino and the Foot &

³⁶ Email from Holly Martelle, Principal Archaeologist, Timmins Martelle Heritage Consultants Inc., July 6, 2018.

³⁷ Email from Reg Ash, Chief Administrative Officer, Western Fair Association, August 1, 2018.

³⁸ Note that these are collectively referred to as 'Progress Building' on the slides.

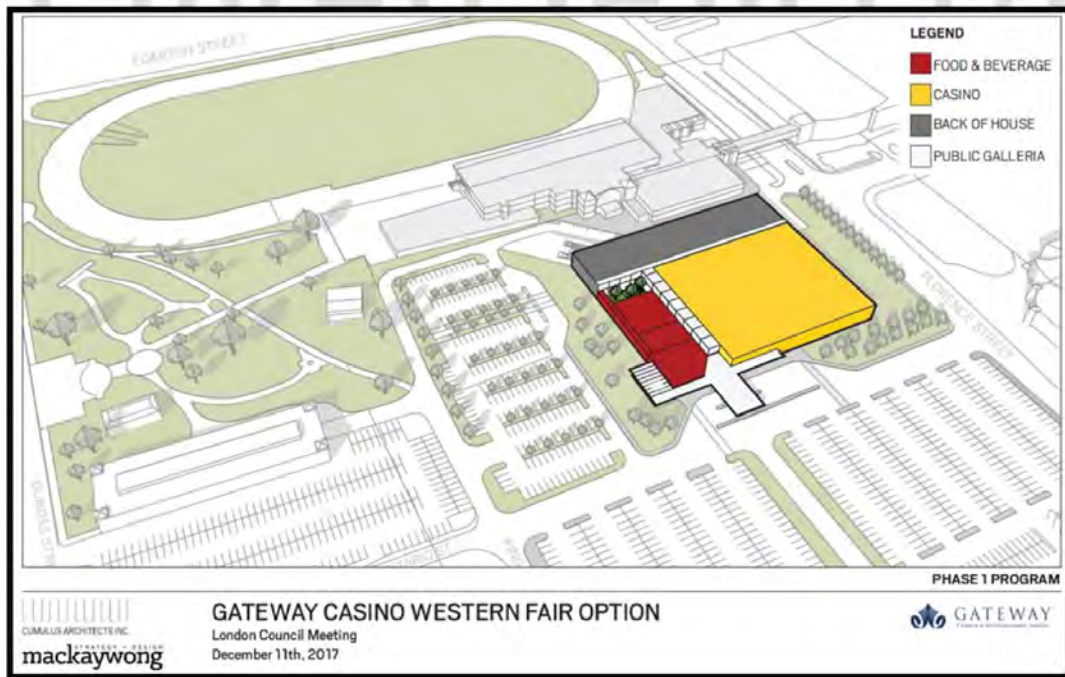
Beverage space, which is set along the north end. New surface parking is shown in the footprint of the demolished buildings. The Public Galleria opens west to the parking lot, extending to a drop-off lane for cars. Landscaped areas are seen north and south of the new complex.

In the eastern portion of the development area, there is likewise demolition, construction and additional parking. A 'modified' Grandstand will be constructed, which will involve modification of the remaining structures (East Annex, Slots, Carousel Room and Grandstand building). The exact configuration of the 'modified' Grandstand has yet to be confirmed, and includes:

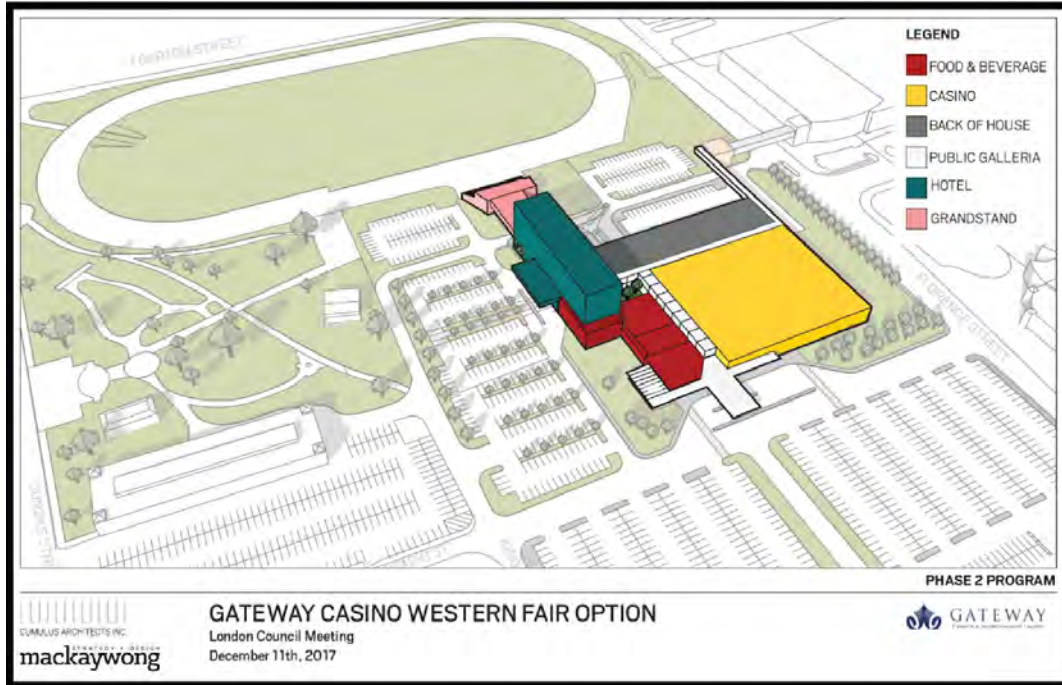
- partial demolition, keeping the southern half of Grandstand and current slots facility; or
- full demolition, involving removal of all four buildings and the construction of an entirely new grandstand structure.

New surface parking is shown in the footprint of the demolished buildings. Also visible is a long extended corridor, connecting the Public Galleria to the existing covered walkway that connects 900 King Street with the Western Fair Sports Centre south of Florence Street. This HIA considers both partial retention and full demolition options for the 'modified' Grandstand.

Two presentation slides are included below showing the original proposed development scheme, prior to the elimination of phasing and the removal of the hotel from scope.



(Slide is for descriptive purposes only. Note that proposed undertaking is no longer being considered as 2 phases. Source: Terms of Reference for Request for Quote (RFQ) on Site Assessment for 900 King Street, London Ontario)



(Slide is for descriptive purposes only. Not that proposed undertaking is no longer being considered as 2 phases, Hotel has been removed from scope, and Grandstand configuration is yet to be determined. Source: Terms of Reference for Request for Quote (RFQ) on Site Assessment for 900 King Street, London Ontario)

8.2. Summary of Heritage Value

As outlined in the Proposed Statement of Significance, 900 King Street is a site rich in heritage significance. It has historic value related for its associations with the annual Western Fair, Queen’s Park and horse racing. It is also associated with the development of London East, and the architectural practices of Watt and Blackwater, as well as George F. Durand. It has design value related to the Arts and and Confederation buildings, which are representative examples of the neoclassical style and Exhibition Typology respectively. It also has contextual value as a site that defines the character of the local area as a fairground and recreational place within the City of London. For a full description of cultural heritage values and attributes refer to *7.0 Proposed Statement of Significance*.

In addition to the heritage values and attributes associated with the Study Area, there are two adjacent designated heritage properties located at 869-871 Dundas Street and at 864-872 Dundas Street/417 Ontario Street.

8.3. Assessment of Potential Cultural Heritage Impacts

A list of all potential cultural heritage impacts of the proposed undertaking is given below. In each case the affected heritage values and attributes are identified, along with the relevant aspect of the undertaking. Qualification is given as to the severity of the impact, which reflects the importance of the heritage values and attributes in question along with the nature of the impact itself. Impacts are given a number, which is used for reference in the subsequent mitigation sub-section. Finally a table is provided summarizing the identified impacts, listing description and their severity. Since there are two possible configurations for the ‘modified’ Grandstand structure, both will be addressed separately.

8.3.1. Impact 1: Demolition of Progress Building, West Annex and Canada Building

The proposed undertaking involves the demolition of the Progress Building, West Annex, and Canada Building. These three buildings have a historic relationship to the Western Fair. All three reflect the ongoing development and evolution of the Western Fair site. The severity of impacts are mitigated however by the fact that the structures lack any distinct design or physical value. All three buildings were hastily constructed to provide capacity. Any architectural or design distinction is limited to modernist surface treatments on what are otherwise simple, functional buildings. As a result, the demolition of the Progress Building, West Annex and Canada Building is considered a **LOW Heritage Impact**. It is recommended that mitigation measures be undertaken.

8.3.2. Impact 2: Demolition of East Annex and Carousel Room

The proposed undertaking involves demolition of the East Annex and Carousel Room building. These buildings have a historic relationship to the establishment of harness-racing on the site in the early 1960s. Their importance to the site is primarily historical in nature. The demolition of the of the East Annex and Carousel Room building is considered a **LOW Heritage Impact**. It is recommended that mitigation measures be undertaken.

8.3.3. Impact 3a: Partial demolition of Grandstand metal structure

The proposed undertaking contemplates reconfiguring the Grandstand through the retention of the southern portion of the existing structure, along with the current slots facility. This will impact the Grandstand building, and associated metal structure. The metal structure and canopy of the Grandstand have heritage value related to the history of the Western Fair, and the site's history of horse racing and other spectacles. Further, dating back to 1915 these metal components represent the second oldest structure on the site. Modification of the metal Grandstand structure is considered a **MODERATE Heritage Impact**. Mitigation measures are required.

8.3.4. Impact 3b: Complete demolition of Grandstand metal structure

The proposed undertaking also contemplates demolition and replacement of the extant Grandstand. This will impact the Grandstand building, and associated metal structure. The metal structure and canopy of the Grandstand have heritage value related to the history of the Western Fair, and the site's history of horse racing and other spectacles. Further, dating back to 1915 these metal components represent the second oldest structure on the site. Modification of the metal Grandstand structure is considered a **HIGH Heritage Impact**. Mitigation measures are required.

8.3.5. Summary of Cultural Heritage Impacts

Impact No.	Description of Impact	Undertaking Activity	Severity of Impact
1	Demolition of Progress Building, West Annex and Canada Building	Phase 1: Demolition of buildings	Low
2	Demolition of East Annex and Carousel Room	Phase 2: Demolition of buildings	Low
3a	Partial demolition of Grandstand metal structure	Phase 2: Modification of Grandstand	Moderate
3b	Complete demolition of Grandstand metal structure	Phase 2: Modification of Grandstand	High

8.4. Proposed Mitigation Strategies

Where potential impacts have been identified, mitigation measures are required to reduce them to the lowest possible level. Using the same numbering as established in sub-section 8.3, mitigation measures for each impact are outlined below. A summary table is provided, listing the severity of impacts before, and after mitigation.

8.4.1. Impact 1: Demolition of Progress Building, West Annex and Canada Building

The demolition of the Progress Building, West Annex and Canada Building is considered a **LOW Heritage Impact**. Mitigation measures relate to the documentation and commemoration of the buildings. In this case, professional photography is sufficient to document the structures, and measured drawings are not necessary. Photos should be high-resolution, and feature straight as well as oblique shots of all significant elevations and design features. Hard and soft copies should be deposited in an appropriate repository such as Western University's Archives and Research Collections Centre; the London Room at the the London Public Library, or the Western Fair Archives collection. In addition, development of a commemorative strategy would also be appropriate. The objective of commemoration is to give some indication of the form and function of the removed buildings, and relate them to the site's larger history of growth and evolution. Photographic documentation will reduce the **Heritage Impact** from **LOW** to **NEGLIGIBLE**.

8.4.2. Impact 2: Demolition of East Annex and Carousel Room

The demolition of the of the East Annex and Carousel Room building is considered a **LOW Heritage Impact**. Photographic documentation is sufficient to mitigate the impact of demolition. Photos should be high-resolution, and feature straight as well as oblique shots of all significant elevations and design features. Hard and soft copies should be deposited in an appropriate repository. Photographic documentation will reduce the **Heritage Impact** from **LOW** to **NEGLIGIBLE**.

8.4.3. Impact 3a: Partial demolition of Grandstand metal structure

Partial demolition of the Grandstand is considered a **MODERATE Heritage Impact**. Mitigation measures would need to include photo documentation and commemoration. Photo documentation should serve to describe the structure and its full configuration prior to alterations. Hard and soft copies of documentation materials should be deposited in an appropriate repository such as Western University's Archives and Research Collections Centre; the London Room at the the London Public Library, or the Western Fair Archives collection. Commemorative opportunities

include photographic displays depicting history and evolution of the Grandstand. Photographic documentation and commemoration will reduce the **Heritage Impact** from **MODERATE** to **LOW**.

8.4.4. Impact 3b: Complete demolition of Grandstand metal structure

Complete demolition and replacement of the Grandstand is considered a **HIGH Heritage Impact**. Mitigation measures would need to include photo documentation and commemoration. As well, partial retention or re-use of the metal Grandstand structure is recommended to further reduce the impact. If no part of the metal structure is salvaged or re-used, documentation of remaining elements of the 1915 structure would be required. Documentation to include, professional grade photography of the structure, along with its major components and details. The structure's design and components should be examined and described by a qualified individual experienced with historic steel structures³⁹, supplemented by measured drawings. Hard and soft copies of documentation materials should be deposited in an appropriate repository such as Western University's Archives and Research Collections Centre; the London Room at the the London Public Library, or the Western Fair Archives collection. Commemoration should include further research into the steel structure's history and design, with commemorative opportunities including photographic displays depicting history and evolution of the Grandstand. Detailed documentation and commemoration will reduce the **Heritage Impact** from **HIGH** to **MODERATE**.

8.4.5. Summary of Mitigated Impacts

Impact No.	Description of Impact	Severity of Impact	Mitigation Measures	Mitigated Impact
1	Demolition of Progress Building, West Annex and Canada Building.	Low	Photographic documentation and commemoration of removed buildings	Negligible
2	Demolition of East Annex and Carousel Room	Low	Photographic documentation of removed buildings	Negligible
3a	Partial demolition of Grandstand metal structure	Moderate	Documentation and commemoration	Low
3b	Complete demolition of Grandstand metal structure	High	Detailed documentation and commemoration	Moderate

8.5. **Other Considerations**

Both phases of the proposed undertaking involve considerable demolition, construction and landscaping scopes. It is not possible to fully assess construction activities' potential to affect cultural heritage resources at this conceptual stage. However, precautions must be taken from the earliest construction planning stages to avoid any potential impacts on heritage attributes during construction. Such impacts could include: damage due to construction vehicles, delivery and supply routes; damage from material storage; and damage due to vibrations. A full assessment of potential impacts of construction activity on cultural heritage resources should be undertaken as part of the construction planning process.

³⁹ Qualified professional should at least be a structural engineer with a professional membership in the Canadian Association of Heritage Professionals

8.6. Summary and Recommendations

The proposed redevelopment at 900 King Street in London presents a number of potential impacts on the site's cultural heritage resources. These relate to the demolitions, new construction, building modifications, and new surface parking / landscaping. With the exception of complete Grandstand demolition, the **Heritage Impacts** identified range in severity from **LOW** through **MODERATE**. In these cases reasonable mitigation options are available to reduce **Heritage Impacts** to **LOW** or **NEGLIGIBLE** levels that are considered acceptable. It is recommended that the mitigation measures proposed above be considered and integrated into the future design development work for the redevelopment of 900 King Street. If so, the proposed redevelopment can be undertaken with minimal impacts on the site's cultural heritage resources.

In the case of complete Grandstand demolition, the severity of impact is considered **HIGH**, and can only be mitigated to a **MODERATE** level. Thus partial demolition of the Grandstand structure is considered highly preferable to complete demolition. The retention of physical heritage fabric will serve to tie the next stages of the site's evolution in with the Western Fair's rich past.

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R28-1

R28-2

R28-3

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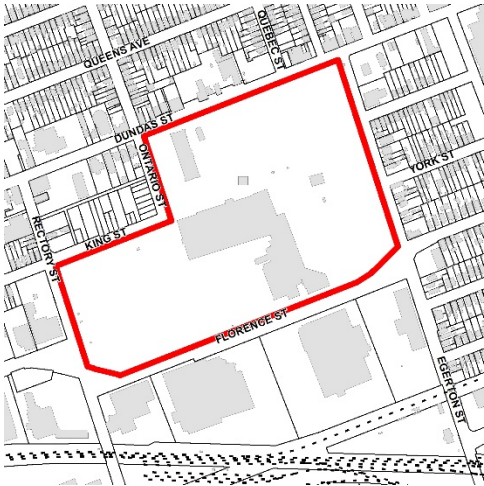
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Official Plan and Zoning By-law Amendments

900 King Street & 925 Dundas Street



File: Enter OZ-8937

Applicant: Western Fair Association & City of London

What is Proposed?

Official Plan and Zoning amendments to allow:

- specific range of existing and new uses including casinos; racetrack operations; fairgrounds; hotels; and other commercial, recreational or entertainment uses
- new definitions for casinos, fairgrounds, racetrack operations, and urban agriculture
- a bonus zone for increased height
- a single parking rate for all permitted uses; required parking on adjacent lots; and other site conditions

YOU ARE INVITED!

Further to the Notice of Application you received on August 8, 2018, you are invited to a public meeting of the Planning and Environment Committee to be held:

Meeting Date and Time: Monday, September 24, 2018, no earlier than 7:00 p.m.

Meeting Location: City Hall, 300 Dufferin Avenue, 3rd Floor

For more information contact:

Melissa Campbell
mecampbell@london.ca
519-661-CITY (2489) ext. 4650
Planning Services, City of London,
206 Dundas St., London ON N6A 1G7
File: OZ-8937

london.ca/planapps

To speak to your Ward Councillor:

Jesse Helmer
jhelmer@london.ca
519-661-CITY (2489) ext. 4004

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

Application Details

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

Requested Amendment to the Current Official Plan

To adopt the permitted uses for the Western Fairgrounds as identified in The London Plan.

Requested Zoning By-law Amendment

To add definitions for casinos, fairgrounds, racetrack operations, and urban agriculture. To change the zoning from a Regional Facility Special Provision Zone to a Regional Facility Special Provision Bonus Zone. Changes to the currently permitted land uses and development regulations are summarized below. The complete Zoning By-law is available at london.ca/planapps.

Current Zoning

Zone: Regional Facility Special Provision (RF(2)) Zone.

Permitted Uses: Adult secondary schools, ancillary residential and/or hostels and accommodations together with permitted uses in this zone; places of worship; commercial parking structures and/or lots; commercial schools; community colleges; day care centres; elementary schools; emergency care establishments; group home type 2; hospitals; institutional uses; libraries; nursing homes; private schools; recreational buildings; secondary schools; stadia; supervised residences; universities.

Special Provision(s): Additional permitted uses: uses and facilities of the Western Fair Association and accessory uses.

Height: 40 metres

Requested Zoning

Zone: Regional Facility Special Provision Bonus (RF()•B()) Zone.

Permitted Uses: No change requested.

Special Provision(s): To replace current additional permitted uses with amusement game establishments, amusement parks, ancillary offices, artisan workshops, auditoriums, boutiques, brewing on premises establishments, casinos, craft breweries, fairgrounds, hotels, places of entertainment, racetrack operations, restaurants, retail stores, and urban agriculture. To recognize a single parking rate requirement for all permitted uses; that required parking may be located on adjacent lot(s); and other site conditions as may be necessary.

Height: See Bonus Zone below.

Bonus Zone: Increased maximum height 50 metres.

The City may also consider the use of holding provisions.

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. These lands are currently designated as Regional Facilities in the Official Plan, which permits institutional type uses including hospitals; universities; community colleges; major recreational facilities; cultural facilities; large religious institutions; military establishments; and correctional or detention centres as well as uses permitted in the Community Facilities designation as the main uses.

The subject lands are in the Institutional Place Type and in the Green Space Place Type in *The London Plan*. The Institutional Place Type permits a range of institutional uses and accessory uses, a limited amount of retail and mixed-use buildings, and specific to the Western Fairgrounds, entertainment and recreational uses and hotels will also be permitted. The Green Space Place Type permits public parks and civic spaces, private open space uses such as cemeteries and golf courses, and public or private woodlot management, conservation, or stormwater management uses.

How Can You Participate in the Planning Process?

You have received this Notice because someone has applied to change the Official Plan designation and the zoning of land located within 120 metres of a property you own, or your landlord has posted the notice of application in your building. The City reviews and makes decisions on such planning applications in accordance with the requirements of the *Planning Act*. If you previously provided written or verbal comments about this application, we have considered your comments as part of our review of the application and in the preparation of the planning report and recommendation to the Planning and Environment Committee. The additional 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](#) page at [london.ca](#).

See More Information

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

- visiting Planning Services at 206 Dundas Street, 6th floor, 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](#).

Attend This Public Participation Meeting

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

What Are Your Legal Rights?

Notification of Council Decision

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

Right to Appeal to the Local Planning Appeal Tribunal

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

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

If a person or public body 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 of the Council of the City of London to the Ontario Municipal Board.

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

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

Notice of Collection of Personal Information

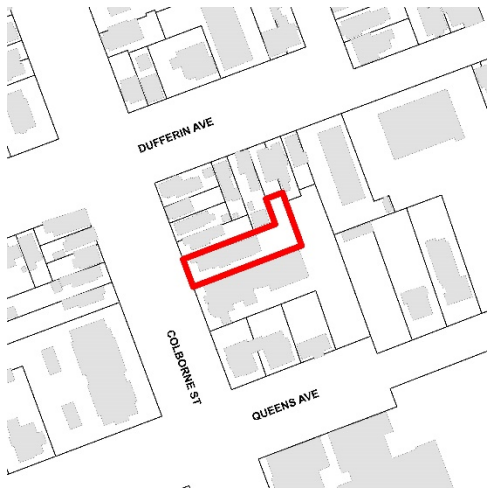
Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the *Municipal Act*, 2001, as amended, and the *Planning Act*, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-CITY(2489) ext. 4937.

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

NOTICE OF PLANNING APPLICATION

Official Plan and Zoning By-law Amendments

470 Colborne Street



File: OZ-8948

Applicant: Peter and Janice Denomme

What is Proposed?

Official Plan and Zoning amendments to allow:

- up to 8 residential apartments, medical/dental and other offices, day care centres and commercial and private schools
- special zoning regulations for lot area per residential unit, existing site conditions and parking coverage

LEARN MORE & PROVIDE INPUT

Please provide any comments by **September 19, 2018**

Barb Debbert

bdebbert@london.ca

519-661-CITY (2489) ext. 5345

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

File: OZ-8948

london.ca/planapps

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

Tanya Park

tpark@london.ca

519-661-CITY (2489) ext. 4013

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

Application Details

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

Requested Amendment to the Current Official Plan

To amend the Official Plan by adding a Specific Area Policy and/or amending the existing Specific Area Policy for the Woodfield Neighbourhood (Section 3.5.4) to permit, in addition to the uses permitted in the Low Density Residential designation, a minimum of one (1) and a maximum of eight (8) residential units, offices and medical/dental offices, commercial and private schools, and day care centres.

Requested Amendment to The London Plan (New Official Plan)

To amend The London Plan by adding a Specific Policy and/or amending the existing Specific Policy for the Woodfield Neighbourhood (Paragraphs 1033_ – 1038_) to permit, in addition to the uses permitted in the Neighbourhoods Place Type, commercial and private schools, office and medical/dental office uses.

Requested Zoning By-law Amendment

To change the zoning from a Commercial Recreation (CR) Zone to a Residential R3 Special Provision (R3-2)/Restricted Office Special Provision (RO1()) Zone. Changes to the currently permitted land uses and development regulations are summarized below. The complete Zoning By-law is available at london.ca/planapps.

Current Zoning

Zone: Commercial Recreation (CR) Zone

Permitted Uses: Commercial recreation establishments, golf courses, private clubs, private outdoor recreation clubs, private parks, recreational buildings, recreational golf courses

Residential Density: n/a

Height: 12.0 metres

Requested Zoning

Zone: Residential R3 (R3-2()) Special Provision Zone

Permitted Uses: single detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings, converted dwellings, and fourplex dwellings

Special Provision(s): recognize existing site conditions including a minimum front yard depth of 4.6 metres to the enclosed porch in place of 7 metres, a minimum north interior side yard depth of 0.6 metres in place of 1.8 metres, minimum landscaped open space of 20.5 percent in place of 30 percent, and permit an increase in residential density as noted below.

Residential Density: a minimum of one (1) and a maximum of eight (8) residential units with a minimum lot area of 140 m² per dwelling unit in place of 180m² per dwelling unit

Height: 10.5 metres

Requested Zoning

Zone: Restricted Office Special Provision (RO1()) Zone

Permitted Uses: medical/dental offices and offices (Note: Offices include professional or service offices and all other forms of offices except medical/dental offices)

Special Provision(s): permit, in addition to the existing list of permitted uses, business and professional offices, medical/dental offices, service offices, support offices, charitable organization offices, day care centres, commercial and private schools, together with a minimum of one (1) dwelling unit. Recognize existing site conditions including a minimum front yard depth of 4.6 metres to the enclosed porch in place of 6 metres, a minimum north interior side yard depth of 0.6 metres in place of 3.6 metres, and a minimum landscaped open space of 20.5 percent in place of 30 percent

Residential Density: n/a

Height: 10 metres

The City may also consider relief from the maximum permitted parking area coverage of 30 percent for residential uses in the requested Residential Special Provision (R3-2()) Zone. The City may also consider applying gross floor area maximums for requested uses that have high parking requirements, and a combined minimum number of parking spaces for a mix of residential and non-residential uses.

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 Low Density Residential in the Official Plan, which permits single detached, semi-detached and duplex dwellings as the main uses.

The subject lands are in the Neighbourhoods Place Type in *The London Plan* (Council-adopted but not in force and effect), permitting single detached, semi-detached, duplex, triplex, fourplex and converted dwellings, townhouses, stacked townhouses, low-rise apartments, secondary suites, home occupations, group homes and small-scale community facilities as the main uses.

How Can You Participate in the Planning Process?

You have received this Notice because someone has applied to change the Official Plan designation and the zoning of land located within 120 metres of a property you own, or your landlord has posted the notice of application in your building. The City reviews and makes decisions on such planning applications in accordance with the requirements of the *Planning Act*. The ways you can participate in the City's planning review and decision making process are summarized below. For more detailed information about the public process, go to the [Participating in the Planning Process](#) page at [london.ca](#).

See More Information

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

- visiting Planning Services at 206 Dundas Street, 6th floor, Monday to Friday between 8:30am and 4:30pm;
- contacting the City's Planner listed on the first page of this Notice; or
- viewing the application-specific page at [london.ca/planapps](#).

Reply to this Notice of Application

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

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

Attend a Future Public Participation Meeting

The Planning and Environment Committee will consider the requested Official Plan and 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 official plan amendment and zoning by-law amendment, you must make a written request to the City Clerk, 300 Dufferin Ave., P.O. Box 5035, London, ON, N6A 4L9, or at docservices@london.ca. You will also be notified if you speak to the Planning and Environment Committee at the public meeting about this application and leave your name and address with the Secretary of the Committee.

Right to Appeal to the Local Planning Appeal Tribunal

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

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

If a person or public body 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 of the Council of the City of London to the Ontario Municipal Board.

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

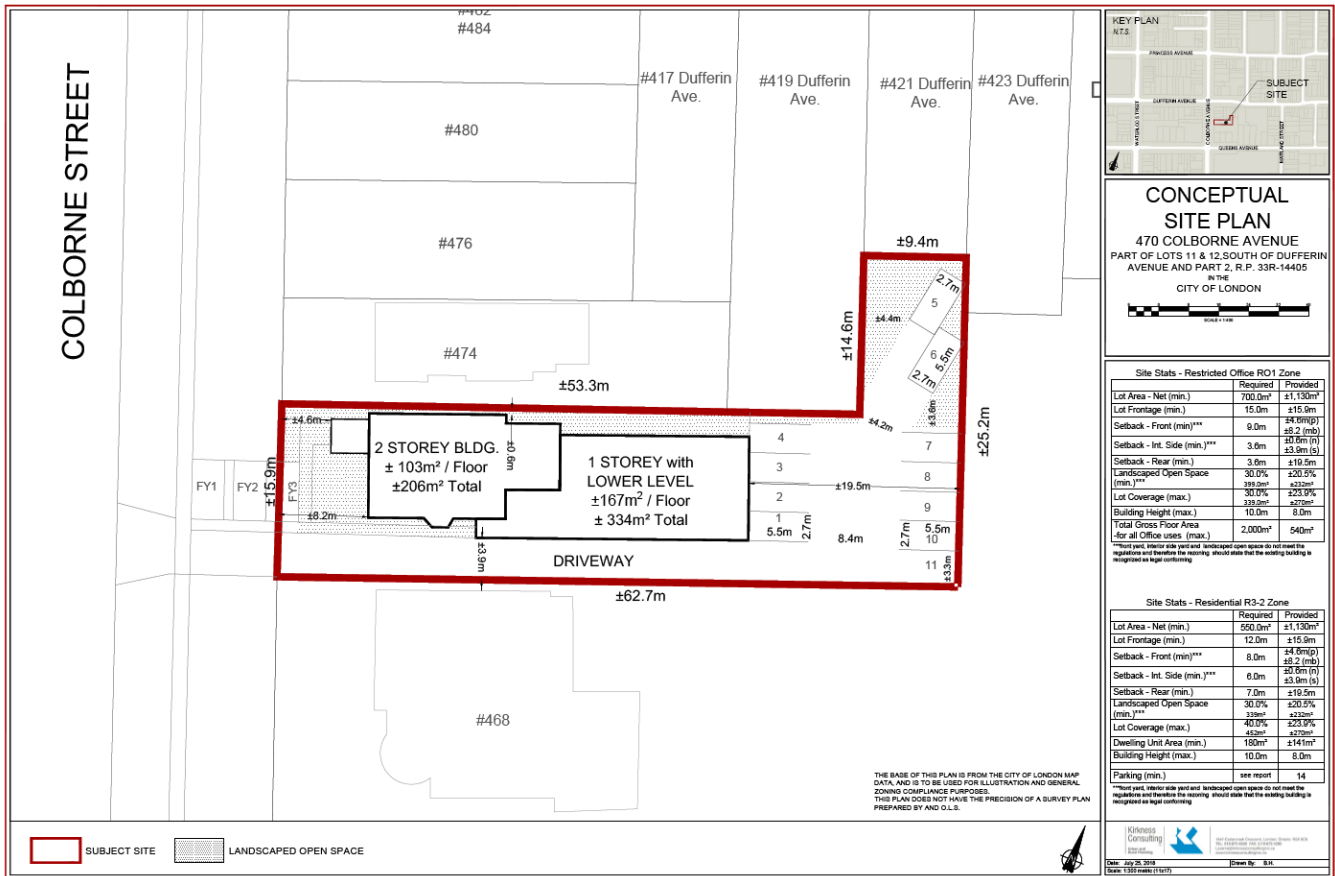
For more information go to <http://elto.gov.on.ca/tribunals/lpat/about-lpat/>.

Notice of Collection of Personal Information

Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the *Municipal Act, 2001*, as amended, and the *Planning Act, 1990 R.S.O. 1990, c.P.13* and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-CITY(2489) ext. 4937.

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

Site Concept



Site concept of existing building and proposed parking layout

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

HERITAGE IMPACT REVIEW

.... on behalf of **Peter and Janice Denomme**

.... in support of an **Official Plan Amendment and Rezoning to permit RESIDENTIAL APARTMENT, OFFICE and NEIGHBOURHOOD FACILITY USES in the EXISTING BUILDING.**

.... at **470 Colborne Street** in the City of London.

June 2018



HERITAGE IMPACT REVIEW - 470 Colborne Street

INTRODUCTION and CONTEXT

This Heritage Impact Review (HIR) is part of the application submission requirements for an Official Plan Amendment and Zoning Bylaw Amendment by Peter and Janice Denomme who own the subject lands at 470 Colborne Street. The applications are to broaden the permitted uses from COMMERCIAL RECREATION to RESIDENTIAL APARTMENTS, OFFICES AND selected NEIGHBOURHOOD FACILITIES within the existing building. The Conceptual |Site plan is attached. This is the Denomme Proposal.

The need for the HIR arises from the subject lands being within the Woodfield Heritage District.

The normal requirement is to prepare a Heritage Impact Assessment, but since the existing building is not to be demolished or altered in any major way, the HIR is to suffice. The City Planning Staff set out the requirements in the following:

I just spoke with Laverne and indicated that what the HAI requirements would be. In this instance, it would be identifying the relevant policies of the West Woodfield HCD Plan (building contribution, streetscape policies, etc, i.e. , any of the HCD Policies that would be relevant to this property, and describing both those policies, and how 407 Colborne related those policies. This would establish his "context" to evaluate any impacts. If the impacts are intended to be internal, with the possible removal of the front yard parking, there would be no impacts to the building as a result of the ZBA, and a possible positive impact to the streetscape as a result of the removal of the front yard parking as in fact being more consistent with the prevailing streetscape.

I indicated that we would anticipate that this would be a short report, and could be appended as a stand-alone appendix to the PJR that he would be submitting with the application. I indicated that as a Planner, he could make this assessment based on his review and analysis of the relevant policies of the West Woodfield HCD Plan.

*Gregg Barrett, AICP
Manager, Long Range Planning and Research
Planning Services
City of London*

WEST WOODFIELD HERITAGE CONSERVATION DISTRICT PLAN – 2008.

The subject 470 Colborne Street property is within the WEST WOODFIELD HERITAGE CONSERVATION DISTRICT PLAN – 2008. It is not a Part IV designated property. The Denomme

Proposal is intending to contribute to the implementation of the HCD Plan. The following is a review and compilation of the relevant policies with a RESPONSE of the Denomme Proposal.

Section 3.1 sets out GOALS AND OBJECTIVES

Goal: Recognize, protect, enhance and appreciate West Woodfield’s cultural heritage resources, including buildings, landscapes and historical connections, and value their contribution to the community by Encouraging the retention, conservation and adaptation of the District’s heritage buildings and attributes, as described in the Study and Plan, rather than their demolition and replacement

Goal: Avoid the destruction and/or inappropriate alteration of the existing building stock, materials and details by • Strongly discouraging the demolition of heritage buildings and the removal or alteration of distinctive architectural details; • Encouraging individual building owners to understand the broader context of heritage preservation, and recognize that buildings should outlive their individual owners and each owner or tenant should consider themselves stewards of the building for future owners and users.....

Goal: Maintain and enhance the visual, contextual and pedestrian oriented character of West Woodfield’s streetscape and public realm by • Recognizing that the area’s heritage includes streets, parks, trees, open spaces, monuments, street furniture, signs and all manner of items that contribute to the visual experience of a community, whether public or privately owned; • Maintaining existing street trees, vegetation and boulevards and develop replacement programs where necessary to ensure tree canopy retention over time

Goal: Maintain the low-density residential character of the West Woodfield Heritage Conservation District as the predominant land use, while recognizing that certain areas of the District already have or are intended for a wider range of uses by • Ensuring that appropriate Official Plan policies, designations and zoning regulations are in effect that support the residential community; • Establishing policies that will consider and mitigate the potential impacts of non-residential or higher intensity residential uses on the heritage character of low-density residential areas

RESPONSE: The Denomme Proposal intends to contribute to the achievement of the above GOALS. The existing building is proposed to be preserved and re-purposed with new uses. It is expected that rejuvenated economic life to the building will enable improvements in-keeping with Heritage objectives and guidelines.

Section 4.0 sets out DISTRICT POLICIES which are to be considered by City staff, Council and property owners, when reviewing proposals and making decisions regarding changes in the District and to properties.

Section 4.1 sets out policies on the DEVELOPMENT PATTERN which is described as primarily as a single family residential area. Setbacks of original heritage buildings, particularly in the residential area, are relatively uniform at the individual street level, as are building height and scale. To maintain the general consistency of the land uses and development pattern in the District, (a) Maintain the residential amenity and human scale by ensuring that the low density residential land use character remains dominant. (b) New land uses that are out of keeping with the general residential character of the District, or would have a negative impact on it, are discouraged. (c) Higher intensity uses or redevelopment opportunities shall be focused outside of the residential district and in areas designated for intensification. (d) Where new uses or intensification is proposed, adaptive reuse of the existing heritage building stock should be considered wherever feasible.....

Section 4.2 sets out policies on HERITAGE BUILDINGS recognizing that a large proportion of buildings have been designated under Part IV of the Ontario Heritage Act or listed in the City of London’s Inventory of Heritage Resources. It is further stated that there are also a number of properties that are neither listed nor designated yet retain their heritage value and architectural significance. All of these properties were assessed and identified in Phase 1 of this study with A, B or C ratings. The assessment also ranked some buildings as ‘D’. These buildings have lost or irreversibly altered their original heritage features and/or lack architectural character within their new or old design. See Figure 3 for the assessment of each property within the West Woodfield Heritage Conservation District.

Despite a building’s architectural rating, all buildings contained within the heritage district are protected and governed by the policies and guidelines of this plan. The policies and guidelines for the properties ranked as ‘D’ are concerned primarily with maintaining compatibility within the neighbourhood and the visual nature and streetscape of the community.

Section 4.2.1 sets out policies on Alterations & Additions and states that it is important that additions and alterations do not detract from the overall heritage character of the neighbourhood and that they do not result in the loss of key heritage attributes. (a) Minor exterior alterations and additions to buildings shall be permitted provided such alterations are not within any front or exterior side yard. (b) Structural alterations to the exterior of buildings visible from the street are not permitted in the event of residential conversions. Any exterior stairs or fire escapes are to be enclosed and kept away from the front or street facing façade of the structure. (c) Additions shall be subordinate to the original structure to allow the original heritage features and built form to take visual precedence on the street.

Design guidelines provided in Section 8 of this Plan will also be used to review and evaluate applications for additions and alterations to ensure that the proposed changes are compatible with the existing building and do not result in the irreversible loss of heritage attributes.

Section 4.2.2 sets out policies on Demolitions with the goal of a heritage conservation district is to preserve and protect the heritage resources within the short term and over the long term. And points out that “(a) The demolition of heritage buildings in the District is strongly discouraged.”

Section 4.6 sets out policies on ADJACENT AREAS to PART IV DESIGNATIONS and points out that the Provincial Policy Statement provides the primary framework for heritage protection, stating that “Development and site alteration may be permitted on adjacent lands to protected heritage property 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”. a) A Heritage Impact Analysis, in accordance with the policies of the City of London may be required for any redevelopment proposals within or adjacent to the Heritage Conservation District. The City of London Official Plan identifies adjacent lands as those lands that are contiguous and lands that are directly opposite a protected heritage property, separated only by a laneway or municipal road.

RESPONSE: The Denomme Proposal has the ability to conform to the above District policies on account of the following:

1. The Denommes’ intend to own and operate the building into the foreseeable future and rent the space to the new uses. Since they are residents of Woodfield there is an accountability to maintain the property and its function in a neighbourhood compatible way.
2. The new permitted uses would be in the EXISTING BUILDING and new building is contemplated. No part of the existing building is proposed to be demolished.
3. The existing building is not designated under PART IV of the Heritage Act and not on the Heritage Inventory of the City in terms of having any “priority”.
4. The existing building is not adjacent to any identified heritage building.
5. The grounds of the site would remain essentially the same with rear yard parking, the southerly adjacent access driveway to it, and the front yard landscaping.
6. New uses may economically enable site improvements such as enhanced landscaping.
7. New uses may economically enable exterior building improvements regulated by a HERITAGE ALTERATION PERMIT. Section 5.9.1 points out that Heritage Alteration Permits ARE REQUIRED for the following types of work:
 - **Additions to any façade visible from the street** (front and exterior side);
 - New buildings constructed on vacant properties, as integrated redevelopment projects or to replace existing buildings for any reason;

- **Major alterations to or replacement of features** such as doors, windows, porches, decorative trim on the street-facing portion of a building, where the feature being altered or replaced will be of different style, materials or proportions than existing;
- **Commercial signage affixed to buildings.**

8. The removal of front yard parking is possible if the new uses materialize. The front yard parking area would be landscaped in accordance with the Heritage Design Guidelines of Section 9.0. The client states: *“It is imperative that I have assurances that we will not be asked to remove our parking at front of the building and it will not be an issue until there is a change of USE. With a 250+ capacity at the club our parking situation is already very tough.”*

Section 5.2.1 deals with the City’s Official Plan stating that the current Official Plan designations were determined to be appropriate to preserving the rich heritage stock within the area. The Woodfield Neighbourhood is also considered in the Official Plan under Special Residential Policy Areas (Section 3.5.4). This section applies an additional level of protection to the area by requiring development to be of appropriate character, scale and intensity as is compatible with the area. Office conversions within certain areas are to have little impact on the external residential character of the buildings and are required to have at least one residential unit.

MUNICIPAL POLICY

Section 5.2.1 deals with the Official Plan and it was determined to be appropriate to preserving the rich heritage stock within the area. The Woodfield Neighbourhood is also considered in the Official Plan under Special Residential Policy Areas (Section 3.5.4). This section applies an additional level of protection to the area by requiring development to be of appropriate character, scale and intensity as is compatible with the area. Office conversions within certain areas are to have little impact on the external residential character of the buildings **and are required to have at least one residential unit.**

RESPONSE: The Denomme Proposal includes the provision of at least residential unit. The Amendment to the Official Plan is required because of the uniqueness of the property comprising:

- a)** Private Club existing use and the existing Commercial Recreation Zoning whereas most of the Neighbourhood is zoned Residential R3-2.
- b)** The large additions built at the rear many years ago by previous owners that were club meeting rooms and banquet facilities.
- c)** The local owner-occupancy of the current owner being residents in the Neighbourhood.

- d)** The mixture and range of land uses in the area as it is close to Downtown. There are high-rise apartments, office uses office conversion uses, commercial recreation uses throughout the local vicinity.

Section 5.2.2 deals with the Zoning By-law stating that it was determined that current zoning is appropriate for preserving the existing heritage resources in much of the area as permitted uses and densities are similar to that which currently exists. Intensification and conversions are the primary challenges this community faces given its proximity to downtown and to the university and college. The City has adopted a Zoning By-law Amendment to regulate floor area ratio, maximum dwelling size and on-site parking within other areas of Woodfield.

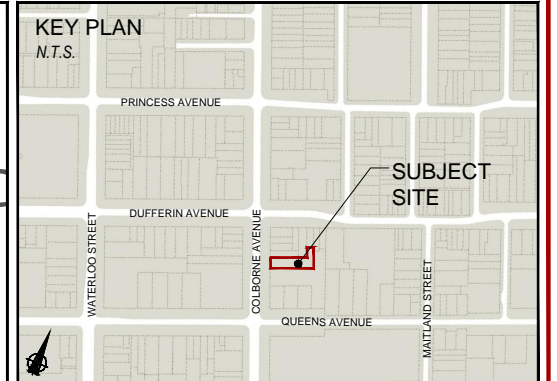
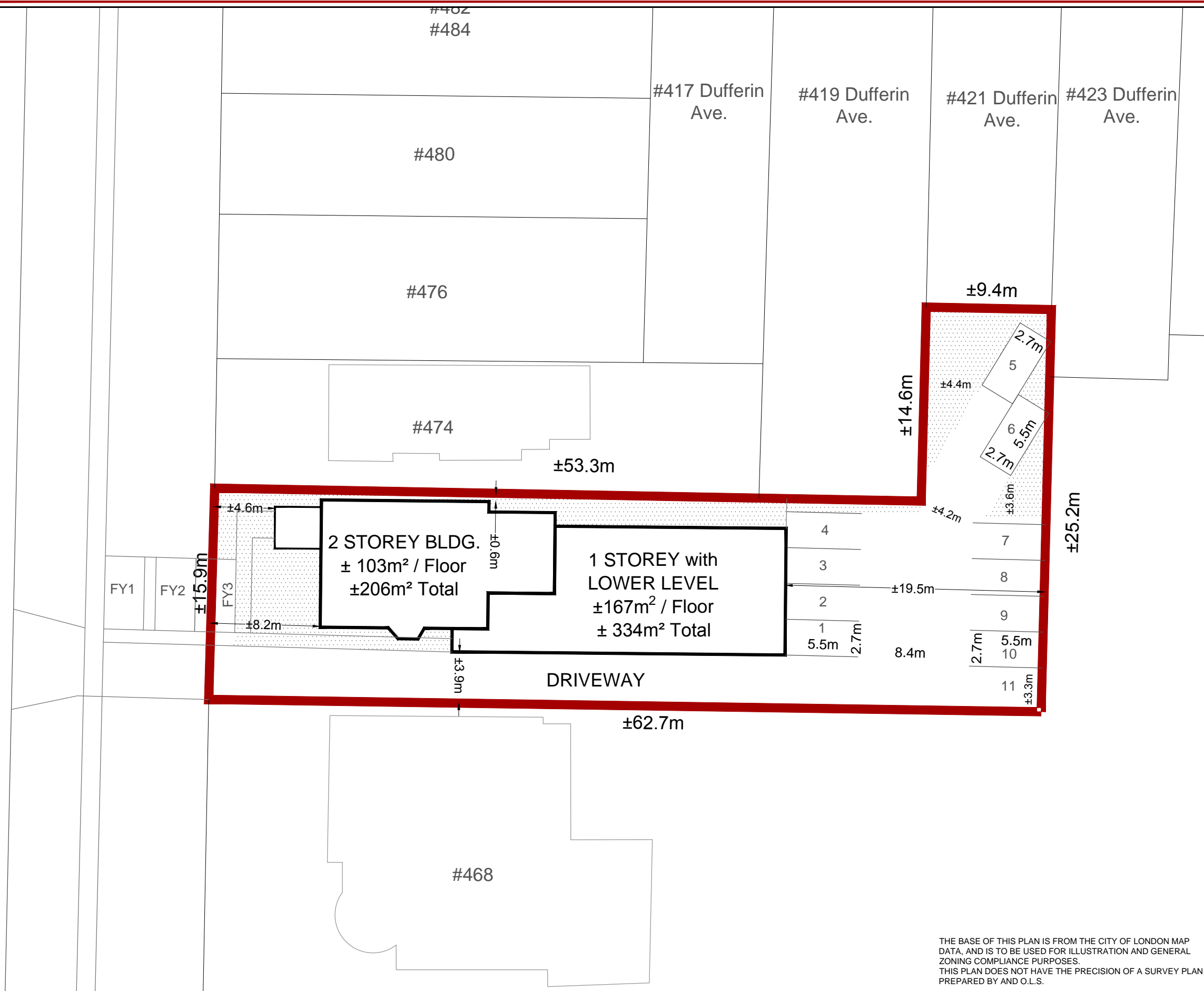
RESPONSE: Applying some of the same regulations in the Planning Justification report in the Zoning section, it would appear that the existing building at 470 Colborne, although one of the largest in the area at 540 m², can meet the 50% FAR regulation applied elsewhere. The special Provision zone proposed was carefully constructed to ensure compatibility.

CONCLUSION

After identification, review and analysis of the Woodfield Heritage Conservation District Plan against the Denomme Proposal, it is the opinion of the writer that the Denomme Proposal would contribute to the achievement of the Goals and Objectives, and comply with the District Policies of the HCD. Depending on the actual tenants and uses in the re-purposed building the Denomme Proposal has the potential of having a significant positive impact on the Neighbourhood with respect to building and landscaping enhancements.

