

Agenda Including Addeds

London Advisory Committee on Heritage

The 6th Meeting of the London Advisory Committee on Heritage

May 8, 2019, 5:30 PM

Committee Rooms #1 and #2

The City of London is committed to making every effort to provide alternate formats and communication supports for Council, Standing or Advisory Committee meetings and information, upon request. To make a request for any City service, please contact accessibility@london.ca or 519-661-2489 ext. 2425.

	Pages
1. Call to Order	
1.1 Disclosures of Pecuniary Interest	
2. Scheduled Items	
3. Consent	
3.1 5th Report of the London Advisory Committee on Heritage	3
3.2 Municipal Council resolution adopted at its meeting held on March 26, 2019, with respect to the 2019 Appointments to the City of London Advisory Committees	6
3.3 Public Meeting Notice - Zoning By-law Amendment - 1081 Riverside Drive	7
3.4 Public Meeting Notice - Zoning By-law Amendment - 2096 Wonderland Road North	10
3.5 Public Meeting Notice - Zoning By-law Amendment - 4680 Wellington Road South	16
3.6 Draft Lambeth Area Community Improvement Plan	19
3.7 CHO Newsletter - Spring 2019	
(Note: Copies of the CHO Newsletter for Spring 2019 will be provided at the meeting.)	
4. Sub-Committees and Working Groups	
4.1 Stewardship Sub-Committee Report	131
5. Items for Discussion	
5.1 Demolition Request for Heritage Designated Property Located at 123 Queens Avenue by JAM Properties Inc.	133
5.2 Demolition Request for Heritage Listed Property Located at 3303 Westdel Bourne by Carvest Properties Ltd.	228
5.3 Heritage Alteration Permit Application by 1025123 Ontario Inc. for the Property Located at 371 Dufferin Avenue, West Woodfield Heritage Conservation District	260

5.4 Heritage Planners' Report

(Note: A copy of the Heritage Planners' Report will be available at the meeting)

6. Deferred Matters/Additional Business

6.1 (ADDED) Proposed Changes to the Ontario Heritage Act 270

7. Adjournment

Next Meeting Date: To Be Determined

London Advisory Committee on Heritage

Report

The 5th Meeting of the London Advisory Committee on Heritage
April 10, 2019
Committee Rooms #1 and #2

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

ABSENT: H. Elmslie

ALSO PRESENT: J. Dent, L. Dent, K. Gonyou, K. Killen, P. Lupton and A. Rammeloo

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

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 Heritage Alteration Permit Application (York Developments) 131 King Street - Downtown Heritage Conservation District

That, on the recommendation of the Director of Development Services, with the advice of the Heritage Planner, the application made under Section 42 of the *Ontario Heritage Act* to construct a new high-rise building on the property located at 131 King Street, within the Downtown Heritage Conservation District, BE PERMITTED as proposed in the drawings appended to the staff report dated April 10, 2019, subject to the following terms and conditions:

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

it being noted that the attached presentations from L. Dent, Heritage Planner and T. Dingman, with respect to this matter, were received.

2.2 One River Master Plan Environmental Assessment - Cultural Heritage Assessment Reports

That the following actions be taken with respect to the One River Master Plan Environmental Assessment Cultural Heritage Assessment Reports (CHAR):

- a) A. Rammeloo, Division Manager, Engineering, BE ADVISED that the London Advisory Committee on Heritage (LACH) supports the conclusions of the CHAR for the Springbank Dam and "Back to the River" Schedule B Municipal Class Environmental Assessment, dated April 2, 2019, from Golder Associates Ltd.; it being noted that the LACH prefers Alternative 2, partial dam removal; and,
- b) A. Rammeloo, Division Manager, Engineering, BE ADVISED that the London Advisory Committee on Heritage (LACH) supports the

conclusions of the CHAR for the Forks Area and “Back to the River” Schedule B Municipal Class Environmental Assessment, dated April 2, 2019, from Golder Associates Ltd.; it being noted that the LACH does not support Alternatives 1 and 3 and, instead, prefers vegetated terracing for the area;

it being noted that the attached presentation from A. Rammeloo, Division Manager, Engineering, and a verbal delegation from C. Butler, with respect to this matter, were received.