[the end]

COLBORNE STREET



CONCEPTUAL SITE PLAN

470 COLBORNE AVENUE
PART OF LOTS 11 & 12, SOUTH OF DUFFERIN AVENUE AND PART 2, R.P. 33R-14405
IN THE CITY OF LONDON

SCALE = 1:400

Site Stats - Restricted Office RO1 Zone

	Required	Provided
Lot Area - Net (min.)	700.0m ²	±1,130m ²
Lot Frontage (min.)	15.0m	±15.9m
Setback - Front (min)***	9.0m	±4.6m(p) ±8.2 (mb)
Setback - Int. Side (min.)***	3.6m	±0.6m (n) ±3.9m (s)
Setback - Rear (min.)	3.6m	±19.5m
Landscaped Open Space (min.)***	30.0% 399.0m ²	±20.5% ±232m ²
Lot Coverage (max.)	30.0% 339.0m ²	±23.9% ±270m ²
Building Height (max.)	10.0m	8.0m
Total Gross Floor Area -for all Office uses (max.)	2,000m ²	540m ²

***front yard, interior side yard and landscaped open space do not meet the regulations and therefore the rezoning should state that the existing building is recognized as legal conforming

Site Stats - Residential R3-2 Zone

	Required	Provided
Lot Area - Net (min.)	550.0m ²	±1,130m ²
Lot Frontage (min.)	12.0m	±15.9m
Setback - Front (min)***	8.0m	±4.6m(p) ±8.2 (mb)
Setback - Int. Side (min.)***	6.0m	±0.6m (n) ±3.9m (s)
Setback - Rear (min.)	7.0m	±19.5m
Landscaped Open Space (min.)***	30.0% 339m ²	±20.5% ±232m ²
Lot Coverage (max.)	40.0% 452m ²	±23.9% ±270m ²
Dwelling Unit Area (min.)	180m ²	±141m ²
Building Height (max.)	10.0m	8.0m
Parking (min.)	see report	14

***front yard, interior side yard and landscaped open space do not meet the regulations and therefore the rezoning should state that the existing building is recognized as legal conforming

THE BASE OF THIS PLAN IS FROM THE CITY OF LONDON MAP DATA, AND IS TO BE USED FOR ILLUSTRATION AND GENERAL ZONING COMPLIANCE PURPOSES.
THIS PLAN DOES NOT HAVE THE PRECISION OF A SURVEY PLAN PREPARED BY AND O.L.S.

SUBJECT SITE

LANDSCAPED OPEN SPACE



Kirkness Consulting
Urban and Rural Planning
1647 Cedar Creek Crescent, London, Ontario N6X 9C8
TEL: 519-672-6550 FAX: 519-672-4290
Laverne@kirknessconsultinginc.ca
www.kirknessconsultinginc.ca

Date: July 25, 2018
Scale: 1:300 metric (11x17)
Drawn By: B.H.

Good Afternoon Lauren

In response to correspondence received from LACH, we are providing the following information.

Thank you for your interest in the Long Term Water Storage Class EA for the City of London. This study will address the requirements for Schedule B projects which will include archaeological and cultural heritage resource assessments.

At the first PIC, held on June 20, 2018, we presented a high level screening of the Long-List of candidate locations for the reservoir. This resulted in four sites being carried forward. These include:

- Site A: Springbank Reservoir and Pump Station;
- Site C: Various locations at Huron Street and VMP Extension;
- Site G: Southeast Reservoir and Pump Station;
- Site I: Arva Reservoir and Pump Station.

These candidate sites (and connection transmission mains/watermains) will be further evaluated based on criteria that includes archaeological and cultural heritage resource potential and associated impacts. A Stage 1 Archeological Assessment and a Cultural Heritage Screening Report will be prepared for the preferred alternative.

Specifically, our team will undertake the following:

- Stage 1 background study identifying known archaeological sites, areas subject to previous assessments and will evaluate the potential for archaeological resources to be present on undisturbed land according to provincial criteria.
- A Stage 1 archaeological assessment report will be written and submitted to the Ontario MTCS for review and acceptance into the register of archaeological reports. The report will recommend on whether a Stage 2 archaeological assessment is required or not and what areas are cleared of archaeological concerns.
- Complete the MTCS Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes checklist to determine if the project areas include recognized heritage properties or potential heritage properties.
- Should the checklist determine the presence of heritage properties or potential heritage properties, a Cultural Heritage Resource Assessment may be required to more fully evaluate the project areas (Contingency items). If the checklist determines that the project areas do not contain heritage properties or potential heritage properties, the completed checklist and a technical letter indicating the results of the review and consultation activities will be provided.

We will provide updates on the project and copies of reports if requested. If you have any additional questions or require more information, please do not hesitate to contact me directly.

Thank you once again for your interest in this project.

Nancy Martin

Environmental Planner, Environment
D 519.963.5862
C 905.973.7399
nancy.martin@aecom.com

AECOM

250 York Street, Citi Plaza, Suite 410
London, ON N6A 6K2, Canada

45 Goderich Road, Suite 201
Hamilton, ON L8E 4W8, Canada
aecom.com

City of London

Cultural Heritage Evaluation Report Wenige Expressway Bridge (4-BR-14) Highbury Avenue over the Thames River

Prepared by:

AECOM

410 – 250 York Street, Citi Plaza

London, ON, Canada N6A 6K2

www.aecom.com

519 673 0510

tel

519 673 5975

fax

January, 2018

Project Number: 60550772

Statement of Qualifications and Limitations

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

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

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

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

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

Without in any way limiting the generality of the foregoing, any estimates or opinions regarding probable construction costs or construction schedule provided by AECOM represent AECOM's professional judgement in light of its experience and the knowledge and information available to it at the time of preparation. Since AECOM has no control over market or economic conditions, prices for construction labour, equipment or materials or bidding procedures, AECOM, its directors, officers and employees are not able to, nor do they, make any representations, warranties or guarantees whatsoever, whether express or implied, with respect to such estimates or opinions, or their variance from actual construction costs or schedules, and accept no responsibility for any loss or damage arising therefrom or in any way related thereto. Persons relying on such estimates or opinions do so at their own risk.

Except (1) as agreed to in writing by AECOM and Client; (2) as required by-law; or (3) to the extent used by governmental reviewing agencies for the purpose of obtaining permits or approvals, the Report and the Information may be used and relied upon only by Client.

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

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

AECOM: 2015-04-13
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Signatures



Report Prepared By:

Michael Greguol, MA
Cultural Heritage Specialist



Report Reviewed By:

Fern Mackenzie, MA, CAHP
Senior Architectural Historian

Distribution List

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

Revision History

Revision #	Date	Revised By:	Revision Description
0	November 21, 2017	Michael Greguol	Draft Cultural Heritage Evaluation Report
1	January 16, 2018	Michael Greguol	Cultural Heritage Evaluation Report

Executive Summary

AECOM Canada Ltd. (AECOM) was retained by the City of London to conduct a Cultural Heritage Evaluation Report (CHER) as a part of a series of studies including a Preliminary Structural Design Report and Structural Evaluation for the Wenige Expressway Bridge (Structure No. 4-BR-14) on Highbury Avenue over the South Branch of the Thames River. At the time of the preparation, there is no specific proposed undertaking; however, the design report being undertaken concurrently is anticipated to provide recommendations for rehabilitation activities for the bridge.

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

- 1) Preparation of a land use history of the Study Area based on a review of:
 - a) Primary and secondary resources;
 - b) Historic mapping.
- 2) A review of the City of London's *Inventory of Heritage Resources*, as well as the Ontario Heritage Trust's online inventory of buildings, museums, and easement properties, the Canadian Register of Historic Places, and the Directory of Federal Heritage Designations.
- 3) A site investigation, undertaken on August 29, 2017 to document the existing conditions of the bridge structure and its associated landscape.
- 4) Evaluation of the bridge structure and its landscape using *Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest*.

When evaluated according to the criteria outlined in *Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest*, the bridge did not meet any of the criteria. As a result, the Wenige Expressway Bridge does not contain cultural heritage value and thus a Statement of Cultural Heritage Value and a list of Heritage Attributes were not developed. No further reporting related to cultural heritage is recommended for this structure.

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Appendix A. Department of Highways, Thames River Bridge, Highbury Ave. Extension, General Plan, 1960.

1. Introduction

1.1 Study Purpose

AECOM Canada Ltd. (AECOM) was retained by the City of London to conduct a Cultural Heritage Evaluation Report (CHER) as a part of a series of studies including a Preliminary Structural Design Report and Structural Evaluation for the Wenige Expressway Bridge (Structure No. 4-BR-14) on Highbury Avenue over the South Branch of the Thames River (Figure 1 and Figure 2). At the time of the preparation, there is no specific proposed undertaking; however, the design report being undertaken concurrently is anticipated to provide recommendations for rehabilitation activities for the bridge.

1.2 Study Method

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

- 1) Preparation of a land use history of the Study Area based on a review of:
 - a) Primary and secondary resources;
 - b) Historic mapping.
- 2) A review of the City of London's *Inventory of Heritage Resources*, as well as the Ontario Heritage Trust's online inventory of buildings, museums, and easement properties, the Canadian Register of Historic Places, and the Directory of Federal Heritage Designations.
- 3) A site investigation, undertaken on August 29, 2017 to document the existing conditions of the bridge structure and its associated landscape.
- 4) Evaluation of the bridge structure and its landscape using *Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest*.

1.3 Metric Measurements

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

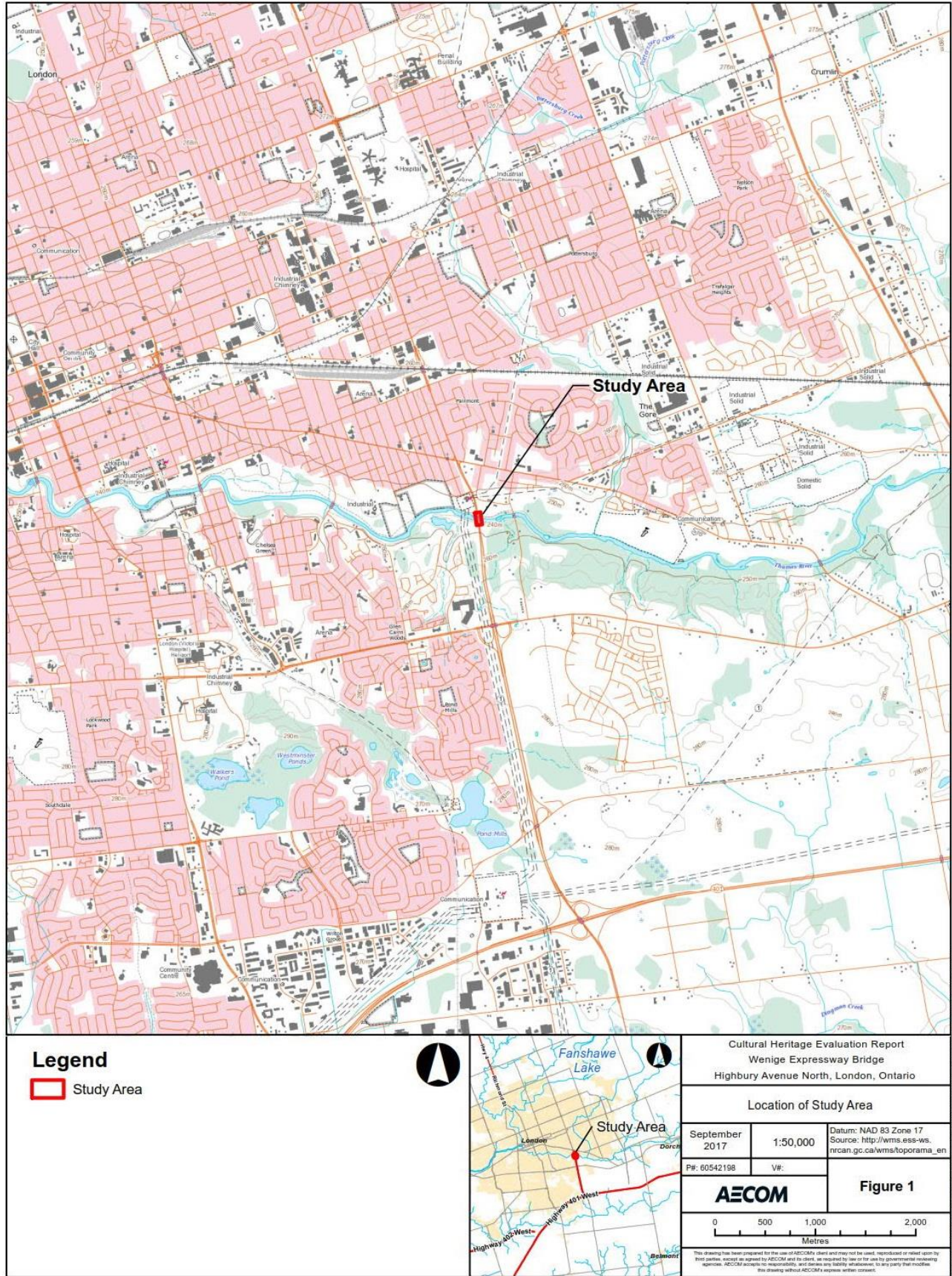


Figure 1: Location of Study Area



Figure 2: Study Area in Detail

2. Policy and Planning Framework

2.1 Environmental Assessment Act

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

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

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

2.2 Additional Guidelines

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

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

2.3 City of London Official Plan

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

- Protect in accordance with Provincial policy those heritage resources which contribute to the identity and character of the City;

- Encourage the protection, enhancement, restoration, maintenance, and utilization of buildings, structures, areas, or sites within London which are considered to be of cultural heritage value or interest to the community;
- Encourage new development, redevelopment, and public works to be sensitive to, and in harmony with, the City's heritage resources; and
- Increase public awareness and appreciation of the City's heritage resources, and encourage participation by the public, corporations, and other levels of government in the protection, restoration, and utilization of these resources.

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

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

3. Historical Overview

3.1 Natural Environment and Physical Setting

The Wenige Expressway Bridge is located within the Mount Elgin Ridges physiographic region, which is located between the Thames Valley and Norfolk sand plain. The region is a succession of ridges and valleys that generally extends from north and east of Woodstock to near St. Thomas. The subject bridge is located along the northern edge of the physiographic region. At the site of the bridge, the landscape consists of a relatively wide valley with moderately steep valley walls. Formal and informal recreational trails are located on the north and south banks of the river and pass under the bridge (Photograph 1).

The bridge structure carries Highbury Avenue over the South Branch of the Thames River. The river runs through London, flows southwest towards Chatham and eventually drains into Lake St. Clair. The South Branch of the Thames River meanders from Woodstock through south London before joining the North Branch at the Forks of the Thames approximately 5 km west of the bridge. At the site of the bridge, the river flows through a wide channel with moderately sloped banks lined with large concrete blocks to the north. A concrete pier is located in the centre of the river to support the bridge. At the time of the field investigation water levels in the river were low east of the pier (Photographs 2 and 3).



Photograph 1: View to Wenige Expressway Bridge in its setting over the South Branch of the Thames River



Photograph 2: View looking upstream showing the Thames River and vegetation along the banks, and transmission lines crossing the river



Photograph 3: View looking upstream from under the bridge showing centre pier at right and north banks at left

3.2 Historic Context

3.2.1 Local Historic Context

Some accounts suggest that prior to the Crown surveys in the area; Commissioner's Road was based on an Indigenous trail that was formalized during the British colonization of the area.¹ Evidently, John Graves Simcoe followed the trail through the area. Historically the bridge was located over the boundary between London Township and Westminster Township in Middlesex County. The trail was later widened and improved by a government-appointed road commission. The Township of London was first surveyed by Colonel Mahlon Burwell in 1810. The lots were laid out using the double front survey system which was commonly used by the Crown between 1815 and 1829.

The survey was put on hold during the War of 1812 but resumed once peace had been re-established and a total of 3,850 acres of land was reserved by Lieutenant Governor Simcoe for the future town of London. In 1826, the town plot was surveyed by Mahlon Burwell with settlement beginning shortly after around the Forks of the Thames along Ridout Street and the Talbot Block. Settlement in London began to expand rapidly after the construction of the courthouse in 1827 with the population reaching 1,000 by 1835.

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

London underwent a number of population booms throughout its history beginning when the 32nd Regiment was stationed in London in 1838. Development of saw, cording, and grist industry powered by the Thames River and Medway Creek assisted the City's growth in the mid 1800's, bolstered by the arrival of the railways in the 1850s with the Great Western Railway in 1853, the London Port Stanley Railway in 1856, and the Grand Trunk Railway in 1858. Steady growth in London continued as the City was established as a financial centre for the surrounding regions with large manufacturing industries taking root, including the Carling and Labatt's Brewery and the London Cigar Industry. London was incorporated as a Town in 1840 and by 1855 the population had leapt to 10,000 at which time it officially became a city. In the same year, the London officially became a City.

The former London Township survey system laid out by Burwell created a grid pattern of eight 100-acre lot allowances. The resulting survey created much of the modern farm landscape that is still visible in the rural areas north of London. The survey pattern also created the modern road pattern that is still visible today. Highbury Avenue would have been laid out as one of the early concession roads; however it originally terminated at the Thames River which formed the boundary between Westminster and London Townships.

The former Township of Westminster was one of the early townships to be settled within Middlesex County. The Township was first surveyed by Mahlon Burwell and land patents were issued by the Crown for lands within Westminster Township as early as 1812. The lots were divided by the double front system. The earliest roads within Westminster Township were Commissioners and Longwoods Roads, to the south of the study area, established during the War of 1812; however, the majority of the township did not have an early road system and few passable roads.

¹ Although not formally covered within this report, the Thames River and the project area has been the site of extensive Indigenous history prior to European contact in North America and in contemporary London specifically. Pre-contact histories of First Nations within the project areas are typically more thoroughly covered in Archaeological Assessments. For the purposes of this CHER it is assumed that this historic information will be addressed in any Archaeological Assessments that may be undertaken for the area as part of future studies.

By the late-nineteenth century, the areas surrounding the future bridge crossing on Highbury Avenue – both north and south of the river – are depicted as relatively undeveloped. The *Illustrated Historic Atlas* map for Westminster Township does not show structures north of the river in 1877; however, the lots east and west of what is now Highbury Avenue were subdivided suggesting that the area on the outskirts of the City were just beginning to develop. South of the river, the lots appear to not have been subdivided yet and were likely still agricultural or wooded in use (Figure 3 and Figure 4). By 1913, the area north of the bridge was starting to be developed, specifically along Hamilton Road, while the area south of the river was undeveloped. Highbury Avenue still terminated at the river. A side road – what is now Norlan Avenue – connected Highbury Avenue with Meadowlily Road to the east where a truss bridge crossed the river (Figure 5).

By the middle of the 20th century, growth from the City of London had extended significantly to the east where the areas surrounding the subject bridge was mostly developed. North of the river, subdivisions were developed along the north and south sides of Hamilton Road, and the Highbury Transformer Station had been constructed with transmission corridors crossing the river. South of the river, isolated structures were present along Meadowlily Road and Commissioners Road respectively. However, Highbury Avenue had still yet to be extended across the river and thus little development had taken place within the study area south of the river (Figure 6). Aerial photography from 1955 confirms the development depicted on the historic topographic mapping in the early and mid-20th century (Figure 7). The road would not be extended across the river to Highway 401 until the 1960s. In addition, the area surrounding the bridge was not officially annexed with the City of London until 1961.

3.2.2 Park Farm Property

The property located at 120 Meadowlily Road South, approximately 600m to the east, otherwise known as Park Farm is an important cultural heritage landscapes within the City of London. The residential building on the property was constructed for William Bell, an English farmer who arrived in Canada in the area in the 1850s. In 1907, the property came into the ownership of Maxwell David Fraser, and eventually turned into a prosperous dairy farm by his son, Harrison Fraser, a prominent barrister and solicitor in the family firm of Fraser and Fraser. The Fraser family promoted the use of their property by the citizens of London for recreational purposes because of its natural beauty along the river. The property was eventually willed to the City of London to be used continuously as a public recreation space.²

Today, the property is now part of Meadowlily Park and was designated under Part IV of the Ontario Heritage Act in 1995.³ The property is composed of a residence, shed, and grounds set on a wooded hill with a panoramic view of the surrounding natural areas.

3.2.3 Stevenson Camp/Thames Talbot Land Trust

Prior to the extension of Highbury Avenue south of the Thames River, the surrounding property was once the site of the Stevenson Camp, a property used by the London Children's Aid Society (CAS). In 1947, Dr. W.J. Stevenson bequeathed 300 acres to the London CAS in memory of high brother Dr. Hugh A. Stevenson, in order to established a playground/camp on the property. By 1949, a partnership between the London CAS and the London Kinsmen Club commenced work on the camp which consisted of 100 acres for facilities, and 200 acres for hiking and nature study. According to Stevenson's will, the camp was to be used "for the benefit of underprivileged children who would otherwise not experience a summer holiday out of the city." In the 1950s, the camp operated for a short period on the property and its facilities grew to include six sleeping cabins, a main lodge, a craft house, a

² Park Farm, 120 Meadowlily Road South, London, Ontario, <http://www.historicplaces.ca/en/rep-reg/place-lieu.aspx?id=11881> (accessed December 2017).

³ City of London, By-law L.S.P.-3253-58).

director's cabin, a washroom/shower facility, and a 20 x 40 foot pool. However, by 1955 the Stevenson Camp had moved to Dorchester, and by the 1960s the Highbury Avenue Extension cut directly through the property.

In 2002, a portion of the property was donated by Carol and Rick Richardson to the citizens of London. The 59 hectares of land is now known as the Meadowlily Nature Preserve and is managed by the Thames Talbot Land Trust, a non-profit organization dedicated to protecting environmentally significant lands in Southwestern Ontario.

3.2.4 Highbury Avenue/Highway 126/Wenige Expressway

Highbury Avenue, north of the river was laid out as a part of the London Township survey. The road remained an early north-south concession road east of the City well into the 20th century. As noted above, the area did not see significant development until the mid-20th century when the City's growth stretched east, most notably along Hamilton Road within the vicinity of the subject river crossing. However, it wasn't until the 1950s and 1960s that plans and designs to extend Highbury Avenue across the Thames River were realized.

In 1958, a Highbury Avenue overpass was constructed to carry the road over the Canadian Pacific Railway (CPR) tracks, well north of the river. Although not directly associated with the extension of Highbury Avenue and the crossing of the Thames River, this project was noted as being a key component to the future of Highbury Avenue as a main traffic route in London. An article in the *London Free Press (Free Press)* following the completion of the overpass noted, "Opening of the new Highbury Avenue overpass completes a major step in long-range plans for making Highbury a key by-pass route in the London area. If and when plan goes through for extending Highbury southward to meet No. 401 Highway, it will be a fast through route for a large volume of traffic wishing to skirt London."⁴

Plans for the extension of Highbury Avenue were put into action beginning in the early-1960s. By October 1962, the *Free Press* published an article noting that all of the necessary properties needed for the extensions were expropriated and now vacant. It was also noted that the another overpass was being built at the Canadian National Railway (CNR) tracks and the opening was planned to coincide with the opening of the river crossing so that the extension would be complete to Highway 401 all at once. Construction took place throughout 1962 and 1963 and by December of 1963, the extension was opened.⁵

Much like the CPR overpass, the CNR overpass was also celebrated as being a key component of the extension. On December 9th, 1963 a bridge opening ceremony was held at the CNR overpass where Mayor Stronach, and John White, a MPP for London South, along with a group of CNR, City, and provincial officials cut a ribbon then proceeded to form an official motorcade that travelled the route south to Highway 401. The motorcade passed through the cloverleaf at Highway 401 to "officially" open the Highbury extension. Much of the focus on the opening of the extension was on the CNR overpass and the Highway 401 cloverleaf with a minor mention of a bridge being constructed over the Thames River as a part of the project.⁶

The naming of the Highbury extension has taken on various titles throughout its short history. Originally described publically as the Highbury extension, the naming of the extension was a subject of debate between the City of London and the Province of Ontario throughout the 1960s and 1970s. In 1963, the City Council adopted a recommendation to formally name the extension the Wenige Expressway, after the late mayor George A. Wenige, a popular London mayor throughout the first half of the 20th century. Nonetheless, the Department of Highways or DHO (currently known as the Ministry of Transportation of Ontario, MTO) rejected the name citing safety as the main reason. At the time, Highbury Avenue south to Power Street was owned by the City. However, from Power Street south across the Thames River to Highway 401 was owned by the DHO which preferred a numbered

⁴ "Traffic Artery Widened to Four Lanes," *London Free Press*, February 5, 1958.

⁵ "All Properties for Extension Now Vacated," *London Free Press*, October 29, 1962; *DHO Annual Reports*, 1962-1964.

⁶ "Highbury Overpass Opened.," *London Free Press*, December 9, 1963.

highway name, in this case Highway 126. An engineer for the Province noted that a numbered highway name would be consistent with the Province's numbering of highways and for safety would be larger on signage making it more visible from farther away.⁷

Against the Province's wishes the City ordered and erected signs designating the extensions as the Wenige Expressway in 1965. The signs were planned for each end of the extension, one at Highway 401 and the other at Hamilton Road. The *Free Press* noted that in doing so, council was defying the DHO. However, in the end the City ended up erecting the signs on a one-block stretch between Hamilton Road and Power Street (Photograph 4). Several years later in 1981, an article about place names noted that the signs were still in place between Hamilton Road and Power Street where the City recognized this 360 yard portion of the City as the Wenige Expressway, or as a City traffic officer described it, it was a "20-second expressway".⁸



Photograph 4: Photograph of the installation of the "Wenige Expressway" signs, erected in 1965, as shown in the *London Free Press*

In 1991, the Province determined that Highway 126 was a redundant provincial highway as it only served a local purpose. At that time the entire highway was decommissioned and ownership of the highway between Hamilton Road to Highway 401 was transferred to the City of London effective June 12, 1991. Signs noting "Highway 126" were eventually removed. The road is now officially known as Highbury Avenue.

⁷ "Name Expressway for Wenige," *London Free Press*, August 7, 1963; "Urge Highbury Extension Be Designated Highway 126," *London Free Press*, November 13, 1963; *London City Council Minutes*, 17th Report of the Traffic Committee, November 13, 1963.
⁸ "Highbury Becomes Wenige Expressway," *London Free Press*, December 10, 1964; "Signed Up," *London Free Press*, July 19, 1965; "City Defies Province 'Wenige' Signs Go Up," *London Free Press*, May 13, 1965; "Colorful mayor remember on '20-second' expressway." December 21, 1981.

3.2.5 *George Wenige*

George Wenige was born in Detroit in 1874 and arrived in London in 1899. Wenige started his career as a brush salesman; however, he made his name for himself in London as a bicycle business owner and trick bicycle rider. He opened a bicycle shop in London and was at one time reported to have owned the largest bicycle agency in Canada. He also entered into the world of local politics, first becoming an alderman in 1921. He ran as a mayoral candidate on 20 occasions and was successful on 9 of them, serving terms in 1923-1925, 1928, 1934-1935, 1947-1948, and 1950. He has become known as one of the most outgoing mayors in London's history as a result of his interests in people and entertainment. In addition, in his political career he commonly used city-wide referendums, and he is known for streamlining city committees, the Fire Department, providing incentive pay for good city workers, as well as for cutting costs at Victoria Hospital. He also played a role in improving the Western Fair, getting a new Canadian National Railway Station in London, and in expanding Parkwood Hospital. The Wenige Expressway was posthumously named after him.⁹

3.2.6 *Bridge Building Context*

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

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

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

Inexpensive steel trusses came into use in the 1890s and the designs were commonly used into the 1930s. The Pratt truss and the Warren truss dominated the early-20th century, and were typically used for spans of up to 400 feet. The Meadowlily Bridge and the King Street Bridge are both steel truss bridges constructed within London. Both bridges have been rehabilitated recently and are currently being used as footbridges.

At the beginning of the 20th century concrete became widely used to construct short span bridges. One of the earliest forms was the solid spandrel concrete arch design that was inexpensive to build. This design consisted of solid concrete spandrel walls that held back the stone rubble and earth fill on the interior of the arch. The arch itself was constructed with reinforcing steel bars. By the 1930s, concrete challenged steel as the primary bridge-building material of choice and various concrete bridge types have since been used for road bridge construction.

3.2.7 *Wenige Expressway Bridge*

As noted in the subsections above, prior to the 1960s, Highbury Avenue terminated at the Thames River. However, with the extension of Highbury Avenue south to Highway 401, the Wenige Expressway Bridge was constructed in

⁹ George A. Armstrong, *The Forest City: An Illustrated History of London, Canada*, Windsor: Windsor Publications, 1986.

order to carry the road over the Thames River. The bridge was designed internally by DHO engineers in 1960 as part of the planning for the Highbury Avenue extension. As a result, little biographical information related the bridge designers or engineers could be determined. In addition, the contractor for construction of the bridge has not been determined.

The bridge was completed in 1963, and opened as part of the Highbury Avenue extension. Based on the original design drawings, routine maintenance and rehabilitation activities have taken place since construction. The most notable rehabilitation was a recoating of all structural steel on the bridge in 1990. Aside from the installation of concrete barriers on the deck of the bridge, the structure has not changed in appearance from its original construction in 1963.



Figure 3: Study Area, 1878 (London Township)



Figure 4: Study Area, 1878 (Westminster Township)

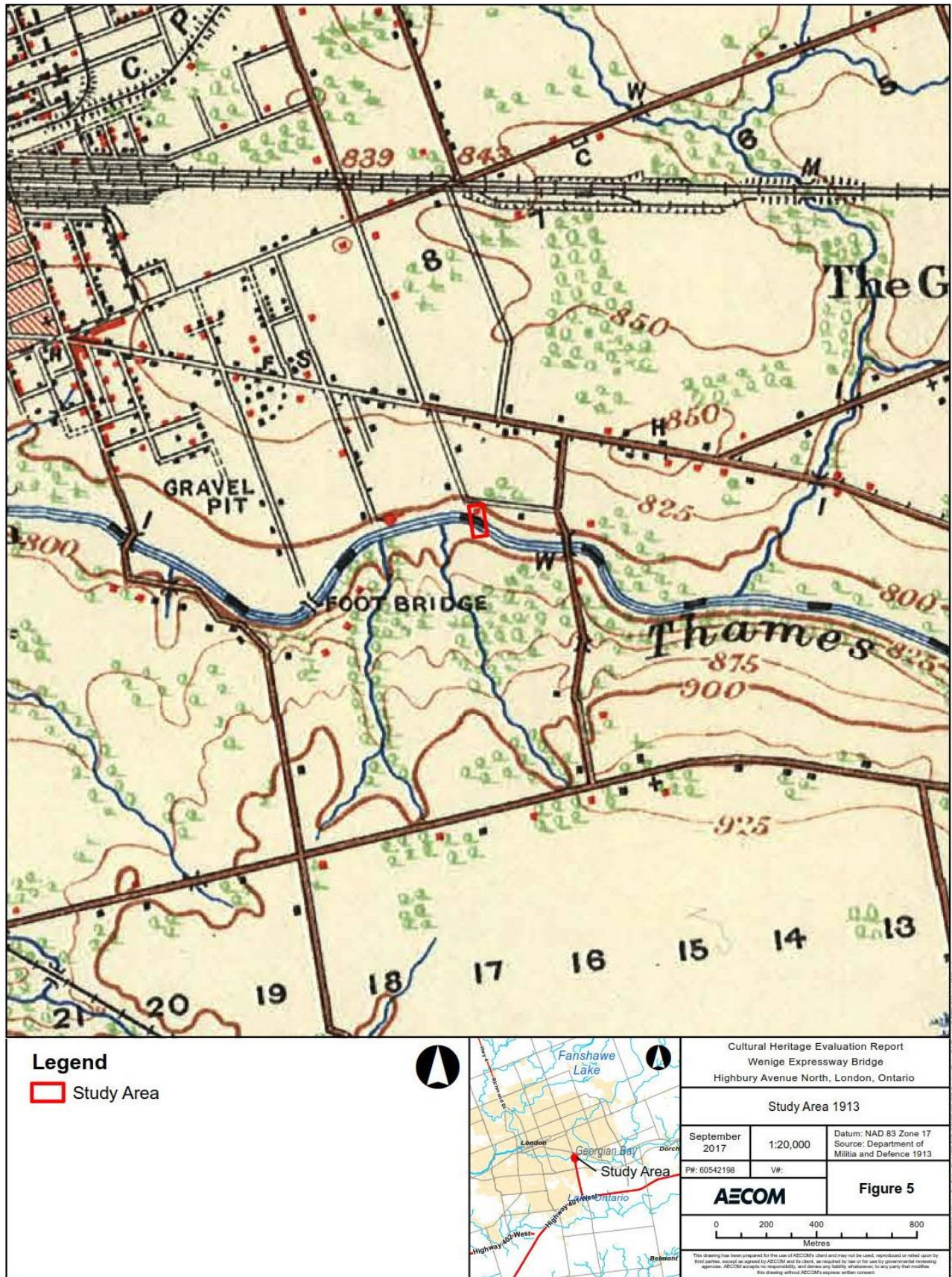


Figure 5: Study Area, 1913

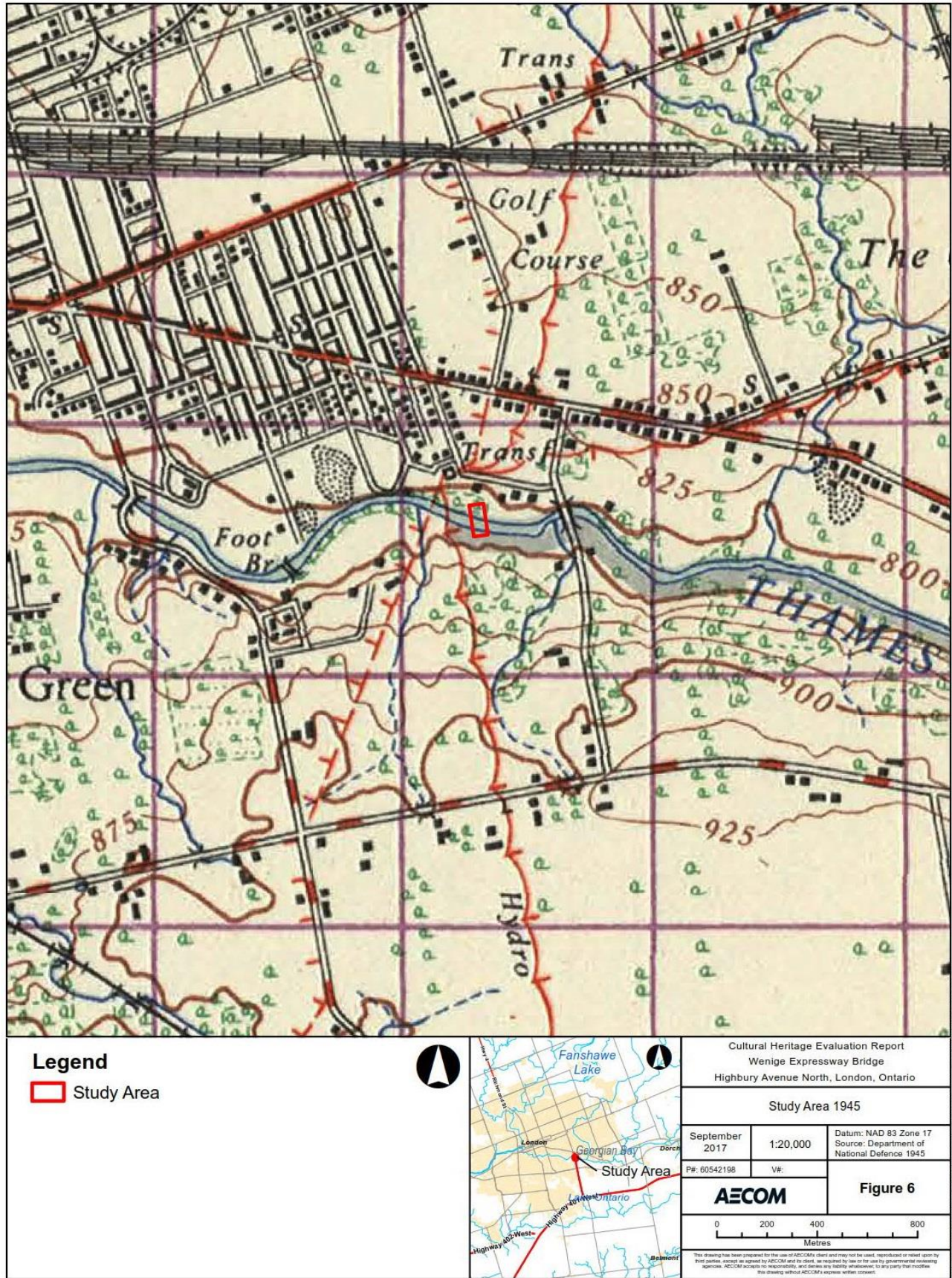


Figure 6: Study Area, 1945



Figure 7: Study Area, 1955



Figure 8: Study Area, 1965

4. Site Description

4.1 Context

The Wenige Expressway Bridge is a two-span steel plate girder structure, supported on concrete abutments and a centre concrete pier. The structure carries Highbury Avenue over the South Branch of the Thames River, in London, Ontario (Photographs 5 and 6).

4.2 Cultural Landscape

At the site of the bridge, Highbury Avenue South is a four lane freeway at the bridge, running in a north-south orientation and provides access to Highway 401 south of the bridge. Historically, a bridge crossing at this location was not built until 1963 when Highbury Avenue was extended south across the river. Prior to its construction, the closest crossing of the river was the Meadowlily Bridge, located approximately 350 m to the east, upstream of the Wenige Expressway Bridge (Photographs 7 and 8). The Vauxhaull Bridge, carrying Thompson Road/Egerton Street over the Thames is closest westerly crossing of the river, located approximately 4 km to the west.

At the bridge, the physical landscape consists of a relatively wide valley with moderately steep valley walls. The river flows through a wide channel with moderately sloped banks lined with large concrete blocks to the east. A concrete pier is located in the centre of the river to support the bridge. At the time of the field investigation water levels in the river were low east of the pier. The east and west banks of the river are lined with vegetation.

Formal and informal trails are located on north and south banks of the river. North of the river, the Thames Valley Parkway (TVP) trail passes under the bridge. The paved parkway is a pedestrian and cyclist trail network that weaves throughout the City. To the east, the trail leads to Potterburg Park and to the west it leads follows the river to the Forks and points northward. South of the river, an informal trail can be accessed from Meadowlily Road and extends through a wooded area, through an open meadow just southeast of the bridge. St. Julien Park and Shelborne Park are also located north and south of river respectively (Photographs 9 – 12).

4.3 Approaches

Both approaches to the bridge are relatively level and are generally consistent with the grading of the road at the bridge. North of the bridge, the road curves slightly and a slight incline in the road is evident as the road approaches the bridge, however at the bridge structure the approach is generally flat (Photograph 13).

4.4 Abutments and Piers

The north and south abutments are constructed of cast-in-place concrete and are built into the tall earth embankments to raise the bridge to the grade level of Highbury Avenue. The TVP is located immediately adjacent to the north abutment, and remnants of paint layers can be seen on the smooth face of the concrete. Drainage holes are also visible in the abutment wall. Large concrete wingwalls are situated on the east and west sides of the abutment where the trail meets the steep embankment. The south abutment is constructed closer to the river bank, however, an informal trail also passes under the bridge, immediately adjacent to the abutment. A concrete pier is

also located in the centre of the river. The ends of the pier are rounded to deflect the flow of the river, however, the pier appears to still catch large debris such as logs (Photographs 14 – 18).

4.5 Girders/Deck/Railings

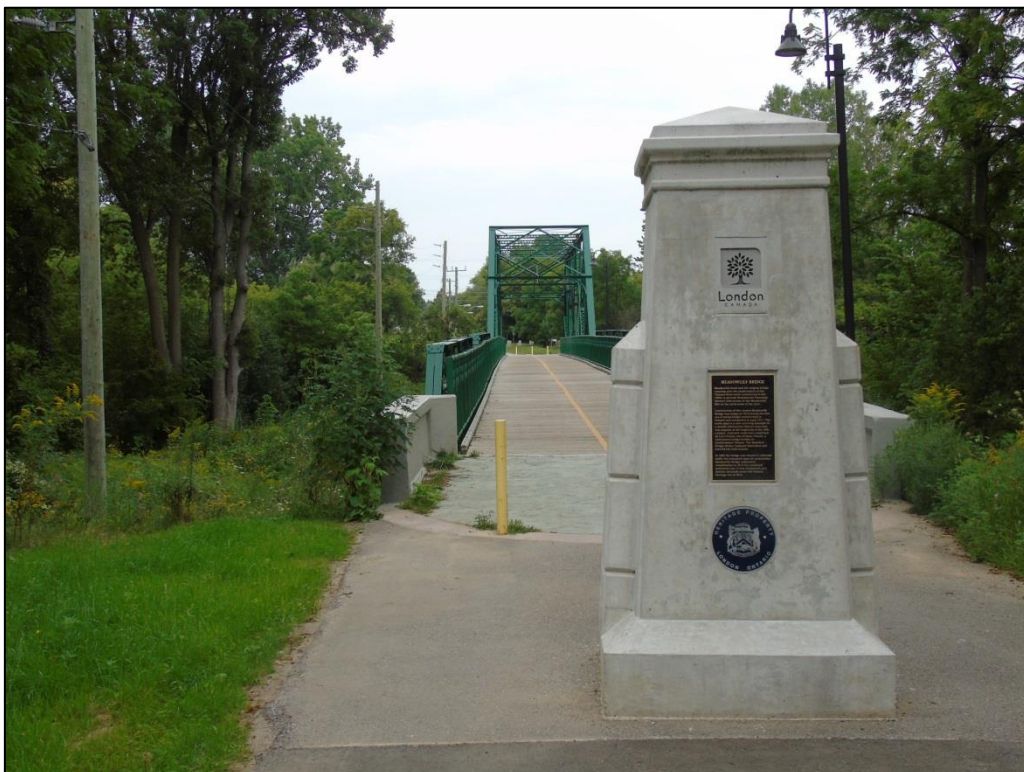
The bridge deck is supported on six welded steel plate girders to form an overall span of 76.2 m with a structure width of 18.39 m. Bolted steel channels form the lateral and diagonal bracing between the girders. Bolted gusset plates can also be seen on each girder. Transverse diaphragms are located at each abutment and at the pier. The original railing system on the bridge consists of an open steel design of open rectangular patterns, with steel posts located between the panels. The original railings are one of at least three sets of standard open railing systems that are located on or over Highbury Avenue South. However, temporary concrete barriers have since been installed on the deck for traffic safety purposes, making the railings visible only from the trails below the bridge. The end posts on the bridge consist of rectangular concrete panels with chamfered edges and horizontal grooves, a common stylistic characteristic found on DHO bridges constructed in the early and mid-20th century (Photographs 19 – 23).



Photograph 5: View showing west side of the Wenige Expressway Bridge



Photograph 6: View showing east side of the bridge and its setting above the Thames River



Photograph 7: Approach to Meadowlily Bridge, adjacent steel truss bridge located upstream



Photograph 8: View looking downstream from the Meadowlily Bridge, showing Wenige Expressway Bridge in the distance



Photograph 9: View looking east from the bridge showing Thames Valley Parkway



Photograph 10: View looking east towards bridge from Thames Valley Parkway



Photograph 11: View looking south from Highbury Avenue showing meadow and informal trail at left



Photograph 12: View looking west showing informal trail that approaches on the south side of the river as it approaches the bridge



Photograph 13: View south of the bridge showing curve of Highbury Avenue as it approaches the bridge



Photograph 14: View showing north abutment



Photograph 15: View showing north abutment and proximity of Thames Valley Parkway



Photograph 16: View from the pier showing south abutment



Photograph 17: View showing south abutment and earthen embankment



Photograph 18: View showing east side of the centre pier



Photograph 19: View from pier showing welded steel plate girders



Photograph 20: View showing welded steel plate girders, cross and lateral bracing and bolted gusset plates



Photograph 21: View showing deck with asphalt wearing surface, concrete curbs, as well as temporary concrete barriers



Photograph 22: Concrete end post with horizontal grooves, common for early and mid-20th century bridges



Photograph 23: Steel railing systems, not visible from roadway

5. Evaluation

5.1 Ontario Regulation 9/06

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

- 1) The property has **design or physical value** because it:
 - Is a rare, unique, representative or early example of a style, type, expression, material or construction method;
 - Displays a high degree of craftsmanship or artistic merit; or
 - Demonstrates a high degree of technical or scientific achievement.

- 2) The property has **historic or associative value** because it:
 - Has direction associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community;
 - Yields, or has the potential to yield information that contributes to an understanding of a community or culture; or
 - Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.

- 3) The property has **contextual value** because it:
 - Is important in defining, maintaining, or supporting the character of an area;
 - Is physically, functionally, visually, or historically linked to its surroundings; or
 - Is a landmark.

The application of the criteria for the evaluation of the Wenige Expressway Bridge is provided below in Table .

Table 1: Ontario Regulation 9/06 Evaluation for the Wenige Expressway Bridge

Criteria	Meets Criteria (Yes/No)	Rationale
1) The property has <i>design or physical value</i> because it:		
i) Is a rare, unique, representative or early example of a style, type, expression, material or construction method.	No	The Wenige Expressway Bridge is a two-span steel plate girder structure on concrete abutment. It is of common 20 th century bridge design and construction. The standard railing systems were and still are typically used on DHO/MTO bridges, however, they are becoming increasingly rare. Within London, there are at least three bridges with similar open railing systems along Highbury Avenue South. Nonetheless, the bridge is not a rare, unique, or representative example of a style, type, expression, material, or

		construction method.
ii) Displays a high degree of craftsmanship or artistic merit.	No	The Wenige Expressway Bridge is a two-span steel plate girder structure on concrete abutment. The bridge does not display a high degree of craftsmanship or artistic merit.
iii) Demonstrates a high degree of technical or scientific achievement.	No	The Wenige Expressway Bridge is a common bridge form and design and does not demonstrate a high degree of technical or scientific achievement.
2) The property has <i>historic value</i> or <i>associate value</i> because it:		
i) Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community.	No	The Wenige Expressway Bridge was constructed as a part of the Highbury Avenue extension in the 1960s. Although constructed as a part of the extension undertaken by the City and the Province, the bridge does not have historic or associative value as a result of its role in the extension. In addition, the Wenige Expressway and therefore the subject bridge were named posthumously for George Wenige, former mayor of London. Although named after the former mayor, the association with Wenige is not enough to result in significant cultural heritage value.
ii) Yields, or has the potential to yield information that contributes to an understanding of a community or culture.	No	The Wenige Expressway Bridge does not yield or have the potential to yield information that contributes to an understanding of a community or culture.
iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.	No	The Wenige Expressway Bridge was designed internally at the DHO and is a relatively common design of a steel plate girder structure.
3) The property has <i>contextual value</i> because it:		
i) Is important in defining, maintaining or supporting the character of an area.	No	The Wenige Expressway Bridge carries Highbury Avenue over the Thames River and the TVP. In this way, it plays a role in defining the landscape of the TVP, however, the crossing of the river at this location is not a significant contribution in defining, maintain, or supporting a particular character of an area.
ii) Is physically, functionally, visually or historically linked to its surroundings.	No	The Wenige Expressway Bridge is a key crossing of the Thames River that was built to extend Highbury Avenue south to Highway 401. However, the bridge itself is not physically, functionally, visually, or historically linked to its surroundings in manner that would result in significant cultural heritage value.
iii) Is a landmark.	No	The Wenige Expressway Bridge is not considered a landmark.

5.2 Review of Heritage Registers and Additional Information

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

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

As a two-span steel plate girder structure, the bridge is a common form and type of bridge found not only throughout London but also across Ontario. Constructed of concrete, with steel girders and railings, the structure is a common example of mid-20th century bridge construction found in Southwestern Ontario.

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

6. Recommendations

At the time of the preparation, there is no specific proposed undertaking, however, the design report being undertaken concurrently is anticipated to provide recommendations for rehabilitation activities for the bridge.

Nonetheless, when evaluated according to the criteria outlined in *Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest*, the bridge did not meet any of the criteria. As a result, the Wenige Expressway Bridge does not contain cultural heritage value and thus a Statement of Cultural Heritage Value and a list of Heritage Attributes were not developed. No further reporting related to cultural heritage is recommended for this structure.