2.3 Draft Old East Village Dundas Street Corridor Secondary Plan

That K. Killen, Senior Planner, BE ADVISED that the London Advisory Committee on Heritage (LACH) is supportive of the Draft Old East Village Dundas Street Corridor Secondary Plan, dated February 2019; it being noted that the LACH supports a stronger approach to mandatory ground floor active uses being considered along the entire stretch of Dundas Street; it being further noted that the attached presentation from K. Killen, Senior Planner, with respect to this matter, was received.

2.4 Long Term Water Storage Municipal Class Assessment Project

That P. Lupton, Environmental Services Engineer, BE ADVISED that the London Advisory Committee on Heritage (LACH) supports the conclusions of the Cultural Heritage Screening Memo, contained within the Long Term Water Storage Municipal Class Environmental Assessment dated March 26, 2019, from AECOM; it being noted that the LACH supports the preferred alternative of the Springbank Reservoir and that a stage 1-2 archaeological assessment should be done at the location; it being further noted that the attached presentation from P. Lupton, Environmental Services Engineer, with respect to this matter, was received.

3. Consent

3.1 4th Report of the London Advisory Committee on Heritage

That it BE NOTED that the 4th Report of the London Advisory Committee on Heritage, from its meeting held on March 13, 2019, was received.

3.2 Municipal Council Resolution - Property located at 195 Dundas Street

That it BE NOTED that the Municipal Council resolution, from its meeting held on March 26, 2019, with respect to the property located at 195 Dundas Street, was received.

3.3 Ministry of Government and Consumer Services – Land Registry Office

That it BE NOTED that the communication dated March 21, 2019, from D. Petoran, Ministry of Government and Consumer Services, with respect to the land registry office, was received.

3.4 Notice of Planning Application - Official Plan and Zoning By-law Amendments - 146 Exeter Road

That it BE NOTED that the Notice of Planning Application, dated April 2, 2019, from N. Pasato, Senior Planner, with respect to Official Plan and Zoning By-law Amendments for the property located at 146 Exeter Road, was received.

4. Sub-Committees and Working Groups

4.1 Stewardship Sub-Committee Report

That it BE NOTED that the Stewardship Sub-Committee Report, from its meeting held on March 27, 2019, was received.

5. Items for Discussion

5.1 Demolition Request for Heritage Listed Property at 160 Oxford Street East by Northwest Healthcare Properties Ltd.

That, on the recommendation of the Managing Director, Planning and City Planner, with the advice of the Heritage Planner, the following actions be taken with respect to the demolition request for the heritage listed property located at 160 Oxford Street East:

- a) the Chief Building Official BE ADVISED that Municipal Council consents to the demolition of the building on this property; and,
- b) the property at 160 Oxford Street East BE REMOVED from the Register (Inventory of Heritage Resources);

it being noted that the London Advisory Committee on Heritage encourages the applicant to maintain the building and vegetation on the above-noted property until a redevelopment plan is submitted;

it being further noted that the attached presentation from K. Gonyou, Heritage Planner as well as verbal delegations from B. Jones and K. McKeating, with respect to this matter, were received.

5.2 2018 Work Plan

That the revised, attached 2018 London Advisory Committee on Heritage Work Plan Summary BE FORWARDED to the Municipal Council for their information.

5.3 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) London Advisory Committee on Heritage 2019 Budget

That the expenditure of \$200.00 from the 2019 London Advisory Committee on Heritage (LACH) budget BE APPROVED for M. Whalley to attend the 2019 Ontario Heritage Conference being held May 30 to June 1, 2019; it being noted that the LACH has sufficient funds in its 2019 budget to cover this expense.

7. Adjournment

The meeting adjourned at 8:26 PM.