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**CULTURAL HERITAGE EVALUATION REPORT
WHARNCLIFFE ROAD BRIDGE (1-BR-07) OVER THE THAMES RIVER**

**WHARNCLIFFE ROAD
CITY OF LONDON, ONTARIO**

Prepared for:

Dillon Consulting Limited
130 Dufferin Ave, Suite 1400
London, ON N6A 5R2
Tel. (519) 438-6192
Fax (519) 672-8209

ASI File: 17CH-089

Final Report: 09 May 2018



**CULTURAL HERITAGE EVALUATION REPORT
WHARNCLIFFE ROAD BRIDGE (1-BR-07) OVER THE THAMES RIVER**

**WHARNCLIFFE ROAD
CITY OF LONDON, ONTARIO**

EXECUTIVE SUMMARY

ASI was contracted by Dillon Consulting Limited to conduct a cultural heritage evaluation of the Wharncliffe Road Bridge (Structure No. 1-BR-07) to determine if the proposed work falls under Schedule A, A+, B, or C definitions of the Municipal Class Environmental Assessment Act. The bridge is on London's 0-5year Major Repair Program listing. The general scope of repair work is anticipated to include: rehabilitation of concrete substructure, girders, deck and sidewalks; bearing replacement or rehabilitation; rehabilitation of the parapet walls; replacement or elimination of the expansion joints; repairs to the suspended utilities; upgrades to existing lighting; waterproofing; asphalt repaving; and improving connectivity to the Thames Valley Parkway pathway system will be considered.

The bridge has a north-south orientation and carries four lanes of vehicular traffic across the main branch of the Thames River in four continuous spans with a total crossing length of 134m (between abutment bearings). The deck has a travel width of 14.3m and an overall width of 18.4m. It is a reinforced cast-in-place concrete T-beam bridge built in 1958. According to available bridge documentation, the railing system was replaced in 1987 and in 1992 the deck and bearings were rehabilitated and new expansion joints and light standards were installed.

The Wharncliffe Road Bridge has not been previously identified as an Ontario Heritage Bridge and is not currently listed on the City Register (Inventory of Heritage Resources) or designated under the *Ontario Heritage Act*. Based on the results of archival research, an analysis of bridge design and construction in Ontario, comparative bridge analysis, field investigations, and application of *Ontario Heritage Act* Regulation 9/06, the Wharncliffe Road Bridge was not determined to retain cultural heritage value. Accordingly no heritage impact is anticipated.

Given this evaluation of the Wharncliffe Road Bridge, the following recommendations should be considered and implemented:

1. This report should be filed with London's heritage staff including London's Advisory Committee on Heritage.
2. This report serves as sufficient heritage documentation of the bridge.

PROJECT PERSONNEL

<i>Senior Project Manager:</i>	Annie Veilleux, MA, CAHP <i>Senior Heritage Specialist Manager, Cultural Heritage Division</i>
<i>Project Manager:</i>	Tara Jenkins, MA, CAHP <i>Cultural Heritage Specialist, Cultural Heritage Division</i>
<i>Project Coordinator:</i>	Sarah Jagelewski, Hon. BA <i>Staff Archaeologist and Assistant Manager, Environmental Assessment Division</i>
<i>Project Administrator:</i>	Carol Bella, Hon. BA <i>Executive Assistant, Operations Division</i>
<i>Field Survey:</i>	Tara Jenkins
<i>Report Preparation:</i>	Tara Jenkins
<i>Graphics Preparation:</i>	Adam Burwell, MSc <i>Geomatics Specialist, Operations Division</i>
<i>Report Reviewers:</i>	Joel Konrad Annie Veilleux

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1.0 INTRODUCTION

ASI was contracted by Dillon Consulting Limited to conduct a cultural heritage evaluation of the Wharncliffe Road Bridge (Structure No. 1-BR-07) to determine if the proposed work falls under Schedule A, A+, B, or C definitions of the Municipal Class Environmental Assessment Act. The bridge is on London's 0-5year Major Repair Program listing. The general scope of repair work is anticipated to include: rehabilitation of concrete substructure, girders, deck and sidewalks; bearing replacement or rehabilitation; rehabilitation of the parapet walls; replacement or elimination of the expansion joints; repairs to the suspended utilities; upgrades to existing lighting; waterproofing; asphalt repaving; and improving connectivity to the Thames Valley Parkway pathway system will be considered.

The bridge has a north-south orientation and carries four lanes of vehicular traffic across the main branch of the Thames River in four continuous spans with a total crossing length of 134m (between abutment bearings). The deck has a travel width of 14.3m and an overall width of 18.4m. It is a reinforced cast-in-place concrete T-beam bridge built in 1958. According to available bridge documentation, the railing system was replaced in 1987 and in 1992 the deck and bearings were rehabilitated and new expansion joints and light standards were installed. It has not been identified as an Ontario Heritage Bridge and currently is not listed on the City of London Register (Inventory of Heritage Resources) or designated under the *Ontario Heritage Act*.

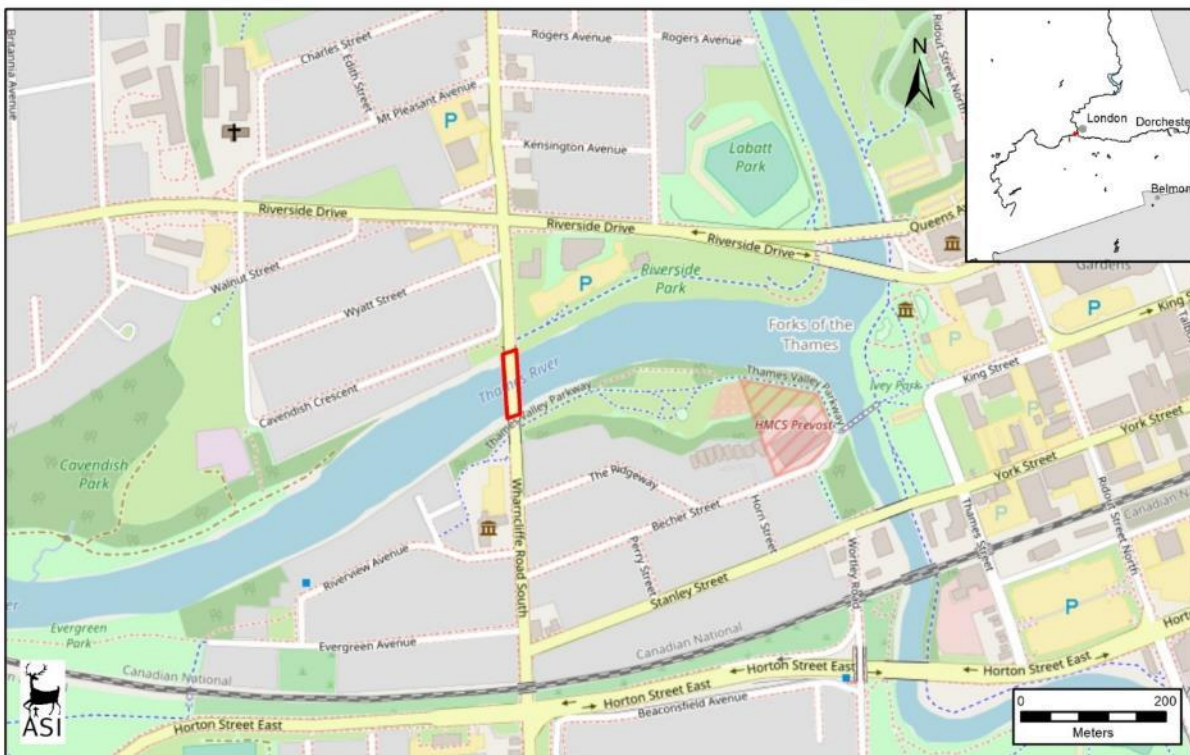


Figure 1: Location of the Wharncliffe Road Bridge study area (in red)

Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License
(CC-BY-SA ESRI Street Maps)



Figure 2: View looking west to the Wharncliffe Road Bridge from the Thames River Corridor, ca. 2017

As this structure exceeds the 40-year age limit, a Cultural Heritage Evaluation Report (CHER) is required to determine if the bridge is of any cultural heritage value warranting a more in-depth Environmental Assessment (EA) prior to the detailed design or construction work progress. The principal aims of this report are to:

- Describe the methodology that was employed and the legislative and policy context that guides heritage evaluations of bridges over 40 years old;
- Provide a historical overview of the design and construction of the bridge within the broader context of the surrounding township and bridge construction generally;
- Describe existing conditions and heritage integrity;
- Evaluate the bridge using *Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest*, of the *Ontario Heritage Act* and draw conclusions about the heritage attributes of the structure; and.
- If warranted, provide a preliminary assessment of impacts, ascertaining sensitivity to change in the context of identified heritage attributes and recommend appropriate mitigation measures.

2.0 LEGISLATION AND POLICY CONTEXT

Infrastructure projects have the potential to impact cultural heritage resources in a variety of ways. These include loss or displacement of resources through removal or demolition and the disruption of resources by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.

A 40-year-old threshold is used as a guiding principle when conducting a preliminary identification of cultural heritage resources (Ministry of Tourism, Culture and Sport 2016). While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from retaining heritage value.

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

- *Environmental Assessment Act* (R.S.O. 1990, Chapter E.18)
 - *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (MCC 1992)
 - *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (MCR 1980)
- *Ontario Heritage Act* (R.S.O. 1990, Chapter O.18) and a number of guidelines and reference documents utilized by the Ministry of Tourism, Culture and Sport (MTCS):
 - *Ontario Heritage Tool Kit* (MCL 2006)
 - *Criteria for Evaluation Potential for Built Heritage Resources and Cultural Heritage Landscapes* (MTCS 2016)

The *Ontario Heritage Act* makes provisions for the protection and conservation of heritage resources in the Province of Ontario. A Cultural Heritage Evaluation Report is intended to identify areas of heritage interest as specified in the *Provincial Policy Statement*. Built heritage concerns are recognized as a matter of provincial interest in Section 2.6.1 of the *Provincial Policy Statement* (PPS) which states:

- Significant built heritage resources and cultural heritage landscapes shall be conserved (PPS 2014:29).

In the *Provincial Policy Statement* the term 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 (MMAH 2014:40).

Additionally, Part 4.7 of the PPS states that:

The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.

Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

Official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.

The Ministry of Tourism, Culture and Sport (MTCS) published the *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2014). These Standards and Guidelines apply to properties the Government of Ontario owns or controls that have cultural heritage value or interest. The Standards and Guidelines, and associated guidance documents, apply to provincially owned or controlled heritage properties in the areas of identification and evaluation, protection, maintenance, use, and disposal. However, as the Wharncliffe Road Bridge is not provincially owned, the Standards and Guidelines can only provide general reference in determining the heritage significance of a property. The *Ontario Heritage Toolkit* (MCL 2006) provides a guide on how to evaluate heritage properties that are subject to or are being considered for municipal designation and/or listing under sections 27, 29 or 41 of the *Ontario Heritage Act*.

2.1 Municipal Policies

Cultural heritage is an important component of sustainable development and place making. The preservation of the City of London's cultural heritage is essential to the character of an urban and liveable city that can contribute to other social cultural, economic and environmental goals of a city. As a result, heritage conservation is integrated within the policies in many other sections of the City of London's *Official Plan*. The heritage policies of this Plan not only promote the preservation of important heritage buildings, but also the public views of them for the enjoyment of Londoners. As the Wharncliffe Road Bridge is located within the City of London, London's *Official Plan* was consulted with respect to policies regarding cultural heritage resources.

The City of London's *Official Plan* (1989; sections amended 2009), which conforms to the 2014 *Provincial Policy Statement*, recognizes the important role of "properties of cultural heritage value or interest" as assisting "in instilling civic pride, benefiting 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 *Official Plan* sets out criteria for designation under the *Ontario Heritage Act* of heritage buildings and Heritage Conservation Districts. Such properties include "buildings or structures, either individually or in groups, which are considered by Council to be of architectural and/or historical significance at the community, regional, provincial, or national level (section 13.0)." Section 13.1 of the *Official Plan* lists the following objectives for heritage resources:



- i) Protect in accordance with Provincial policy those heritage resources which contribute to the identity and character of the City.
- ii) Encourage the protection, enhancement, restoration, maintenance, and utilization of buildings, structures, areas, or sites within London which are considered to be of cultural value or interest to the community.
- iii) Encourage new development, redevelopment, and public works to be sensitive to, and in harmony with, the City's heritage resources; and
- iv) Increase public awareness and appreciation of the City's heritage resources, and encourage participation by the public, corporations, and other levels of government in the protection, restoration, and utilization of these resources.

The *Official Plan* sets out criteria for designation (Section 13.2.2; amended 2009). City Council may designate heritage buildings or examples of heritage buildings by law pursuant to the *Ontario Heritage Act*.

In addition, the City maintains a descriptive inventory of properties of cultural heritage value or interest. The City of London's *Inventory of Heritage Resources* (2006) includes information related to the listing of properties in London. The inventory includes a priority level system for identifying properties of greater priority and/or significance for heritage recognition. In addition, properties designated under the *Ontario Heritage Act* are maintained in the City's inventory. The inventory is a living document subject to changes and approvals by City Council, advised by the London Advisory Committee on Heritage. As a result, when preparing this CHER, consultation with City of London staff was undertaken to confirm as to the potential heritage interest or listing of the Wharncliffe Road Bridge (Section 2.1.2).

The *Strategic Plan for the City of London* (2015-2019) sets out a broad direction for the future of London. It identifies London City Council's vision, mission, values, strategic areas for focus and the specific strategies that define how Council and Administration will respond to the needs and aspirations of Londoners. As such, as part of the City's initiative for "Building a Sustainable City," the Strategic Plan identifies the management of upgrading of transportation infrastructure such as heritage bridges, and more specifically, the Heritage Bridge Preservation Strategy (Blackfriars Bridge and Meadowlily Footbridge) as a part of its focus on robust infrastructure.

Lastly, the *Thames Valley Corridor Plan* (2011) is a key planning tool that provides recommendations on enhancing and protecting the corridors features and functions. Its vision is the following:

The Thames Valley Corridor is London's most important natural, cultural, recreational and aesthetic resource. The City and community partners will preserve and enhance the natural environment, Thames River health, vistas, beauty and cultural heritage while accommodating compatible infrastructure, accessibility and recreation.

The plans make recommendation on bridges and valley crossings and are as follows:

B-1 Maintain and enhance views from the bridges into the Thames River Valley, and views of the bridges from existing vantage points. New or reconstructed bridges or valley crossings should create new vistas into the valley and create additional vantage points where possible.

B-2 New or reconstructed bridges or valley crossings should respect and protect the adjacent natural heritage features and functions, and methods for minimizing impacts should be employed in the design and construction of all transportation, communication, sewerage or other infrastructure that cross the valley.

B-3 Preserve / maintain historic features, proportions and structural attributes of the existing bridges, where feasible and with consideration to public safety and structural integrity.

B-4 Consider aesthetic bridge design in the bridge structure and components such as decorative railings, columns or panel treatments as enhancement to existing bridges, or in bridge reconstruction as part of a program of public art. Aesthetic bridge design should be in accordance with the 'Aesthetic Guidelines for Bridges' produced by the Ministry of Transportation, or design guidelines prepared by the City in the future.

B-5 Continue to celebrate and promote awareness of the history of London's bridges through bridge naming, heritage and interpretive plaques, and published material such as the Urban League of London's 'Celebrate the Thames' Thames Topics brochures (Booklet #6 Bridges). Bridge signage should be visible to vehicular traffic, boaters and users of the Thames Valley Parkway system.

B-6 Identify key areas adjacent to Thames River bridges and crossings for urban design and ecological and / or decorative landscape enhancements, e.g. within the valley, or in open space lands associated with road network.

B-7 For new or reconstructed bridges, consider opportunities for divided lane bridges to allow natural valley vegetation to penetrate road infrastructure (example: City of Mississauga – Burnhamthorpe Road Bridge over the Credit River).

B-8 Urban land uses adjacent to the crossings and the Thames River should consider the maintenance of views to the river valley and demonstrate a high quality of design and aesthetics in built form and landscape.

B-9 Protect historic and distinctive bridges and features, including those of the modern period, through formal recognition. Heritage Bridge Evaluations should be completed for all bridges that have not been ranked, in order to identify their heritage value. Until such time as the City develops heritage bridge assessment guidelines, the assessments should be completed following the Ontario Heritage Bridge Guidelines for Provincially Owned Bridges (2008). The London Advisory Committee on Heritage shall review all Heritage Bridge Evaluations.

B-10 Integrate pedestrian / bike friendly measures into all bridge crossings and underpasses to facilitate connectivity.

2.1.1 The Thames River Heritage River Designation

The Thames River was formally designated a Canadian Heritage River on August 14, 2000. The designation was announced by the Minister of Canadian Heritage, the Honourable Sheila Copps and Ontario's Minister of Natural Resources, the Honourable John Snobelen. The Thames River was



recognized as a heritage river for its outstanding contributions to the country’s cultural heritage, natural heritage, and recreational opportunities. The broad goal of managing the Thames as a Canadian Heritage river is: “To increase the appreciation, enjoyment and stewardship of the natural, and cultural heritage and recreational opportunities of the Thames River and its watershed through community cooperation and involvement” (Quinlan 2013:2). The Wharncliffe Road Bridge crosses the main branch of the Thames River.

2.1.2 Consultation

The following stakeholders were contacted with inquiries regarding the heritage status and for information concerning the Wharncliffe Road Bridge.

Table 1: Results of Consultation

Contact	Organization	Date(s) of Communications	Description of Information Received
Kyle Gonyou, Heritage Planner	City of London	14 September 2017	Response received. Confirmed that no previous heritage studies have been completed and the bridge is not on the heritage inventory or designated under the <i>Ontario Heritage Act</i> .
Theresa Regnier, President	London & Middlesex Historical Society	20 September 2017	Response received. The Society does not have any material on the Wharncliffe Road Bridge.
Archive Staff	Ivey Family London Room- London Public Library	15 September 2017	Staff assisted and pulled newspaper clipping files on London bridges.
Archive Staff	Archives and Research Collections Centre- Western University	15 and 19 September 2017	Jean Hung assisted in photographic print production (archives of the London Free Press)
Western University Staff	Map and Data Centre- Western University	15 September 2017	Assisted in historical map search.
Brad Schmidt, Associate	Dillon Consulting Limited	14 September 2017	Response Received. Provided bridge dimensions.
Jane Fullick, Senior Technologist	City of London- Transportation Planning and Design	26 September 2017	Response Received. Compiled a list of bridges in London crossing the Thames with date of construction (compiling bridge type is still pending).

2.2 Cultural Heritage Evaluation Report

The purpose of the CHER is to examine a property as whole, its relationship to surrounding landscapes, and its individual elements. Conducting scholarly research and site visits inform such an examination. Background information is gathered from heritage stakeholders where available, local archives, land registry offices, local history collections at public libraries, and the Ministry of Tourism, Culture and Sport when appropriate. Once background data collection is complete, a site visit is carried out to conduct photographic documentation and site analysis. These components provide a means to soundly establish the resource’s cultural heritage value.

The scope of a Cultural Heritage Evaluation Report (CHER) is guided by the Ministry of Tourism, Culture and Sport's *Ontario Heritage Toolkit* (2006). Generally, CHERs include the following components:

- A general description of the history of a study area as well as a detailed historical summary of property ownership and building(s) development;
- A description of the cultural heritage landscape and built heritage resources;
- Representative photographs of the exterior and interior of a building or structure, and character-defining architectural details;
- A cultural heritage resource evaluation guided by the *Ontario Heritage Act* criteria;
- A summary of heritage attributes;
- Historical mapping and photographs; and
- A location plan.

Using background information and data collected during the site visit, the property is evaluated using criteria contained within Regulation 9/06 of the *Ontario Heritage Act*.

Ontario Heritage Act Regulation 9/06 provides a set of criteria, grouped into the following categories which determine the cultural heritage value or interest of a potential heritage resource in a municipality:

- i) Design/Physical Value;
- ii) Historical/Associative Value; and
- iii) Contextual Value.

Should the potential heritage resource meet one or more of the above mentioned criteria, a Heritage Impact Assessment (HIA) is required and the resource considered for designation under the *Ontario Heritage Act*.

When evaluating the cultural heritage significance of the Wharncliffe Road Bridge, the *Ontario Heritage Bridge Guidelines for Provincially Owned Bridges* (OHGB) (MTO 2008) and the *Ontario Heritage Bridge Program* (MCC 1991) were consulted as points of reference.

The OHGB provides rationale for the protection and preservation of heritage bridges and is described as follows (MTO 2008:5-6):

Bridges are important parts of our engineering and architectural heritage. Perhaps more than any other type of structure built by man, they exhibit major historical change and innovation in the development and use of materials, in design, and in construction methods. They can be viewed as important elements and make a positive contribution to their surroundings. In some cases, they are rare survivors of an important bridge type or are revered because of their age, historical associations or other publicly perceived values.

The following CHER will determine if the proposed work falls under Schedule A, A+, B, or C definitions of the Municipal Class Environmental Assessment Act.

3.0 HISTORICAL CONTEXT AND CONSTRUCTION

3.1 Introduction

The Wharncliffe Road Bridge is a reinforced cast-in-place concrete T-beam bridge built in 1958 located in London, Ontario. The bridge has a north-south orientation carrying four lanes of Wharncliffe Road vehicular traffic over the Thames River in four continuous spans with a total crossing length of 134m (between abutment bearings). The deck has a travel width of 14.3m and an overall width of 18.4m (Brad Schmidt, personal communication, 14 September 2017). The bridge has not been identified as a heritage bridge in the Ontario Heritage Bridge inventory and does not currently have any status under the *Ontario Heritage Act*.

Cultural heritage resources are those buildings or structures that have one or more heritage attributes. Heritage attributes are constituted by and linked to historical associations, architectural or engineering qualities, and contextual values. Inevitably many, if not all, heritage resources are inherently tied to “place,” a geographical space within which they are uniquely linked to local themes of historical activity and from which many of their heritage attributes are directly distinguished today. In certain cases, however, heritage features may also be viewed within a much broader context. Section 3.2 of this report details a brief historical background to the settlement of the surrounding area. A description is also provided of the construction of the bridge within its historical context (Section 3.3).

3.2 Local History and Settlement

Historically, the Wharncliffe Road Bridge was located over the boundary between London Township and Westminster Township in Middlesex County.

3.2.1 Middlesex County

Prior to the earliest European settlement in the Thames River Valley, the London environs were actively used for hunting and camping by Chippewa, Ottawa, and Pottawatami peoples. It was from them that the British Crown purchased the lands in 1790 (LTHBC 2001). Shortly after the purchase, Abraham Iredell surveyed the general area. Lieutenant- Governor John Graves Simcoe visited the Thames River area in 1793 on his journey to Detroit from Niagara, and so admired the countryside and the forks of the Thames that he aspired to establish the capital of Upper Canada in London. Because the site was too far inland, his vision was never realized. Nevertheless, the Thames River Valley and London Township attracted European settlers in the early nineteenth century.

In 1798 the lands that are now Middlesex County formed part of Upper Canada’s newly established London District which also included the future Oxford and Norfolk counties. Port Stanley offered a lakeside port entry for migrants destined for the London District (Whebell 1992), with travel facilitated by Kettle Creek or the Port Stanley to London Road (now Highway 4) constructed in 1822 that connected Port Stanley, St. Thomas, and London. Although Simcoe’s dream of having London become the capital of Upper Canada was never realized, the centre was chosen in 1826 to be the administrative seat for the London District, and land overlooking the forks of the Thames River was selected for the construction of a government building - the London District Courthouse (Cunningham 1976). In the same year London was officially founded as a hamlet when its first settler, Peter McGreggor [sic. Peter MacGregor], erected a log shanty at the southwest corner of King and Ridout streets (LMHS 1906). The settlement grew



rapidly, focused first along the river and expanding to the north, west, and south. By 1827 there were 20 to 30 buildings, by 1831, 96 houses and by 1842, 386 houses (Brock 1992). Records suggest that London grew by 239 percent between 1840 and 1850 as the population increased from 2,078 to 7,035 due to the entry of masses of British immigrants to Upper Canada (Whebell 1992).

3.2.2 London Township

London Township is one of the first in Middlesex County to be extensively settled. Working alongside Colonel Thomas Talbot to create opportunities for settlement, Colonel Mahlon Burwell initiated the first formal survey of London Township in 1810. This survey initially focused on the first six concessions north to today's Sunningdale Road, but was suspended when war erupted in 1812. The northern section of the township was surveyed following the war, with the first settlers arriving between 1817 and 1818. The first land patent, however, dates to 1812 and relates to lands that formed part of Burwell's initial survey. Among those who received the earliest patents were Burwell himself and the honorable John Hale. These grants were given *in lieu* of payment for services and loyalty, as both gentlemen did not plan to homestead on these lots, but instead intended to sell them to arriving immigrants (LTHBC 2001:11-14; H.R. Page & Co. 1878:9).

In 1818, a group of Irish settlers arrived in London Township and established homesteads on lots in the 4th, 5th, and 6th concessions. Their emigration was organized by Richard Talbot of Tipperary, Ireland, who had spent a great deal of time working on behalf of the government to find families who were interested in relocating to Upper Canada. Richard Talbot took the advice of his kinsman Colonel Thomas Talbot, and brought these families to London Township which was said to be one of the most productive agricultural areas in the Thames River Valley (LTHBC 2001:13-14). By 1851, much of London Township had been settled.

3.2.3 Westminster Township

The first settlers arrived in Westminster Township when the North Branch of the Talbot Road was just a blazed trail. The official survey of the road was undertaken by Deputy Land Surveyor Mahlon Burwell. The settlement promoter, Colonel Thomas Talbot, wanted the road in order to divert trade to his interests at Port Talbot on Lake Erie. In 1811, he wrote to the Surveyor General of Upper Canada that "to connect the Talbot Road with Westminster is of first consequence as without that all my exertions for affording facility of communication through this western part of the province will be incomplete, as the country situated to the north has not any other vent or means of transporting its produce but by Port Talbot" (Crinklaw 1986:1; Mika and Mika 1983:634).

In 1810, Simon Zelotes Watson was appointed a deputy surveyor. He laid a base line across the northern part of Westminster Township and laid out two concessions to its south and broken lots to the north from the base line to the Thames River (Baker and Neary 2003). Unlike in neighbouring townships, the land in Westminster Township was not granted to absentee owners, so early settlers cleared the land and established homes. By 1817, there were 107 homes and 428 people resident in the township. Colonel Talbot required his settlers to "clear and open half the road in front of their lot." If they failed to do so, their names would be erased from his map and he would give the land to someone else. In 1824, Mahlon Burwell conducted a survey in London Township which included part of Concession 'B' in Westminster Township (Bates and Neary 2003). In 1850, the township had grown to have 4,525 inhabitants, three grist

mills and a number of schools. It was one of the largest townships in Middlesex and had fertile fields, dairies, and fruit trees (Mika and Mika 1983:634-635; WTHS 2006:395).

3.2.4 The City of London

The Thames River had a profound impact on the growth of London. The city developed at the junction of the north and south branches of the river, and as a result bridge construction has been important in connecting London to the river. London underwent a number of population booms throughout its history beginning when the 32nd Regiment was stationed in London in 1838. Development of saw, cording, and grist industries powered by the Thames River and Medway Creek assisted the city's growth in the mid 1800's, bolstered by the arrival of the railways in the 1850s including the Great Western Railway in 1853, the London Port Stanley Railway in 1856, and the Grand Trunk Railway in 1858. The railway brought an influx of immigrants and promoted community commerce and travel. Records suggested London grew by 239 percent between 1840 and 1850 as the population increased from 2,078 to 7,035 due to the entry of British immigrants to Upper Canada (Whebell 1992). Steady growth in London continued as the city was established as a financial centre for the surrounding regions with large manufacturing industries taking root, including the Carling and Labatt's Brewery and the London Cigar Industry. London was incorporated as a village in 1840 and by 1855 the population had leapt to 10,000 at which time it officially became a city (Armstrong 1986).

3.2.5 Wharncliffe Road

In 1824, Thomas Talbot instructed Burwell to survey Wharncliffe Highway (Wharncliffe North and Wharncliffe South) through Crown Reserve. Lots were laid out on both sides of Wharncliffe (Armstrong 1986:24) (Figure 3). The road was designed to connect the developing settlements in Westminster Township with future settlements in London Township. It also was surveyed to connect Longwoods Road with Commissioners Road. The road was named after Talbot's friend, James A. Wharncliffe, later Baron Wharncliffe (Ecoplans et al. 2014). At this time, there is no evidence that there were plans to connect Wharncliffe North and South via a bridge over the Thames River.

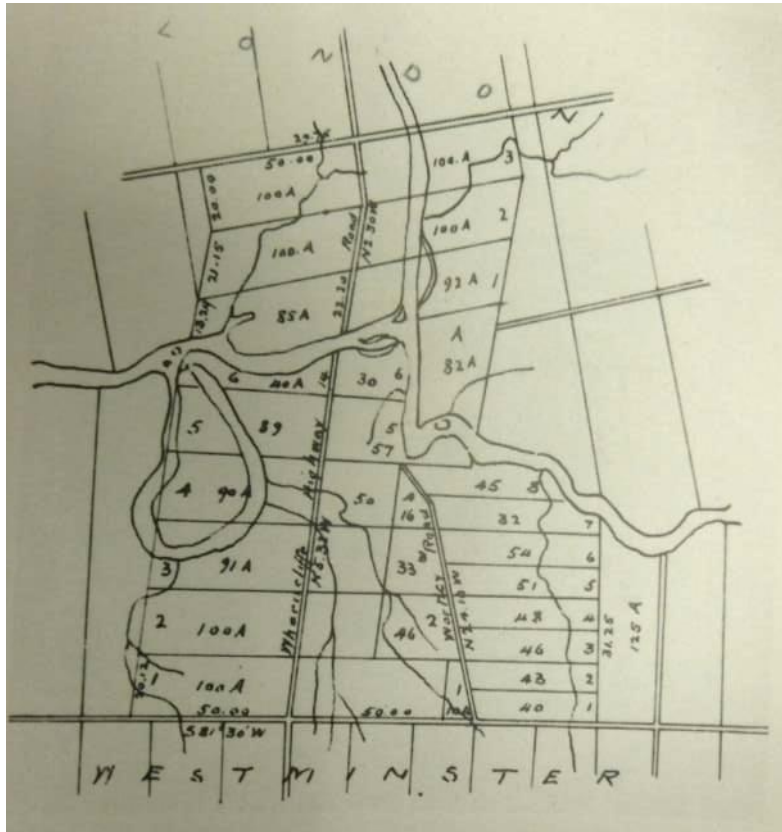


Figure 3: The 1824 survey map of Wharncliffe Highway
Source: Armstrong 1986:24

3.3 History of the Study Area, Wharncliffe Road Bridge, and Previous Bridge Crossing

3.3.1 Review of Nineteenth and Twentieth Century Mapping

The Wharncliffe Road Bridge study area straddles the Thames River and historically, it was a crossing between the two townships – London Township and Westminster Township. The 1872 E.S. Glover’s *Bird’s Eye View of London* shows the GWR railway with a bridge structure at Wharncliffe Road (Figure 4). This view shows the north side of Wharncliffe near the Thames River as a steep forested slope. The second *Bird’s Eye View of London*, ca. 1893, more accurately depicts the north and south side of Wharncliffe Road (Figure 6). The drawing does not depict a bridge joining Wharncliffe North and Wharncliffe South. The view however does show that there was residential settlement along both sides of Wharncliffe Road. Similarly, the 1878 *Map of the City of London and Suburbs*, shows the lot plans and street allowances along Wharncliffe Road within the City of London boundary (Figure 5). Again, there is no bridge illustrated crossing Wharncliffe Road at this time.

The 1912 (Revised 1915) *Fire Insurance Plan for the City of London* shows the first structure connecting Wharncliffe Road North and South (Figure 7). The map illustrates the bridge as a steel and concrete structure. The map also shows a number of one storey frame dwellings built on the north side of the bridge, south of Wyatt Street (including 10 and 12 Wharncliffe Road North) and a few one storey frame houses south of the bridge, north of The Ridgeway (including 6 Wharncliffe Road South). The 1919

topographic map was not revised to show the new bridge, however the map illustrates as Wharncliffe Road being at the edge of urban London (Figure 8). In 1919 there are a number of frame and brick residences on the west side of Wharncliffe Road, both north and south of the Thames River. The 1922 *Fire Insurance Plan* and 1922 aerial photograph shows detail of the built features surrounding the bridge, including the newly built Riverview Public School (Figures 9 and 10). The 1936 map of London drawn to illustrate prominent features which include the “Wharncliffe Bridge,” illustrated as a truss type bridge, and Riverview School, located southwest of the bridge (Figure 11). By 1958, the new Wharncliffe Road Bridge had been constructed. A 1960 aerial photograph shows the newly-constructed bridge and shows that a row of houses on the east side of the north approach were no longer extant (Figure 12).

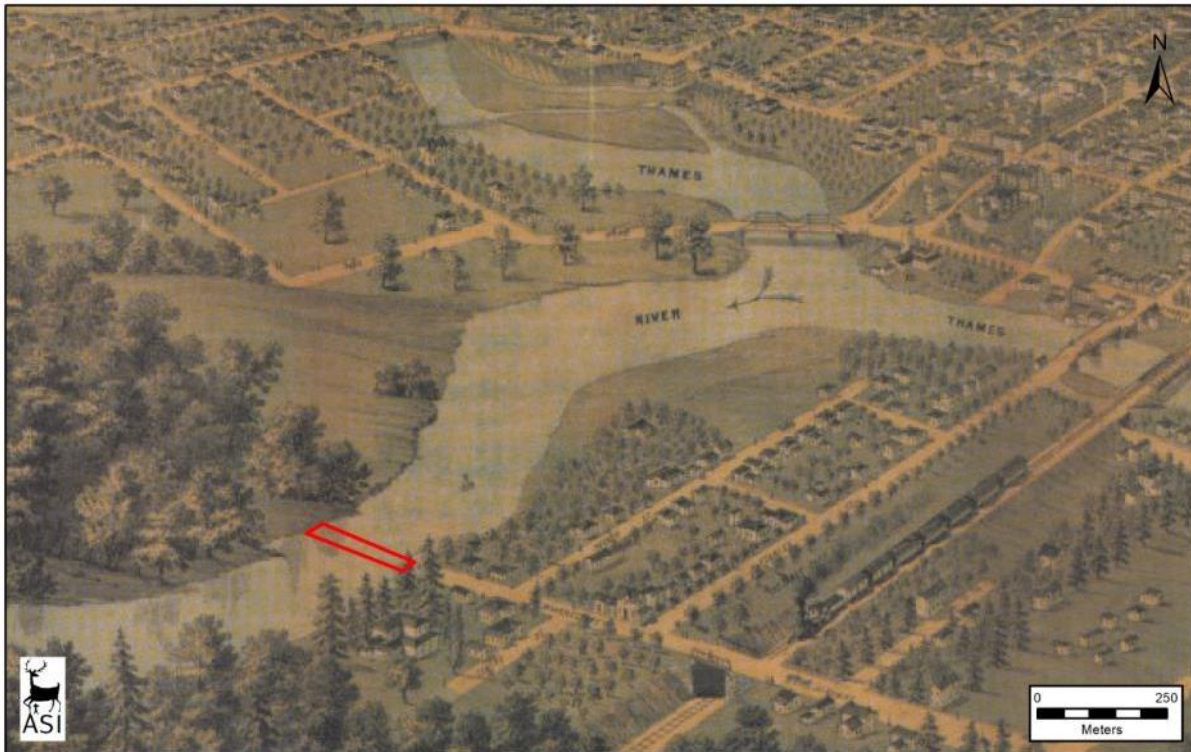


Figure 4: The study area overlaid on the 1872 bird's eye view showing Wharncliffe Road South and the terrain on the north side of the Thames River
Source: drawn by E.S. Glover, Bird's Eye View of London, Ontario Canada, 1872

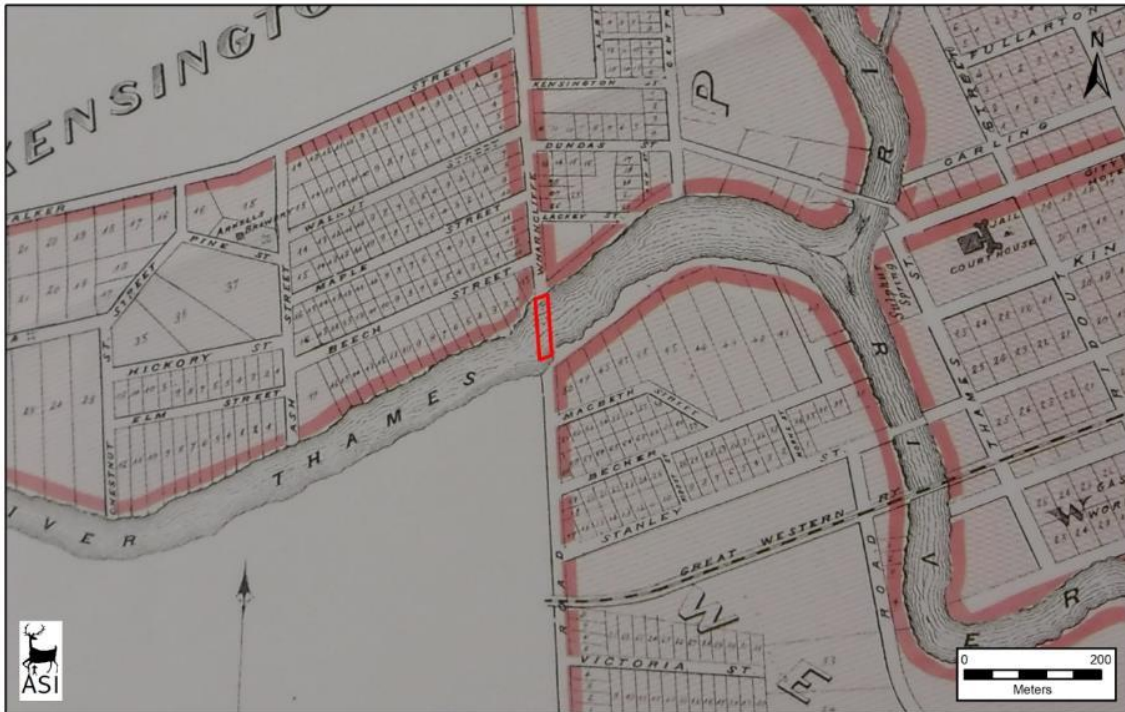


Figure 5: The study area overlaid on 1878 *Map of the City of London and Suburbs*

Source: drawn by John Rogers

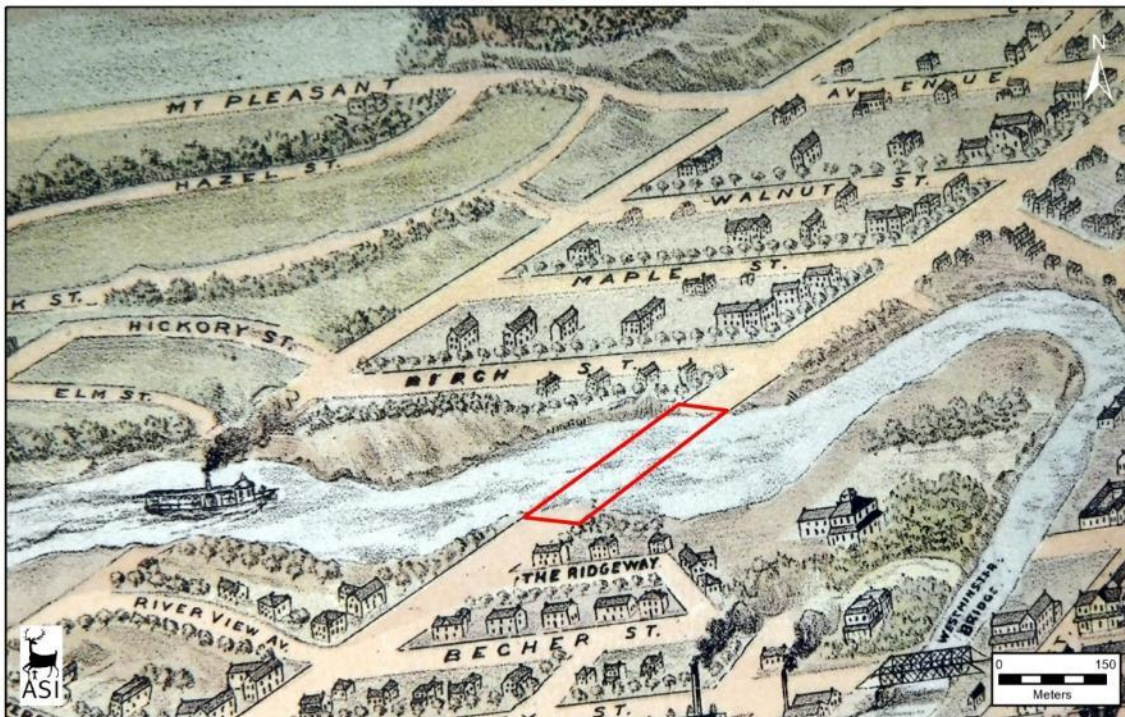


Figure 6: The study area overlaid on the 1893 bird's eye view showing settlement along Wharncliffe Road North and South

Source: drawn by Toronto Lithographing Co, 1893

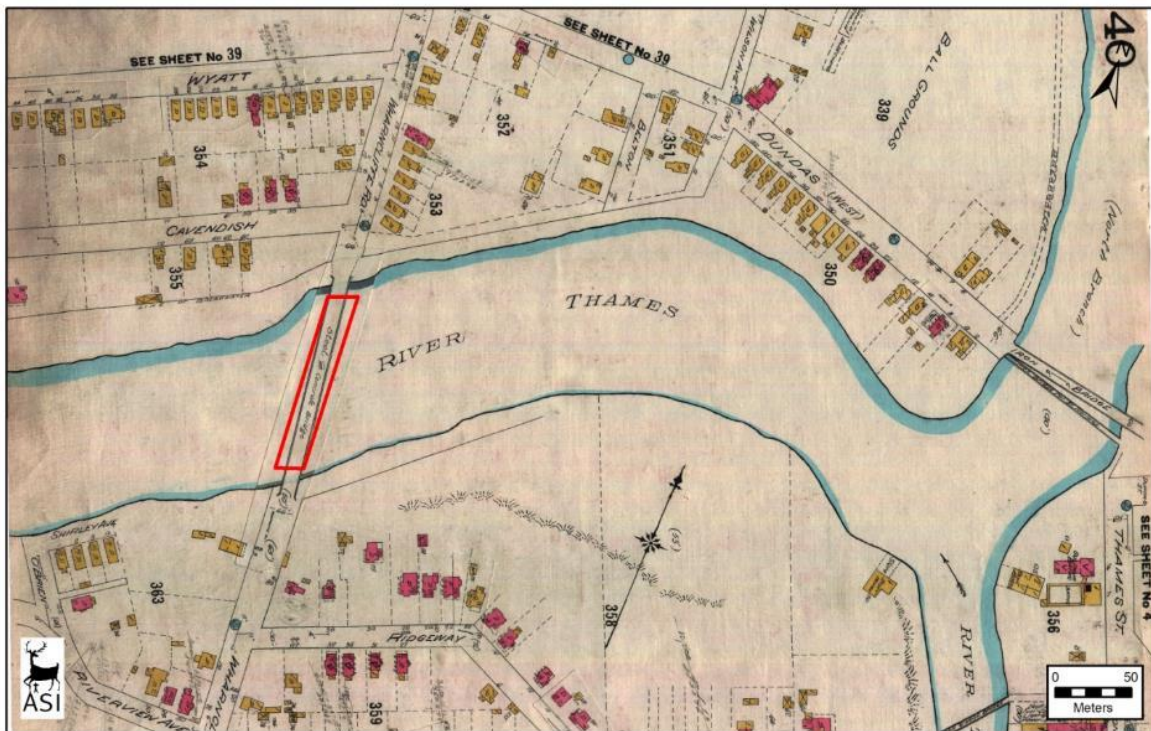


Figure 7: The study area overlaid on the 1912 (Revised 1915) Goad's *Fire Insurance Plan*
Source: Charles E. Goad Co., 1912

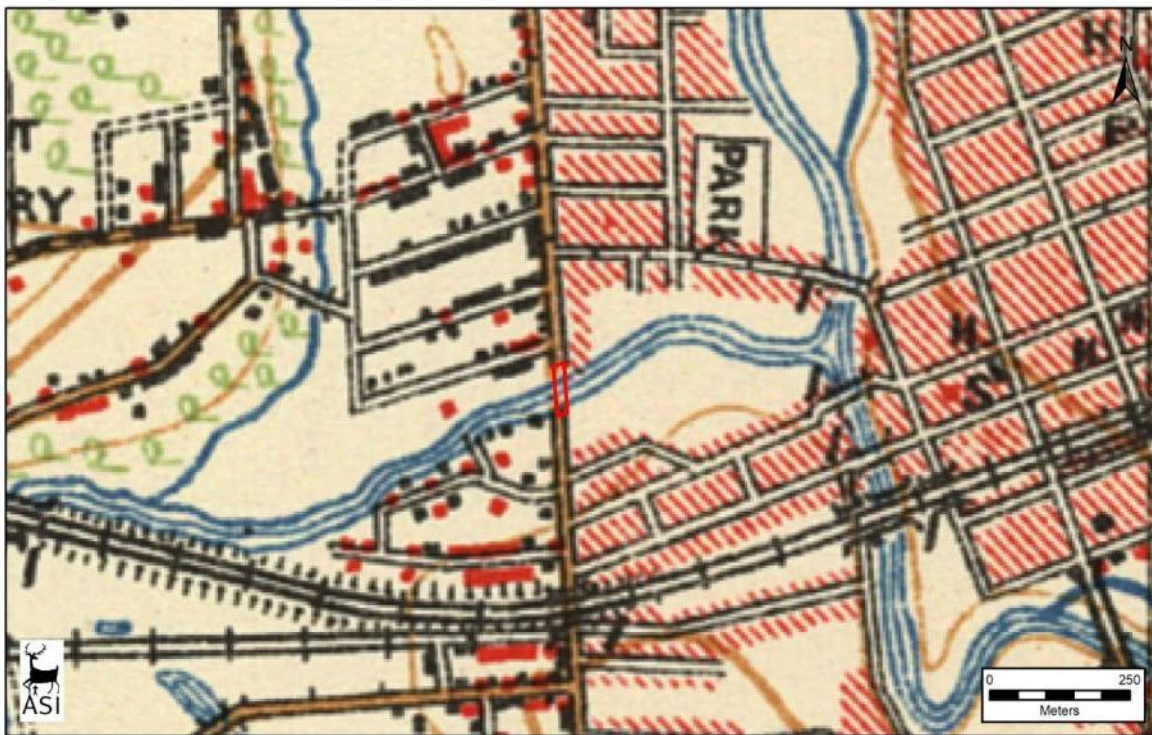


Figure 8: The study area overlaid on 1919 NTS mapping
Source: St. Thomas Sheet 40 I/14 (Department of Militia and Defence 1919)

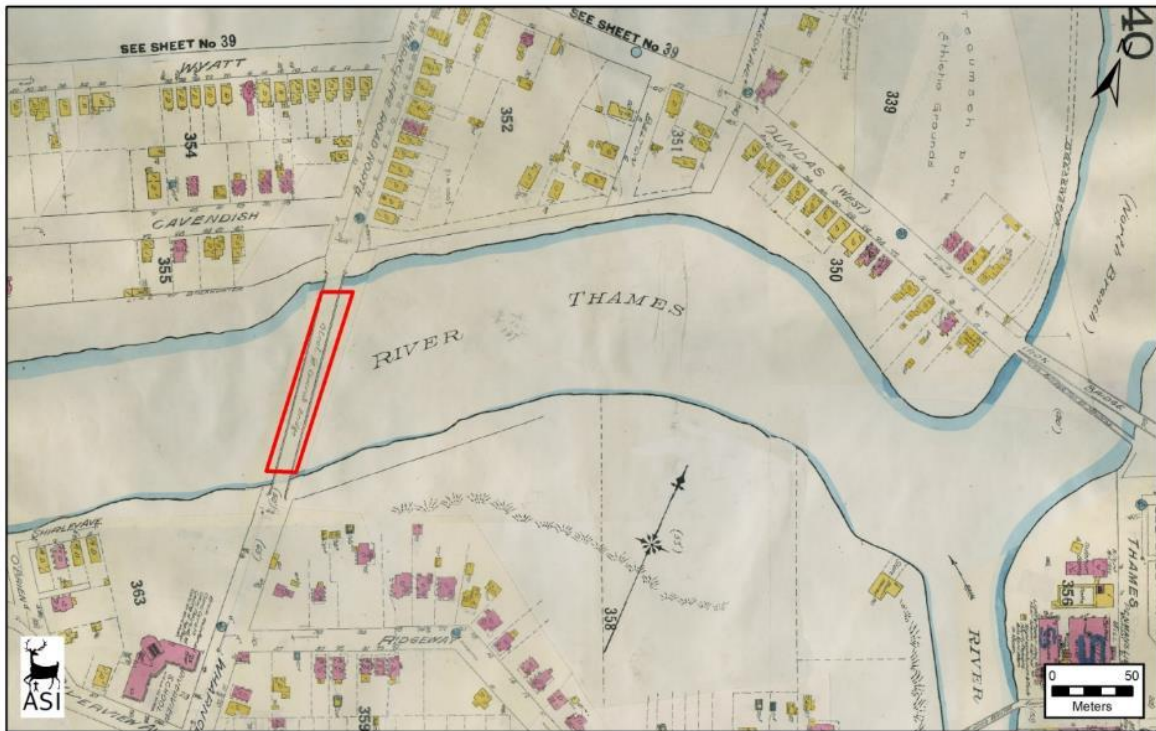


Figure 9: The study area overlaid on the 1912 (Revised 1922) London's *Fire Insurance Plan*
Source: Underwriters' Survey Bureau, 1922



Figure 10: The study area overlaid on the 1922 aerial photograph
Source: Western University
<https://www.lib.uwo.ca/madgic/airphotos.html#digitalair>

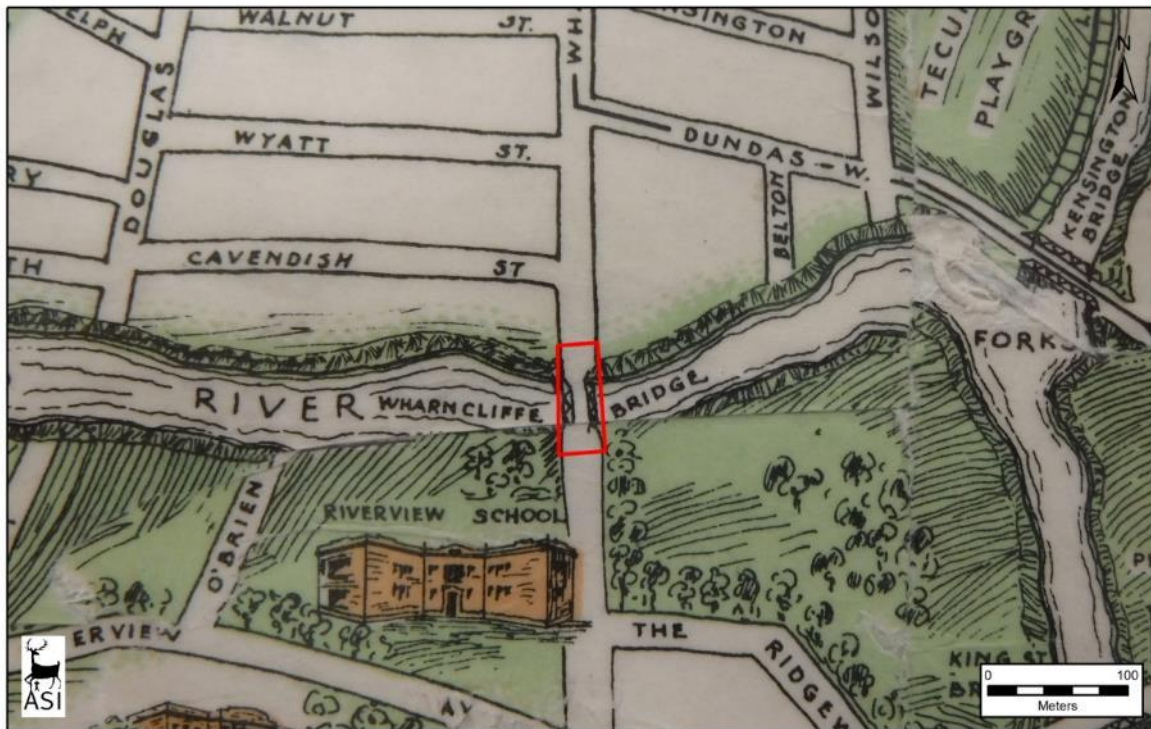


Figure 11: The study area overlaid on the 1936 *Map of London Canada* (photograph)
Source: drawn by Canadian Civic Map Service, 1936



Figure 12: The study area overlaid on the 1960 aerial photograph
Source: Western University
<https://www.lib.uwo.ca/madgic/airphotos.html#digitalair>

3.3.2 Previous Bridge Crossings

As stated in Section 3.3.1 of this report, no crossing of Wharncliffe Road Bridge is illustrated on available historical mapping until 1915. This map date of 1915 demonstrates that the existing Wharncliffe Road Bridge, which was constructed in 1958, is not the first crossing over the Thames River at this location.

On February 17, 1949, the *London Free Press* reminisced how the Wharncliffe Road Bridge, which began construction in 1913 was London's first "citified" bridge, meaning it was London's first bridge to be built in an urban environment. The bridge was constructed to address the need for a Thames River crossing between West London and South London to accommodate for population increases in both areas. A by-law had been passed in 1912 to permit its construction with the City providing \$20,000 towards its construction (LFP February 17, 1949).

The two-lane bridge, which opened in October 1914, was constructed of steel and concrete, as shown on Figures 7 and 9 above. Based on Figure 11, the bridge appears to be a Pratt style truss structure with concrete road and piers. This first crossing cost the City approximately \$31,380 (Brock 2011:186). The 124.7m bridge had the masonry work constructed by Bain and Ross Embro, the steel work completed by the Hamilton Bridge Works Company, and the deck construction by the City's Engineering Department (Brock 2011:186). The river had to be lowered by laying stop logs in the waterworks dam (cofferdam) (LFP February 17, 1949). The bridge was not built to accommodate streetcars, only pedestrian and motor vehicles. In 1948, the bridge underwent renovations since the structure was showing wear (LFP February 17, 1949). On August 28, 1957, the *London Free Press* reported that Eric Skelton, London's City Engineer, had stated that the City had no plans to replace the bridge, even though it was "rotting away."



Figure 13: View of the first two lane Wharncliffe Road crossing over the Thames River

Source: LFP, Feb. 17, 1949

3.4 Wharncliffe Road Bridge Construction

3.4.1 Early Bridge Building in Ontario

Bridges were a necessity from the earliest days of road construction. Most road bridge designs that evolved were based on principles derived from railroad construction. In Ontario, the timber bridge dominated the landscape in rural areas from 1780-1880, and persisted into the early twentieth century (Cuming 1983:38). Stone and wrought iron materials were also employed, but due to higher costs and a lack of skilled craftsmen such structures were generally restricted to market towns. By the 1890s, steel and concrete were becoming the materials of choice when constructing bridges given that both were less expensive and more durable than their wood and wrought iron predecessors. Steel truss structures were very common by 1900, as were steel girder bridges. The use of concrete in constructing bridges was introduced at the beginning of the twentieth century, and by the 1930s, it was challenging steel as the primary bridge construction material in Ontario (Ministry of Culture and Ministry of Transportation [n.d.]:7-8). Structurally a concrete slab bridge is the simplest to construct, relying solely upon the inherent strength of a single member for both structure and road surface. A concrete beam bridge is in essence a slab that is additionally strengthened by a number of longitudinal members. A girder bridge is a beam bridge with additional transverse supports between the beams (Kramer 2004).

3.4.2 History of T-Beam Bridges

In North America, the first reference to a T-beam bridge in the early twentieth century is attributed to Henry Grattan Tyrrell, a graduate of the University of Toronto, in his book *Concrete Bridges and Culverts* (Tyrrell 1909). Reinforced concrete T-beam construction was in widespread use across the United States by 1920, and was a recommended standard design by the United States Bureau of Public Roads at that time (Ketchum 1920). The construction of reinforced concrete T-beam bridges tapered off in the early 1960s. Reinforcing concrete typically introduced by laying steel rods or mesh in the formwork before pouring the wet concrete, creating a tension frame with the concrete to eliminate fractures (Chase 2015). This type appeared at the same time as flat slab span, but more economical for longer lengths. The top of the T-beam constitutes the slab, the bottom of the T-beam (the stem) appears like a girder when viewed from the side elevation. A review of the provincial bridge inventory maintained by the MTO confirmed that T-Beam bridges began to appear on Ontario roads prior to 1920 as well.

3.4.3 Construction of the Wharncliffe Road Bridge

On October 17, 1957, the *London Free Press* reported that the original Wharncliffe Road Bridge was undergoing a controlled removal piece by piece. A temporary pedestrian bridge was built to the west of the first bridge. The temporary bridge was built from timber (Figure 14), and seen in the far right in Figure 17. The newspaper article also reports that Riverview Public School lost a half of its yard to construction storage space and that many houses, with the exception of 19 Wharncliffe Road North, were torn down (LFP October 17, 1957).

Over the Christmas holidays construction on the bridge halted. When work resumed January 6, 1958, the north pier, which was ready for concrete, had shifted and required correction (Figure 15).

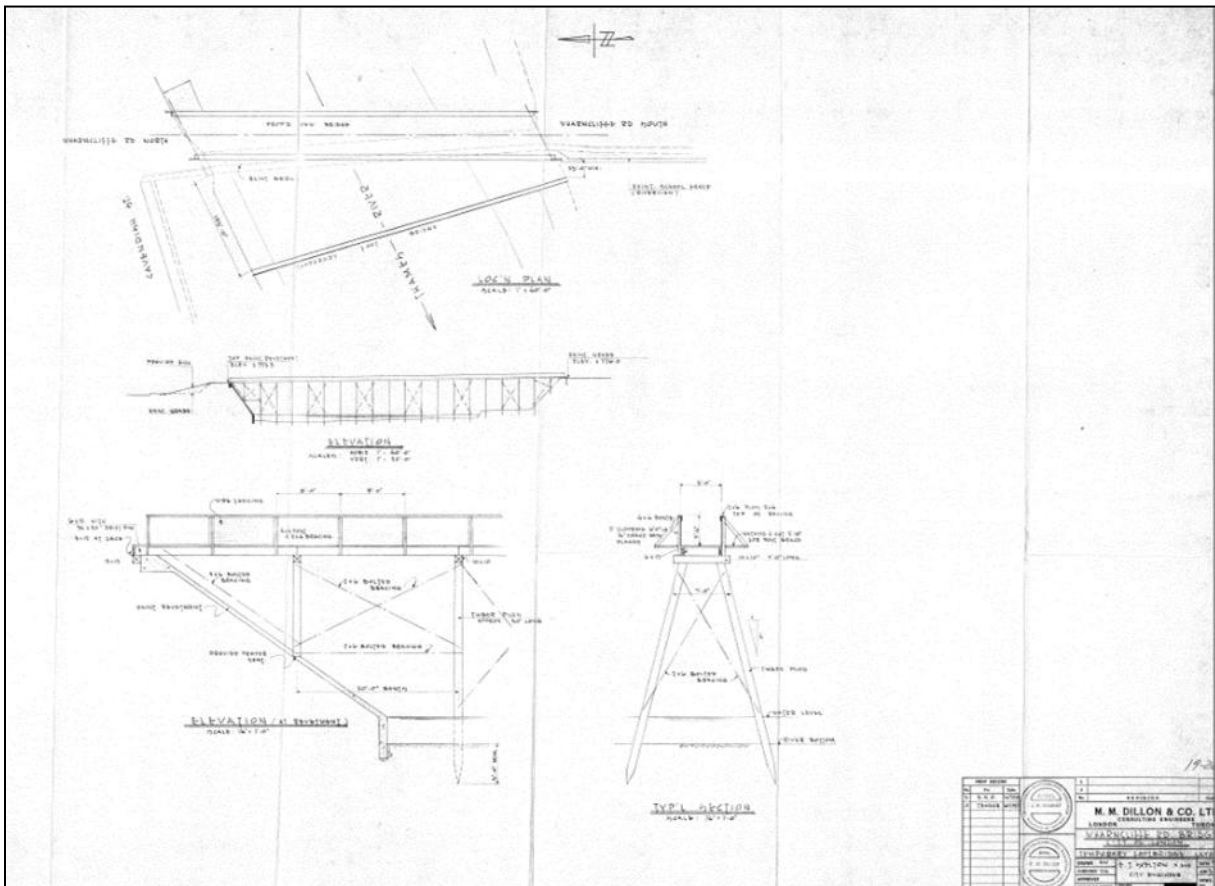


Figure 14: Plan of the temporary pedestrian bridge

Source: M.M Dillon & Co. Ltd. 1957

Prior to the opening of the bridge, S.W. Archibald, OLS, surveyor for the new structure, suggested that a name should be given to the new Wharncliffe Road Bridge. The name suggested was the “Mahlon Burwell Bridge” to commemorate the area’s first surveyor, and the surveyor of Wharncliffe Highway. The name was endorsed by M.M. Dillon & Co. Ltd. and the suggestion went to London and Middlesex Historical Society who supported the suggestion. The recommended name was then forwarded to the City clerk (LFP March 23, 1958). However, a March 23, 1986 *London Free Press* newspaper article states that the names of London bridges should reflect their locations, making them easy to find. Hence the bridge was named “Wharncliffe Bridge” (LFP March 23, 1986).

On April 14, 1958, the *London Free Press* reported that 140 men were pouring 1,080 cubic metres of concrete per hour by two-wheeled buggies for two days straight, on eight hour shifts. The newspaper reported that this pour was the largest of its kind undertaken in London in order to construct London’s biggest bridge (LFP April 14, 1958).

On May 8, 1958, the *London Free Press* announced that the bridge should open by the end of May. Mr. Skelton (the City Engineer) stated that there was still major work as form work had to be removed and the deck and sidewalk, poured in April, were still hardening (LFP May 8, 1958). He stated that the hardening period is usually 28 days and it would take 10 days to remove the form work (LFP May 8, 1958).

On May 29, 1958, excitement awaited the bridge's opening (LFP May 29, 1958). On May 31, 1958, the *London Free Press* announced the Wharncliffe Road Bridge was open, and on June 2, 1958 cars lined up in order to drive the new crossing (LFP June 2, 1958).

The Wharncliffe Road Bridge is a continuous four span reinforced concrete cast-in-place T- beam bridge that carries two lanes of northbound and two lanes of southbound vehicular and pedestrian traffic over the main branch of the Thames River. The bridge cost \$800,000 to build which included the widening of the approaches and the demolition of houses (LFP September 8, 1958). The span has three piers and measures 400 feet long, has a 48 foot wide roadway, and a six foot wide sidewalk (LFP September 8, 1958). More than 62,000 cubic yards of concrete were poured into the structure, making it the biggest continuing concrete pours in London since the concrete pouring for the Fanshawe Dam (LFP September 8, 1958)¹.

The bridge design plans and specifications were prepared in July 1957 by M.M. Dillon & Co. Ltd, the Consulting Engineers, and the plans were approved by the City of London Engineer E.T. Skelton (see Appendix C). In September 1957 the plans were approved by the Chief Bridge Engineer of the Department of Highways, Ontario. Aiken & Maclachlan Ltd. were contracted to build the bridge and Towland Construction were contracted for the approaches.

Photographs of the bridge during construction and post-construction were found in the course of the background historical research (Figures 15 to 21).

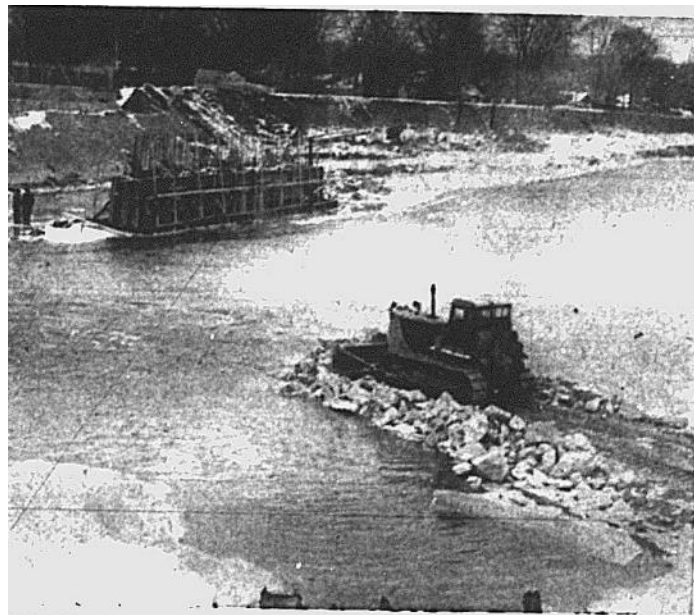


Figure 15: Breaking ice to correct the north pier after the Christmas holiday

Source: LFP January 6, 1958

¹ The Upper Thames River Conservation Authority built the dam to control the level of the Thames River; construction began 1950 and completed in 1952.



Figure 16: “Wharncliffe Road Bridge is ready for cement”, view northeast
Source: LFP Collection of Photographic Negatives, Western Archives, April 13, 1958



Figure 17: Pouring cement at Wharncliffe Road Bridge, view south
Source: LFP Collection of Photographic Negatives, Western Archives, April 14, 1958



Figure 18: Progress on Wharncliffe Road Bridge
Source: LFP Collection of Photographic Negatives, Western Archives, May 7, 1958

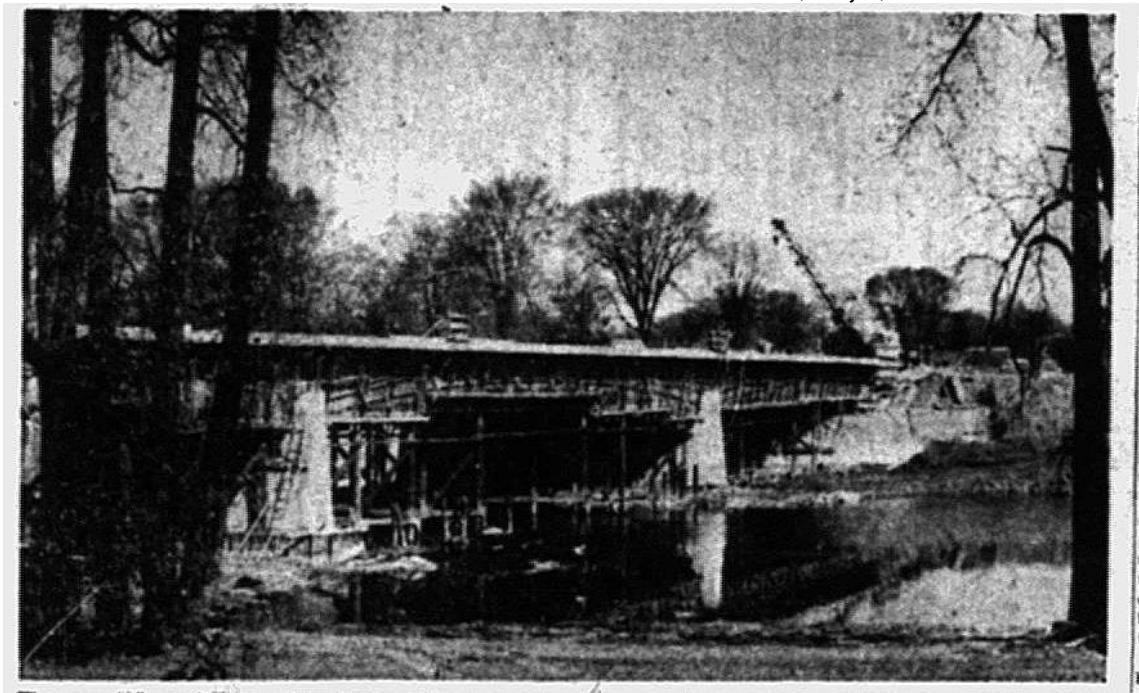


Figure 19: View of bridge during deck and sidewalk hardening

Source: LFP May 8, 1958

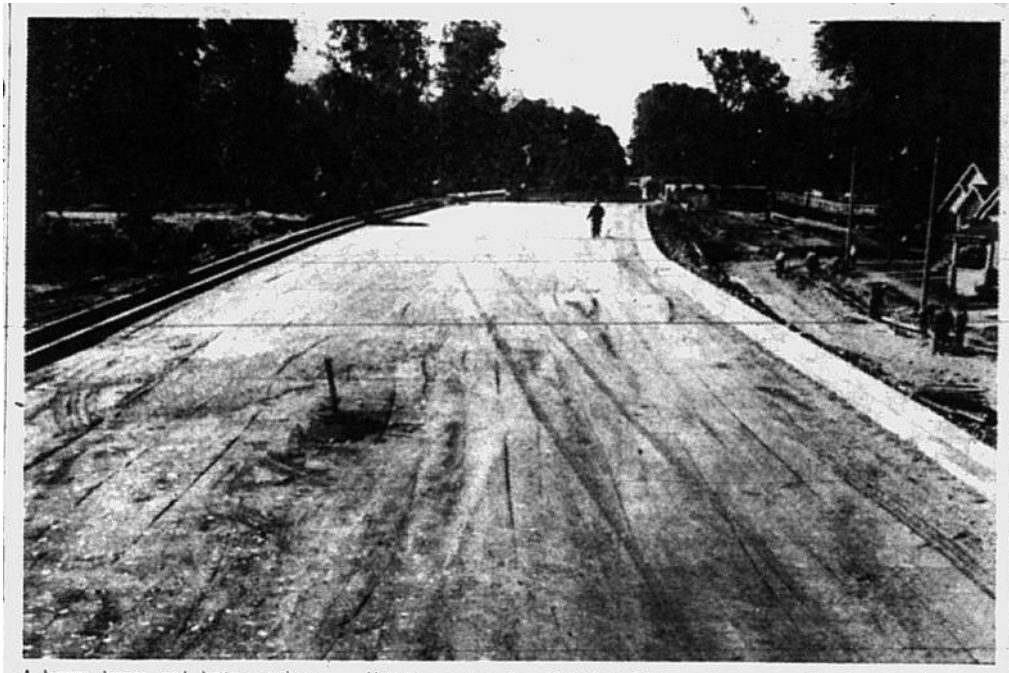


Figure 20: The new northern approach to Wharncliffe Road Bridge without the 'ski jump'
Source: LFP May 29, 1958



Figure 21: Vehicle line up after the opening of the Wharncliffe Road Bridge

Source: LFP June 2, 1958

The *London Free Press* stated on September 8, 1958, that there were three new bridges built in London that year, all part of a plan to speed traffic. Once the Wharncliffe Road Bridge had opened, traffic increased 10 percent. The old Wharncliffe Bridge had 7,300 vehicles cross per day and after the opening of the new bridge an estimated 8,000-9,000 crossed per day. The new bridge was built to accommodate 74,000 vehicles per day (LFP September 8, 1958).

According to available bridge documentation, the railing system was replaced in 1987² and in 1992 the deck and bearings were rehabilitated and new expansion joints and light standards were installed.

4.0 EXISTING CONDITIONS AND INTEGRITY

A field review was undertaken by Tara Jenkins on 15 September 2017 to conduct photographic documentation of the bridge crossing and to collect data relevant for completing a heritage evaluation of the structure. Results of the field review and bridge inspection reports received from the client were then utilized to describe the existing conditions of the bridge crossing. This section provides a general description of the bridge and associated cultural heritage features. For ease of description the bridge is considered to have a north-south orientation. Photographic documentation of the structure is provided in Appendix A and photograph locations and orientations are provided on the map in Appendix B.

The bridge is a continuous, four span reinforced concrete cast-in-place T-beam bridge that carries four lanes of Wharncliffe Road traffic over the Thames River. Wharncliffe Road is a major north-south arterial road that is comprised of four lanes of vehicular traffic, including left turning lanes at selected street intersections. Generally, there are pedestrian sidewalks, streetlights and utility poles on both sides of the road. In the vicinity of the bridge approaches, the area is characterized by late nineteenth to early twentieth century residential, commercial and institutional development, and includes park space along the abutting the banks of the Thames River. Notably, to the southwest of the bridge is 21 Wharncliffe Road, the former Riverview Public School, which opened in 1916.

According to an inspection undertaken in 2015, the structure is referred to as the Wharncliffe Road Bridge located on Wharncliffe Road over the Thames River (City of London Structures Database). The framing system is described as a four-span continuous T-beam and cast-in-place concrete slab. The bridge has a total crossing length of 134m (between abutment bearings). The deck has a travel width of 14.3m and an overall width of 18.4m. The four span lengths measure at 28m, 39m, 39m, and 28m (Brad Schmidt, personal communication, 14 September 2017). There are paved concrete sidewalks with curbs on either side of the traffic lanes.

The Wharncliffe Road Bridge has not been identified as a heritage structure by the City of London, and thus is not designated under Part IV of the *Ontario Heritage Act* nor is it listed on a heritage inventory (Kyle Gonyou, personal communication, 14 September 2017).

In general, the bridge features two approach spans. The topography of the bridge can be seen in Figure 28, Appendix C. The southern approach is inclined towards the deck, while the northern approach slopes down from the deck. Steel beam guide rails with wooden posts are present along the northern approach, although not secured to the wingwalls (Plates 3 and 7). Both approach spans rest on steel bearings on concrete abutments (Plate 18). The north abutment includes a concrete backwall to retain the steep embankment (Plate 23). The centre spans, also paved with asphalt, are continuous and rest on three concrete piers that make up the four-span bridge. Two piers were constructed in the Thames River, while the other was built on the south bank (i.e. Plate 1). The Thames Valley Parkway (TVP), a multi-use pathway system, associated with River Forks Park is located between the south pier and the south abutment (Plate 16). The structure has a high vertical clearance that could allow for boats to pass under in order to travel the Thames River. The design plans were prepared by M.M. Dillon & Co. Ltd, the

² Original railing system is shown on the profile drawing of Wharncliffe Road Bridge, ca. 1957 (Appendix C: Figure 23)

Consulting Engineers, and the plans were approved by the City of London Engineer E.T. Skelton. A selection of bridge design plans are provided in Appendix C.

There is an asphalt deck surface (i.e. Plate 9) upon the deck structure. The deck structure consists of a concrete slab span soffit. Deck drains are located on the east side and west side adjacent to the concrete curbs (Plate 11). The deck slab is integrated with longitudinal “T-beams” (Plate 21). Design plans suggest the transverse diaphragms (distributor beams) were cast-in-place along with the deck structure, thus forming the deck system. This gives the bridge a final appearance of a girder bridge when viewed from underneath or from a side elevation. The decorative detailing of the bridge is seen in the concrete formed arch of the beams, which creates a visual appeal (Plate 22). As seen along the west elevation of the bridge there is a 300m watermain carried across the bridge (Plate 24).

The deck system rests upon either rocker (on the north and south piers) or fixed bearings (on the centre pier) which are connected to the concrete piers and the abutment walls. Concrete wingwalls which act as retaining walls are adjacent to the abutment (i.e. Plate 29). These wingwalls are cantilevering from the abutment wall, necessitated by the steep embankment slope. There is a marker (19-288) on the northwest wingwall indicating the structure number (Plate 6). In addition, the southeast wingwall contains the City of London bridge plaque which contains the name of the bridge (“Wharncliffe Road Bridge”), date erected, name of the Mayor, names of Chair and Members of the Environment & Transportation Committee, name of the City Engineer, name of the Consulting Engineer, name of the bridge contractor and the approach contractor (Plate 27). The practice of plaquing newly constructed bridges by the municipality was discontinued in 1995.

Beneath the bridge the structure appears to be skewed, as evident in the southern abutment, and the view of bridge from the walking path beneath (Plate 20). This however does create a level deck surface. Design plans show that the original railing system was comprised of steel rail and posts (Figure 23, Appendix C). This original railing system was replaced in 1987 and today the guide railing arrangement is comprised of a concrete parapet wall and aluminum two-rail system (i.e. Plates 4, 7, and 8). The guide rail is attached by typical bolts. This railing system still allows pedestrians to view the river from the bridge sidewalk. There are four light standards attached to the parapet walls on concrete parapet posts. These light standards are also not original. A light standard, on the northern approach is an earlier pole and retains a support for the bracket arm, once a decorative feature on the bridge. This pole also contains the City of London Thames River crossing sign naming the bridge as “Wharncliffe Bridge, Since 1914” (Plate 5).

In March 1985, M.M. Dillon undertook a Bridge and Structure Study for the City of London. The report stated that deck bearings required urgent attention involving the cleaning of bearings and abutment seats, the restoring of abutments, the repair of the south slope, and the repair of the railings.

The Wharncliffe Road Bridge is currently owned and maintained by the City of London. The speed limit is 50 km/h with no posted load limit. According to the City of London Structures Database, Single Structure Condition Report (2015) completed by AECOM, the report found the following deficiencies required attention (Appendix D):

Short Term, Maintenance to:

- Clear expansion joints.
- Clear deck drains.
- Remove biohazard material below bridge.
- Concrete patch repairs on curbs/sidewalks.

Medium Term, Major Rehab to:

- Replace bearings.
- Concrete repairs on the north concrete slope paving.
- Install erosion protection at south abutment.
- Concrete patch repairs.
- Eliminate/replace expansion joints.
- Consider repairs to watermain.
- Waterproof and pave road.

4.1 Comparative Geographic and Historic Context of Bridges in the City of London and in Ontario

The Ministry of Transportation’s (MTO) inventory of bridges was reviewed for comparison and revealed that there are 157 reinforced cast-in-place concrete bridges in the West Region for southern Ontario. Of the 157, 138 are frame or slab type reinforced cast-in-place concrete bridges. The remaining 19 are beam/girder cast-in-place bridges.

Of the 19 beam/girder cast-in-place type bridges, one is a rigid frame T-beam bridge, two are box beam, five are T-beam (boat type), and 11 are T-beam. Three of the 19 beam/girder bridges were built in the 1930s, one in the 1970 and one in the 1980s. The majority of these beam/girder reinforced cast-in-place concrete bridges were built in the 1950s (n=5) and 1960s (n=9), when the Wharncliffe Road Bridge was constructed.

Of the 11 T-beam cast-in-place bridges, four bridges have one span, one has two spans, one has three spans and four have four spans, similar to the Wharncliffe Road Bridge. None of the cast-in-place concrete beam/girder bridges for the West Region exceed the deck length of 81.4m or exceed a span length of 29m. Therefore, in comparison to the other MTO Regions, the Wharncliffe Road Bridge is the longest cast-in-place T-beam bridge making it an atypical length of bridge to be cast-in-place.

A search of *historicplaces.ca* for concrete bridges in Middlesex County, Ontario, resulted in six bridges, all of which are one span concrete rigid frame type bridges³.

The Wharncliffe Road Bridge is not typically considered part of the historical bridge group in downtown London (Blackfriars Bridge, King Street Bridge, Kensington Bridge and Victoria Bridge) (AECOM 2016). The *London Free Press*, March 23, 1986, reported that 18 bridges crossed the Thames River in the City of London. In addition, 15 bridges crossed creeks and eight were overpasses of the CN and CP rail. Table 2 provides of a list of the 18 Thames River crossings from the *London Free Press*, March 23, 1986.

Table 2: The “Facts about London Bridges”, adapted from the LFP March 23, 1986⁴

Bridge Name (c.1986)	Street	Built	Rebuilt	Length
Blackfriars	Ridout-Blackfriars	1875		66.75m
Victoria	Ridout	1875	1926	78.64m

³ Parks Canada’s *Canada’s Historic Places* website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels, available at <http://www.historicplaces.ca/en/pages/about-apropos.aspx> (reviewed 22 September 2017)

⁴ The data in Table 2 from 1986 may be outdated.



Table 2: The “Facts about London Bridges”, adapted from the LFP March 23, 1986⁴

Bridge Name (c.1986)	Street	Built	Rebuilt	Length
Oxford	Oxford	1881-82	1954, 1980	121.31m
York	York-Stanely	1881	1977	48.16m
Wellington	Wellington	1882	1974	65.23m
Kensington	Dundas	1884	1930	95.40m
Adelaide North	Adelaide North	1887	1982	70.71m
King	King-Becher	1897		64.92m
Chelsea	Adelaide South	1904		81.08m
Vauxhall	Egerton-Thompson	1904	1958	64.16m
Meadowlily	Meadowlily	1910		86.87m
Wharncliffe	Wharncliffe	1913-14	1958	134.36m
Richmond	Richmond North	1922	1962	60.96m
Richmond	Richmond (Old Traction Bridge)	1934		48.77m
Byron	Boler-Riverside	1973		76.20m
Queens	Queens-Riverside	1973		118.26m
Guy Lombardo	Wonderland	1977		219.46m
Horton	Horton	1985		64.00m

The Vauxhall Bridge, which carries Egerton Street traffic across the Thames River, opened the same year as the Wharncliffe Road Bridge. The design of the bridge is different to the Wharncliffe Road Bridge, in that the Vauxhall Bridge is a reinforced concrete rigid frame bridge including an inverted U shape arch over the river and the horizontal components were cast to resemble a pier shape.

Email communication with the City of London Transportation Planning and Design Department states that as of 2017, the City of London has 102 bridges and of that, 25 bridges and four footbridges span the Thames River (personal communication, Jane Fullick, 26 September 2017). The Wharncliffe Road Bridge is one of eight bridges built before 1960 that are extant. There is one other cast-in-place T-beam bridge in London, however with a significantly shorter span, crossing Pottersburg Creek.

In summary, Wharncliffe Road Bridge is one of the older Thames River bridge crossings in London. It was a substantial infrastructure project for its time as it is an exceptionally long T-beam bridge to be cast-in-place. It can be considered a bridge in a group of bridges crossing the Thames River near the Forks of the Thames. This group includes bridges: Blackfriars Bridge (built in 1875), Kensington Bridge (1930), King Street Bridge (1897), Queen’s Street Bridge (1973), Westminster Bridge (1977), Victoria Street Bridge (1926), and the Canadian National Bridge over the main branch of the Thames River. These structures do not represent a family of bridges; however they contribute to the character and significance of the Forks of the Thames and to the understanding of the history and the evolution of the City of London.

4.2 Additional Cultural Heritage Resources

In addition to the Thames River as a designated Canadian Heritage River (see section 2.1.1), there is one property designated under Part V and two properties on London’s Register (Inventory of Heritage Resources) in the vicinity of the Wharncliffe Road Bridge. See Appendix A for views and additional cultural heritage resources in the context of the bridge.

The first heritage property is Riverside Park (70-84 Riverside Drive), which is designated Part V under the *Ontario Heritage Act* – a part of the Blackfriars/Petersville Conservation District. The park is noted as a public space/landmark in the City of London. A pathway leading to the trail associated with the park is accessible from the northern approach of Wharncliffe Road Bridge (Plate 30).

The second heritage property is the former Riverview Public School, now London’s Regional Children’s Museum located at 21 Wharncliffe Road South. The property was placed on the City’s Register (Inventory of Heritage Resources) in 2016. The two storey brick and reinforced concrete school with two wings opened in 1916. The school was designed by L.E. Carrothers and J.V. Munro. The school closed in 1978 and was repurposed as a Children’s Museum in 1981. A portion of this heritage property is adjacent to the southern approach of the Wharncliffe Road Bridge (Plate 15). In addition, a portion of the site includes the River Forks Park - West (UMcA Draft 2016:31)

The third heritage property is 30 Wharncliffe Road North. It is ranked a Priority 2 on London’s heritage inventory, meaning the building merits evaluation for designation under Part IV of the *Ontario Heritage Act*. It was recommended for listing on the inventory in the Blackfriars/Petersville Conservation District report guidelines (Golder Associates *et al.* 2014). The building was built in 1940-41 and eventually became the Three Little Pigs Pantry, one of several Disney-themed restaurants in London at the time. Now housing a Mexican restaurant, “Under the Volcano,” the building still exhibits its fine modern lines. The property falls just north of the northern approach of the Wharncliffe Road Bridge (Plate 33).

In addition, two heritage properties, 18 and 20 Wharncliffe Road South were identified in a previous assessment (UMcA Draft 2016:32) however these are located just south of the southern approach. It should be noted that other properties sit close to the bridge approaches, such as 6 Wharncliffe Road South and 8, 9, 10, and 12 Cavendish Crescent. These properties have not been included on the City of London Inventory of Heritage Resources, but may have potential cultural heritage value or interest, since some predate 1915, as indicated by London’s Fire Insurance Plans (Figure 7).

5.0 HERITAGE EVALUATION OF THE WHARNCLIFFE ROAD BRIDGE

Table 3 contains the evaluation of the Wharncliffe Road Bridge against criteria as set out in *Ontario Heritage Act* Regulation 9/06. In the Municipal EA process, Ontario Regulation 9/06 is the prevailing evaluation tool when determining if a heritage resource, in this case a bridge, has cultural heritage value.

Table 3: Evaluation of the Wharncliffe Road Bridge using Ontario Regulation 9/06

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

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	No	The Wharncliffe Road Bridge is a representative example of a reinforced cast-in-place concrete T-beam bridge. This four lane bridge carries vehicular and pedestrian traffic on Wharncliffe Road across the Thames River. Built in 1958, the structure contains its original design features including: concrete span soffit, longitudinal arched concrete beams, concrete wingwalls, concrete piers, and steel bearings. According to the design drawings, the deck system of the bridge (deck and beams) was monolithically cast-in-place. This construction method combined with its long overall deck length of 134m (between abutment bearings) and long individual span lengths (28m, 39m, 39m, 28m) makes this bridge noteworthy as a large concrete pour infrastructure project in the City of London for its time. However, this bridge represents a common bridge type for the 1950s and 1960s, many of which still exist in Ontario today, and it is not considered to have significant design or physical value.
ii. displays a high degree of craftsmanship or artistic merit, or;	No	The Wharncliffe Road Bridge does not display a high degree of craftsmanship or artistic merit.
iii. demonstrates a high degree of technical or scientific achievement.	No	The Wharncliffe Road Bridge does not exhibit a notable design and it is not considered to exhibit a high degree of technical or scientific achievement.

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

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	No	Historically, in 1824 Colonel Thomas Talbot instructed Deputy Land Surveyor Mahlon Burwell to survey the right-of-way for Wharncliffe Road, a road named after Talbot's friend James A. Wharncliffe. Wharncliffe Road was an important transportation route which was constructed to link settlements in Westminster Township with future settlements in London Township. However, the bridge itself does not have any direct associations with a theme, event, belief, person, activity, organization or institution that is significant to the community of London.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	No	This bridge is not considered to have the potential to yield information that contributes to an understanding of a community or culture.

Table 3: Evaluation of the Wharncliffe Road Bridge using Ontario Regulation 9/06

iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	No	This bridge is not known to represent the work or ideas of a particular architect or building significant to the community.
3. The property has contextual value because it:		
<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	No	Bridges crossing the Thames River in London are iconic features of the city. They provide interactions and visual windows to the Thames Valley Corridor, both visually and functionally. They are a distinctive part of the city's identity. However, the Wharncliffe Road Bridge is not of a significant, interesting or notable design, and therefore does not play a significant role in defining, maintaining and supporting the character of the area.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	No	<p>The Wharncliffe Road Bridge is known to have served as a vehicular and pedestrian bridging point over the Thames River since 1914 when the first two lane steel and concrete Truss bridge was built at this location connecting London's west and south neighbourhoods. The bridge was replaced in 1958 by the current bridge.</p> <p>The bridge can be seen from the Forks of the Thames, however it is not a significant visual feature. This bridge does not significantly define or support the character of its surroundings, and is not visually or historically linked to its surroundings.</p>
iii. is a landmark.	No	The Wharncliffe Road Bridge is not locally recognized as a landmark.

The above evaluation has determined that the Wharncliffe Road Bridge does not meet any of the criteria contained in Regulation 9/06 of the *Ontario Heritage Act*. Accordingly, this structure does not retain significant cultural heritage value and is not eligible for designation under the *Ontario Heritage Act*.

6.0 CONCLUSIONS AND RECOMMENDATIONS

The bridge is on London's 0-5 year Major Repair Program listing. The general scope of repair work is anticipated to include: rehabilitation of concrete substructure, girders, deck and sidewalks; bearing replacement or rehabilitation; rehabilitation of the parapet walls; replacement or elimination of the expansion joints; repairs to the suspended utilities; upgrades to existing lighting; waterproofing; asphalt repaving; and improving connectivity to the Thames Valley Parkway pathway system will be considered.

The Wharncliffe Road Bridge is 59 years old and in accordance with the Ontario Ministry of Tourism, Culture and Sport policy, may have cultural heritage value given its age. Therefore, a Cultural Heritage Evaluation report by a qualified heritage consultant was required.

The Wharncliffe Road Bridge is a four span reinforced cast-in-place concrete T-beam bridge built to carry Wharncliffe Road vehicular and pedestrian traffic over the Thames River in London, Ontario. Based on the results of archival research, an analysis of bridge design and construction in Ontario, comparative bridge analysis, field investigations and application of *Ontario Heritage Act* Regulation 9/06, the Wharncliffe Road Bridge was not determined to retain cultural heritage value. Accordingly no heritage impact is anticipated.

Given this evaluation of the Wharncliffe Road Bridge, the following recommendations should be considered and implemented:

1. This report should be filed with London's heritage staff including London's Advisory Committee on Heritage.
2. This report serves as sufficient heritage documentation of the bridge.

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APPENDIX A: Photographic Plates



Plate 1: View of the west elevation of the Wharncliffe Road Bridge and the Thames River Valley.



Plate 2: View of row of houses on Cavendish Crescent, adjacent to the northern approach.



Plate 3: View of northern approach to the bridge.



Plate 4: Oblique view of the west elevation.



Plate 5: View of Bridge sign along the northern approach: "Thames River, Wharncliffe Bridge, Since 1914."



Plate 6: Bridge structure number.



Plate 7: North expansion joint with view of the wingwall and the railing system.



Plate 8: Pedestrian walkway on west side of bridge. View of the light standard.



Plate 9: View of the bridge deck and east sidewalk and curb.



Plate 10: View of downstream Thames River from the west sidewalk.



Plate 11: Example of the deck drains.



Plate 12: Base of light standard on the parapet post.



Plate 13: View of sidewalk, looking north.



Plate 14: View of south expansion joint.



Plate 15: View of 21 Wharncliffe Road South looking from the south approach.



Plate 16: The Thames Valley Parkway, a multi-use pathway, under the bridge.



Plate 17: View of the south face of the south pier from the abutment.



Plate 18: View of the south abutment and bearings.



Plate 19: Close up of the south abutment.



Plate 20: View of the south face of the centre pier. Note the slight skew of the pier.



Plate 21: View of the bridge soffit and beams.



Plate 22: Oblique view of the east elevation.



Plate 23: View of the steep backwall and north pier.



Plate 24: West elevation of bridge, view of watermain pipe.



Plate 25: View of the south pier, looking east.



Plate 26: Sidewalk looking north along the east side of the bridge.



Plate 27: City of London bridge plaque, located on the southeast wingwall.



Plate 28: View of upstream Thames River from the east sidewalk.



Plate 29: View of the northeast wingwall and steep slope of the embankment.



Plate 30: View of the north approach and the Blackfriars/Petersville HCD property to the left of the bridge.



Plate 31: View of the east elevation from within the Thames River Corridor.



Plate 32: View of the east elevation from Ivey Park, at the Forks of Thames.



Plate 33: Looking towards the northern approach of the bridge from 30 Wharncliffe Road North.

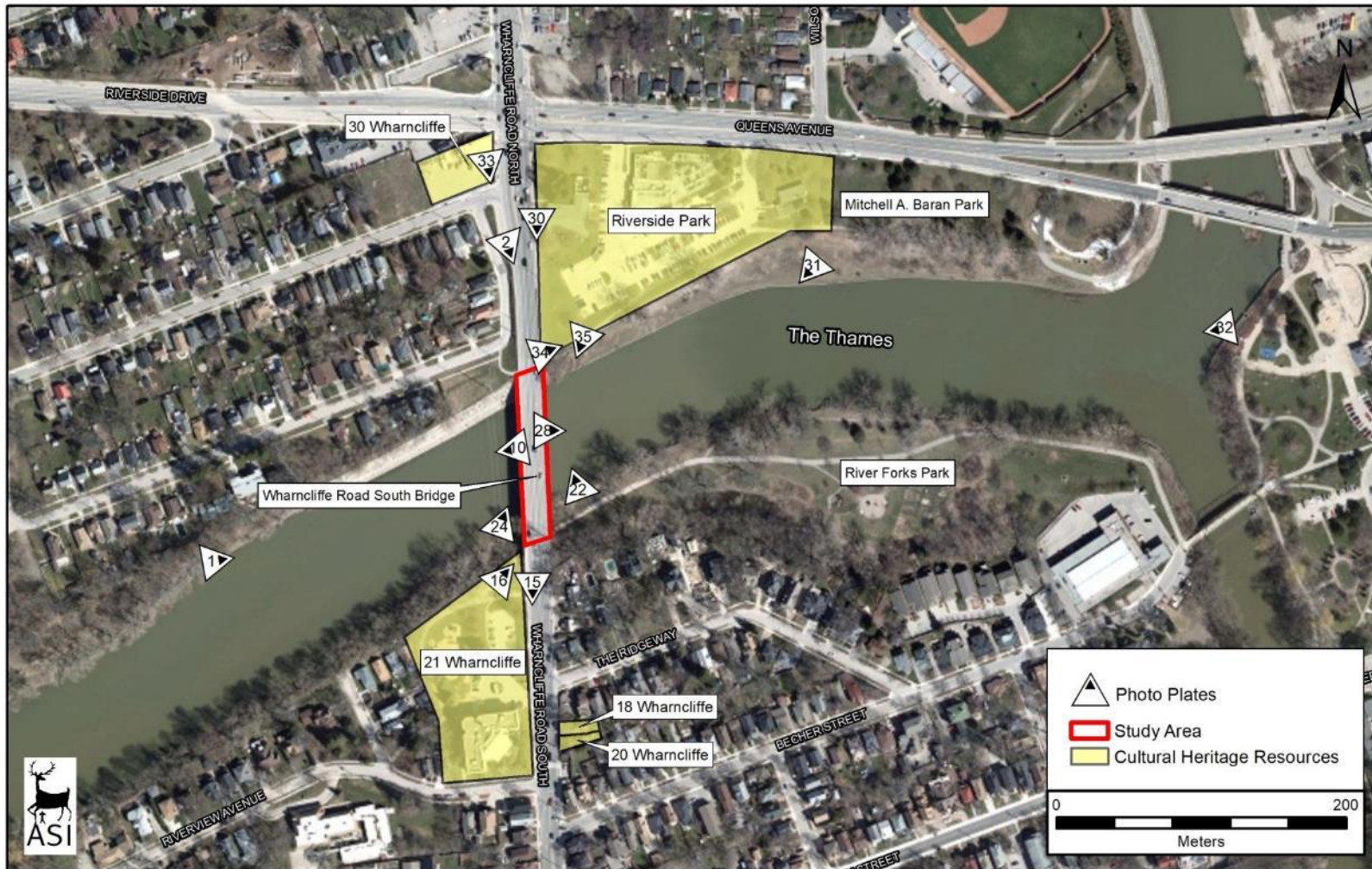


Plate 34: Walking path from northern approach into the Blackfriars/Peterville HCD.