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

London
CANADA

March 27, 2019

C. Saunders
City Clerk

I hereby certify that the Municipal Council, at its meeting held on March 26, 2019 resolved:

That, the following actions be taken with respect to the 2019 appointments to the City of London Advisory Committees (ACs):

- a) the Civic Administration, who currently serve as non-voting resources to ACs, BE REQUESTED to assist in the ACs work plan development, based on advice or initiatives that are related to work currently being undertaken by the Civic Administration;
- b) notwithstanding the current Terms of Reference for each Advisory Committee, the current voting member recruitment for the abbreviated term of June 1, 2019 to February 28, 2021 (previously approved by Council), BE CONDUCTED seeking only 'members-at-large' for appointment;
- c) the attached communication dated March 15, 2019 entitled "Enhancing the Effectiveness of Advisory Committees - Executive Summary" BE REFERRED for consideration during the Advisory Committee review process; and,
- d) the Civic Administration BE REQUESTED to meet with the Chairs of the Advisory Committees to gain their insight and feedback as part of the Advisory Committee review process;

it being noted that an exception will be required for the accessibility advisory committee based on provincial legislation;

it being further noted the Corporate Services Committee received a communication dated March 17, 2019 from Councillor M. van Holst with respect to this matter.
(2.6/7/CSC) (AS AMENDED) (2019-C12)

C. Saunders
City Clerk
/hw

cc: B. Westlake-Power, Deputy City Clerk
M. Schulthess, Deputy City Clerk
H. Lysynski, Committee Secretary
J. Bunn, Committee Secretary
P. Shack, Committee Secretary



PUBLIC MEETING NOTICE

Zoning By-Law Amendment

Address – 1081 Riverside Drive



File: Z-9017

Applicant: Hajar Properties Inc.

What is Proposed?

Zoning amendment to allow:

- An additional unit within the existing building (for a total of three units)

YOU ARE INVITED!

Further to the Notice of Application you received on January 29, 2019, you are invited to a public meeting of the Planning and Environment Committee to be held:

Meeting Date and Time: Monday, May 13, 2019, no earlier than 4:00 p.m.

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

For more information contact:

Nancy Pasato
npasato@london.ca
519-661-CITY (2489) ext. 4586
Development Services, City of London, 300
Dufferin Avenue, 6th Floor,
London ON PO BOX 5035 N6A 4L9
File: Z-9017

london.ca/planapps

To speak to your Ward Councillor:

Steve Lehman
slehman@london.ca
519-661-CITY (2489) ext. 4008

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

Date of Notice: April 25, 2019

Application Details

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

Requested Zoning By-law Amendment

To change the zoning from a Private Road Residential R6 (PR*R6-1) Zone to a Residential R3 (R3-2) 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.

Current Zoning

Zone: Private Road Residential R6 (PR*R6-1) Zone

Permitted Uses: The "PR" symbol denotes development on individually owned parcels with frontage on a private road (not owned or maintained by the municipality). The R6-1 Zone permits single detached dwellings in a cluster housing form.

Residential Density: 15 units per hectare

Height: 10.5 metres (34.4 feet)

Requested Zoning

Zone: Residential R3 (R3-2) Zone

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

Height: 10.5 metres (34.4 feet)

Planning Policies

The subject lands are in the in the 'Neighbourhoods' Place Type in The London Plan, permitting a wide range of residential uses, including single detached dwellings, converted dwellings, townhouses, secondary suites, home occupations, low-rise apartments and emergency care establishments; and designated as Low Density Residential in the 1989 Official Plan, which permits single detached dwellings, semi-detached dwellings, duplexes, triplexes, and converted dwellings as the main 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 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/planapps) 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 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

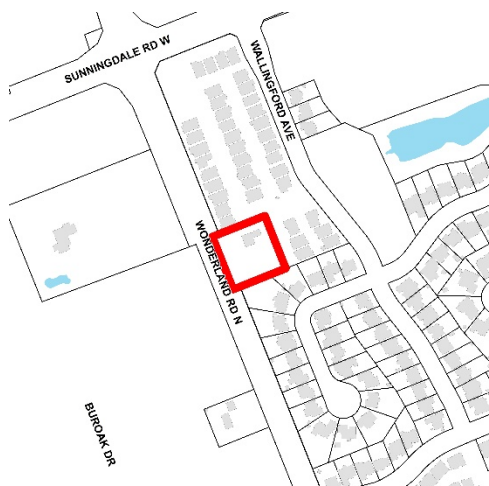
Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the *Municipal Act*, 2001, as amended, and the *Planning Act*, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City 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.

PUBLIC MEETING NOTICE

Zoning By-Law Amendment

2096 Wonderland Road North



File: Z-9010

Applicant: Invest Group Limited

What is Proposed?

Zoning amendment to allow:

- 18 three-storey townhouse units
- up to 2 converted dwellings in the existing heritage building

YOU ARE INVITED!

Further to the Notice of Application you received on January 30, 2019, you are invited to a public meeting of the Planning and Environment Committee to be held:

Meeting Date and Time: Monday, May 13, 2019, no earlier than 4:00 p.m.

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

For more information contact:

Barb Debbert
bdebbert@london.ca
519-661-CITY (2489) ext. 5345
Development Services, City of London
300 Dufferin Avenue, 6th Floor,
London ON PO Box 5035 N6A 4L9
File: Z-9010

london.ca/planapps

To speak to your Ward Councillor:

Josh Morgan
joshmorgan@london.ca
519-661-CITY (2489) ext. 4007

**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 Residential R1 (R1-16) Zone to a Residential R5 Special Provision (R5-6(_)) 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 R1 (R1-16)

Permitted Uses: Single detached dwelling (one per lot)

Special Provision(s): n/a

Residential Density: minimum lot area of 4000m² and a minimum frontage of 50m

Height: 12.0 metres

Requested Zoning

Zone: Residential R5 Special Provision (R5-6(_))

Permitted Uses: Cluster townhouses and cluster stacked townhouses

Special Provision(s): allow up to 2 converted dwelling units; front yard depth reduction from 8.0 metres to 0 metres; rear yard depth reduction from 6.0 metres to 3.8 metres

Residential Density: 50 units per hectare

Height: 12.0 metres

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 multiple attached dwellings such as row houses or cluster houses, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings and small-scale nursing homes, rest homes and homes for the aged as the main uses.

The subject lands are in the Neighbourhoods Place Type on an Urban Thoroughfare in *The London Plan*, permitting a range of single detached, semi-detached, duplex, triplex, fourplex, townhouse, stacked townhouse, and converted dwellings; low rise apartments; secondary suites; home occupations; group homes; emergency care establishments; rooming houses and supervised correctional 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 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/planapps) page at london.ca.

See More Information

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- 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.

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

Notice of Collection of Personal Information

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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.

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



Building Renderings



View from Wonderland Road North 1



View from Wonderland Road North 2



View from Interior of 2105 Wallingford Avenue Development

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



View of Interior Courtyard

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



PUBLIC MEETING NOTICE

Zoning By-Law Amendment

4680 Wellington Road South



File: TZ-9027

Applicant: 761030 Ontario Limited

What is Proposed?

Zoning amendment to allow:

- The continuation of the existing golf driving range facility use for an additional three (3) years.

YOU ARE INVITED!

Further to the Notice of Application you received on February 27, 2019, you are invited to a public meeting of the Planning and Environment Committee to be held:

Meeting Date and Time: Monday, May 13, 2019, no earlier than 4:30 p.m.

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

For more information contact:

Planner: Meg Sundercock
msundercock@london.ca
519-661-CITY (2489) ext. 4471
Development Services, City of London
300 Dufferin Avenue, 6th Floor,
London ON PO Box 5035 N6A 4L9
File: TZ-9027

london.ca/planapps

To speak to your Ward Councillor:

Steven Hillier
shillier@london.ca
519-661-CITY (2489) ext. 4014

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

Date of Notice: April 24, 2019

Application Details

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

Requested Zoning By-law Amendment

To extend the existing Temporary Use (T-74) Zone to allow for the continuation of the existing golf driving range facility on the subject lands for an additional three (3) years. 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: Urban Reserve Temporary Use (UR6/T-74)) Zone

Permitted Uses: A range of pastoral and existing industrial uses, conservation, and passive recreation uses, as well as a golf driving range facility for a temporary period not exceeding three (3) years.