Plate 35: View of bridge from the walking path in the Blackfriars/Peterville HCD.

APPENDIX B: Views, Cultural Heritage Resources, with Select Photographic Plates



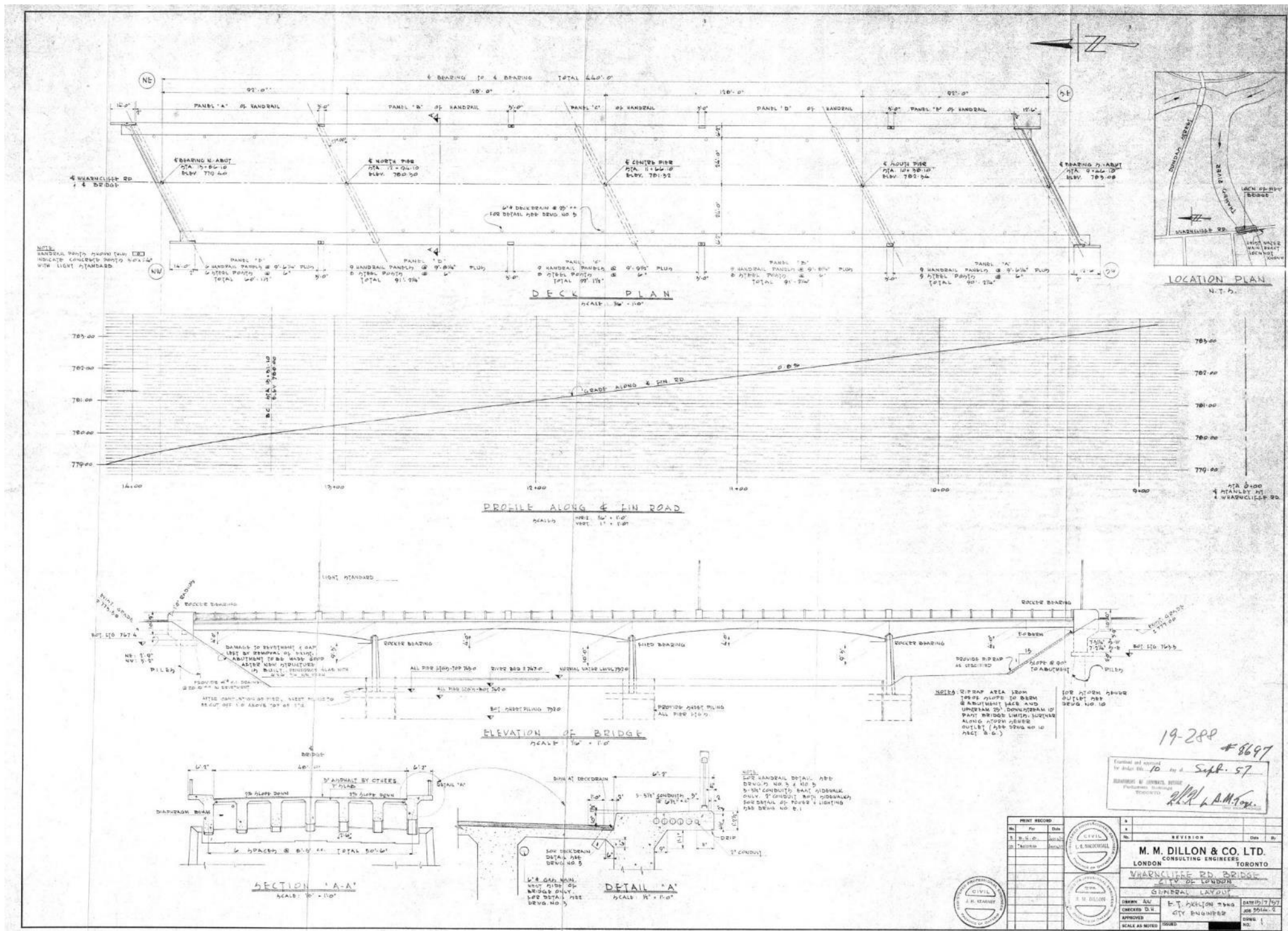


Figure 23: Profile of Wharncliffe Road Bridge, 1957

Source: M.M. Dillon & Co. Ltd.

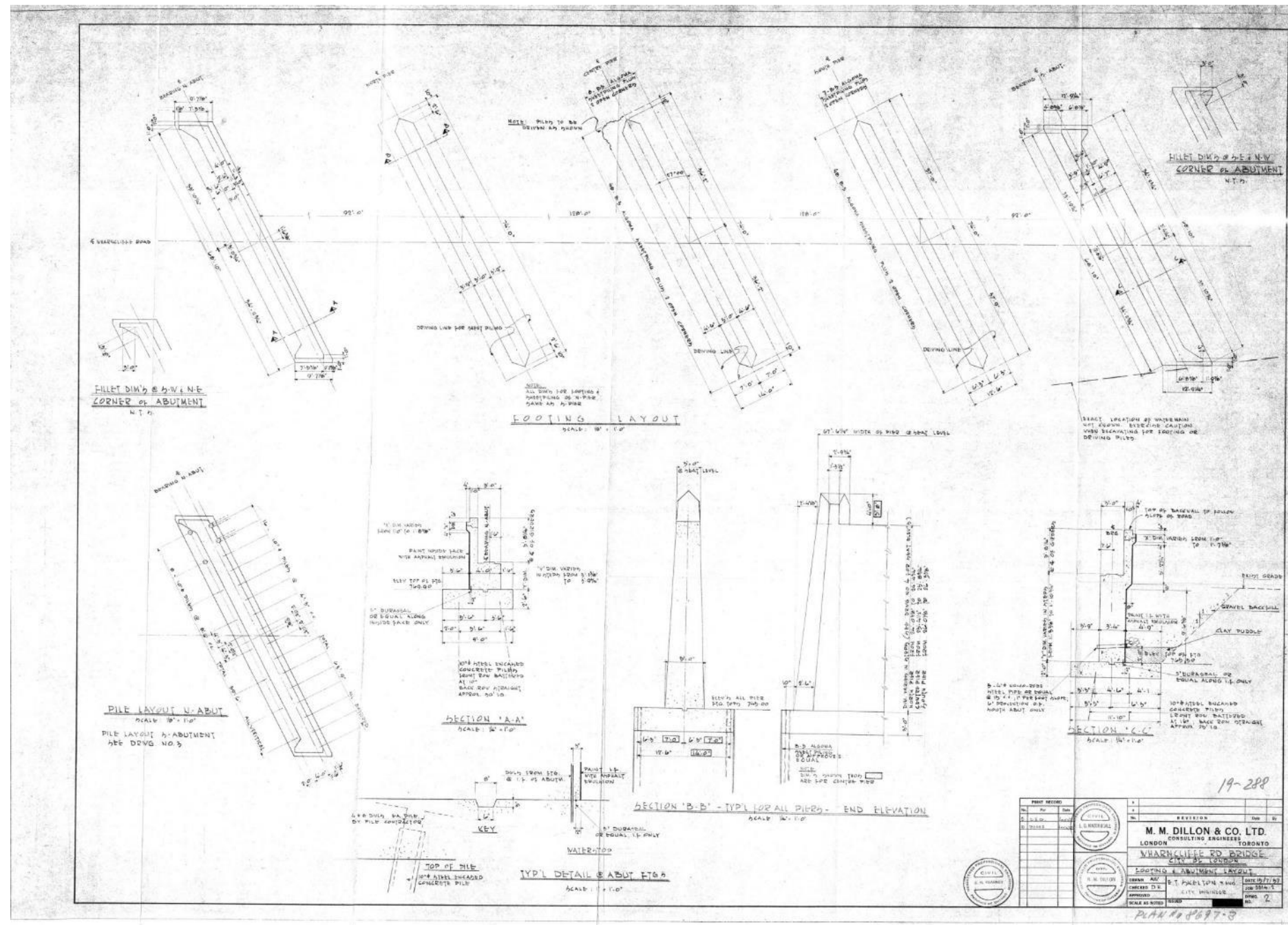


Figure 24: Pier Details of Wharncliffe Road Bridge, 1957

Source: M.M. Dillon & Co. Ltd.

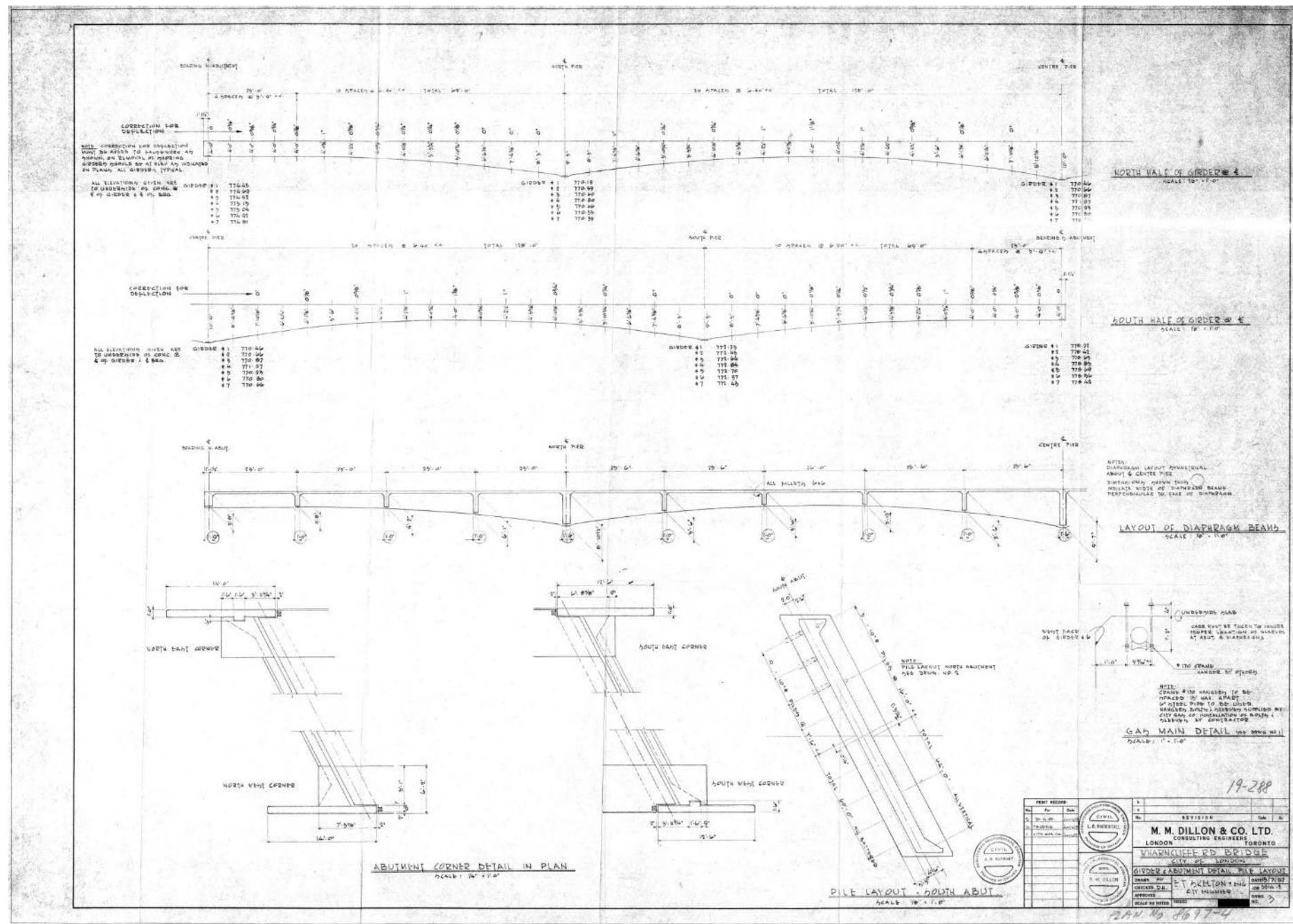


Figure 25: Girder Details of Wharncliffe Road Bridge, 1957

Source: M.M. Dillon & Co. Ltd.



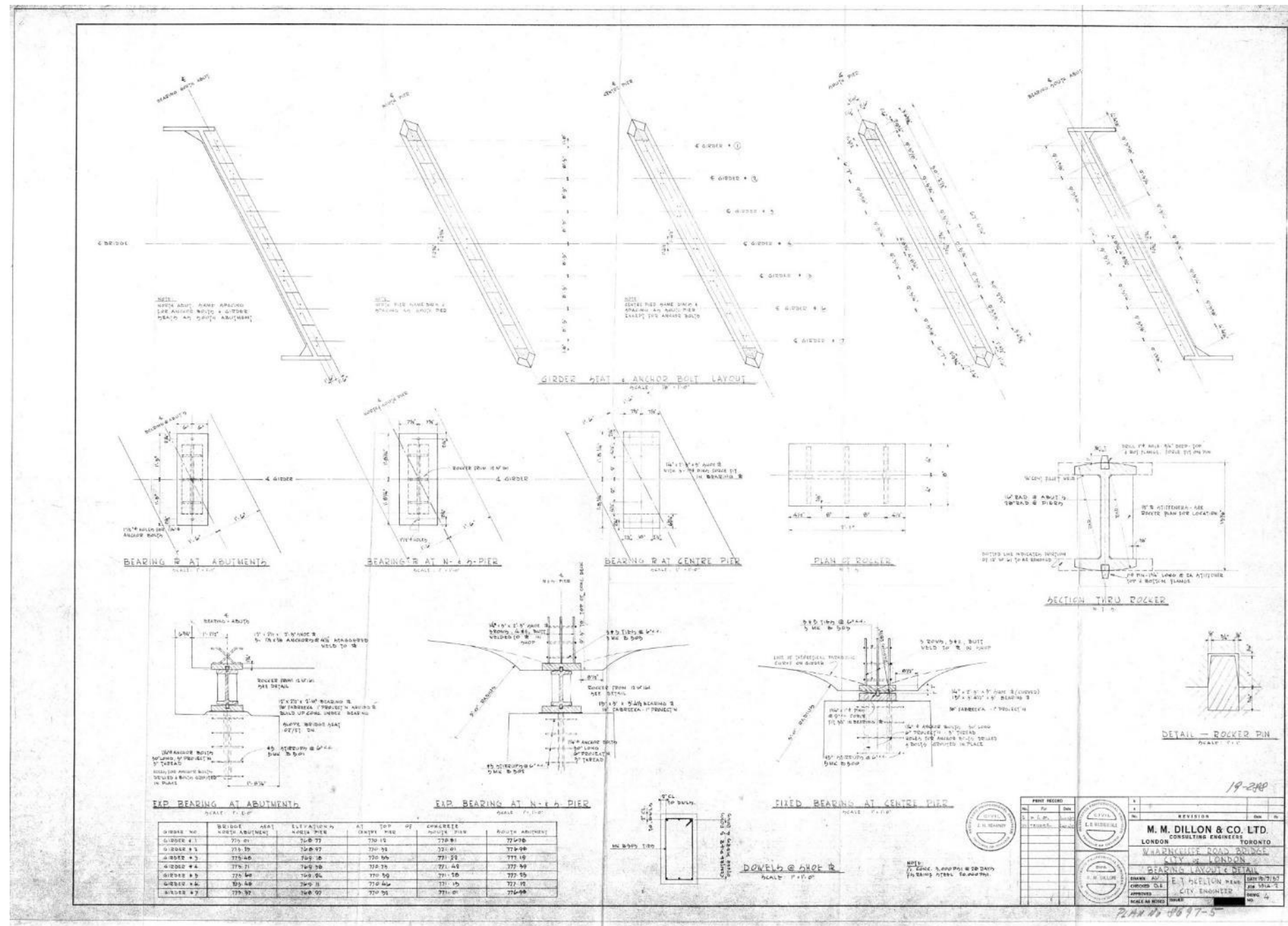


Figure 26: Bearing Details of Wharncliffe Road Bridge, 1957

Source: M.M. Dillon & Co. Ltd.

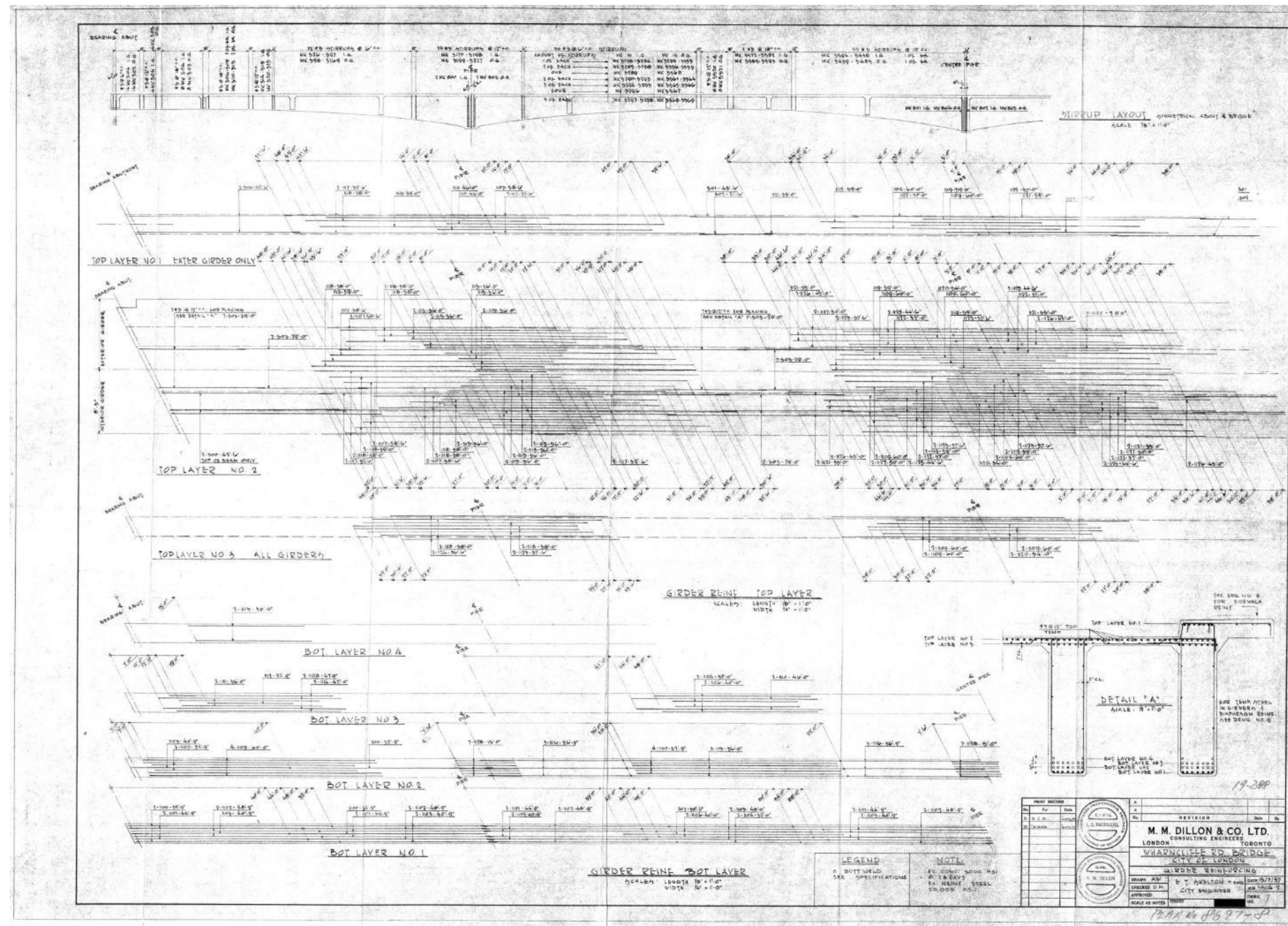


Figure 27: Girder Details of Wharncliffe Road Bridge, 1957

Source: M.M. Dillon & Co. Ltd.

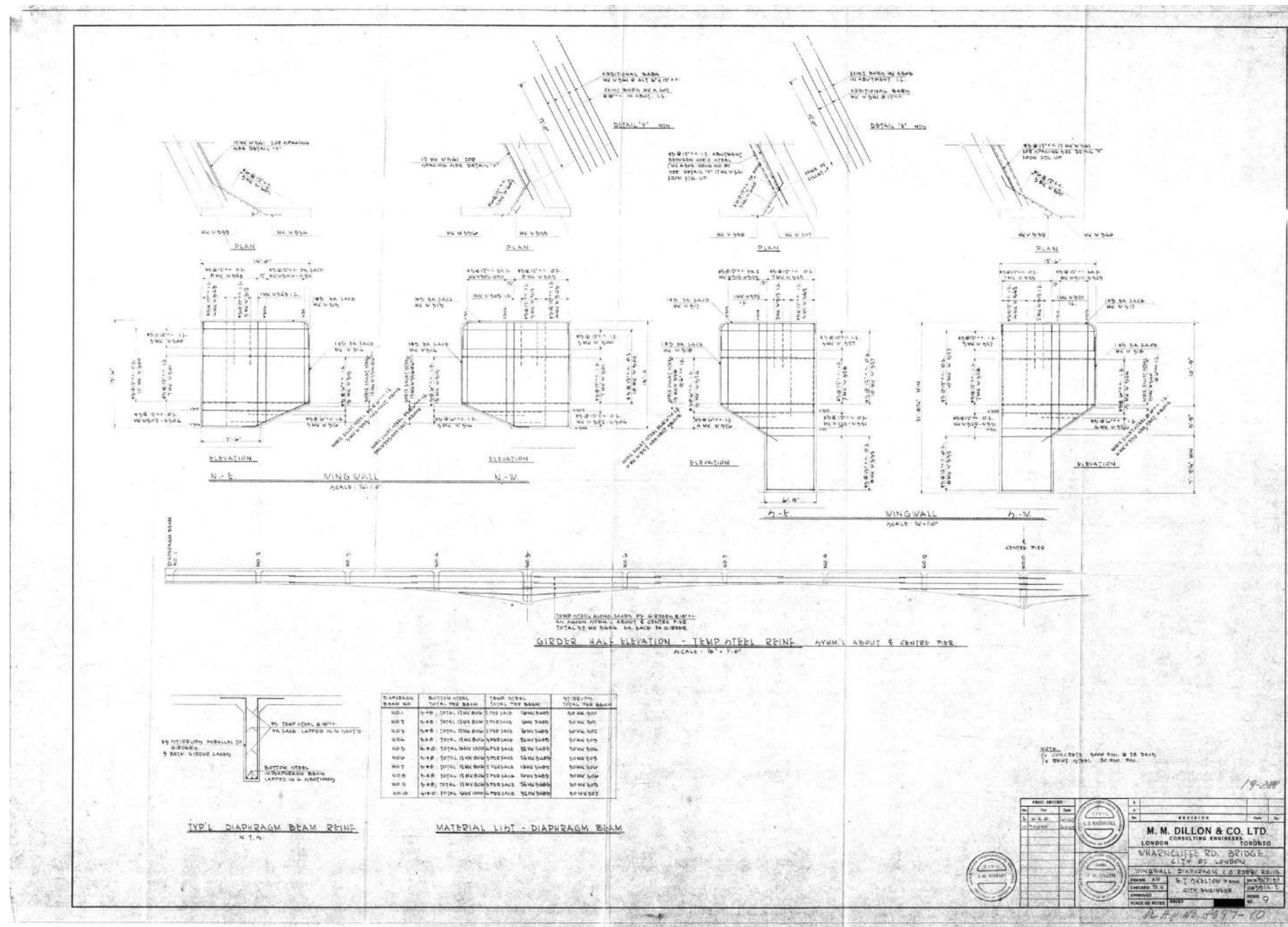


Figure 28: Wingwall and Girder Details of Wharncliffe Road Bridge, 1957

Source: M.M. Dillon & Co. Ltd.



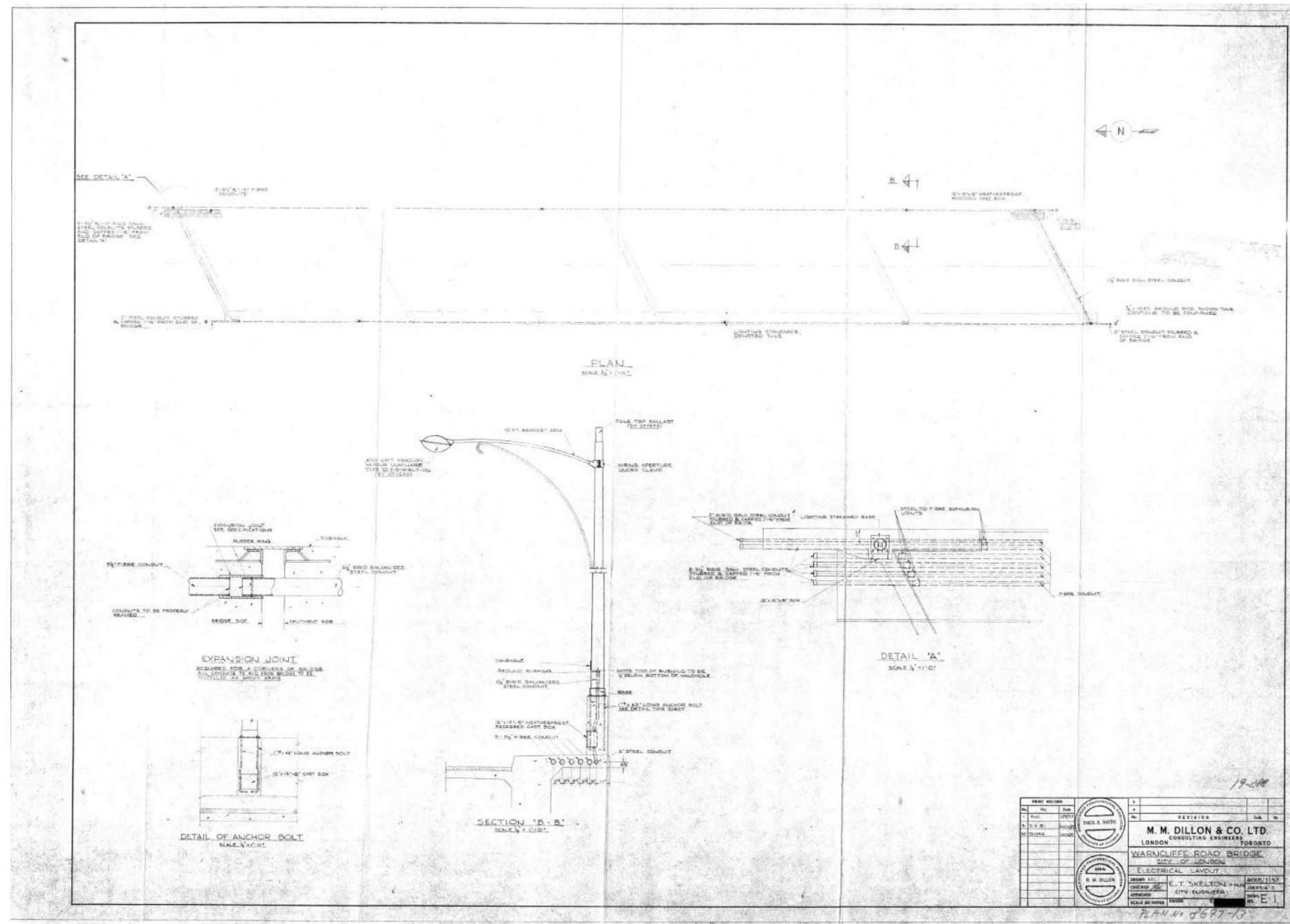
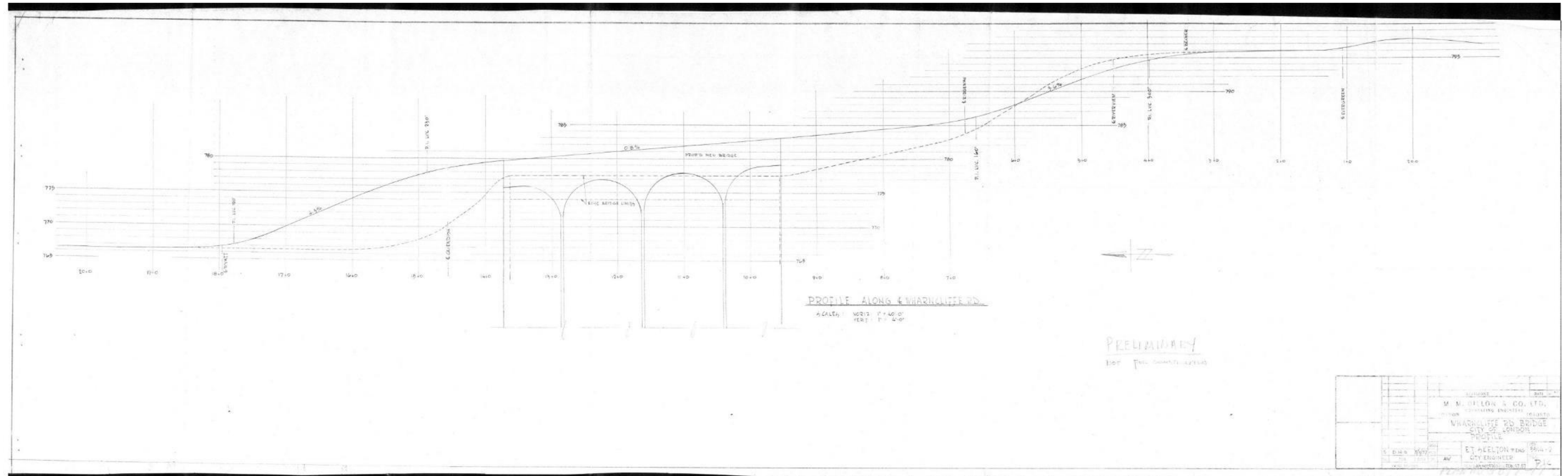


Figure 29: Light Standard Details of Wharncliffe Road Bridge, 1957

Source: M.M. Dillon & Co. Ltd.



Source: M.M. Dillon & Co. Ltd.

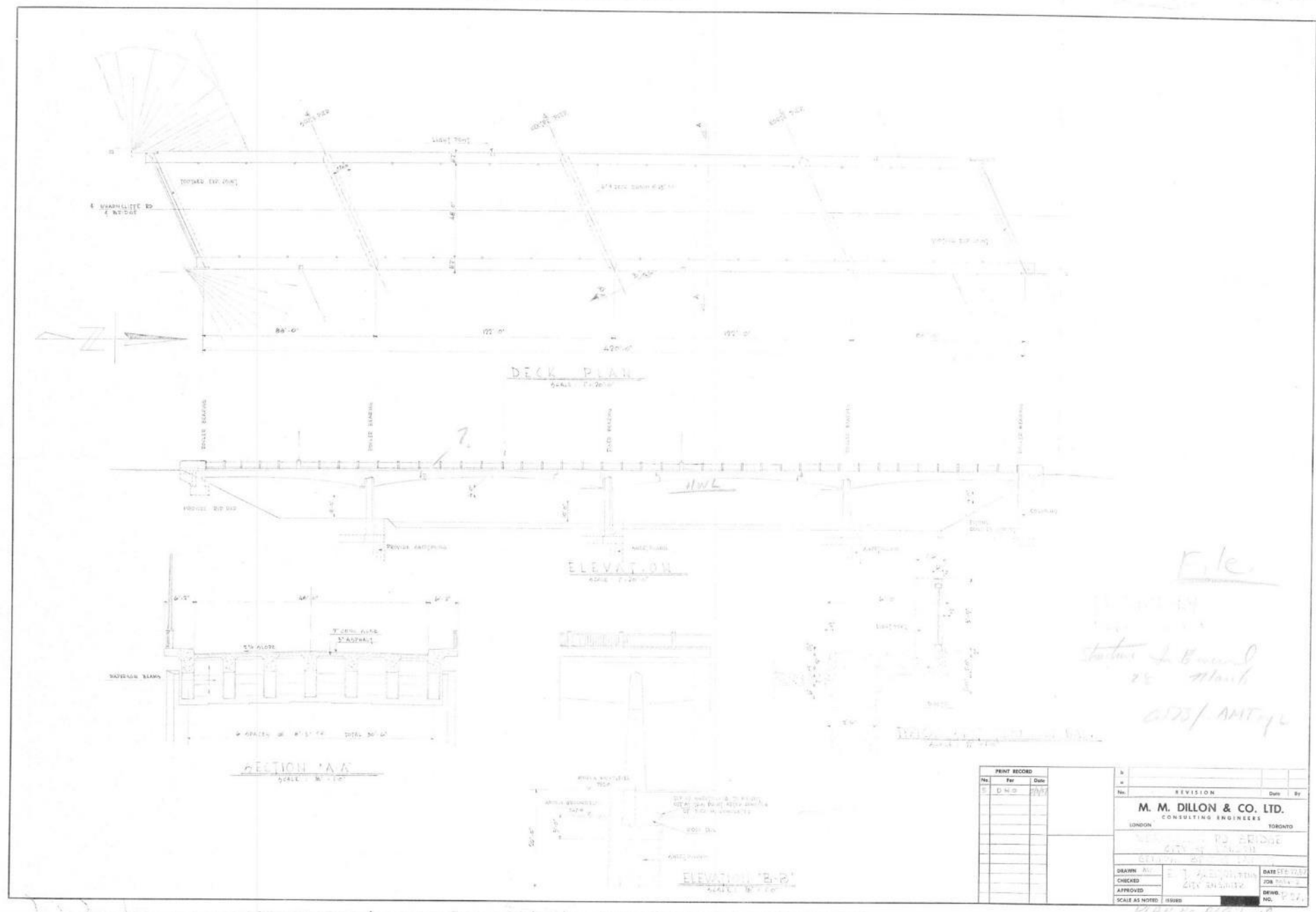


Figure 31: Deck Plan of Wharncliffe Road Bridge, 1957

Source: M.M. Dillon & Co. Ltd.

APPENDIX D: City of London Structures Database, Single Structure Condition Report, 2015

City of London Structures Database

Single Structure Condition Report



Inventory No: 1-BR-07
Location: Wharncliffe Road South over Thames River
Structure Name: Wharncliffe Road Bridge



WEST ELEVATION LOOKING SOUTH - AUG'15

<p>Road Classification: Arterial</p> <p>AADT: 29000 (2014)</p> <p>Structure Type</p> <p>Function: Road over water</p> <p>Framing System: 4-span continuous T-beams and cast-in-place concrete slab</p> <p>Materials: Reinforced concrete</p> <p>Supported/Suspended Utility: Yes</p> <p>Construction Date: 1958</p> <p>Deck Area: 2466</p> <p>Original Cost: \$420,000</p> <p>Replacement Cost: \$8,236,000</p> <p>Maintained by: City</p> <p>Maintenance History and Expenditures: 1987 - Repaired railings - \$22,000 1992 - Rehabilitated deck and bearings, new expansion joints - \$414,000</p> <p>Inspection Date: 2015</p>	<p>Adjacent Road Section:</p> <p>Pavement Quality Index:</p> <p>Utility Type: (1) 300mm watermain, (1) pipe on west girder bay</p> <p>Weight/Height/Width Restrictions: None</p> <p>Waterway Opening: Adequate</p> <p>Ownership: City</p> <p>Inspector: Sam Mansor, Tony Fediw AECOM Canada Ltd</p>
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City of London Structures Database

Single Structure Condition Report



Inventory No: 1-BR-07

CONDITION DATA

Rating:

Foundations or Base Slab:

The foundation is not visible. - limited inspection

5

Abutments or Side Walls:

The abutments are in fair condition with narrow to wide vertical cracking. Horizontal cracking and light to medium scaling on top surface. Medium delaminations on the top face of the north abutment wall.

6

Wingwalls/Head Walls:

The wingwalls are in fair to good condition with light scaling.

7

Piers:

The piers appear to be in fair to good condition with light scaling and light erosion at the base of the piers. Few light spalls with exposed rebar. Light corrosion on the cutwater.

7

Bearings:

The abutment rocker bearings are in fair condition. Several bearings exhibit medium to severe corrosion. Limited inspection of the pier rocker bearings due to access. Light corrosion was noted on the pier bearings. The concrete pedestals are in fair condition with some spalled sections.

5

Superstructure:

The concrete arched beams and diaphragms are in fair to good overall condition with light scaling and localized spalling with exposed rebar on the T-beams. Light to medium spalling and delamination with horizontal cracking at the abutment diaphragms. Light spalling of the girders at abutment bearings. Leech staining on beam at south abutment on east side.

6

Deck Structure or Top Slab:

The soffit is generally in fair to good condition with few wet delaminated areas near the abutments consisting of pattern, longitudinal and transverse cracking with corrosion and efflorescence staining. Transverse cracking with efflorescence staining on the soffit overhang with wet areas. Wetness and some cracking with efflorescence staining around the deck drains. Limited inspection of the 2nd span from north end due to access. Light spalling at abutment bearings.

7

Deck Surface or Road Surface:

The asphalt pavement is in fair condition with light to wide unsealed longitudinal and transverse pattern cracking.

6

Expansion Joints:

The expansion joints are in fair condition. The seal is filled with debris. The concrete end dams have light scaling and minor random cracking. There is light corrosion on the steel armouring. The expansion joints appear to be leaking.

6

Sidewalks/Safety Curbs/Median:

The sidewalks are in fair to good condition with narrow transverse cracking and light aggregate pop-outs. The curb is in fair condition with light spalling, scaling, and abrasion. Minor localized spalls with localized wide cracking and spalling on the east curb. The NE asphalt sidewalk is in fair to poor condition with random light to wide cracking and light settlements.

7

Railings:

The concrete parapet wall with 2-rail system is in fair condition with numerous wet narrow to medium vertical cracks and pattern cracking. Light scaling on top of the parapet wall. Light aggregate pop-outs and some efflorescence staining. Pedestrian railing at NE approach is in fair condition with few bent bars and light corrosion. Pedestrian railing at NW approach is in good condition.

6

Deck Drains:

The deck drains are in fair condition with light to medium corrosion below the deck. Few of the deck drains are plugged.

6

Approaches:

Approaches are in fair condition with wide unsealed longitudinal and transverse cracking. Medium map/alligator cracking along the north end dam. Light pothole at NE corner of approach.

6

Guide Rail:

The flex beam guide rail at southeast corner is connected to end post. Flex beam guide rail on both sides of the north abutment are not connected to the bridge. No guide rail at southwest corner.

7

Slope Protection/Miscellaneous:

The concrete slope paving at the north abutment is in fair to poor condition with several spalled, cracked and settled areas with medium concrete scaling. Several wide cracks on the concrete slab. The south embankment is in fair condition with light erosion. A watermain is suspended on the west exterior girder with light to medium corrosion on the jacket. One pipe is suspended on the west bay. Several scattered needles were noted at the south and north abutments (biohazard safety issue).

6

City of London Structures Database

Single Structure Condition Report



Inventory No: 1-BR-07

Average Condition Rating: 6.2

City of London Structures Database

Single Structure Condition Report



Inventory No: 1-BR-07

IDENTIFIED PROBLEMS/COMMENTS

Timing

Maintenance:

Clear expansion joints.
Clear deck drains.
Remove biohazard material below the bridge.
Concrete patch repairs on the curbs/sidewalk.

Short Term

Minor Rehab:

None.

Major Rehab:

Replace bearings.
Concrete repairs on the north concrete slope paving.
Install erosion protection at south abutment.
Concrete patch repairs.
Eliminate/replace expansion joints.
Consider repairs to watermain.
Waterproof and pave road.

Medium Term

Replacement:

None.

Additional Inspections:

Inspect pier bearings.

Medium Term

Next Routine Visual Inspection Date:

2017

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07

IMAGE SUMMARY



ABRASION AT PARAPET POST - AUG'15



BEARINGS AT NORTH PIER - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



BEARINGS AT NORTH PIER (2) - AUG'15



BLOCKED DECK DRAIN - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



BROKEN ELECTRICAL BOX ON SOUTH PIER - AUG'15



CRACKING AT CURB - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



CRACKING AT GIRDER ENDS - AUG'15



CRACKING AT PARPET WALL - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



CRACKING AT SIDEWALK - AUG'15



CRACKING AT SOUTH DIAPHRAGM - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



DECK DRAIN - AUG'15



DELAMINATION AT DIAPHRAGM AT NORTH ABUTMENT - AUG'15

City of London Structures Database

Single Structure Condition Report



Inventory No: 1-BR-07



DELAMINATION ON GIRDER - AUG'15



DOWNSTREAM - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



EAST PARAPET WALL - AUG'15



EAST SIDEWALK - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



EXPOSED BARS ON GIRDERS - AUG'15



LOOKING NORTH - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



LOOKING SOUTH - AUG'15



NORTH ABUTMENT - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



NORTH ABUTMENT BEARINGS - AUG'15



NORTH APPROACH - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



NORTH EXPANSION JOINT - AUG'15



NORTH PIER - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



NORTH SPAN - AUG'15



PIPE ALONG WEST SIDE OF BRIDGE - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



PLAQUE - AUG'15



SCALING ON PARAPET WALL - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



SECOND SPAN FROM THE SOUTH - AUG'15



SOUTH ABUTMENT - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



SOUTH ABUTMENT BEARING - AUG'15



SOUTH ABUTMENT BEARINGS - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



SOUTH APPROACH - AUG'15



SOUTH EXPANSION JOINT - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



SOUTH PIER - AUG'15



SOUTHEAST GUIDERRAIL - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



SOUTHEAST WINGWALL - AUG'15



SOUTHWEST WINGWALL - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



SPALL AT BOTTOM OF GIRDER - AUG'15



SPALL IN SIDEWALK - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



SPALL IN WALKWAY - AUG'15



STAINED CRACKS IN SOFFIT - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



STAINING ON SOFFIT AT SOUTHEAST CORNER - AUG'15



TYPICAL JUNCTION BOX - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



TYPICAL ROCKER BEARING - AUG'15



UPSTREAM - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



WEARING SURFACE - AUG'15



WEARING SURFACE (2) - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



WEARING SURFACE LOOKING NORTH - AUG'15



WEARING SURFACE LOOKING NORTH (2) - AUG'15

City of London Structures Database
Single Structure Condition Report



Inventory No: 1-BR-07



WEST ELEVATION LOOKING SOUTH - AUG'15



WEST PARAPET WALL - AUG'15

My sincerest apologies.

Yes, consider this my letter of resignation.

Sitting on LACH has been an incredible opportunity over these past two years, and I'm extremely proud of London's record on heritage preservation. I've seen us protect a number of important buildings even just over the length of time I've been involved at LACH and I'm excited to come back to London in a few years and see the work the group has been doing while I'm away.

Enjoy,

Benjamin A. Vazquez, U.E.

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 other uses already permitted on the subject site
- Special provision to recognize existing landscaping and vehicular parking

YOU ARE INVITED!

Further to the Notice of Application you received on July 4, 2018, you are invited to a public meeting of the Planning and Environment Committee to be held:

Meeting Date and Time: Monday, September 24, 2018, no earlier than 5:15 p.m.

Meeting Location: City Hall, 300 Dufferin Avenue, 3rd Floor

For more information contact:

Michelle Knieriem
mknieriem@london.ca
519-661-CITY (2489) ext. 4549
Planning Services, City of London,
206 Dundas St., London ON N6A 1G7
File: File Number(s)

london.ca/planapps

To speak to your Ward Councillor:

Councillor Tanya Park
tpark@london.ca
519-661-CITY (2489) ext. 4013

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

Application Details

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

Requested Zoning By-law Amendment

To change the zoning 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.

Current Zoning

Zone: Residential R2/Office Conversion (R2-2/OC4) Zone at 745 Waterloo Street and Office Conversion/Convenience Commercial Special Provision (OC4/CC(1)) at 747 Waterloo Street

Permitted Uses: single detached dwellings, semi-detached dwellings, duplex dwellings, converted dwellings, dwelling units, and offices in existing building 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(_)) 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 building 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 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.

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*. If you previously provided written or verbal comments about this application, we have considered your comments as part of our review of the application and in the preparation of the planning report and recommendation to the Planning and Environment Committee. The additional ways you can participate in the City's planning review and decision making process are summarized below. For more detailed information about the public process, go to the [Participating in the Planning Process](http://london.ca/planapps) page at london.ca.

See More Information

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

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

Attend This Public Participation Meeting

The Planning and Environment Committee will consider the requested zoning changes at this meeting, which is required by the *Planning Act*. You will be invited to provide your comments at this public participation meeting. A neighbourhood or community association may exist in your area. If it reflects your views on this application, you may wish to select a representative of the association to speak on your behalf at the public participation meeting. The Planning and Environment Committee will make a recommendation to Council, which will make its decision at a future Council meeting.

What Are Your Legal Rights?

Notification of Council Decision

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

Right to Appeal to the Local Planning Appeal Tribunal

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of London to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the by-law is passed, the person or public body is not entitled to appeal the decision.

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

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

Notice of Collection of Personal Information

Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the *Municipal Act*, 2001, as amended, and the *Planning Act*, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-CITY(2489) ext. 4937.

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

Planning and Policy Sub Committee Minutes – September 4, 2018

Circulated to members via email.

The committee was asked to review the attached Draft Guidelines for the Installation of Photovoltaic Technology on Heritage Designated Properties.

Greg Thompson provide the following comments:

- “Based on my first scan, the concern that I have (the same concern that I expressed when the first installation was HAP'ed in Woodfield, as I remember) is that a requirement to have the array mounted on the rear pitch of the roof will preclude a significant number of heritage property owners from being able to install an array from the very beginning. I believe that greening our heritage conservation districts is a higher order good than maintaining an aesthetic from the street. I know it's framed as a "guideline", but perhaps we might be clearer on a process where the heritage planner could work with a property owner whose only option is to place the array on the front pitch of the roof to find a way together to minimize the aesthetic impact.”
- “A second, less significant, concern arises from the recommendation to require the array to be pitched at the same slope as the roof, which may not be the optimum pitch, and would reduce the efficiency of the array. It seems to me that if we are going to encourage folks to green their heritage homes, we shouldn't penalize them by requiring them to accept sub-optimal efficiency.”

SUGGESTED MOTION – The Planning and Policy Sub Committee recommends the following:

“LACH recommends the Guidelines for the Installation of Photovoltaic Technology on Heritage Designated Properties.

DRAFT Guidelines for the Installation of Photovoltaic Technology on Heritage Designated Properties

Heritage designated properties within the City of London can be adapted to include new services and technologies. In most cases, adaption can be done without adverse impacts on these cultural heritage resources. Installation of photovoltaic technologies is no different.

Photovoltaic (PV) technology is a form of technology that converts solar energy into electrical energy, typically by way of photovoltaic cells that are used in solar panels and shingles¹. This technology has become a favoured form of renewable energy technology in Canada² and Londoners have already started adapting their properties.



Technologies that assist with climate change adaption is encouraged in The London Plan (2016), but all works should be designed to protect the heritage attributes and character of the City's cultural heritage resources by minimizing visual and physical impact. As each property presents a unique set of considerations, each installation of PV technology must be considered on an individual basis. These considerations include, but are not limited to, character-defining elements, materials, location, and policies related to the property, such as heritage conservation district plans and bylaws.