Requested Zoning

Zone: Urban Reserve Temporary Use (UR6/T-74)) Zone

Permitted Uses: The continuation of the existing golf driving range facility use on the subject lands for an additional three (3) years in addition to the full range of uses in the Urban Reserve Temporary Use (UR6/T-74)) Zone noted above.

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 Agriculture and Environmental Review in the 1989 Official Plan, which permits agricultural uses such as the cultivation of land and livestock operations as the main uses, though also contemplates existing residential uses.

The subject lands are in the Farmland and Green Space Place Types in *The London Plan*, permitting a range of agricultural and recreational uses associated with the passive enjoyment of natural features, but also allows for residential dwellings on existing lots of record.

How Can You Participate in the Planning Process?

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See More Information

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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

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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.

Hello,

Thank you for your continued interest in this project.

Two copies of the **draft Lambeth Area Community Improvement Plan (CIP)** are available to view at the Lambeth Library.

The electronic version is available here: <http://www.london.ca/business/Planning-Development/secondary-plans/Pages/Lambeth-CIP.aspx>.

If you have any comments on the draft Lambeth Area CIP, please provide them to me by May 17, 2019.

Thank you

Laurel



Laurel Davies Snyder, MA, RPP, MCIP

Planner II, Urban Regeneration

City Planning

City of London

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: John M. Fleming
Managing Director, Planning and City Planner
Subject: City of London
Draft Lambeth Area Community Improvement Plan
Meeting on: March 18, 2019

Recommendation

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions **BE TAKEN** with respect to the draft Lambeth Area Community Improvement Plan (CIP):

- (a) that the attached draft Lambeth Area Community Improvement Plan **BE RECEIVED AND CIRCULATED** for public review and comment to the Lambeth Community Association, the Lambeth B2B Group, the Lambeth Citizens’ Recreation Council, the London Transit Commission, the Upper Thames River Conservation Authority, the London Police Service, the Westminster Township Historical Society, Lambeth & Community Harvest Festival, the London Small Business Centre, the Urban League of London, all City advisory committees and stakeholders who have participated in the process to date, posted on the City’s Get Involved website; and,
- (b) based on the feedback received through the circulation process, the final Lambeth Community Improvement Plan and any associated Community Improvement Plan By-law(s) and Official Plan amendment(s) **BE PRESENTED** at a future meeting of the Planning and Environment Committee for consideration and approval.

Previous Reports Pertinent to this Matter

August 22, 2016 PEC – Lambeth Area Community Improvement Plan Proposed Study Area and Terms of Reference

Purpose and Effects of Recommended Actions

The purpose of the recommended actions is: to present a Draft Community Improvement Plan (CIP) with an overall direction and implementation approach that will achieve the improvement vision, goals, and objectives in the Lambeth Area; and, to receive feedback to inform revisions resulting in the final Lambeth Area CIP to be adopted pursuant to the *Planning Act*.

Background

What is a Community Improvement Plan (CIP)?

A CIP is a tool that allows a municipality to take actions to support improvements and redevelopment within a specifically defined Community Improvement Project Area. Section 28 of the *Planning Act* gives municipalities the ability to prepare CIPs. CIP actions can include:

- identifying changes needed to land use planning policies, zoning, and/or other by-laws, policies, and practices;
- directing funds for improvements to public infrastructure and public space;
- acquiring, rehabilitating, and disposing of land;
- providing grants and loans to owners and tenants for specific actions (which would normally be unavailable);

- in consultation with stakeholders, establishing a long-term vision, goals, objectives and an implementation strategy to provide focus and direction for continuous community improvement;
- building community capacity; and,
- supporting and strengthening economic resilience.

Policy Framework

1989 Official Plan

Chapter 14 establishes that the City can designate community improvement project areas and prepare associated Community Improvement Plans (CIPs) to address identified community needs and improvement goals in these areas. Some of the community improvement goals that can be addressed by a CIP include: supporting private property (re)investment and maintenance; addressing compatibility of land uses; supporting the creation of Affordable Housing; and, supporting the retention of heritage properties/areas. The *1989 Official Plan* also outlines criteria for designating community improvement project areas and potential initiatives which Council may use to implement specific CIP recommendations, like federal and provincial government programs and financial incentive programs (grants and loans). Specific items that can be addressed by a CIP are listed in Appendix B of the Draft Lambeth Area CIP.

The London Plan

Consistent with the *1989 Official Plan*, *The London Plan* establishes that community improvement project areas can be designated anywhere in the municipal boundary, and that Council may adopt an associated Community Improvement Plan (CIP) for the area to support and achieve community improvement goals. Goals for community improvement are consistent with the focus and goals for Urban Regeneration and include: stimulating (re)investment and redevelopment; inspiring appropriate infill; coordinating planning efforts; improving physical infrastructure; supporting community economic development; preserving neighbourhood and cultural heritage value; and, establishing an improved neighbourhood. *The London Plan* also identifies that CIPs can provide City Council with the tools to achieve these goals which can include grants, loans and other incentives intended to support community improvement. Fifteen community improvement objectives are included in *The London Plan* and are listed in Appendix B of the Draft Lambeth Area CIP.

Southwest Area Secondary Plan (SWAP)

The City of London adopted the *Southwest Area Secondary Plan* in 2014. The SWAP established a vision, principles and policies for the development of the Southwest Planning Area, which includes Lambeth. This Plan provides a greater level of detail than the general policies in the City Official Plan and serves as a basis for the review of planning applications which will be used in conjunction with the other policies of the Official Plan. The Lambeth Area CIP is consistent with the vision, principles and policies of the SWAP.

CIPs in London

At present, the City Council has adopted eight (8) CIPs. The CIPs are intended to stimulate targeted reinvestment, reveal and inspire select infill and intensification opportunities, coordinate planning efforts, preserve neighbourhood and heritage character, enhance industrial and other business opportunities, and aid in the cleanup of contaminated sites. The geographically-based CIPs include: the Airport, Downtown, Hamilton Road, Old East Village and SOHO CIPs; the criteria-based CIPs include the Brownfield, Heritage and Industrial CIPs.

Rationale for the Lambeth Area CIP

Ontario’s *Planning Act* defines a community improvement project area as “a municipality or an area within a municipality, the community improvement of which in the opinion of the council is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social or community economic development reason.” Additional information about CIP legislation in the *Planning Act* is include in Appendix A of the Draft Lambeth Area CIP. The rationale for creating the Lambeth Area CIP is summarized below.

- A long-term vision, goals, objectives and an implementation strategy for the area will be developed through the CIP process providing focus and direction for continuous community improvement. Specifically, a vision and plan encompassing the Lambeth Village Core will help to reinforce this area as the hub of Lambeth, support cultural heritage and its unique identity, and strengthen the local economy.
- Implementing a CIP can result in benefits at both a city-wide and neighbourhood scale including: supporting a positive image for the City; supporting local cultural heritage; illustrating how a pedestrian-oriented core enhances the sense of place of an area; and, providing overall support for the improvement of one of London’s unique neighbourhoods.
- The CIP process can bring light to local concerns and needs regarding the pedestrian environment and connectivity (especially in terms of walking and cycling) and goals including streetscaping and developing a connected transportation network.
- A Lambeth Area CIP can provide tools to encourage and support (re)investment and regeneration of buildings and properties.
- A Lambeth Area CIP can help to develop community capacity and encourage collaboration which will assist with successfully implementing the CIP.

Lambeth Area CIP Study Area & CIP Project Area

Study Area

When a CIP is being prepared, a Study Area is established early in the process to provide a geographic focus for the project. An initial Study Area for the Lambeth Area CIP presented at the first community meeting in July 2016. It was revised based on comments from stakeholders and approved by Council in August 2016. The Study Area is described as: Kilbourne Road and the future Kilbourne Road extension to Wonderland Road to the north; Wonderland Road, Hamlyn Street and Dingman Creek to the east; Greenhills Country Club to the South; and, Dingman Creek to the west.