Goals and Objectives

The goal of these guidelines is to ensure the installation of PV technology does not result in adverse impacts to heritage designated properties. The objectives of the guidelines are to:

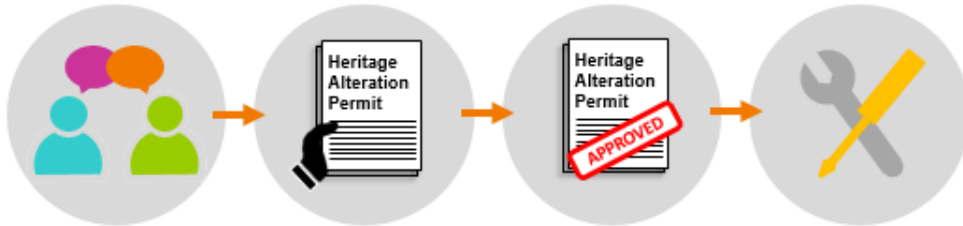
- Provide direction on the installation of PV technology on properties designated under Part IV and Part V of the *Ontario Heritage Act*
- Supplement Heritage Conservation District Plans
- Ensure installation of PV technology on heritage designated properties conform to the Ontario Ministry of Tourism, Culture and Sport's Eight Guiding Principles for the Conservation of Built Heritage Properties and the Standards and Guidelines for the Conservation of Historic Places in Canada
- Encourage consultation with a Heritage Planner for heritage designated properties as well as non-designated properties that are listed on the City of London's Register (*Inventory of Heritage Resources*)

¹ Ministry of Energy, Northern Development and Mines, "Renewable energy development in Ontario: A guide for municipalities", 2015, <https://www.ontario.ca/document/renewable-energy-development-ontario-guide-municipalities/10-overview>.

² Natural Resources Canada, "Solar Photovoltaic Energy", 2016, <http://www.nrcan.gc.ca/energy/renewables/solar-photovoltaic/7303>.

Process

Installation of PV technology on properties designated under Part IV and Part V under the *Ontario Heritage Act* requires submission and approval of a Heritage Alteration Permit application prior to installation. Consultation with a Heritage Planner is encouraged as part of the review and approval process. Other permits to install PV technology may also be required. Please consult with the Building Division (7th Floor, City Hall) to identify any other permit or approval requirements prior to undertaking any work.



Principles

Principles from the Ontario Ministry of Culture’s Eight Guiding Principles for the Conservation of Built Heritage Properties provide the basis for decisions concerning good practice in heritage conservation. Four of these principles provide direction to Londoners when installing PV technology on a heritage designated property. These principles are:

- 1 RESPECT FOR HISTORIC MATERIAL:** Repair/conservate rather than replace materials and finishes, except where absolutely necessary. Minimal intervention maintains the heritage content of the built resource.
- 2 RESPECT FOR ORIGINAL FABRIC:** Repair with like materials. Repair to return the resource to its prior condition, without altering its integrity.
- 3 REVERSIBILITY:** Alterations should be able to be returned to original conditions. This conserves earlier building design and technique.
- 4 LEGIBILITY:** New work should be distinguishable from old. Buildings or structures should be recognized as products of their own time, and new additions should not blur the distinction between old and new.

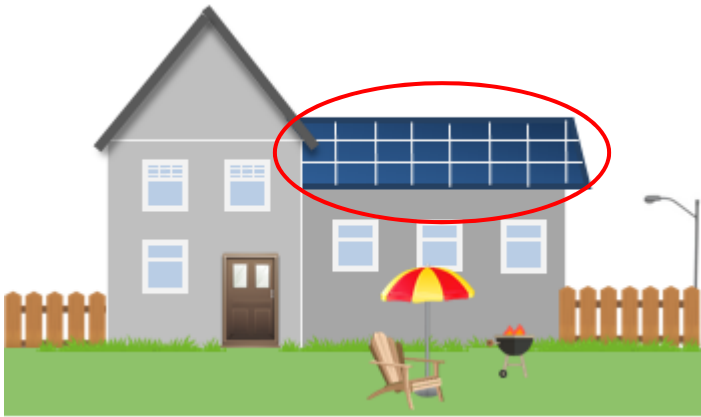
Guidelines

Although installing PV technology is encouraged, this alteration may not be suitable for some properties due to existing conditions, such as material, space, roofline, or complicated massing (i.e. mix of chimneys, dormers, gables, turrets, etc). The following guidelines are to ensure complimentary integration of PV technology on heritage designated properties. These guidelines apply to all components of PV technology systems including, but not limited to, photovoltaic cells, panels, pipes, water tanks, glazing, tiles, trim, support structures, inverters, and wiring.

Goals	Guidelines
<p>1. Structural integrity should be maintained. Installation of PV technology should maintain or enhance the structural integrity of the heritage designated property.</p>	<ol style="list-style-type: none"> 1. Assess the condition of roof prior to installation 2. Installation process must be well thought-out
<p>2. Installation should be reversible. Installation of PV technology should avoid the removal, alteration or permanent damage of intact materials.</p>	<ol style="list-style-type: none"> 1. Installation process must consider existing materials (i.e. not drilling through slate roofing tiles) 2. Points of attachment, including the use of brackets, should be minimal 3. Materials that are removed should be retained for future use
<p>3. Location should be discreet. Installations located on building elevations, roof planes, or ground should respect the landscape and have minimal visibility from the street.</p>	<ol style="list-style-type: none"> 1. Locate PV technology: <ol style="list-style-type: none"> a. in the rear of the building b. on new buildings or additions c. on one roof plane (i.e. avoid multi-plane solutions) d. behind architectural features e. away from edge for flat roofs f. low to the ground g. in interior side yards 2. PV technology is to be: <ol style="list-style-type: none"> a. Flush mounted or surface mounted directly above existing materials (i.e. inset with shingles or directly above shingles) b. Consistent with the slope or pitch of area c. Arranged in a pattern of the general shape of the area (i.e. not fragmented) d. Within the existing ridge lines (i.e. frames should not extend beyond)
<p>4. New materials should be complimentary to existing materials. Colour, shape and proportions of the PV technology and mounting systems should compliment the colour, shape and proportions of the roof and/or other heritage attributes.</p>	<ol style="list-style-type: none"> 1. PV cells should fully cover an area (i.e. using faux panels if necessary) 2. Colour of faux panels or shingles should match the colour of the PV cells 3. Colour of PV cells should be compatible existing materials (i.e. roof shingles) 4. Wiring should run with existing wiring or along existing features (i.e. eaves)

Examples

Example of a preferred installation



Rear View

- ✓ Installation is 100% reversible
- ✓ Located in the rear of the building
- ✓ Located on one roof pane
- ✓ Surface mounted directly above existing shingles
- ✓ Consistent with the slope of the roof
- ✓ Arranged in a pattern of the general shape of the area
- ✓ Within the existing ridge lines
- ✓ Full coverage of area
- ✓ Colour of faux panels match the colour of the PV cells
- ✓ Structural integrity is maintained

Example of what to avoid



Front View

- ✗ Installation is not reversible
- ✗ Located in the front of the building
- ✗ Not flush mounted or surface mounted directly above existing shingles
- ✗ Not consistent with the roof's slope (i.e. panels are angled towards the sky)
- ✗ Not arranged in a pattern of the general shape of the roof
- ✗ Partial and divided coverage of roof
- ✗ Wiring is not discreet
- ✗ Colour does not match existing roof

Resources

City of London. "The London Plan". 2016. <http://www.london.ca/business/Planning-Development/Official-Plan/Documents/The-London-Plan-Policies-in-Effect-April-2018-reduced.pdf>.

Government of Canada. "Standards and Guidelines for Conservation of Historic Places in Canada". 2010. <https://www.historicplaces.ca/media/18072/81468-parks-s+g-eng-web2.pdf>

Ministry of Energy, Northern Development and Mines. "Renewable Energy Development in Ontario: A guide for municipalities". 2015. <https://www.ontario.ca/document/renewable-energy-development-ontario-guide-municipalities/10-overview>

Ministry of Tourism, Culture and Sport. "Guiding Principles in the Conservation of Built Heritage Properties". 2007. http://www.mtc.gov.on.ca/en/publications/InfoSheet_8%20Guiding_Principles.pdf

Natural Resources Canada. "Solar Photovoltaic Energy". 2016. <http://www.nrcan.gc.ca/energy/renewables/solar-photovoltaic/7303>

For information about the City of London's Heritage Conservation Districts visit, www.london.ca

DRAFT

**LACH Stewardship Sub-Committee
REPORT**

Wednesday August 29, 2018

Location: Planning Office, 206 Dundas Street

Start Time: 6:30pm – 8:00pm

Present: M. Whalley, J. Hunten, J. Cushing, T. Regnier; L. Dent, K. Gowan, K. Gonyou (staff)

Agenda Items:

1. Heritage Designation Updates

The Stewardship Sub-Committee received a verbal update on the heritage designation status of the following properties from K. Gonyou: 2096 Wonderland Road North, 660 Sunningdale Road East, and 172 Central Avenue. The Stewardship Sub-Committee also received a verbal update on the appeal regarding 467-469 Dufferin Avenue, noting that the hearing has been continued until November/December 2018.

2. “Housekeeping” List of Properties to be Removed from the Register (Inventory of Heritage Resources)

The Stewardship Sub-Committee held a general discussion regarding the list and cultural heritage resources lost to the past.

Motion: That the list of properties to be removed from the Register be received and that the Stewardship Sub-Committee has no objection to their removal. Moved: J. Hunten, M. Whalley. Moved.

3. *Heritage Places 2.0*

L. Dent provided an update on *Heritage Places 2.0*. The Stewardship Sub-Committee held a general discussion on the *Heritage Places 2.0* project.

4. Request for Designation: 432 Grey Street (Fugitive Slave Chapel)

L. Dent provided an update on the request for designation for 432 Grey Street. The Statement of Cultural Heritage Value or Interest was previously discussed at the June meeting of the Stewardship Sub-Committee. It was noted that the LACH will be consulted on the designation of the property at its meeting in September.

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: Removal of Properties from the Register
Meeting on: Wednesday September 12, 2018

Recommendation

That, on the recommendation of the Managing Director, Planning and City Planner, with the advice of the Heritage Planner, the properties identified in Appendix A **BE REMOVED** from the Register (Inventory of Heritage Resources). It being noted that the demolition requests were processed following the applicable legislation and practice at the time of the request and that no further notification or consultation is required.

Executive Summary

As a resolution of Municipal Council is required to add properties to the Register (Inventory of Heritage Resources) pursuant to Section 27 of the *Ontario Heritage Act*, a resolution of Municipal Council is required to remove properties from the Register. The requested action seeks to remove properties from the Register (Inventory of Heritage Resources) that have been previously demolished but not formally removed from the Register as a “housekeeping” matter.

Analysis

1.0 Background

1.1 Register

The Register (Inventory of Heritage Resources) is an essential resource used by Civic Administration and the public to identify the cultural heritage status of properties in London. The first Municipal Council-adopted *Inventory* was created in 1991, and was compiled from previous inventories dating back to the 1970s. The *Inventory* was reviewed and revised in 1997 to include newly annexed areas of London. In 2005, Municipal Council adopted as revised *Inventory of Heritage Resources*. The current *Inventory of Heritage Resources* was adopted as the Register pursuant to Section 27 of the *Ontario Heritage Act* in 2007.

Section 27 of the *Ontario Heritage Act* requires the clerk of a municipality to keep a register of properties designated under the *Ontario Heritage Act* (Section 27(1)), and the register may include properties that have not been designated but that the council of the municipality “believes to be of cultural heritage value or interest” (Section 27(1.2)).

Section 27(1.3) requires the council of a municipality consult with its municipal heritage committee prior to adding or removing a property from the register.

In a review of previous demolition request, it was found that while the London Advisory Committee on Heritage was consulted on the demolition of heritage listed properties, there was insufficient direction from Municipal Council to remove reference to those properties on the Register. As part of on-going efforts to maintain the Register, reference to those properties which no longer have potential cultural heritage value or interest should be removed.

No properties are proposed for addition to the Register at this time.

1.2 Previous Reports

March 19, 2007. Report to Planning Committee. *Adding the Heritage Inventory to the*

2.0 Conclusion

Staff have identified 73 properties that are listed on the Register (Inventory of Heritage Resources) that have previously received consent to demolish, but have not been formally removed from the Register. As part of efforts to maintain the Register, these properties should be removed from the Register.

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

September 4, 2018
KG/

\\FILE2\users-z\pdp\Shared\policy\HERITAGE\HERITAGE INVENTORY\Housekeeping Report\2018-09-12 LACH Remove Properties from the Register.docx

Appendix A

Table 1: List of Properties to be removed from the Register (Inventory of Heritage Resources)

Property	Applicable Municipal Council Meeting Date
40 Alma Street	December 17, 2007
75 Bathurst Street	December 11, 2012
7 Beaufort Street	May 29, 1996
700 Beaverbrook Avenue	July 16, 2007
1523 Bradley Avenue	December 11, 2012
2895 Brady Drive	March 21, 2011
378-398 Burwell Street	August 29, 2005
189 Clarence Street	December 5, 2005
435 Colborne Street	June 14, 2005
4009 Colonel Talbot Road	January 18, 1999
6188 Colonel Talbot Road	Demolished November 2016
104 Commissioners Road East	June 10, 2015
353 Commissioners Road West	July 24, 2006
452 Commissioners Road West	July 25, 2005
464 Commissioners Road West	July 25, 2005
1024 Commissioners Road West	June 25, 2007
646 Dingman Drive	July 29, 2014
92 Dufferin Avenue	December 5, 2005
1195 Dundas Street	December 12, 2017; March 27, 2018
442 Egerton Street	Seized by Attorney General of Ontario and demolished in 2009
759 Elizabeth Street	November 10, 2015
420 Fanshawe Park Road East	November 11, 2014
1647 Fanshawe Park Road East	May 15, 2006
1755 Fanshawe Park Road East	September 29, 2008
848 Gainsborough Road	June 30, 2003
254 Gideon Drive	December 6, 2011
1525 Glanworth Drive	February 22, 2010
229 Greenwood Avenue	March 5, 2013
211 Halls Mills Road	June 13, 2005
72 Hamilton Road	June 12, 2012
2084 Hamilton Road	October 15, 2001
2380 Highbury Avenue North	Demolished September 22, 2004
235 Hill Street	August 5, 2003
3681 Homewood Lane	May 12, 2008
2079 Huron Street	November 20, 2012
359 King Street	January 26, 1998
446 King Street	August 29, 2005
1190 King Street	Severed from 1188 King Street which contains a built heritage resource
2332 Main Street	October 30, 2012
2515 Main Street	Demolition Permit issued September 19, 2005
754 Maitland Street	July 21-22, 2008
4492 Manning Drive	April 7, 2003
177-179 Mill Street	September 21, 2009
45 Oliver Street	August 6, 2002
379 Ontario Street	June 25, 2007
1854 Oxford Street West [Commissioners Road West]	September 3, 2002
2526 Oxford Street West	November 11, 2014
911 Richmond Street	June 12, 2006
915 Richmond Street	March 27, 2006

Property	Applicable Municipal Council Meeting Date
1057 Richmond Street	September 16, 2014
1059 Richmond Street	September 20, 2004
1985 Richmond Street (formerly 1967 Richmond Street)	July 25, 2008
500 Ridout Street North	March 8, 2005
0 Sarnia Road (Sarnia Road Bridge)	Sarnia Road Bridge was dismantled and in storage
283 South Street	June 10, 2014
91 Southdale Road East	December 6, 2011
792 Southdale Road East West	September 29, 2008
491 Southdale Road West	June 10, 2014
348 Sunningdale Road East	June 25, 2016
1259 Sunningdale Road East	December 15, 2003
2538 Sunningdale Road East	Demolition Permit issued: September 15, 2000
505 Talbot Street	September 1, 2015
507 Talbot Street	September 1, 2015
509-511 Talbot Street	September 1, 2015
529 Talbot Street	August 30, 2014
661 Talbot Street	January 21, 2008
736 Talbot Street	December 6, 2011
277 Thames Street	April 30, 2013
281 Thames Street	April 30, 2013
1872-1874 Trafalgar Street	April 4, 2011
180 Wellington Street	Demolition Permit issued: October 5, 2004
249-255 Wellington Street (now 270 Horton Street)	June 29, 2006
3341 Westdel Bourne	November 15, 2004
3719 Westdel Bourne	February 19, 2007
3777 Westminster Drive	October 4, 2004
1451 Wharnccliffe Road South	June 12, 2012
1659 Wharnccliffe Road South	July 28, 2015
215 Windermere Road	September 25, 2000
0 Wonderland Road (White Church Cemetery)	Exhumed to St. John's Cemetery, Arva in 1990

Report to Planning and Environment Committee

To: Chair and Members
London Advisory Committee on Heritage
From: John M. Fleming
Managing Director, Planning and City Planner
Subject: Guidelines for the Installation of Photovoltaic Technology on
Heritage Designated Properties
Meeting on: Wednesday September 12, 2018

Recommendation

That, on the recommendation of the Managing Director, Planning and City Planner, the “Guidelines for the Installation of Photovoltaic Technology on Heritage Designated Properties” (Appendix A) **BE ENDORSED** by Municipal Council.

Executive Summary

Summary of Request

The document titled “Guidelines for the Installation of Photovoltaic Technology on Heritage Designated Properties”(Appendix A) be endorsed by Municipal Council to be used in the review and consideration of Heritage Alteration Permit applications.

Analysis

In 2012 the London Advisory Committee on Heritage (LACH) endorsed the document “Solar Panel Guidelines for Designated Heritage Properties” as an official City of London guideline document. However, this guideline document was never adapted.

A recent Heritage Alteration Permit application, which purposed replacing the roofing materials with solar panel, renewed the momentum for a guideline document that applies to all heritage designated properties. The proposed guidelines have been circulated to the LACH’s Planning and Policy Sub-Committee.

The attached guidelines for were based on the LACH’s 2012 solar panel guidelines, Parks Canada’s Standards and Guidelines for the Conservation of Historic Places in Canada, and guidelines from other jurisdictions that have since been published. The City’s Heritage Conservation District plans were also reviewed. However, only three of the plans addressed solar panels on heritage designated property. These three plans provide limited guidance on mitigating negative impacts, do not incorporate all photovoltaic technology (i.e. hot water, shingles) and do not apply to all heritage designated properties.

Therefore, staff recommends that the “Guidelines for the Installation of Photovoltaic Technology on Heritage Designated Properties” be council endorsed in order to provide direction on the installation of photovoltaic technology on heritage designated properties and to supplement Heritage Conservation District plans.

Prepared by:	Krista Gowan Heritage Planner
Submitted by:	Gregg Barrett, AICP Manager, Long Range Planning and Research
Recommended by:	John M. Fleming, MCIP, RPP Managing Director, Planning and City Planner
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	

September 4, 2018

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**Appendix A – Guidelines for the Installation of Photovoltaic
Technology on Heritage Designated Properties**

Guidelines for the Installation of Photovoltaic Technology on Heritage Designated Properties

Heritage designated properties within the City of London can be adapted to include new services and technologies. In most cases, adaption can be done without adverse impacts on these cultural heritage resources. Installation of photovoltaic technologies is no different.

Photovoltaic (PV) technology is a form of technology that converts solar energy into electrical energy, typically by way of photovoltaic cells that are used in solar panels and shingles¹. This technology has become a favoured form of renewable energy technology in Canada² and Londoners have already started adapting their properties.

Technologies that assist with climate change adaption is encouraged in The London Plan (2016), but all works should be designed to protect the heritage attributes and character of the City's cultural heritage resources by minimizing visual and physical impact. As each property presents a unique set of considerations, each installation of PV technology must be considered on an individual basis. These considerations include, but are not limited to, heritage attributes, materials, location, and policies related to the property, such as Heritage Conservation District plans and by-laws.

Goals and Objectives

The goal of these guidelines is to ensure the installation of PV technology does not result in adverse impacts to heritage designated properties. Objectives of the guidelines are to:

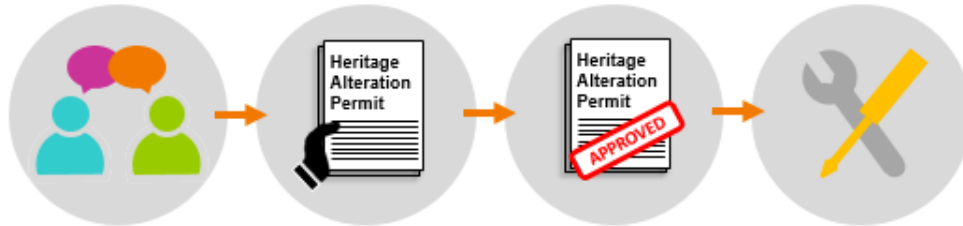
- Provide direction on the installation of PV technology on properties designated under Part IV and/or Part V of the *Ontario Heritage Act*
- Supplement Heritage Conservation District Plans
- Ensure installation of PV technology on heritage designated properties conform to the Ontario Ministry of Culture's "Eight Guiding Principles for the Conservation of Built Heritage Properties"
- Encourage consultation with a Heritage Planner for heritage designated properties as well as non-designated properties that are listed on the City of London's Register (*Inventory of Heritage Resources*)

¹ Ministry of Energy, Northern Development and Mines, "Renewable energy development in Ontario: A guide for municipalities", 2015, <https://www.ontario.ca/document/renewable-energy-development-ontario-guide-municipalities/10-overview>.

² Natural Resources Canada, "Solar Photovoltaic Energy", 2016, <http://www.nrcan.gc.ca/energy/renewables/solar-photovoltaic/7303>.

Process

Installation of PV technology on properties designated under the *Ontario Heritage Act* requires submission and approval of a Heritage Alteration Permit application prior to installation. Consultation with a Heritage Planner is encouraged as part of the review and approval process. Other permits to install PV technology may also be required. Please consult with the Building Division at City Hall (7th Floor, building@london.ca, 519-661-4555) to identify any other permit or approval requirements prior to undertaking any work.



Principles

Principles from the Ontario Ministry of Culture’s “Eight Guiding Principles for the Conservation of Built Heritage Properties” provide the basis for decisions concerning good practice in heritage conservation. Four of these principles provide direction to Londoners when installing PV technology on a heritage designated property. These principles are:

- 1 RESPECT FOR HISTORIC MATERIAL:** Repair/conservate rather than replace materials and finishes, except where absolutely necessary. Minimal intervention maintains the heritage content of the built resource.
- 2 RESPECT FOR ORIGINAL FABRIC:** Repair with like materials. Repair to return the resource to its prior condition, without altering its integrity.
- 3 REVERSIBILITY:** Alterations should be able to be returned to original conditions. This conserves earlier building design and technique.
- 4 LEGIBILITY:** New work should be distinguishable from old. Buildings or structures should be recognized as products of their own time, and new additions should not blur the distinction between old and new.

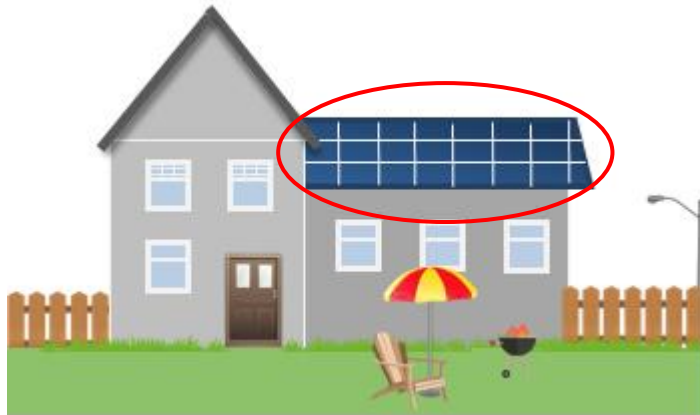
Guidelines

Although installing PV technology is encouraged, this alteration may not be suitable for some properties due to existing conditions, such as material, space, roofline, or complicated massing (i.e. mix of chimneys, dormers, gables, turrets, etc). The following guidelines are to ensure complimentary integration of PV technology on heritage designated properties. These guidelines apply to all components of PV technology systems including, but not limited to, photovoltaic cells, panels, pipes, water tanks, glazing, tiles, trim, support structures, inverters, and wiring.

Goals of Guidelines	Guidelines
<p>1. Structural integrity should be maintained. Installation of PV technology should maintain or enhance the structural integrity of the heritage designated property.</p>	<ol style="list-style-type: none"> 1. Assess the condition of roof and/or area prior to installation
<p>2. Installation should be reversible. Installation of PV technology should avoid the removal, alteration or permanent damage of intact materials.</p>	<ol style="list-style-type: none"> 1. Installation process must respect existing materials (i.e. not drilling through slate roofing tiles) 2. Points of attachment, including the use of brackets, should be minimal 3. Materials that are removed should be retained for future use
<p>3. Location should be discreet. Installations located on building elevations, roof planes, or ground should respect the landscape and have minimal visibility from the street.</p>	<ol style="list-style-type: none"> 1. Locate PV technology: <ol style="list-style-type: none"> a. at the rear of the building b. on new buildings or additions c. on one roof plane (i.e. avoid multi-plane solutions) d. behind architectural features e. away from edge for flat roofs f. low to the ground g. in interior side yards 2. PV technology is to be: <ol style="list-style-type: none"> a. flush mounted or surface mounted directly above existing materials (i.e. keep a low profile, inset with shingles or directly above shingles) b. consistent with the slope or pitch of area c. arranged in a pattern to match the general shape of the roof or area (i.e. not fragmented) d. within the existing ridge lines (i.e. frames should not extend beyond)
<p>4. New materials should be complimentary to existing materials. Colour, shape and proportions of the PV technology and mounting systems should compliment the colour, shape and proportions of the roof and/or other heritage attributes.</p>	<ol style="list-style-type: none"> 1. PV cells should fully cover an area (i.e. using faux panels if necessary) 2. Colour of faux panels or shingles should match the colour of the PV cells 3. Colour of PV cells should be compatible existing materials (i.e. roof shingles) 4. Wiring should run with existing wiring or along existing features (i.e. eaves)

Examples

Example of a preferred installation

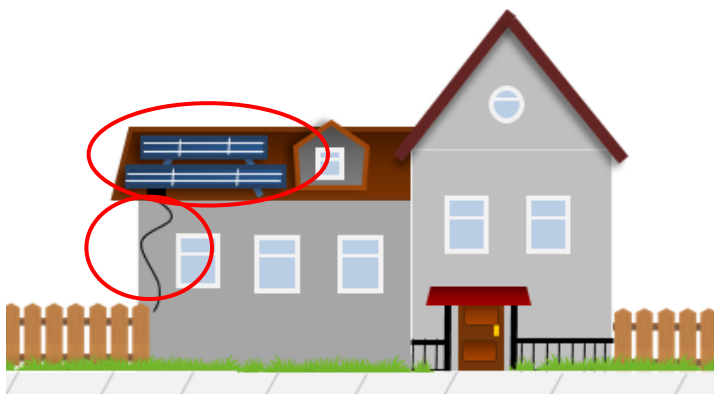


- ✓ Installation is 100% reversible
- ✓ Located in the rear of the building
- ✓ Located on one roof pane
- ✓ Surface mounted directly above existing shingles
- ✓ Consistent with the slope of the roof
- ✓ Arranged in a pattern of the general shape of the area
- ✓ Within the existing ridge lines

Rear View

- ✓ Full coverage of area
- ✓ Colour of faux panels match the colour of the PV cells
- ✓ Structural integrity is maintained

Example of what to avoid



Front View

- ✗ Installation is not reversible
- ✗ Located in the front of the building
- ✗ Not flush mounted or surface mounted directly above existing shingles
- ✗ Not consistent with the roof's slope (i.e. panels are angled towards the sky)
- ✗ Not arranged in a pattern of the general shape of the roof
- ✗ Partial and divided coverage of roof
- ✗ Wiring is not discreet
- ✗ Colour does not match existing roof

Resources

City of London. "The London Plan". 2016. <http://www.london.ca/business/Planning-Development/Official-Plan/Documents/The-London-Plan-Policies-in-Effect-April-2018-reduced.pdf>.

Government of Canada. "Standards and Guidelines for Conservation of Historic Places in Canada". 2010. <https://www.historicplaces.ca/media/18072/81468-parks-s+g-eng-web2.pdf>

Ministry of Energy, Northern Development and Mines. "Renewable Energy Development in Ontario: A guide for municipalities". 2015. <https://www.ontario.ca/document/renewable-energy-development-ontario-guide-municipalities/10-overview>

Ministry of Tourism, Culture and Sport. "Guiding Principles in the Conservation of Built Heritage Properties". 2007. http://www.mtc.gov.on.ca/en/publications/InfoSheet_8%20Guiding_Principles.pdf

Natural Resources Canada. "Solar Photovoltaic Energy". 2016. <http://www.nrcan.gc.ca/energy/renewables/solar-photovoltaic/7303>

For information about the City of London's Heritage Conservation Districts visit, www.london.ca

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: E. Seminara
187 Dundas Street
Downtown Heritage Conservation District
Meeting on: Wednesday September 12, 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* for upgrades to the commercial storefront and signage to the building located at 187 Dundas Street, within the Downtown Heritage Conservation District, **BE PERMITTED** with the following terms and conditions:

- (a) 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 187 Dundas Street was altered without obtaining Heritage Alteration Permit approval. This Heritage Alteration Permit application seeks to bring into compliance removal of the existing signage and storefront glazing at the street, and to allow upgrades to the commercial storefront and signage that are in keeping with the heritage character of the Downtown Heritage Conservation District.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to ensure that new construction for an updated commercial storefront and signage is compatible with the heritage character of the Downtown Heritage Conservation District – through the application of terms and conditions.

Rationale of Recommended Action

Unapproved alterations are not compliant with the policies of the *Downtown Heritage Conservation District Plan*. The proposed commercial storefront upgrades and signage are compatible.

Analysis

1.0 Background

1.1 Property Location

The property at 187 Dundas Street is located on the south side of Dundas Street, between Richmond and Clarence Streets (Appendix A).

1.2 Cultural Heritage Status

The property at 187 Dundas Street is located within the Downtown Heritage Conservation District, which was designated under Part V of the *Ontario Heritage Act* on June 27, 2013. 187 Dundas Street is a contributing heritage resource and is recognized

as integral to the broader urban fabric and identified as part of the commercial landscape of the Downtown HCD.

1.3 Description

The cultural heritage resource located at 187 Dundas Street is a three-storey dichromatic brick, commercial building constructed circa 1887 (Appendix B). 187 Dundas Street is part of the Union Block which also includes 183, 185 and 189 Dundas Street. This block is representative of several other late 19th century commercial blocks in the City of London which are identifiable by the use of red brick with stone trim at the lintels and decorative courses (Baker, p85). An ornamental brick corbel table adorns the cornice of the building – unifying the block, while storefronts and signage exhibit variety in the use of materials and detailing. The upper limits of the commercial signage band is uniform – its datum line defined by the sills of the second-floor windows.

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

As per Section 42(1) of the *Ontario Heritage Act*, a Heritage Alteration Permit is required to make alterations to a property within a Heritage Conservation District. As the alterations (specifically the removal of portions of the existing storefront) 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 Heritage Alteration Permit application (Section 42(4), *Ontario Heritage Act*).

2.2 Downtown Heritage Conservation District Plan

The importance of context and compatibility (i.e. heritage resources “fitting in”) is an important principle expressed in the *Downtown Heritage Conservation District Plan* (*Downtown HCD Plan*).

A building is intimately connected to its site and to the neighbouring landscape and buildings. [...] An individual building is perceived as part of a grouping and requires its neighbours to illustrate the original design intent. When buildings need to change there is a supportive setting that should be maintained (*Downtown HCD Plan*, 3.1).

Further, stated goals and policies of the *Downtown HCD Plan* include: encouraging rehabilitation and restoration of heritage buildings that are sensitive and respectful of their historical significance; and, encouraging alterations to heritage resources that are complimentary to the District character and streetscape (*Downtown HCD Plan*, 3.2.1).

Relevant design guidelines in the *Downtown HCD Plan* that apply to this heritage alteration permit application include ones for Storefronts (6.1.3.1) and Signage (6.1.3.4). Particular to storefronts in the Downtown HCD is the retention of a high proportion of glazing (approx. 80%) and recessed entries, and the retention and restoration of decorative features and detailing found on transoms, cornices, pilasters and corner posts. Internally illuminated signs are discouraged in the Downtown HCD. Guidelines

state that new signs should be compatible with the building in terms of size, scale, material, style and colour, and should not obscure, damage or destroy character-defining elements. Finally, guidelines state that signage should be located in areas of the building that have traditionally been used for signage; on storefronts, this has typically been above the display window(s) and below the cornice.

3.0 Heritage Alteration Permit Application

As per Section 42(1) of the Ontario Heritage Act, a Heritage Alteration Permit is required to make alterations to a property within a Heritage Conservation District. Heritage staff noted unapproved alterations underway at 187 Dundas Street (specifically the removal of portions of the existing storefront), and a letter was sent to the property owner on July 10, 2018; work was immediately halted.

A Heritage Alteration Permit application was submitted by the applicant, on behalf of the property owner and received on August 29, 2018. The applicant has applied for a Heritage Alteration Permit to:

- Bring into compliance – with the *Ontario Heritage Act* and policies of the *Downtown HCD Plan* – removal of existing signage and storefront glazing, and the:
 - installation of a new storefront glazing system (Appendix C)
 - new soffit and side alcove tiling
 - new power door operator
 - existing metal trim on either side of storefront opening to remain
 - existing floor tiling to remain
 - installation of new signage within existing signboard (Appendix C)
 - preparation of existing plywood sheathing at signboard to receive new composite backboard for signage
 - *Hardie* board 'Reveal' panel system over existing sheathing with aluminum trim surround
 - new fascia capping signboard
 - new sign graphics

Per Section 42(4) of the *Ontario Heritage Act*, the 90-day timeline for the Heritage Alteration Permit application will expire on November 27, 2018.

4.0 Analysis

The proposed work outlined in this application complies with the overall approach and guidelines applying to storefronts and building signage in sections 6.1.3.1 and 6.1.3.4 of the *Downtown HCD Plan*. Commercial heritage components and decorative features are appropriately used in the proposed storefront design (i.e. signboard, display windows, retained metal side-trim), as are decorative features used on the signboard (i.e. added fascia). Signage is also limited to the horizontal band over the storefront. The retention of a small recessed entranceway and a high percentage of storefront glazing, strengthens existing downtown patterns and rhythms found in commercial storefronts, helping to foster interest at street level. The proposed signage does not detract from, obscure or destroy any important heritage features and improves the streetscape of Dundas Street. Signage is located where a previous sign was located and fastening does not result in any additional harm to the exterior masonry surface.

5.0 Conclusion

Removal of existing signage and storefront glazing at 187 Dundas Street – a contributing resource in the Downtown Heritage Conservation District – was initiated without a Heritage Alteration Permit. Upgrades proposed to the commercial storefront and signage conforms with the policies and guidelines of the *Downtown HCD Plan*, and it is recommended that the Heritage Alteration Permit application be approved.

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

August 28, 2018
LED/

- Appendix A Property Location
- Appendix B Images
- Appendix C Façade Upgrades and Design Proposal

Sources

Baker, M. 2000. A call respectfully solicited: Retailers and their stores. In *Downtown London – Layers of time*, ed. M. Baker, 76-91. London, ON: City of London and London Regional Art and Historical Museums.

London Advisory Committee on Heritage. 2006. *City of London Inventory of Heritage Resources*. London, ON: City of London.

Rice, M. 2009. *Rice's Architectural Primer*. London, UK: Bloomsbury Publishing Plc.

Appendix A – Map

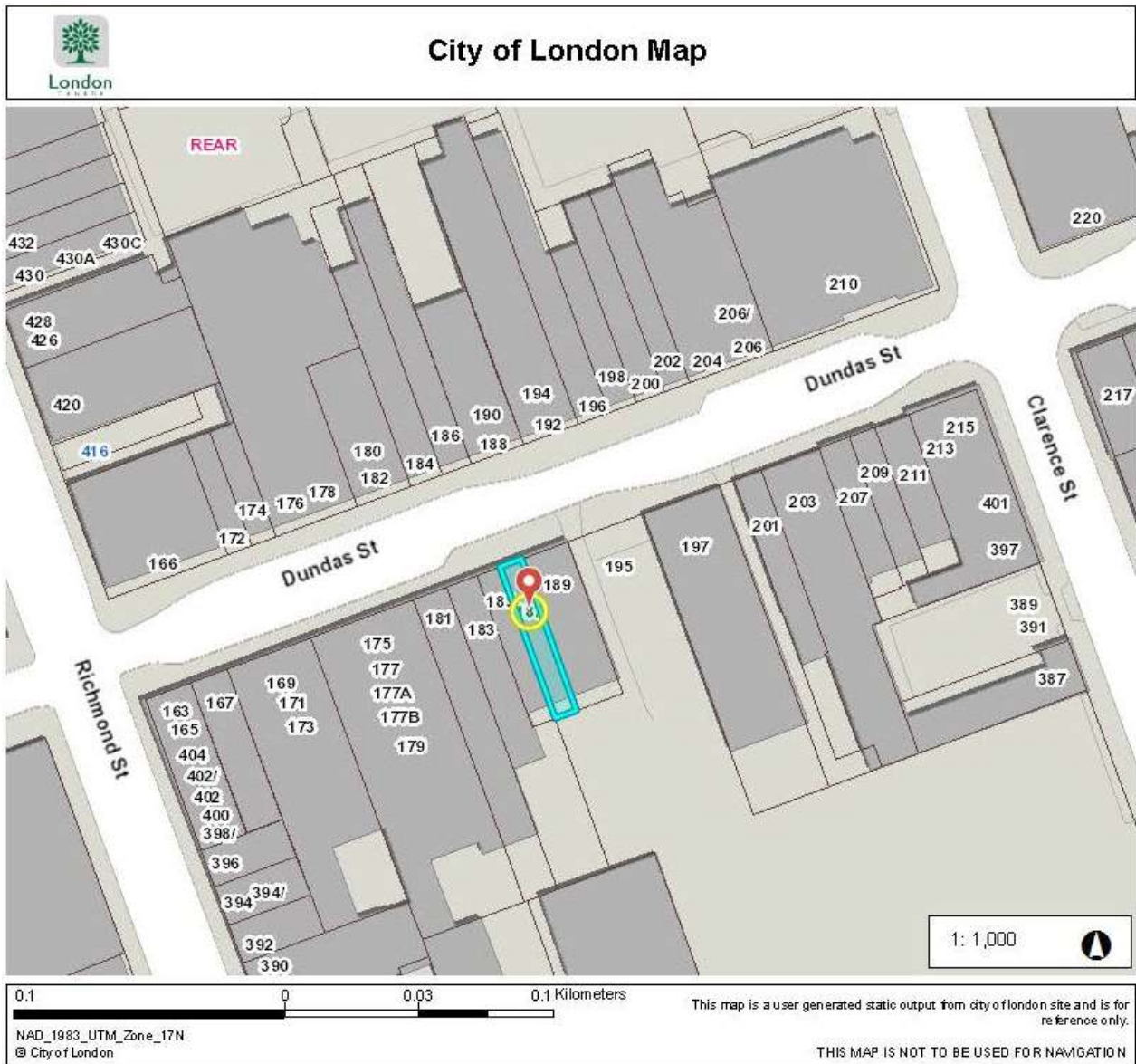


Figure 1: Property location of 187 Dundas Street

Appendix B – Images



Image 1: View Union Block at 183, 185, 187 and 189 Dundas Street (August 9, 2018)



Image 2: View of 187 Dundas Street (August 9, 2018)

Appendix C – Façade Upgrades and Design Proposal

FACADE UPGRADES
AND DESIGN PROPOSAL FOR:

VAPEMEET

187 DUNDAS STREET, LONDON, ONTARIO

VAPEMEET - 187 DUNDAS STREET

D0 - DESIGN PROPOSAL

AUGUST 28, 2018





1
D1 LOCATION PLAN AND SCOPE OF WORK
SCALE: 1/2" = 1'-0"



2
D1 KEY ELEVATION & SCOPE OF WORK
SCALE: 3/16" = 1'-0"

VAPEMEET - 187 DUNDAS STREET

D1 - PROJECT LOCATION & SCOPE OF WORK

07/23/18



NOTE: GREY HATCHED AREA INDICATES SPACE NOT IN SCOPE OF WORK

EXISTING WINDOWS TO REMAIN

EXISTING WINDOWS TO REMAIN

EXISTING WALL VENT TO REMAIN

EXISTING PLYWOOD SHEATHING

EXISTING METAL TRIM TO REMAIN

Roof

Level 3

Level 2

UNION 1887 BLOCK

1
D2

PROPOSED BUILDING ELEVATION DEMOLITION
SCALE: 3/16" = 1'-0"

NOTE: GREY HATCHED AREA INDICATES SPACE NOT IN SCOPE OF WORK

Roof

EXISTING WINDOWS TO REMAIN

Level 1

EXISTING WINDOWS TO REMAIN

EXISTING WALL VENT TO REMAIN

Level 3

Level 2

1
D4

UNION 1887 BLOCK

VAPEMEET

Level 1

2
D2

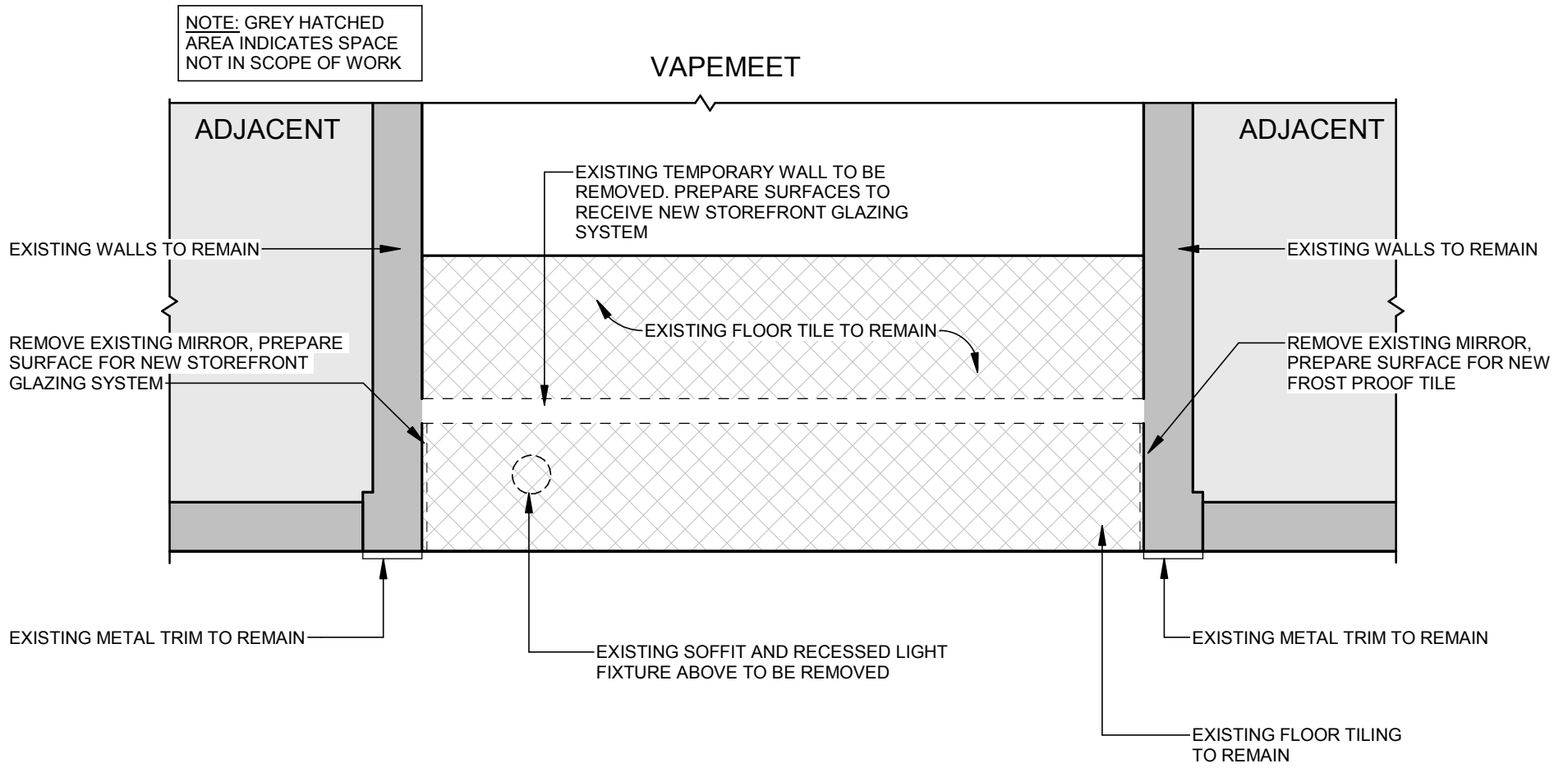
PROPOSED BUILDING ELEVATION
SCALE: 3/16" = 1'-0"

VAPEMEET - 187 DUNDAS STREET

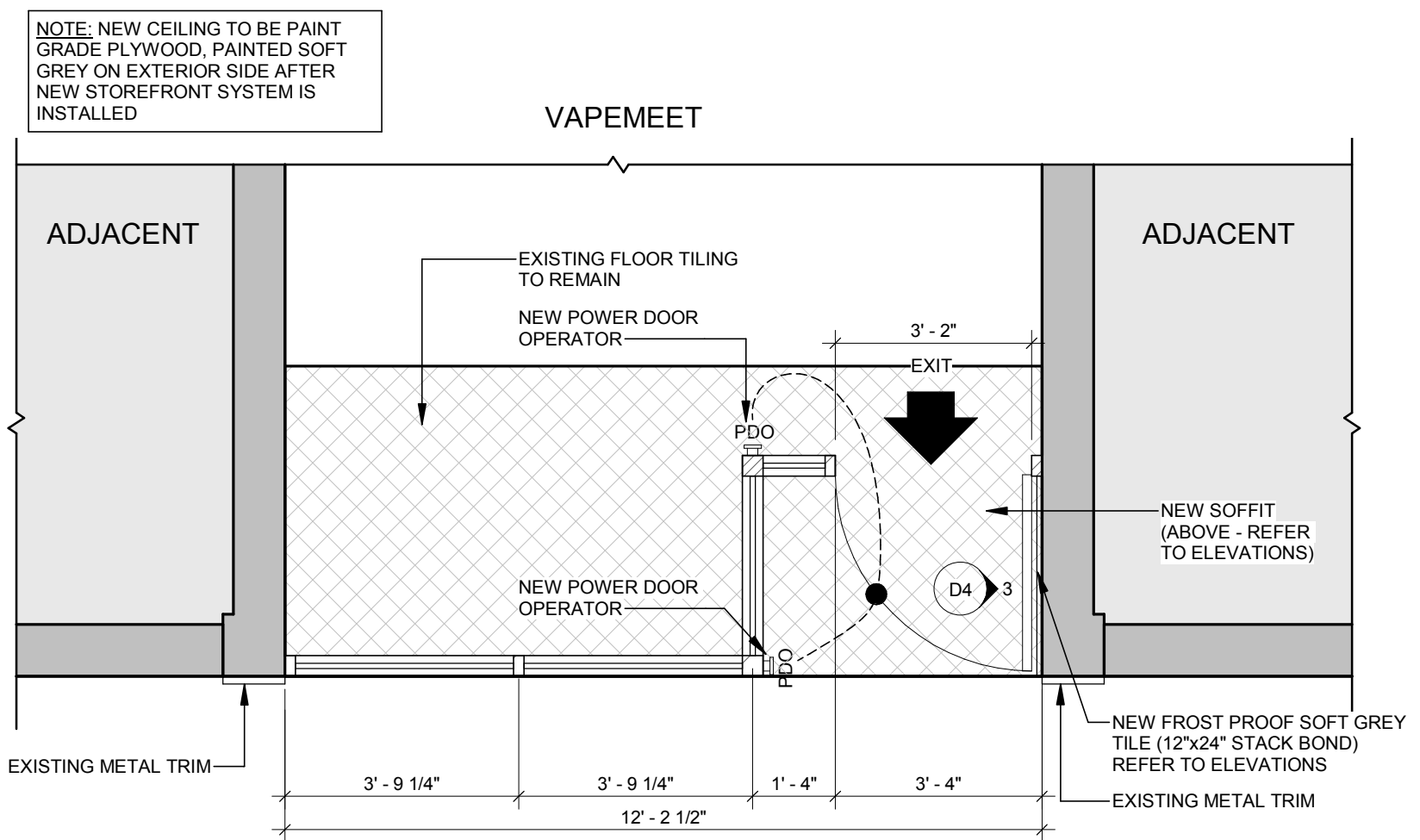
D2 - PROPOSED EXTERIOR BUILDING ELEVATION & DEMOLITION ELEVATION

07/23/18





1 PROPOSED FLOOR PLAN DEMOLITION
D3 SCALE: 3/8" = 1'-0"



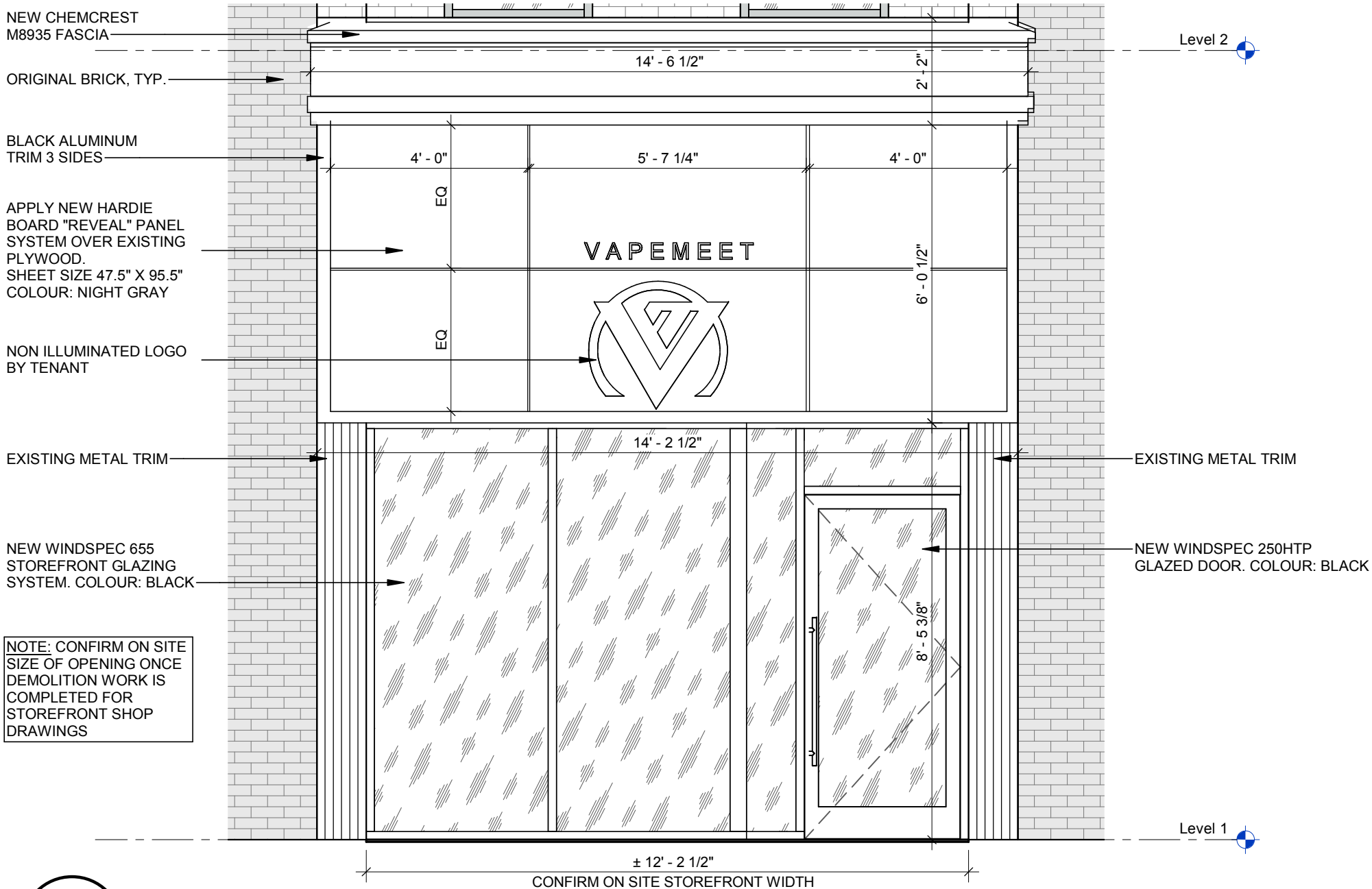
2 PROPOSED FLOOR PLAN
D3 SCALE: 3/8" = 1'-0"

VAPEMEET - 187 DUNDAS STREET

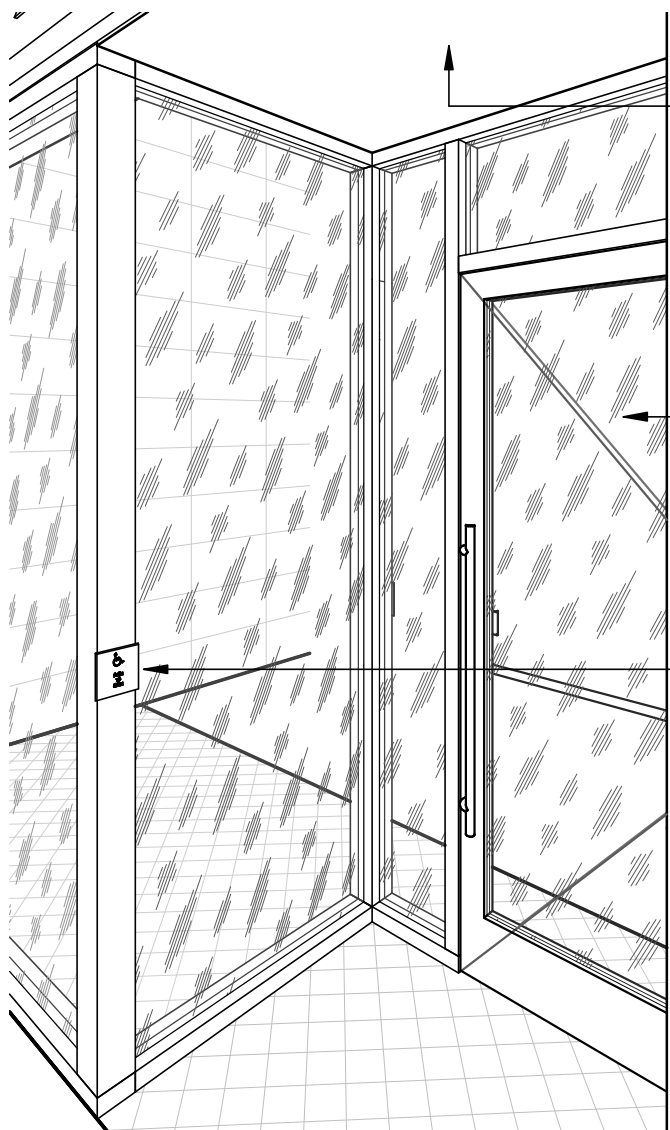
D3 - PROPOSED EXTERIOR FACADE FLOOR PLAN & DEMOLITION FLOOR PLAN

07/24/18

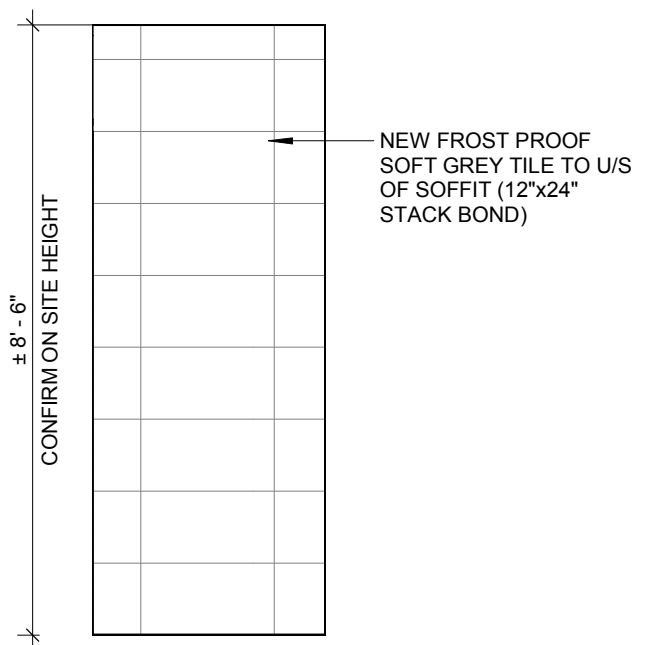




1 PROPOSED ELEVATION
D4 SCALE: 3/8" = 1'-0"



2 PROPOSED ENTRANCE PERSPECTIVE
D4 SCALE: N.T.S



3 EXT. ELEV.
D4 SCALE: 3/8" = 1'-0"

VAPEMEET - 187 DUNDAS STREET

D4 - PROPOSED EXTERIOR FACADE ELEVATION

07/24/18



EXISTING WINDOWS TO REMAIN

EXISTING WINDOWS TO REMAIN

EXISTING WALL VENT TO REMAIN

NEW CHEMCREST M8935 FACIA

APPLY NEW HARDIE BOARD
"REVEAL" PANEL SYSTEM
OVER EXISTING PLYWOOD
SHEET SIZE: 47.5" X 95.5"
COLOUR: NIGHT GRAY

EXISTING WOOD TRIM

NEW WINDSPEC 655
STOREFRONT GLAZING SYSTEM.
COLOUR: BLACK

EXISTING METAL TRIM

VAPEMEET

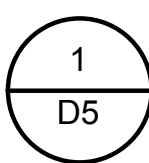


NEW PAINT GRADE PLYWOOD SOFFIT,
PAINTED SOFT GREY ON EXTERIOR U/S

NEW WINDSPEC 250HTP GLAZED
DOOR. COLOUR: BLACK

NEW FROST PROOF SOFT GREY
TILE (REFER TO ELEVATIONS)

EXISTING METAL TRIM



PROPOSED EXTERIOR FACADE PERSPECTIVE

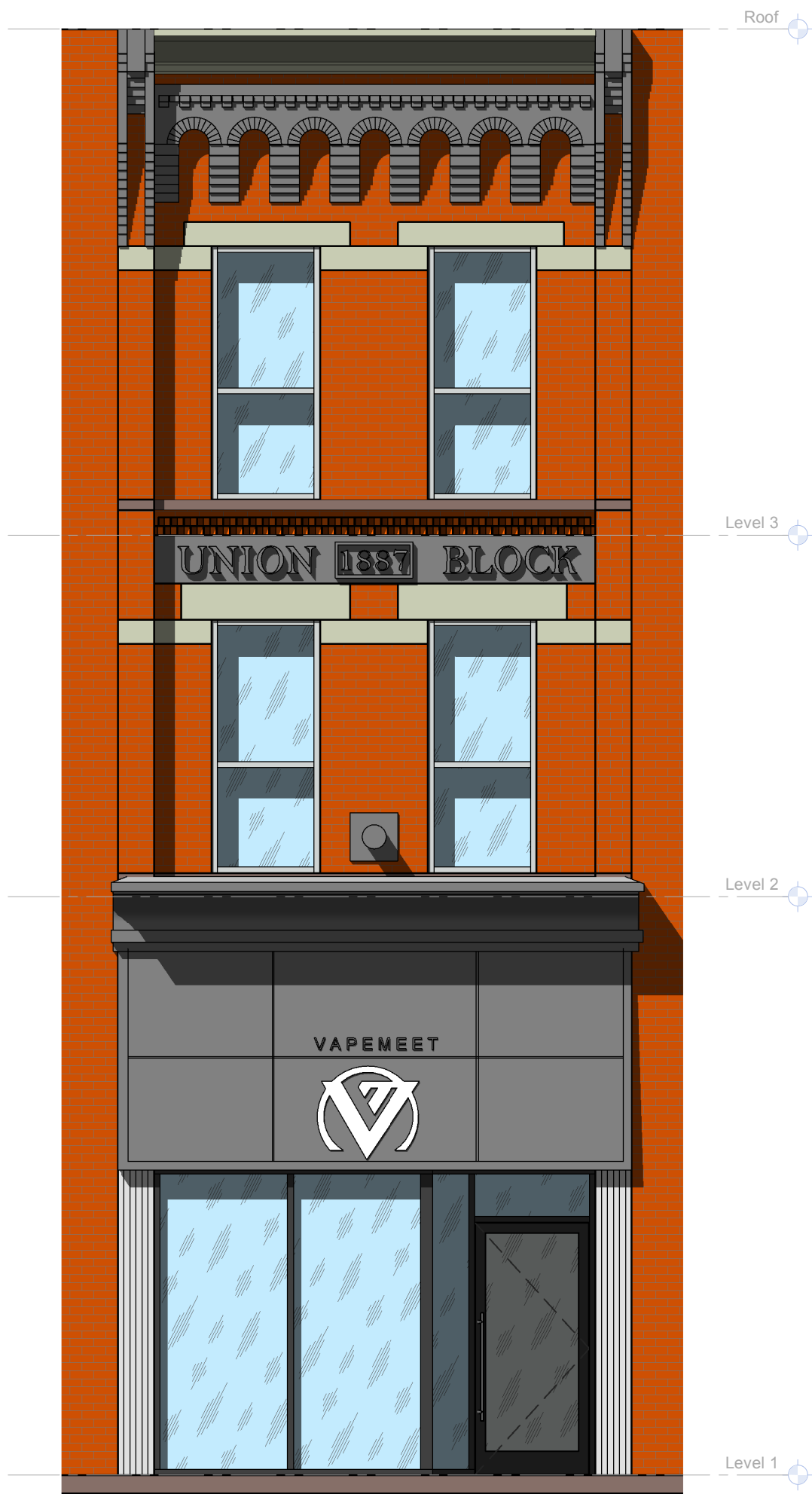
SCALE: N.T.S

VAPEMEET - 187 DUNDAS STREET

D5 - PROPOSED EXTERIOR FACADE PERSPECTIVE

07/24/18





1
D6

PROPOSED BUILDING ELEVATION - COLOURIZED

SCALE: 1/4" = 1'-0"

VAPEMEET - 187 DUNDAS STREET

D6 - PROPOSED EXTERIOR FACADE COLOURIZED

08/02/18



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: Request for Designation of 432 Grey Street by the Trustees of the London Congregation of the British Methodist Episcopal Church in Canada

Meeting on: Wednesday September 12, 2018

Recommendation

That, on the recommendation of the Managing Director, Planning and City Planner, with the advice of the Heritage Planner, this report **BE RECEIVED** and 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 intent to designate the property located at 432 Grey Street to be of cultural heritage value or interest for the reasons outlined in Appendix D of this report.

Executive Summary

Summary of Request

At its meeting held on June 12, 2018, Municipal Council directed Heritage Planners to prepare a Statement of Cultural Heritage Value or Interest for the Fugitive Slave Chapel at its new location at 432 Grey Street (Resolet 3.1-10-PEC), pursuant to direction from the Municipal Council during the repeal of the heritage designating by-law for 275 Thames Street.

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*.

Rationale of Recommended Action

Staff completed an evaluation of the property at 432 Grey Street 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 432 Grey Street is located on the north side of Grey Street between Colborne and Maitland Streets (Appendix A). The property is adjacent to 430 Grey Street, the location of the Beth Emanuel British Methodist Episcopal Church (c1868), which is designated under Part IV of the *Ontario Heritage Act* as well as being listed on the Canadian Register of Historic Places (CRHP).

The area surrounding 432 Grey Street is commonly known as the SoHo (South of Horton) Neighbourhood, and has existed within the same boundaries since London's inception in 1840. Historically, this area has been associated with the Black settlement in London during the mid-1800's, and its early days as a place of refuge on the Underground Railroad.

1.2 Cultural Heritage Status

The property at 432 Grey Street is not presently listed on the *Register (Inventory of Heritage Resources)*, however, the building on this property (known as the Fugitive

Slave Chapel) was previously designated at its original location at 275 Thames Street (L.S.P.-3432-10). In November 2014, the Fugitive Slave Chapel was moved from 275 Thames to 432 Grey Street, and Municipal Council direction has since been (pursuant to direction during the repeal of designating by-law L.S.P.-3432-10) to re-designate the building once its relocation was complete.

1.2.1. Background: Current Heritage Status

In March 2013, a request for demolition was made by then owner of 275 Thames Street (along with two other properties at 277 and 281 Thames Street). All three properties were listed on the *Register (Inventory of Heritage Resources)*. At its meeting on April 30, 2013, Municipal Council concurred with the Planning and Environment Committee's (PEC) recommendations, specifically that it: 1) did not intend to designate the properties at 277 and 281 Thames Street; and, 2) defer[red], with the owner's consent, the demolition request for 275 Thames Street pending the possible relocation of the building to another site. Due to a perceived degree of uncertainty regarding the future of the Slave Chapel building, the PEC recommended that Municipal Council issue a notice of its Intention to Designate the property at 275 Thames Street under Section 29 (Part IV) of the *Ontario Heritage Act* as a building of cultural heritage value or interest (PEC, September 24, 2013). On December 3, 2013, 275 Thames Street was designated by By-Law L.S.P.-3432-10. In November 2014, the slave chapel was moved (excluding an attached garage and rear kitchen wing) from its original address at 275 Thames Street to 432 Grey Street. In February 2016, designation of 275 Thames Street was repealed – by By-Law L.S.P.-3450-64 – to allow for its re-designation on its new property at 432 Grey Street (2015-11-11 Resolet 2015-C01A; 2/24-PEC). In June 2018, Municipal Council directed that a Statement of Cultural Heritage Value or Interest be prepared for the Fugitive Slave Chapel at its current location at 432 Grey Street (2018-06-13 Resolet 3.1-10-PEC).

1.3 Description

The building located at 432 Grey Street (known as the Fugitive Slave Chapel) is a 1-storey, wood-framed structure built in the vernacular style. Archival research suggests that the original structure was built in the mid-19th century, between 1853 and 1855 (Jenkins, pp6-10). The building is approximately 732 sf [24' x 30'-6"] (Rutledge). The wood superstructure – for the most part – is original and constructed with bents of Eastern White Pine (Knight). Inspection in 2015 by structural engineer James Knight shows that: “the materials of construction, and the ways in which they were used, are all very representative of good quality, mid-1800s Ontario construction” (Knight, p3).

Originally located at 275 Thames Street, the building then sat on a stone foundation and was likely raised and replaced with cement block with the addition of a crawl space (Jenkins, p12). At its currently location at 432 Grey Street, the building sits on a new poured concrete foundation (which includes a full basement) and steel beams that support the main floor (Appendix B). The building has a pitched-end, front facing gable roof. The front entrance is centered between two window openings to form a symmetrically balanced front façade. The original roof form remains, now clad with modern asphalt shingles. The exterior had been clad in a combination of angel stone and aluminum siding – another modern intervention; most of this cladding has since been removed.

Over the years, there has been an accrument of internal and external materials that have obscured the building's original details; pictorial archival records are also scarce, which has made it difficult to piece together a complete picture of what the original Slave Chapel building may have looked like. Since 2015, a team of heritage experts and members from the Fugitive Slave Chapel's Preservation Project Committee have tasked themselves with carefully tearing back the multiple layers of accumulated materials covering up the building (Tausky, 2017; 2018). This first-hand, on-site investigation coupled with a review of the earliest known photograph depicting the Slave Chapel (Appendix C), have yielded the following about its likely original attributes:

- Original timber-frame building was very solidly constructed, with four east-west bents inserted in thick beams, sills, and plates, and with vertical studs inserted between;

- Exterior clad with tongue and groove pine clapboards;
 - façade was distinguished by the use of narrower boards (1x4 T&G) than those used along the sides and back
- The seven windows were once the same, fairly large size and while symmetrically placed on the front and back, the two on the west and one on the east seemed to have been located simply for considerations of convenience;
 - 4 over 4 sash windows
 - peaked-arched window shape with similarly peaked wooden window trim
- Side door at rear;
- Transom above front door;
- Central chimney;
- Interior consisted of one large room – proven by the existence of horizontal, beaded wainscoting along the inside of all exterior walls; and,
- Building-wide podium was never constructed across the north part of the structure – indicated by removal of the added hardwood flooring in the northwest section of the house

To prevent its demolition, the building was moved in November 2014 from its original address at 275 Thames Street to 432 Grey Street. Now situated alongside the historic Beth Emanuel Church at 430 Grey Street, both buildings – side-by-side – represent two eras of a common history of the Black community in London. Originally functioning as a place of worship in the mid-1800s for members of London’s African Methodist Episcopal Church, sometime after 1869, the Fugitive Slave Chapel was converted to a residential dwelling; its use remained so to the present. Prior to relocation, the building was abandoned – used for storage by Aboutown Transport – and the integrity of its structure and historical content remained vulnerable. With its relocation to 432 Grey Street, plans are to restore and repurpose the building, likely to be used as “a museum and education place; teaching about Slavery, the Underground Railroad and London’s Black history” (McNeish). Currently it is covered with a tarpaulin.

1.4 Historical Background^a

The building at 432 Grey Street was originally located at 275 Thames Street, part of Lot 26, south of Bathurst Street, in the City of London. Recent research by H. Neary has established a chain of title dating to 1847 when Crown Land was acquired (Appendix C). Records show that on September 6, 1847, carpenter William Clark received the original deed for the lot. The *Indenture* describes the property’s location: “Lot 26 commencing at 118 feet south of the south side of Bathurst Street, running 30 feet along Thames Street then east 110 feet”. On October 14, 1847 Clark sold his parcel of the lot for twenty two pounds and two shillings (£22 10s.) to the Trustees of the “African Methodist Church [...] in trust that they shall erect, or cause to be built there on, a house or place of worship for the use of the Members of the African Methodist Episcopal Church.” Trustees included William Hamilton, Benjamin Harris, Henry James, Henry Logan, John Osburne, Thomas Wingate, and George Winemiller; all were members of London’s Black community. Described as being located in the “heart of the ‘Hollow’”, this area was where many Black Londoners lived prior to being able to afford to buy or rent property in other parts of the City (Jenkins, 6; ref Neary).

Sometime after 1848, Trustees of the “African Methodist Church” built a small frame church on Thames Street. The precise date of its construction is not known for sure, but based on Jenkins’ research, the building of the Slave Chapel was likely completed between 1853 and 1855 (Jenkins, 6-10). This date range was established based on: 1) the *Abstract of Deeds* for both Lots 25 and 26, south of Bathurst; 2) *Railton’s* 1856-1857 City Directory; 3) the *Indenture* (Instrument 104) from the land records; and, 4) an examination of works of art depicting the area in and around the property at 275

^a Historical background drawn from T. Jenkins, January 20, 2015. “Conservation Plan 2014: The Fugitive Slave Chapel, 432 Grey Street, City of London, ON,” pp4-10.

Thames Street. These combined sources also confirm that the building at 275 Thames Street was a place of worship for London's Black community by the mid-1850's.

With the abolishment of slavery across the British Empire (1833) and by means of the Underground Railroad, Upper Canada became a sanctuary for Black slaves from the U.S. Most of the Black immigrants coming to Canada before the Civil War settled in the larger towns and cities; by the 1840s, the London area had a sizeable number of Black refugees. As a consequence of the United States' Fugitive Slave Act, the number of "fugitive slaves" passing through the Underground Railroad reached its peak between 1840 and 1860 (Jenkins, 4; ref Ontario Heritage Trust). According to D. Hill in *Freedom Seekers*, "London was a prime sanctuary as it was small, offered fugitive slaves a cheap place to live and, being inland, there was less of a threat of kidnapping" (Jenkins, 4; ref Hill, 51). City records reveal that London had also become an important central meeting place for Black refugees from other parts of Ontario (Jenkins, 5; ref Hill, 54). It is suggested that John Brown – an American anti-slavery advocate of the pre-Civil war period – visited London on more than one occasion, and it is possible the chapel was associated with these visits. It is reputed that in the summer of 1858, John Brown stopped by the "little church on Thames Street" and *held a meeting to recruit people to help with the cause* (Jenkins, 5; ref Carty).

"Two old city residents, one of whom came in 1842, told Carty that Brown was regularly in London in the early summer of 1853, and that he was regarded as a fanatic. One of the men also said that Brown was the principle speaker at a meeting of black people in the little church on Thames Street, when only those who had the password were admitted. Apparently a plan was formulated to create a company of blacks to be drilled in London who would join their brothers from Windsor, Chatham and St. Catharines when the time was ripe for a raid on American slave holders" (Grainger, 46).

Religion was important to London's African Americans as their deep faith gave them hope after a long period of oppression. The African Methodist Church (i.e. the Fugitive Slave Chapel) ultimately symbolized a spiritual gathering place that provided a sense of freedom and safety.

With an increase in prosperity, many in the Black community relocated to an area near the corner of Grey and Maitland streets (Judge, et al., sec 4). In May 1869, the Trustees of the British Methodist Episcopal Church sold 275 Thames Street, and the congregation moved to 430 Grey Street where a new, larger church was built – known as Beth Emanuel British Methodist Episcopal Church. After 1869, the once Slave Chapel building at 275 Thames Street became a residential dwelling. From 1944 to 2000 it was owned and occupied by members of the Mancari Family. Since 2000, it has been used for storage purposes by Aboutown Transport. More recently in November 2014, the Slave Chapel building was moved to 432 Grey Street, a vacant lot beside 430 Grey Street, its daughter church – Beth Emanuel British Methodist Church. Beth Emanuel is designated under Part IV of the *Ontario Heritage Act* as well as being listed on the Canadian Register of Historic Places (CRHP)

1.5 Request to Designate

At the May 9, 2018 meeting of the London Advisory Committee on Heritage (LACH), Rev. Dr. Delta McNeish – pastor at Beth Emanuel (BMEC) Church – addressed the LACH and indicated support for designation of 432 Grey Street. In June 2018, Municipal Council directed that a Statement of Cultural Heritage Value or Interest be prepared for the Fugitive Slave Chapel at its current location at 432 Grey Street (2018-06-13 Resolet 3.1-10-PEC).

2.0 Legislative and Policy Framework

2.1 Provincial Policy Statement and Official Plan

The *Provincial Policy Statement* (2014), issued pursuant to Section 3 of the *Planning Act*, provides policy direction of matters of provincial interest related to land use planning and development. Section 2(d) of the *Planning Act* identifies "the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest" as matters of provincial interest. The *Planning Act* requires that all decisions affecting land use planning matters "shall be consistent with" the *Provincial Policy*

Statement.

Provincial Policy Statement 2.6.1 states that “significant built heritage resources and significant cultural heritage landscapes shall be conserved.” “Significant” is defined in the in the Provincial Policy Statement 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.”

Chapter 13 of the *Official Plan* (1989, as amended) includes the objective to “protect in accordance with Provincial policy those heritage resources which contribute to the identity and character of the City.” Policies support the designation of properties under the *Ontario Heritage Act*.

The protection of our cultural heritage resources is one of the strategic directions (Direction #7-5) of *The London Plan* (adopted 2016). Policies of the Cultural Heritage section of the City Building Policies support the identification and conservation of cultural heritage resources using the policy tools of *The London Plan* and the *Ontario Heritage Act*.

2.2 Ontario Heritage Act

Section 29 of the *Ontario Heritage Act* enables municipalities to designate properties to be of cultural heritage value or interest as per prescribed criteria (Regulation 9/06), 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); however, the final decision regarding designation is made by Municipal Council. Should no appeals be received within the 30-day appeal period, the property is designated. Owner consent is not required for designation under the *Ontario Heritage Act*.

2.3 Strategic Plan and Roadmap SoHo

The *Strategic Plan for the City of London 2015-2019* identifies heritage conservation as an integral part of “Building a Sustainable City” (6.B). Key neighbourhood place initiatives outlined in *Roadmap SoHo* – a community improvement plan (CIP) for regeneration of this area – focus on preserving, promoting and celebrating SoHo’s heritage (pp2, 33). The SoHo Neighbourhood has a history from the early days of London, as a place of refuge on the Underground Railroad.

3.0 Cultural Heritage Evaluation

3.1 Criteria for Determining Cultural Heritage Value or Interest

Research and evaluation were undertaken to determine if the building at 432 Grey Street merits protection under Section 29 of the *Ontario Heritage Act*. 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:

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

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

3.2 Evaluation

A summary of the evaluation of the property at 432 Grey Street is highlighted in the table below:

Criteria for Determining Cultural Heritage Value or Interest – O. Reg. 9/06		
Criteria		Evaluation
The property has design value or physical value because it,	Is a rare, unique, representative or early example of a style, type, expression, material, or construction method	<ul style="list-style-type: none"> ✓ early wood-framed structure dating from (1853-1855), built in the vernacular style ✓ the structure, originally used for the intended purpose as a house of worship, marks the oldest extant structure used as a church in London and is the first African Methodist church in London
	Displays a high degree of craftsmanship or artistic merit	<ul style="list-style-type: none"> ✓ the materials of construction, and the ways in which they were used, are all very representative of good quality, mid-1800s Ontario construction
	Demonstrates a high degree of technical or scientific achievement	not believed to demonstrate a high degree of technical or scientific achievement
The property has historical value or associative value because it,	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	<ul style="list-style-type: none"> ✓ it has association with the Black community which took shape in the formative years of London's early growth ✓ its use as a chapel as a branch of the African Methodist Episcopal Church which, in 1856, became the British Methodist Episcopal Church. ✓ its association with the later construction of Beth Emanuel British Methodist Church at 430 Grey St ✓ it is a built remnant of the community of African Canadians whose roots are anchored in the history of the Underground Railroad
	Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	
	Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	<ul style="list-style-type: none"> ✓ structure associated with the Underground Railway with probable links to the activities of John Brown, the American anti-slavery advocate of the pre-Civil war period
The property has contextual value because it,	Is important in defining, maintaining, or supporting the character of an area	not believed to support or maintain the character of the immediate area surrounding the property
	Is physically, functionally, visually, or historically linked to its surroundings	<ul style="list-style-type: none"> ✓ historically linked to its surroundings in SoHo as an area where – in the late 1800s – a more prosperous Black community relocated from the Thames St area ✓ situated adjacent to Beth Emanuel Church at 430 Grey St, together both buildings represent two eras of a common history of the Black community in London
	Is a landmark	not considered to be a landmark

Table 1: Evaluation of the property at 432 Grey Street using the criteria of O. Reg. 9/06

4.0 Conclusion

432 Grey Street is a significant cultural heritage resource in the City of London and should be protected under Section 29 of the *Ontario Heritage Act*. The Statement of Cultural Heritage Value or Interest, found in Appendix D, articulates the significance of this property.

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

September 5, 2018
LED/

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

Sources

October 4, 1847. *“The Indenture”, Sale of part Lot 20 south Bathurst Street, Instrument #104*, on microfilm, n.p. London, ON: Land Registry Office.

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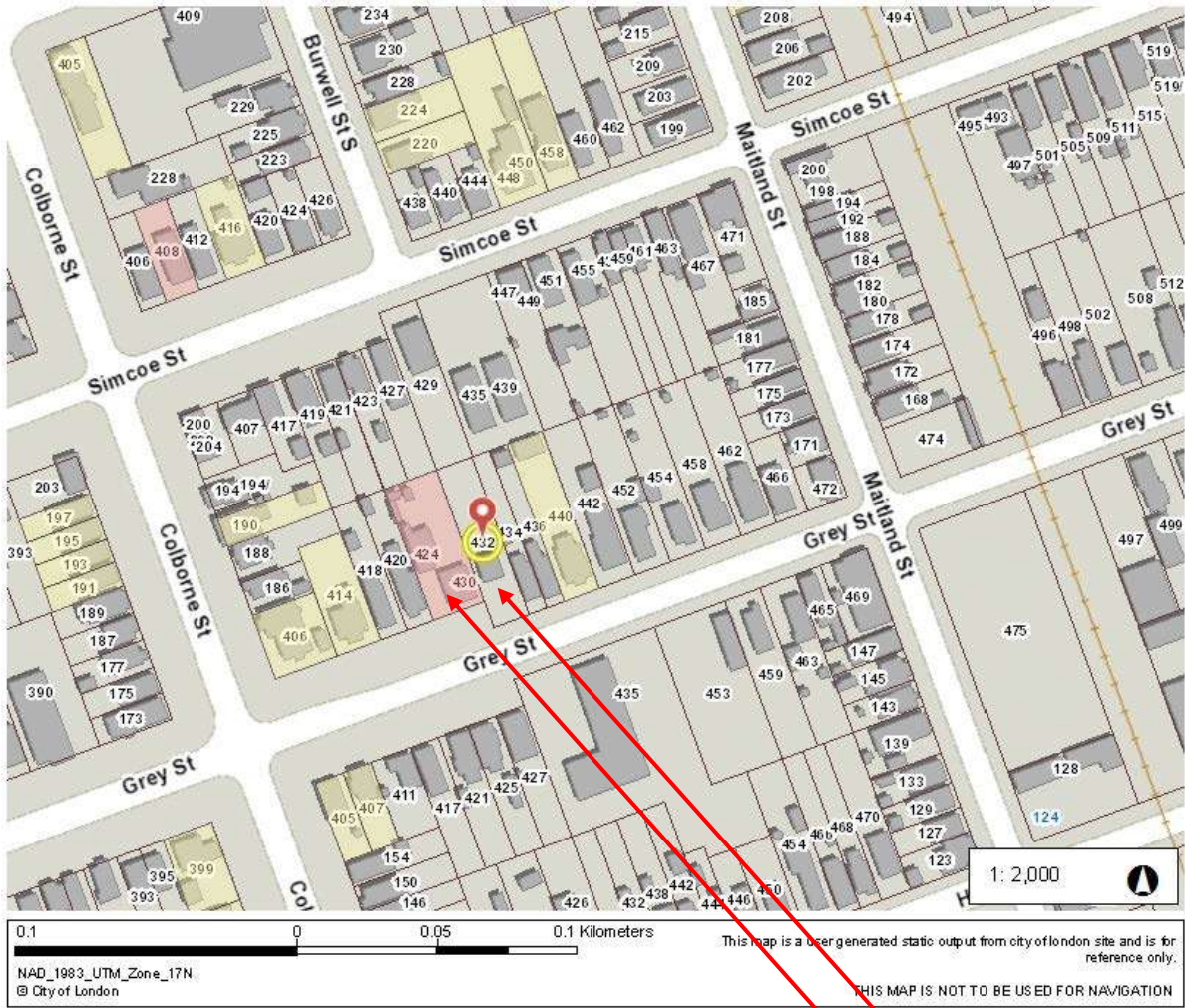
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Appendix A – Property Location



Map 1: Property location of 432 Grey Street

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

432 Grey Street
430 Grey Street – Beth Emanuel Church



Map 2: Aerial View of 432 Grey Street and adjacent properties

Appendix B – Images



Image 1: Photograph of plaque installation at 275 Thames Street by the London Public Library in recognition of the property's historical significance (August 1986)



Image 2: Photograph of the building at 275 Thames Street in 2001, front facade



Image 3: Photograph of the property at 275 Thames Street in 2012 showing streetscape



Image 4: Photograph of the building at 275 Thames Street on November 17, 2014 being lifted for relocation to 432 Grey Street



Image 5: Photograph of the Fugitive Slave Chapel building being relocated to 432 Grey Street, November 11, 2014



Image 6: Photograph of the Fugitive Slave Chapel building being position onto new concrete foundation at 432 Grey Street, April 24, 2015



Image 6: Photograph of Beth Emanuel British Methodist Church and Fugitive Slave Chapel side-by-side on Grey Street properties (April 15, 2015)



Image 7: Fugitive Slave Chapel building covered with a tarpaulin (July 27, 2017)

Appendix C – Historical Information

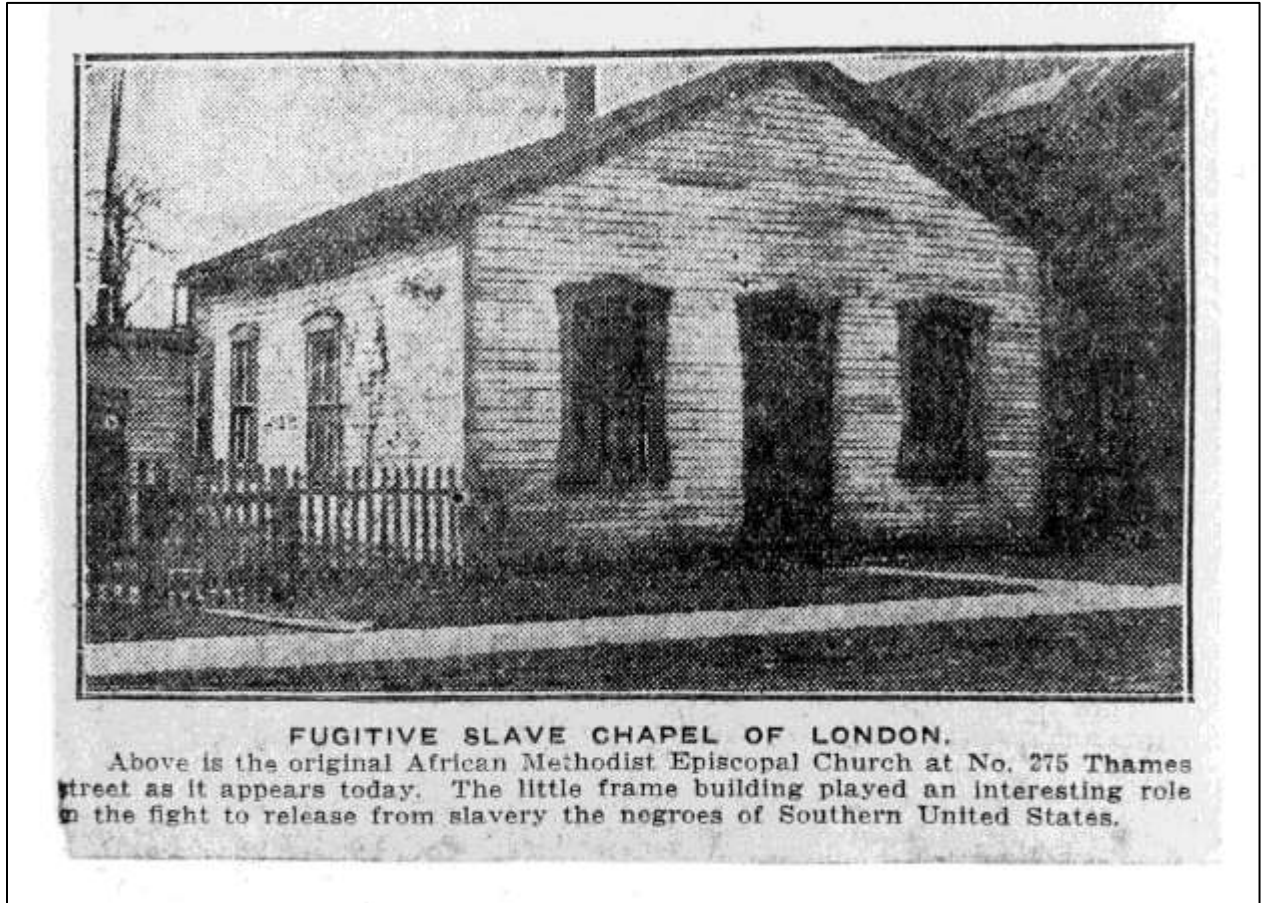


Figure 1: 1926 London Advertiser photograph of the "Fugitive Slave Chapel" (Carty, 1926)

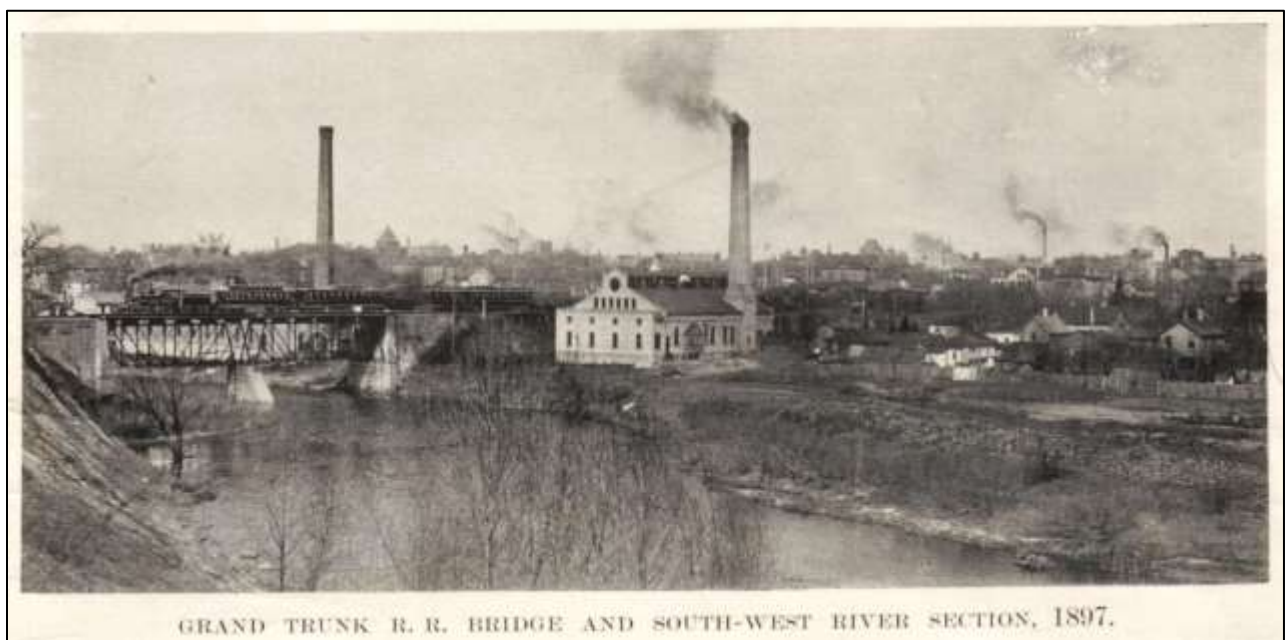


Figure 2: 1897 view from Wortley Road of properties backing the Thames River at Thames Street



Figure 3: Detail of Sheet 41 of the 1892, revised 1907 Fire Insurance Plan showing the property at 275 Thames Street, prior to relocation to 432 Grey Street. Courtesy Western Archives.

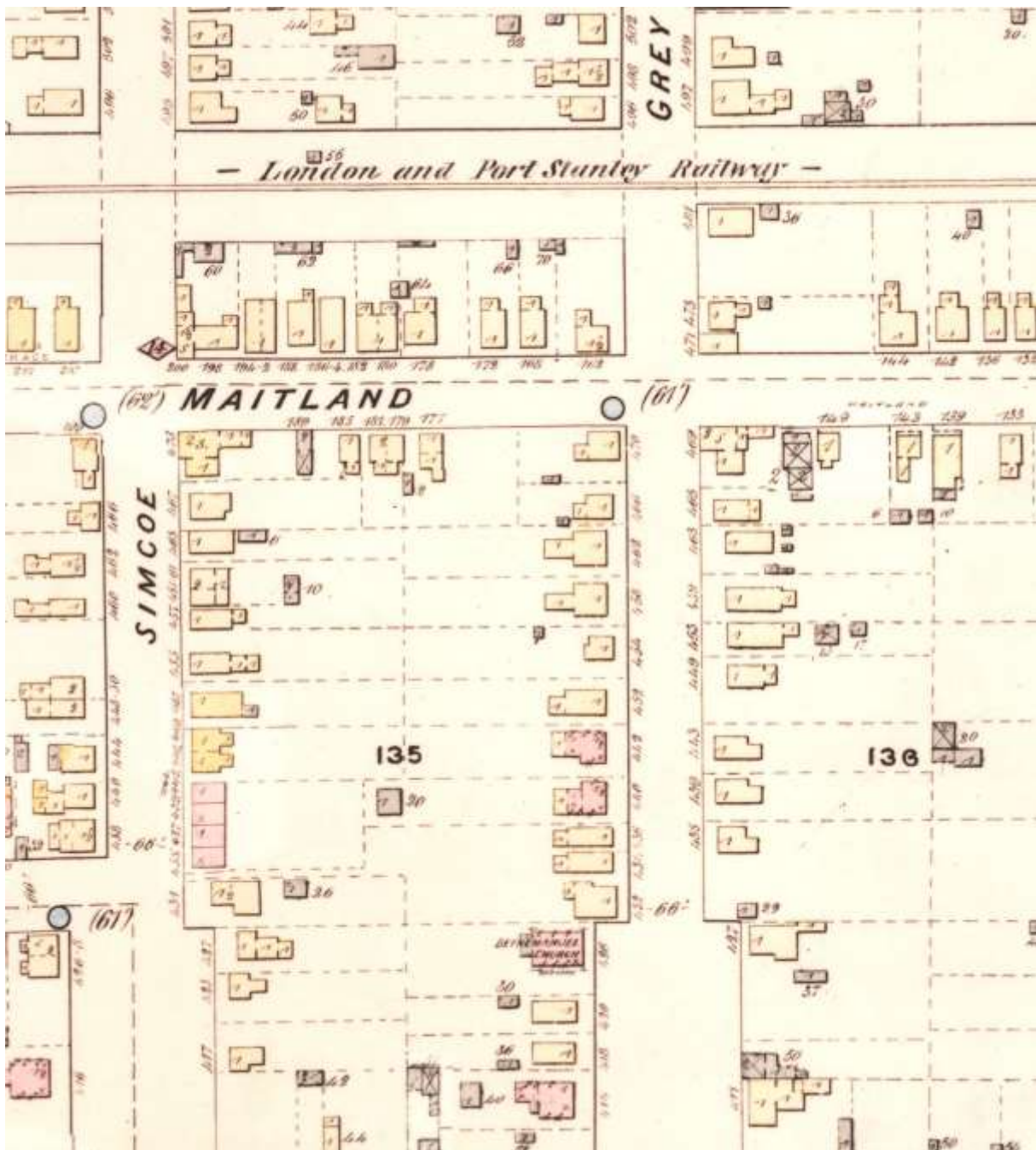


Figure 4: Detail of Sheet 25 of the 1881, revised 1888 Fire Insurance Plan showing the property at 432 Grey Street, adjacent to 430 Grey Street property with Beth Emanuel Church indicated. Courtesy Western Archives.

Figure 5: Chain of Title for 275 Thames Street, 1847-1944 (compiled by H. Neary)

Chain of Title, part Lot 26, S. Bathurst St., currently 275 Thames St.

1. Patent, 8 Sept. 1847, Crown to William Clark, all ½ acre.
2. #104, B&S, 14 Oct 1847, WC to Wm Hamilton et al (trustees, AME Church), 30x110, £22.10s, African Methodist Church.
3. #9225, B&S, 1 Sept 1858, WC to Benjamin Harris (cooper), 23x110.
4. #3865, 2B&S, 5 April 1866, BH to James Seale (cooper), 23x110, \$50.
5. #6113, B&S, 15 May 1869, trustees BME Church to James Seale (cooper), 30x110, \$100.
6. #6599, B&S, 9 May 1870, JS to Solomon Johns, (cooper), 30x110 and 23x110, \$300.
7. #9104, B&S, 17 July 1903, SJ to Robert A. Ross, (grocer), 53x110, \$500.
8. #11195, B&S, 6 April 1906, RR to Joseph Coulson Judd (barrister), 53x110, \$700.
9. #11199, B&S, 10 April 1906, JCJ to Eliza Ann Ward (widow), 53x110, \$700.
10. #34003, Grant, 13 April 1939, execs EAW to Elizabeth Spicknell (niece of EAW) 53x110, \$1.00.
11. #35359, B&S, 23 Mar 1942, execs ES to Mely Spinochia (married woman), 53x110, \$400.
12. #356074, B&S, 20 July 1943, MS to Frances Roberta Calcutt (married woman), 53x110, \$900.
13. #36645, B&S, 17 April 1944, FRC to Angus Campbell (retired farmer & Rozilla, wife), 53x110, \$1700.
14. #36699, Grant, 22 May 1944, AC to Thomas Mancari (carpenter, & Lillian, wife), 53x110 \$300.00 and mortgage of \$1475.00.

Appendix D – Statement of Cultural Heritage Value or Interest

Legal Description

PLAN 178 PT LOT 13 N/S GREY REG

Roll Number

432 Grey Street: 050140037000000

Description of Property

The property at 432 Grey Street is located on the north side of Grey Street between Colborne and Maitland Streets. It is adjacent to 430 Grey Street, which is the location of Beth Emanuel British Methodist Episcopal Church (c1868). The building on the property at 432 Grey Street (known as the Fugitive Slave Chapel) was originally located at 275 Thames Street, part of Lot 26, south of Bathurst Street, in the City of London. It is a 1-storey, wood-framed structure, dating from 1853-1855, and built in the vernacular style. The building originally functioned as a place of worship for the African Methodist Episcopal Church congregation (at 275 Thames Street), and was later sold in 1869 and converted to a residential use. The building was relocated to 432 Grey Street in 2014.

Statement of Cultural Heritage Value or Interest

The property at 432 Grey Street is of significant cultural heritage value because of its physical or design values, its historical or associative values, and its contextual values.

The cultural heritage interest of the property and building at 432 Grey Street is based on its associations with: 1) the early development of the Black community in London; 2) its later connections to the Underground Railway; and, 3) the emergence in London of a branch of the African Methodist Episcopal Church – later renamed the British Methodist Episcopal Church. The building, originally used for the intended purpose as a house of worship, also marks the oldest extant structure used as a church in London and is the first African Methodist church in London. The building's construction dates from the mid-1800s and reflects wood-framing using bent structural system and assembly. Its current location historically links the building to its surroundings in SoHo as an area where – in the late 1800s – a more prosperous Black community relocated from the Thames Street area. Situated adjacent to Beth Emanuel Church at 430 Grey St, together both buildings represent two eras of a common history of the Black community in London.

Heritage Attributes

The heritage attributes which support or contribute to the cultural heritage value or interest of the property at 432 Grey Street include:

- The one-storey vernacular cottage style building form with pitched-end gable roof;
- A symmetrical front façade with a single centered door and two evenly spaced window openings;
- Original exterior materials dating to the time of construction; including (but not limited to) all wood elements used on the exterior, bent structural system and assembly; and,
- One open, non-divided interior space or room.

MONTHLY LIST OF ARCHAEOLOGICAL PROJECTS QUESTIONS AND ANSWERS

PROJECT INFORMATION FORMS

Q1. What is a Project Information Form (PIF)?

The Ministry of Tourism, Culture and Sport requires licensed archaeologists to submit a Project Information Form (PIF) to the ministry before beginning any stage of an archaeological assessment.

The PIF informs the ministry about the archaeological projects being planned in Ontario. The ministry uses this information to:

- ensure that the archaeologist's licence is in good standing when a new project is started
- establish a deadline for the report to be filed with the ministry, which documents the project and informs the public record.

Q2. What is the Project Information Form (PIF) list?

The PIF list is a set of information about archaeological projects across the province that were started in the previous month.

The information on the PIF list is taken from PIFs that licensed archaeologists submit to the ministry before an archaeological project is undertaken.

Q3. What information is on the Project Information Form (PIF) list?

Since 2017, the PIF list has included:

- name of the licensee
- his or her licence number
- project title
- stage of fieldwork (i.e., 1-4)
- fieldwork start date
- municipality where the project is taking place.

Q4. What new information is being added to future releases of the PIF list?

Beginning in August 2018, new information will be included on the PIF list, including:

- proponent's name
- additional location details, where available, such as:
 - lot and concession
 - latitude/longitude
 - UTM coordinates (grid-based mapping reference)
 - municipal/street address.

The above information does **not** include the exact location of the archaeological site. It only provides the general location of the project or study area. The Ministry restricts access to the exact location of archaeological sites in order to prevent unauthorized excavations and/or looting of artifacts.

Q5. When did the ministry start sharing this information?

The ministry began sharing information on archaeological projects in July 2017 with a number of Indigenous communities and municipalities who requested information about archaeological assessments being completed within their traditional territory or municipal boundaries.

Q6. Is any personal or confidential information being shared?

No. The Project Information Form list does not include personal information or any other information that would be prohibited from disclosing under the *Freedom of Information and Protection of Privacy Act* (FIPPA).

FIPPA would require the ministry to disclose this information in response to an access request.

Q7. Who receives the Project Information Form (PIF) list?

The PIF list is shared only with Indigenous communities and municipalities who have requested it. The list is **not** shared with archaeological consulting companies, individual archaeologists, proponents or third parties.

Q8. Why is the Project Information Form list being shared by the ministry?

The list helps ensure that the interests of municipalities and Indigenous communities are considered in archaeological and land-use planning decisions across the province.

The ministry would be required to disclose this information in response to an access request under the *Freedom of Information and Protection of Privacy Act (FIPPA)*.

The information being provided does not include personal information or any other information that would be prohibited from disclosing under *FIPPA*.

ARCHAEOLOGICAL ASSESSMENTS

Q1. What is a licensee and a proponent?

A **licensee** is a person who holds an archaeological licence in Ontario.

A **proponent** is an entity that may consist of individuals, private corporations or government bodies that is undertaking a development project. The proponent is also the party that hires the consultant archaeologist to undertake archaeological assessments.

Q2. What are the stages of an archaeological assessment?

The practice of archaeology in Ontario is divided into four stages of assessment:

- **Stage one**
Evaluating the potential for archaeological sites to exist on a property through research, mapping and visiting the property.
- **Stage two**
Surveying the property to determine whether there are archaeological sites present.
- **Stage three**
Partially excavating an archaeological site to determine its size, shape and extent in order to evaluate its cultural heritage value or interest.
- **Stage four**

Full mitigation of an archeological site through avoidance and protection, excavation or a combination of both approaches.

Q3. Does a licensee have to engage with an Indigenous community during Stage one or two of an archaeological assessment, if requested to do so?

No. The Ontario government's *Standards and Guidelines for Consultant Archaeologists* requires the licensee to engage Indigenous communities at the end of Stage three and during Stage four.

However, as a best practice, licensees and proponents are strongly encouraged to engage with Indigenous communities earlier in the archaeological assessment process. Many archaeologists and proponents engage during earlier stages.

MONTHLY LIST OF ARCHAEOLOGICAL PROJECTS

July 30, 2018

WHAT IS THE LIST OF ARCHAEOLOGICAL PROJECTS?

The list of archaeological projects – or the Project Information Form (PIF) list – is distributed monthly by the ministry to several Indigenous communities and municipalities to help them coordinate land use planning, approvals and Indigenous engagement. The list includes information about archaeological projects across the province that started in the previous month. This information is taken from PIFs that licensed archaeologists submit to the ministry in advance of every archaeological project.

The ministry began sending the PIF list in July 2017 in response to requests from a number of Indigenous communities and municipalities for information about the archaeological assessments being completed within their traditional territory or municipal boundaries.

WHO RECEIVES IT?

The PIF list is only shared with Indigenous communities and municipalities who have requested it. The ministry does not share the list with archaeological consulting companies, individual archaeologists, proponents or third parties. As other Indigenous communities and municipalities ask to receive the list, the number of recipients will increase.

WHAT IS CHANGING?

Since 2017, the PIF list has included the names of the licensees and their licence numbers, as well as project titles, stages of fieldwork, fieldwork start dates and municipalities where the project is taking place. Based on feedback from licensees and Indigenous communities, the ministry is adding information to the list. Beginning in July 2018, the ministry will include proponent name and additional location details, where available, such as lot and concession, latitude/longitude, UTM coordinates (grid-based mapping reference) and municipal/street address.

The ministry would be required to disclose this information, in response to a request under the Freedom of Information and Protection of Privacy Act (FIPPA).

The Project Information Form list will not include personal information or any other information that would be prohibited from disclosing.

The geographical information shared in PIF lists will not include the exact location of any known archaeological sites. It only provides the general location of the project or study area. The Ministry restricts access to the exact location of archaeological sites in order to prevent unauthorized excavations and/or looting of artifacts.

Contact information: Sean Fraser, Ministry of Tourism, Culture and Sport
416-314-7342, sean.fraser@ontario.ca

Dear Jerri: I would like to add an item to the next LACH agenda.

ACO London has a request for LACH to expedite the digital publication of the updated 'Inventory of Heritage Resources'.

Although we are aware that the Inventory is constantly being updated the list that is available to the general public is not current.

Thank you

Maggie



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

London
CANADA

July 23, 2018

To: London Arts Council
London Sports Council
Accessibility Advisory Committee
Advisory Committee on the Environment
Age Friendly London Network
Community Safety and Crime Prevention Advisory Committee
London Advisory Committee on Heritage
Diversity, Inclusion and Anti-Oppression Advisory Committee
London Housing Advisory Committee

Re: **2019 Mayor's New Year's Honour List – Nominations Requested**

Each year London City Council enlists the assistance of London's advisory committees and community organizations to nominate citizens for the Mayor's New Year's Honour List, which recognizes long standing contributions to the London community.

Please consider nominating a London citizen who is worthy of this honour in the category for which your organization is responsible, as follows:

NOMINATING GROUP	CATEGORY	STANDING COMMITTEE
Accessibility Advisory Committee	Accessibility	Community and Protective Services Committee
Age Friendly London Network	Age Friendly	
Community Safety and Crime Prevention Advisory Committee	Safety and Crime Prevention	
Diversity, Inclusion and Anti-Oppression Advisory Committee	Humanitarianism	
London Arts Council	Arts	
London Housing Advisory Committee	Housing	
London Sports Council	Sports	
Advisory Committee on the Environment	Environment	Planning and Environment Committee
Diversity, Inclusion and Anti-Oppression Advisory Committee	Diversity and Race Relations	
London Advisory Committee on Heritage	Heritage	

Please make your recommendation in confidence through the appropriate Standing Committee. Your nomination must be received **no later than 9 a.m. Monday, October 29, 2018**. The nomination will be included on the appropriate Standing Committee agenda for recommendation to Council November 20, 2018. This timetable ensures that the slate of honourees is finalized in time to notify the recipients and arrange the recognition event.

For your information and assistance, I have enclosed a list of the previous recipients (no individual can be recognized more than once in their lifetime), together with a copy of the Council Policy which details the criteria and process to be followed.

Thank you very much for your assistance and for your cooperation in adhering to the submission deadline.

Cathy Saunders
City Clerk

Attachments (3)
cc: Mayor Matt Brown



London
CANADA

MAYOR'S NEW YEAR'S HONOUR LIST POLICY

Policy Name: Mayor's New Year's Honour List Policy

Legislative History: Adopted June 13, 2017 (By-law No. CPOL.-18-214); Amended April 24, 2018 (By-law No. CPOL.-18(a)-144)

Last Review Date: June 25, 2018

Service Area Lead: City Clerk

1. Policy Statement

- 1.1 This policy establishes the Mayor's New Year's Honour List for the recognition of persons who have contributed in an outstanding manner to the community of London in one of the categories of Accessibility, Age Friendly, Arts, Diversity and Race Relations, Environment, Heritage, Housing, Humanitarianism, Safety & Crime Prevention and Sports.

2. Definitions

- 2.1 Not applicable.

3. Applicability

- 3.1 This Council policy applies to all persons who have contributed in an outstanding manner to the community of London in prescribed categories.

4. The Policy

4.1 Categories

Persons may be recognized in any of the following categories:

- a) Accessibility (i.e. contributions to foster an environment of inclusion that embraces citizens of all abilities);
- b) Age Friendly (i.e. contributions to empowering older adults and advancing an age friendly community);
- c) Arts (i.e. contributions to fostering and/or the production of human creativity);
- d) Diversity and Race Relations (i.e. contributions to the elimination of hate and discrimination).
- e) Environment (i.e. contributions to the awareness, preservation and protection of the environment);
- f) Heritage (i.e. contributions to the awareness, preservation and protection of heritage resources);

- g) Housing (i.e. contributions to the provision of safe and accessible housing for all members of the community);
- h) Humanitarianism (i.e. contributions to human welfare through philanthropic and other efforts);
- i) Safety & Crime Prevention (i.e. contributions to a safe and secure community); or
- j) Sports (i.e. contributions to the awareness of and participation in sports activity and/or demonstrated excellence within a particular sports activity).

4.2 Nominating Committees/Organizations

The following Committees/Organizations shall nominate individuals in the respective categories:

- a) Accessibility – Accessibility Advisory Committee
- b) Age Friendly – Age Friendly London Network
- c) Arts – London Arts Council
- d) Diversity and Race Relations – Diversity, Inclusion and Anti-Oppression Advisory Committee
- e) Environment – Advisory Committee on the Environment
- f) Heritage – London Advisory Committee on Heritage
- g) Housing – London Housing Advisory Committee
- h) Humanitarianism – Diversity, Inclusion and Anti-Oppression Advisory Committee
- i) Safety & Crime Prevention – Community Safety and Crime Prevention Advisory Committee
- j) Sports – London Sports Council

4.3 Conditions

The following conditions shall apply to the nomination of individuals:

- a) a maximum of ten persons shall be named in any one year, with no more than one being from each of the ten categories referred to above subject to:
 - i) a person may not necessarily be named in each category each year;
 - ii) City Council may, at its sole discretion and on an exception basis, choose to recognize two individuals in any one category in a given year should the City Council determine that two individuals have

inseparably partnered in contributing to their respective category, thereby increasing the aggregate amount of nominees beyond the usual maximum of ten persons to be named in any one year;

- b) the recipients shall be chosen for long standing contributions in their respective categories;
- c) the name of any one individual shall be included on the Honour List only once in their lifetime;
- d) any person currently serving as a member of any one of the Advisory Committees or organizations referred to in 4.2 shall not be eligible for naming to the list during their term of appointment;
- e) nominees being recommended by the Advisory Committees or organizations referred to in 4.2 shall have at least seventy-five percent of the total eligible votes on the respective Advisory Committee or organization.

4.4 Form of Recognition

- a) The recipients shall be honoured at the first meeting of City Council in January, with dinner for themselves and one guest, and presentation of an appropriately-worded certificate.
- b) A plaque shall be displayed in a prominent public area of City Hall honouring those persons named each year to the Mayor's New Year's Honour List and shall be updated annually by the City Clerk.



London
CANADA

MAYOR'S NEW YEAR'S HONOUR LIST (1976 – 2018)

1976 (Arts)

Catharine Kezia Brickenden
Lenore Crawford
Heinar Piller
Ray Sealey
Bruce Sharpe
Ruth Sharpe

1977 (Arts)

Martin Boundy
A. Elizabeth Murray
James Reaney
Margaret Skinner
Earle Terry

1978 (Arts)

Robin Dearing
Donald Fleckser
Angela Labatt
Dorothy Scuton
Pegi Walden

1979 (Arts)

Paul Eck
Edward Escaf
Clifford Evans
Arnim Walter

1980 (Arts)

Jane E. Bigelow
Barbara Ivey
Richard M. Ivey
Beryl Ivey

1981 (Arts)

Herbert J. Ariss
Dorothy Carter
Noreen DeShane
John H. Moore
S. Elizabeth Moore

1982 (Arts)

Wesanne McKellar
Edward R. Proconier
J. Allyn Taylor

1983 (Arts)

Robert L. (Bob) Turnbull
Frank L. Hallett
Kathleen M. Hallett
Ivor Brake
Phyllis J. Brake
Carol Johnston
Thomas F. Lawson

1984 (Arts)

Minnette Church
Betty Duffield

1985 (Arts)

Nancy Poole
Paddy Gunn O'Brien
Thomas F. Siess

1986 (Arts)

Sasha McInnis Hayman
Gregory R. Curnoe
Thomas J. Hannigan

1987 (Arts)

Caroline L. Conron
Stephen Joy
Gerald Fagan
Millard P. McBain

1988 (Arts)

Maurice A. Coghlin
Arthur Ender
Bernice Harper
Ian Turnbull

1989

Mervin Carter (Safety)
Robert Loveless (Physically Challenged)
Gordon Jorgenson (Crime Prevention)
Orlo Miller (Architectural Conservation)
Nancy Postian (Arts)
Thomas Purdy (Environment)

1990

Julia Beck (Architectural Conservation)
Ruth Clarke (Safety)
Sam Katz (Environment)
Helena Kline (Crime Prevention)
Nellie Porter (Housing)
Nancy Skinner (Physically Disabled)
Maurice Stubbs (Arts)

1991

Paul Ball (Crime Prevention)
Ian Chappell (Crime Prevention)
Silvia Clarke (Architectural Conservation)
Norman Davis (Crime Prevention)
Norma Dinniwel (Arts)
Jay Mayos (Environment)
Marilyn Neufeld (Physically Challenged)
Margaret Sharpe (Crime Prevention)
Glen Sifton (Safety)

1992

Kenneth Bovey (Environment)
Susan Eagle (Housing)
George Mottram (Safety)
Laverne Shipley (Crime Prevention)
Richard Verrette (Arts)
Debbie Willows (Physically Challenged)



London
CANADA

MAYOR'S NEW YEAR'S HONOUR LIST (1976 – 2018)

1993

Alan Benninger (Housing)
William Fyfe (Environment)
Wil Harlock (Architectural Conservation)
David Long (Housing)
Margaret MacGee (Safety)
Nancy McNee (Arts)
Craig Stainton (Housing)
Peter Valiquet (Crime Prevention)
Shirley Van Hoof (Physically Disabled)

1994

Michael Baker (Architectural Conservation)
Caroline Bolter (Environment)
Richard Izzard (Crime Prevention)
David Kirk (Safety)
John Moran (Physically Disabled)
John Schunk (Housing)
Katharine Smith (Arts)

1995

Ruth Drake (Architectural Conservation)
Martha Henry (Arts)
Jeff Henderson (Environment)
Sandra McNee (Housing)
Ron Newnes (Crime Prevention)
Tanys Quesnel (Physically Challenged)
Bill Woolford (Safety)

1996

Robert Baumbach and the Dixie Flyers (Arts)
Jess Davidson (Physically Challenged)
Rosemary Dickinson (Environment)
Gertrude Roes (Safety)
Mowbray Sifton (Housing)
Nancy Zwart Tausky (Architectural Conservation)

1997

Karen Burch (Environment)
Gretta Grant (Humanitarianism)
Marion Obeda (Safety and Crime Prevention)
Kim Pratt (Architectural Conservation)
Cesar Santander (Arts)
W. (Bill) Willcock (Housing)

1998

Paterson Ewen (Arts)
Tim Dupee (posthumously) (Physically Challenged)
Sargon Gabriel (Humanitarianism)
Mary Huffman (Safety and Crime Prevention)
Ann McKillop (Heritage Conservation)
Henry and Maria Stam (Environment)

1999

Dan Brock (Heritage Conservation)
Tom Crerar (Environment)
John Davidson (Physically Challenged)
O. Veronica Dryden (posthumously) (Humanitarianism)
Michael Edward Howe (Housing)
Phil Murphy (Arts)
Shelly Siskind (Safety and Crime Prevention)

2000

Lottie Brown (Heritage Conservation)
Hume Cronyn (Arts)
Paul Duerden (Sports)
John Falls (posthumously) (Physically Challenged)
Gwen Barton Jenkins (posthumously) (Humanitarianism)
Judy Potter (Housing)
Paul van der Werf (Environment)

2001

Douglas Bocking (Heritage Conservation)
Connie Cunningham (posthumously) (Housing)
Keith Cartwright (Physically Challenged)
Art Fidler (Arts)
Dan and Mary Lou Smoke (Humanitarianism)
Lesley Thompson (Sports)
Gosse VanOosten (Environment)
Audrey Warner (Safety and Crime Prevention)

2002

Eric Atkinson (Arts)
Bill Brock (Safety and Crime Prevention)
Debbie Dawtrey (Physically Challenged)
Susan Epstein (Environment)
Janet Hunten (Heritage)
Gail Irmiler (Housing)
Carolyn Rundle (Humanitarianism)
Darwin Semotiuk (Sports)

2003

Ralph Aldrich (Arts)
Mary Kerr (Heritage)
Michael Lewis (Physically Challenged)
Laila Norman (Safety and Crime Prevention)
Elaine Pensa (Humanitarianism)
Joseph Rea and the Archangelo Rea Foundation (Environment)
Jan Richardson (Housing)
Clarke Singer (Sports)

2004

Alan Cohen (Arts)
Ayshi Hassan (Humanitarianism)
Dr. Bill Judd (Heritage)
Carol Kish (Safety and Crime Prevention)
Rick Odegaard (Housing)
Jennifer Smith Ogg (Sports)
Cathy Vincent-Linderoos (Physically Challenged)
Dave and Winifred Wake (Environment)

2005

Bernice Brooks (Environment)
Eugene DiTrollo (Safety and Crime Prevention)
Genet Hodder (Heritage)
Prof. Donald McKellar (Arts)
Patrick Murphy (Persons with Disabilities)
Barry Parker (Housing)
Shanti Radcliffe (Humanitarianism)
Jude St. John (Sports)



London
CANADA

MAYOR'S NEW YEAR'S HONOUR LIST (1976 – 2018)

2006

Jane Antoniak (Diversity and Race Relations)
John Barron (Arts)
Dale and Mark Hunter (Sports)
Jim Mahon (Environment)
Lorin MacDonald (Persons with Disabilities)
Darlene Ritchie (Housing)
Clare Robinson (Safety and Crime Prevention)
Sister Teresa Ryan (Humanitarianism)
Barry Wells (Heritage)

2007

Eleanor Bradley (Safety and Crime Prevention)
Peter Brennan (Arts)
Chris Doty (posthumously) (Heritage)
Peter Inch (Sports)
Sandy Levin (Environment)
Raul Llobet (posthumously) (Diversity and Race Relations)
Susie Matthias (Persons with Disabilities)
Glen Pearson and Jane Roy (Humanitarianism)

2008

Henri Boyi (Humanitarianism)
Dr. Cathy Chovaz (Persons with Disabilities)
Michelle Edwards (Diversity and Race Relations)
Stephen Harding (Heritage)
Thom McClenaghan (Environment)
Todd Sargeant (Sports)
Jeffrey Paul Schlemmer (Housing)
Dr. Margaret Whitby (Arts)

2009

Mohamed Al-Adeimi (Diversity and Race Relations)
Teresa Anglin (Humanitarianism)
Diana Anstead (Safety and Crime Prevention)
Margaret Capes (Housing)
Mike Circelli (Sports)
Nancy Finlayson (Environment)
Jeff Preston (Persons with Disabilities)
Theresa Regnier (Heritage)
Jim Scott (Arts)

2010

Alison Farough (Safety and Crime Prevention)
Jennifer Grainger (Heritage)
Charlene Lazenby (Housing)
Kathy Lewis (Persons with Disabilities)
Maryanne MacDonald (Environment)
Joyce Mitchell (Diversity and Race Relations)
Darlene Pratt (Arts)
Sister Margo Ritchie (Humanitarianism)
Ray Takahashi (Sports)

2011

Sister Joan Atkinson (Housing)
Major Archie Cairns (Arts)
Bill De Young (Environment)
Mike Lindsay (Sports)
Marlyn Loft (Heritage)
Christina Lord (Humanitarianism)
Dr. Gaston N.K. Mabaya (Diversity and Race Relations)
Marg Rooke (Safety and Crime Prevention)
Cheryl Stewart (Persons with Disabilities)

2012

Maryse Leitch (Arts)
Catherine McEwen (Heritage)
Josip Mrkoci (Sports)
Perpétue Nitunga (Humanitarianism)
Greg Playford (Housing)
Evelina Silveira (Diversity and Race Relations)
Maureen Temme (Environment)
Anne Robertson (Persons with Disabilities)

2013

Meredith Fraser (Diversity and Race Relations)
Bramwell Gregson (Arts)
Bruce Huff (Sports)
Suzanne Huot (Humanitarianism)
David Nelms (Housing)
Joe O'Neil (Heritage)
Shane O'Neill (Environment)
Lou Rivard (Safety and Crime Prevention)
Carmen Sprovieri (Persons with Disabilities)

2014

Barry Fay (Sports)
Talia Goldberg (Persons with Disabilities)
Rebecca Howse (Diversity and Race Relations)
John Nicholson (Arts)
Gary Smith (The Environment)
Lloyd Stevenson (Housing)
Kenneth Wright (Humanitarianism)

2015

Hilary Bates Neary (Heritage)
Damian Warner (Sports)
Patrick Mahon (The Arts)
Corina Morrison (Safety and Crime Prevention)
Michael Lynk (Humanitarianism)
Alfredo Caxaj (Diversity and Race Relations)
Martha Powell (Housing)
Roger Khouri (Persons with Disabilities)
Bob Porter (The Environment)



MAYOR'S NEW YEAR'S HONOUR LIST (1976 – 2018)

2016

Holly Painter – Arts
Reta Van Every – Diversity and Race Relations
Gary Brown – The Environment
Glen Curnoe – Heritage
Jens Stickling – Housing
Charles and Carolyn Innis – Humanitarianism
Bonnie Quesnel – Persons with Disabilities
Paul Seale – Safety and Crime Prevention
Tessa Virtue and Scott Moir – Sports

2017

Dale Yoshida – The Arts
Mojdeh Cox – Diversity and Race Relations
Dr. Joseph Cummins – The Environment
Sandra Miller – Heritage
Susan Grindrod – Housing
Andrew Rosser – Humanitarianism
Brenda Ryan – Persons with Disabilities
Danielle Mooder – Safety and Crime Prevention
Therese Quigley – Sports

2018

Karen Schuessler – The Arts
Dharshi Lacey – Diversity and Race Relations
George Sinclair – The Environment
Susan Bentley – Heritage
Sister Delores Brisson – Housing
Lina Bowden – Humanitarianism
Todd Sargeant and Sigmund Bernat – Persons
with a Disability
Émilie Crakondji – Safety and Crime Prevention
Tom Partalas – Sports



Mayor's New Year's Honour List Nomination Form

Note: Please refer to City Council's *Mayor's New Year's Honour List Policy*, for the criteria governing the nomination of individuals.

NOTICE OF COLLECTION OF PERSONAL INFORMATION

The personal information collected on this form is collected under the authority of the *Municipal Act 2001 as amended*, and will be used to administer the Mayor's New Year's Honour List program. Questions about this collection should be addressed to the City Clerk at 300 Dufferin Avenue, London, Ontario, N6A 4L9. Tel: (519) 661-CITY (2489) ext. 4937.

A. Nominee information

Name				
Street address		City	Province	Postal code
Daytime telephone number / extension	Home telephone number	E-mail address		

B. Nominator information

Name			Date	
Street address		City	Province	Postal code
Daytime telephone number / extension	Home telephone number	E-mail address		

C. Nomination category (check one):

- Accessibility** (i.e. contributions to foster an environment of inclusion that embraces citizens of all abilities)
- Age Friendly** (i.e. contributions to empowering older adults and advancing an age friendly community)
- Arts** (i.e. contributions to fostering and/or the production of human creativity)
- Diversity and Race Relations** (i.e. contributions to the elimination of hate and discrimination)
- Environment** (i.e. contributions to the awareness, preservation and protection of the environment)
- Heritage** (i.e. contributions to the awareness, preservation and protection of heritage resources)
- Housing** (i.e. contributions to the provision of safe and accessible housing for all members of the community)
- Humanitarianism** (i.e. contributions to human welfare through philanthropic and other efforts)
- Safety and Crime Prevention** (i.e. contributions to a safe and secure community)
- Sports** (i.e. contributions to the awareness of and participation in sports activity and/or demonstrated excellence within a particular sports activity)

D. Reason for nomination

Please provide a summary of the nominee's contributions as related to the applicable criteria. *(Will expand to next page)*

**LONDON ADVISORY COMMITTEE ON HERITAGE
2018 WORK PLAN
(March 14, 2018)**

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget (in excess of staff time)	Link to Strategic Plan	Status
1.	<p>-Recurring items as required by the Ontario Heritage Act (consider and advise the PEC (Planning and Environment Committee) and Municipal Council on matters related to HAPs (Heritage Alteration Permits), HIS (Heritage Impact Statement) reviews, HCD (Heritage Conservation District) designations, individual heritage designations, (etc.);</p> <p>-Research and advise the PEC and Municipal Council regarding recommendations for additions to the Register (Inventory of Heritage Resources);</p> <p>-Prioritize and advise the PEC and Municipal Council on top recommendations for heritage designation (final number to be determined by available time – taken from the Register and elsewhere as appropriate);</p> <p>-Consider and advise the PEC on ad hoc recommendations from citizens in regard to individual and Heritage Conservation District designations and listings to the Register (refer to Stewardship for advice);</p> <p>-Perform all other functions as indicated in the LACH Terms of Reference.</p>	<ul style="list-style-type: none"> • Section 28 of the Ontario Heritage Act mandates that the City shall establish a municipal heritage committee. Further, Council shall consult with that committee in accordance with the Ontario Heritage Act; • Please see the <u>London Advisory Committee on Heritage: Terms of Reference</u> for further details; • The LACH supports the research and evaluation activities of the LACH Stewardship Subcommittee, Policy and Planning Subcommittee, Education Subcommittee, Archaeological Subcommittee, and all other LACH Subcommittees which may serve from time to time. 	LACH (main) and subcommittees	As required	None	Strengthening our Community 4d; Building a Sustainable City 1c, 6b; Growing our Economy 1f, 2d	Ongoing
2.	<p>Introduce all represented organisations and individuals on LACH at the first meeting of the new year, discuss member background and areas of knowledge/ expertise, and consider possible changes or additions.</p>	<ul style="list-style-type: none"> • The LACH is made of a diverse and knowledgeable group of engaged individuals, professionals and representatives of various organizations. Once per year (or when a new member joins the committee) each member will introduce themselves to the committee and provide his/her relevant background. 	LACH (main)	January meeting	None	Building a Sustainable City 6b	Completed

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget (in excess of staff time)	Link to Strategic Plan	Status
3.	Ontario Heritage Act enforcement.	<ul style="list-style-type: none"> The LACH will assist in identifying properties that have not obtained necessary approvals, and refer these matters to civic administration. The LACH will assist in monitoring alterations to HCD and heritage designated properties and report deficiencies to civic administration. 	LACH (main)	Ongoing	None	Building a Sustainable City 6b	Ongoing
4.	Great Talbot Heritage Conservation District	<ul style="list-style-type: none"> The St George Grosvenor HCD Study is complete resulting in the Great Talbot HCD and Gibbons Park HCD. The LACH will monitor, assist and advise in the preparation of the both plans, following the timeline as approved by Council. 	LACH (main)	2018 Plan Completion	None	Building a Sustainable City 6b	Ongoing
5.	Heritage Places Review	<ul style="list-style-type: none"> The LACH will participate and support the review of <i>Heritage Places</i> (1994), the guidelines document which identifies potential Heritage Conservation Districts 		2018	None	Building a Sustainable City 6b	
6.	Property insurance updates.	<ul style="list-style-type: none"> The LACH will monitor, assist and advise on matters pertaining to the securing of property insurance for heritage designated properties in the City of London. 	Policy and Planning Sub-Committee	Ongoing.	None	Building a Sustainable City 6b	With Policy and Planning Sub-Committee
7.	City Map updates.	<ul style="list-style-type: none"> The LACH will work with City staff to ensure that 'City Map' and searchable City databases are up to date in regard to the heritage register/ designations/ districts/ etc. 	Policy and Planning Sub-Committee	Ongoing	None	Building a Sustainable City 6b	With Policy and Planning Sub-Committee
8.	Heritage Impact Assessment Terms of Reference	<ul style="list-style-type: none"> The LACH will support staff in their efforts to formalize an approach to reviewing and advising on HIS reports (including what triggers the reports, expectations, and who completes them. 	Policy and Planning subcommittee	2018	None	Building a Sustainable City 6b	Partially Complete
9.	Review of Delegated Authority	<ul style="list-style-type: none"> The LACH will participate and support the review of the Delegated Authority for Heritage Alteration Permits 	LACH (main)	2018	None	Building a Sustainable City 6b	

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget (in excess of staff time)	Link to Strategic Plan	Status
10.	New and ongoing heritage matters.	<ul style="list-style-type: none"> Through its connections to various heritage groups, and the community at large, the LACH is aware of emerging and ongoing heritage matters in the City of London. The LACH will monitor and report to City staff and PEC on new and ongoing cultural heritage matters where appropriate. (ex. Ontario Cultural Strategy, Community Economic Roadmap, etc.). 	LACH (main)	As required	None	Building a Sustainable City 6b	As required
11.	Archaeological Master Plan completion.	<ul style="list-style-type: none"> The LACH will work with City staff to complete the Archaeological Master Plan currently underway. 	Archaeological subcommittee	Q2 2018	None	Building a Sustainable City 6b	Partially complete
12.	The Mayor's New Year Honour List recommendation.	<ul style="list-style-type: none"> For a number of years, members of the LACH have been asked to provide advice to Council on the heritage addition to the "Mayor's New Year Honour List". The LACH will continue to serve this function as requested to do so by Council. 	Ad hoc committee of the LACH	Generally in the fall of each year	None	Building a Sustainable City 6b	Annually
13.	Provide advice to the London Community Foundation on heritage grant distribution.	<ul style="list-style-type: none"> For a number of years, members of the LACH have been asked to provide advice to the London Community Foundation on heritage grant distribution: "The London Endowment for Heritage". The LACH will continue to serve this function as requested to do so by the Foundation. 	Ad hoc committee of the LACH	Generally in April of each year	None	Building a Sustainable City 6b	Annually
14.	Conference attendance.	<ul style="list-style-type: none"> For a number of years, members of the LACH have attended the Ontario Heritage Conference when available. This conference provides an opportunity for LACH members to meet with other heritage committee members and heritage planning professionals, and to learn about current and ongoing heritage matters in the Province of Ontario (and beyond). Up to four (4) members of the LACH will attend the Ontario Heritage Conference. 	LACH (main)	May 2016	Up to \$2000 (if 4 members attend)	Building a Sustainable City 6b	Annually

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget (in excess of staff time)	Link to Strategic Plan	Status
15.	Public awareness and education (& possible heritage fair/ day/ symposium).	<ul style="list-style-type: none"> The LACH initiates, assists and/or advises on education and outreach programs to inform the citizens of London on heritage matters. This year, the LACH will also consider contributing to the organization of a city wide heritage fair/ day/ symposium (to provide information and outreach including – HAP process, professional advice on repairs and maintenance, current research on heritage matters, insurance advice, real estate matters, and a general exchange of ideas (etc.)). The LACH will coordinate with the efforts of the Historic Sites Committee of the London Public Library. 	Education subcommittee	Ongoing	\$2000	Building a Sustainable City 6b	Ongoing – in progress
16.	Public awareness and education collaboration with the London Heritage Council.	<ul style="list-style-type: none"> The LACH will be supported by the London Heritage Council in its role to promote public awareness of and education on the community's cultural heritage resources. Collaborative initiatives may include LACH-related news updates in the LHC newsletter, LACH involvement in LHC programming and events (i.e. Heritage Fair), outreach support, and/or school-related programming as part of Citizen Culture: Culture-Infused LEARNING (LHC and London Arts Council). 	LACH (main) and Education subcommittee in collaboration with the London Heritage Council	Ongoing	\$2000	Building a Sustainable City 6b	Annually
17.	LACH member education/ development.	<ul style="list-style-type: none"> Where possible, the LACH will arrange an information session for LACH members to learn more about the Ontario Heritage Act, and the mandate and function of Heritage Advisory Committees. The LACH will also explore ongoing educational opportunities for LACH members (such as walking tours, meetings with heritage experts/ professionals, meetings with community leaders, etc.). 	LACH (main)	Ongoing	None	Building a Sustainable City 6b	Ongoing
18.	City of London Archives.	<ul style="list-style-type: none"> The LACH will continue to discuss and advise on possible locations (and contents) for a City of London Archives. 	LACH (main)	Ongoing	None	Building a Sustainable City 6b	Ongoing

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget (in excess of staff time)	Link to Strategic Plan	Status
19.	LACH subcommittee member outreach.	<ul style="list-style-type: none"> The LACH will continue to reach out to heritage and planning professionals/ experts to serve on LACH subcommittees (and advise the LACH on certain matters). 	LACH (main)	Ongoing	None	Building a Sustainable City 6b	Ongoing
20.	Heritage signage and plaque placement/funding.	<ul style="list-style-type: none"> Through its connections to various heritage groups, and the community at large, the LACH is generally aware of potential locations for heritage signage and plaques. The LACH will consult with City Staff and heritage groups in regard to the occasional placement of heritage signage and/or plaques (and assist with funding where deemed appropriate by the committee). These efforts will be considered in the context of the City of London Heritage Interpretative Signage Policy. 	Education subcommittee	Ongoing	\$2000	Building a Sustainable City 6b	Ongoing
21.	Council outreach.	<ul style="list-style-type: none"> If requested, the LACH will arrange an information session for Council members to learn more about the mandate and function of the LACH, the Ontario Heritage Act, and other City heritage matters. 	LACH (main) and Education subcommittee	TBD	None	Building a Sustainable City 6b	Ongoing
22.	Work Plan review.	<ul style="list-style-type: none"> The LACH will review items on this Work Plan on a quarterly basis, and will thoroughly review this Work Plan at least once annually. 	LACH (main)	Ongoing	None	Building a Sustainable City 6b	Ongoing (March, June, Sept, Dec 2018)
23.	Rapid Transit EA	<ul style="list-style-type: none"> The LACH will participate in heritage related matters associated with the Rapid Transit (Shift) EA including review of properties identified the Cultural Heritage Screening Report; identifying where further work is or is not required for potential cultural heritage resources; and identifying properties along rapid transit corridors that have not yet been identified and merit further consideration for cultural heritage evaluation 	LACH (main) and Stewardship subcommittee	Ongoing	None	Building a Sustainable City 6b	Ongoing

\$8000

**LONDON ADVISORY COMMITTEE ON HERITAGE
2017 WORK PLAN
(as at April, 2017)**

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget (in excess of staff time)	Link to Strategic Plan	Status
1.	<p>-Recurring items as required by the Ontario Heritage Act (consider and advise the PEC (Planning and Environment Committee) on matters related to HAPs (Heritage Alteration Permits), HIS (Heritage Impact Statement) reviews, HCD (Heritage Conservation District) designations, individual heritage designations, (etc.);</p> <p>-Research and advise the PEC regarding recommendations for additions to the heritage register;</p> <p>-Prioritize and advise the PEC on top recommendations for heritage designation (final number to be determined by available time – taken from the heritage registry and elsewhere as appropriate);</p> <p>-Consider and advise the PEC on ad hoc recommendations from citizens in regard to individual and district heritage designations and listings to the heritage register (refer to Stewardship for advice);</p> <p>-Perform all other functions as indicated in the LACH Terms of Reference.</p>	<ul style="list-style-type: none"> • Section 28 of the Ontario Heritage Act mandates that the City shall establish a municipal heritage committee. Further, Council shall consult with that committee in accordance with the Ontario Heritage Act; • Please see the <u>London Advisory Committee on Heritage: Terms of Reference</u> for further details; • The LACH supports the research and evaluation activities of the LACH Stewardship Subcommittee, Policy and Planning Subcommittee, Education Subcommittee, Archaeological Subcommittee, and all other LACH Subcommittees which may serve from time to time. 	LACH (main) and subcommittees	As required	None	Strengthening our Community 4d; Building a Sustainable City 1c, 6b; Growing our Economy 1f, 2d	Ongoing
2.	Introduce all represented organisations and individuals on LACH at the first meeting of the new year, discuss member background and areas of knowledge/ expertise, and consider possible changes or additions.	<ul style="list-style-type: none"> • The LACH is made of a diverse and knowledgeable group of engaged individuals, professionals and representatives of various organizations. Once per year (or when a new member joins the committee) each member will introduce themselves to the committee and provide his/her relevant background. 	LACH (main)	January meeting	None	Building a Sustainable City 6b	Completed

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget (in excess of staff time)	Link to Strategic Plan	Status
3.	Ontario Heritage Act enforcement.	<ul style="list-style-type: none"> The LACH will assist in identifying properties that have not obtained necessary approvals, and refer these matters to civic administration. The LACH will assist in monitoring alterations to HCD and heritage designated properties and report deficiencies to civic administration. 	LACH (main)	Ongoing	None	Building a Sustainable City 6b	Ongoing
4.	The St George Grosvenor HCD (Heritage Conservation District) Study and Plan, Great Talbot HCD Plan, Gibbons Park HCD Plan.	<ul style="list-style-type: none"> The St George Grosvenor HCD Study is complete resulting in the Great Talbot HCD and Gibbons Park HCD. The LACH will monitor, assist and advise in the preparation of the both plans, following the timeline as approved by Council. 	LACH (main)	2017 Plan Completion	None	Building a Sustainable City 6b	Ongoing
5.	The Soho HCD (Heritage Conservation District) Study.	<ul style="list-style-type: none"> The Soho HCD Study will begin in 2017. The LACH will monitor, assist and advise in the preparation of the Soho HCD study. 	LACH (main)	2017 Study Completion	None	Building a Sustainable City 6b	Ongoing
6.	Property insurance updates.	<ul style="list-style-type: none"> The LACH will monitor, assist and advise on matters pertaining to the securing of property insurance for heritage designated properties in the City of London. 	Policy and Planning Sub-Committee	Ongoing.	None	Building a Sustainable City 6b	With Policy and Planning Sub-Committee
7.	City Map updates.	<ul style="list-style-type: none"> The LACH will work with City staff to ensure that 'City Map' and searchable City databases are up to date in regard to the heritage register/ designations/ districts/ etc. 	Policy and Planning Sub-Committee	Ongoing	None	Building a Sustainable City 6b	With Policy and Planning Sub-Committee
8.	HIS (Heritage Impact Statement) reporting changes.	<ul style="list-style-type: none"> The LACH will support staff in their efforts to formalize an approach to reviewing and advising on HIS reports (including what triggers the reports, expectations, and who completes them. 	Policy and Planning subcommittee	TBD	None	Building a Sustainable City 6b	Partial Complete
9.	New and ongoing heritage matters.	<ul style="list-style-type: none"> Through its connections to various heritage groups, and the community at large, the LACH is aware of emerging and ongoing heritage matters in the City of London. The LACH will monitor and report to City staff and PEC on new and ongoing cultural heritage matters where appropriate. (ex. Ontario Cultural Strategy, Community Economic Roadmap, etc.). 	LACH (main)	As required	None	Building a Sustainable City 6b	As required

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget (in excess of staff time)	Link to Strategic Plan	Status
10.	Archaeological Master Plan completion.	<ul style="list-style-type: none"> The LACH is generally aware of ongoing archaeological matters in the City of London through the Archaeological subcommittee, and connections to the archaeological community in London. The LACH will work with City staff to complete the Archaeological Master Plan currently underway. 	Archaeological subcommittee	Q2 2017	None	Building a Sustainable City 6b	The Archaeological Master Plan has been initiated
11.	The Mayor's New Year Honour List recommendation.	<ul style="list-style-type: none"> For a number of years, members of the LACH have been asked to provide advice to Council on the heritage addition to the "Mayor's New Year Honour List". The LACH will continue to serve this function as requested to do so by Council. 	Ad hoc committee of the LACH	Generally in the fall of each year	None	Building a Sustainable City 6b	Annually
12.	Provide advice to the London Community Foundation on heritage grant distribution.	<ul style="list-style-type: none"> For a number of years, members of the LACH have been asked to provide advice to the London Community Foundation on heritage grant distribution: "The London Endowment Fund for Heritage". The LACH will continue to serve this function as requested to do so by the Foundation. 	Ad hoc committee of the LACH	Generally in April of each year	None	Building a Sustainable City 6b	Annually
13.	Conference attendance.	<ul style="list-style-type: none"> For a number of years, members of the LACH have attended the Ontario Heritage Conference when available. This conference provides an opportunity for LACH members to meet with other heritage committee members and heritage planning professionals, and to learn about current and ongoing heritage matters in the Province of Ontario (and beyond). Up to four (4) members of the LACH will attend the Ontario Heritage Conference. 	LACH (main)	May 2016	Up to \$2000 (if 4 members attend)	Building a Sustainable City 6b	Annually
14.	Public awareness and education (& possible heritage fair/ day/ symposium).	<ul style="list-style-type: none"> The LACH initiates, assists and/or advises on education and outreach programs to inform the citizens of London on heritage matters. This year, the LACH will also consider contributing to the organization of a city wide heritage fair/ day/ symposium (to provide information and outreach including – 	Education subcommittee	Ongoing	\$500	Building a Sustainable City 6b	Ongoing – in progress

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget (in excess of staff time)	Link to Strategic Plan	Status
		HAP process, professional advice on repairs and maintenance, current research on heritage matters, insurance advice, real estate matters, and a general exchange of ideas (etc.)). The LACH will coordinate with the efforts of the Historic Sites Committee of the London Public Library.					
15.	Public awareness and education collaboration with the London Heritage Council.	<ul style="list-style-type: none"> The LACH will be supported by the London Heritage Council in its role to promote public awareness of and education on the community's cultural heritage resources. Collaborative initiatives may include LACH-related news updates in the LHC newsletter, LACH involvement in LHC programming and events (i.e. Heritage Fair), outreach support, and/or school-related programming as part of Citizen Culture: Culture-Infused LEARNING (LHC and London Arts Council). 	LACH (main) and Education subcommittee in collaboration with the London Heritage Council	Ongoing	\$500	Building a Sustainable City 6b	Annually
16.	LACH member education/ development.	<ul style="list-style-type: none"> Where possible, the LACH will arrange an information session for LACH members to learn more about the Ontario Heritage Act, and the mandate and function of Heritage Advisory Committees. The LACH will also explore ongoing educational opportunities for LACH members (such as walking tours, meetings with heritage experts/ professionals, meetings with community leaders, etc.). 	LACH (main)	Ongoing	\$500	Building a Sustainable City 6b	Ongoing
17.	City of London Archives.	<ul style="list-style-type: none"> The LACH will continue to discuss and advise on possible locations (and contents) for a City of London Archives. 	LACH (main)	Ongoing	None	Building a Sustainable City 6b	Ongoing
18.	LACH subcommittee member outreach.	<ul style="list-style-type: none"> The LACH will continue to reach out to heritage and planning professionals/ experts to serve on LACH subcommittees (and advise the LACH on certain matters). 	LACH (main)	Ongoing	None	Building a Sustainable City 6b	Ongoing

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget (in excess of staff time)	Link to Strategic Plan	Status
19.	Heritage signage and plaque placement/funding.	<ul style="list-style-type: none"> Through its connections to various heritage groups, and the community at large, the LACH is generally aware of potential locations for heritage signage and plaques. The LACH will consult with City Staff and heritage groups in regard to the occasional placement of heritage signage and/or plaques (and assist with funding where deemed appropriate by the committee). These efforts will be considered in the context of the City of London Heritage Interpretative Signage Policy. 	Education subcommittee	Ongoing	\$4500	Building a Sustainable City 6b	Ongoing
20.	Council outreach.	<ul style="list-style-type: none"> If requested, the LACH will arrange an information session for Council members to learn more about the mandate and function of the LACH, the Ontario Heritage Act, and other City heritage matters. 	LACH (main) and Education subcommittee	TBD	None	Building a Sustainable City 6b	Ongoing
21.	Work Plan review.	<ul style="list-style-type: none"> The LACH will review items on this Work Plan on a quarterly basis, and will thoroughly review this Work Plan at least once annually. 	LACH (main)	Ongoing	None	Building a Sustainable City 6b	Ongoing (March, June, Sept, Dec 2017)
					\$8000		