Figure 1: Lambeth Area CIP Study Area

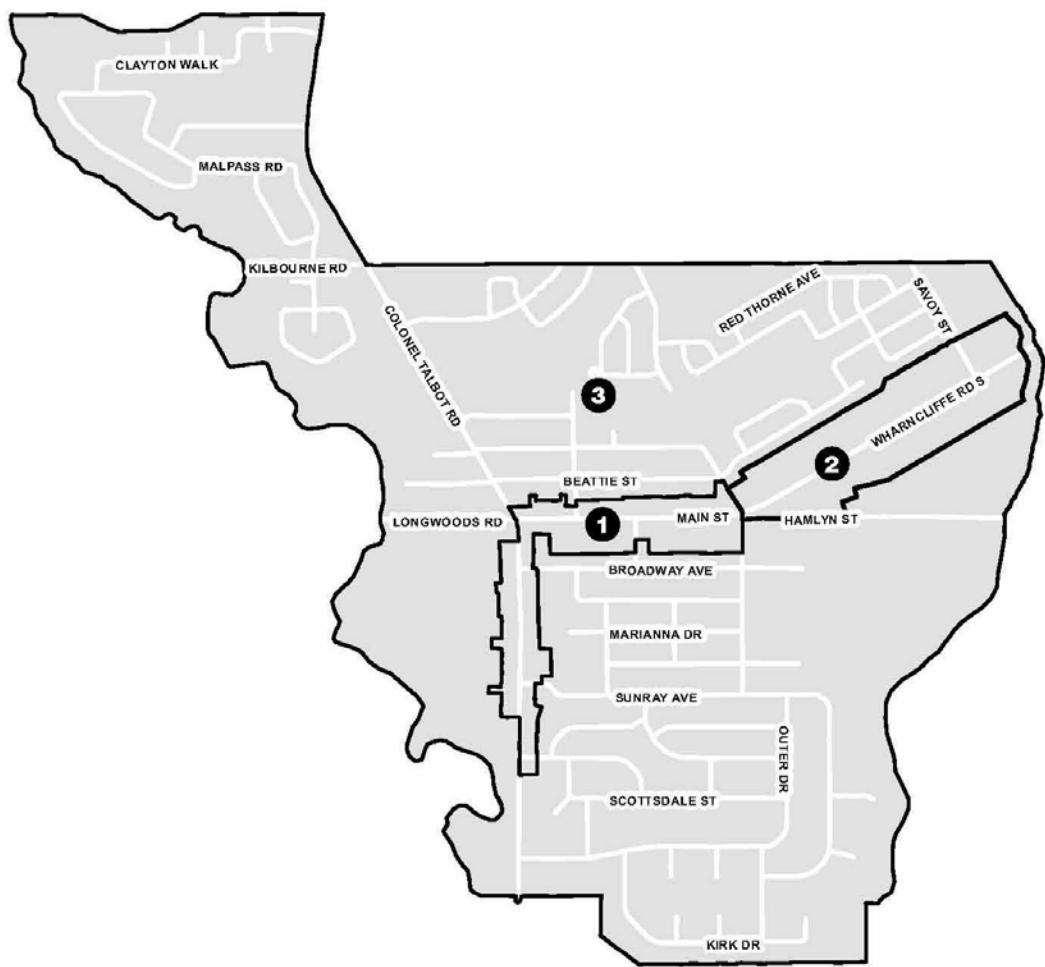


Project Area

Figure 2 illustrates the Project Area included in the Draft Lambeth Area CIP. The Project Area is slightly different than the Study Area in that it includes the Clayton Walk and Malpass Road subdivisions north of Kilbourne Road and west of Colonel Talbot Road; it does not include the area north of the future Kilbourne Road extension east of Colonel Talbot Road; and, it is bound by the Dingman Creek corridor on the east (i.e. does not continue to Wonderland Road). The Project Area has been divided into three Project Sub-Areas which were determined based on each area’s conditions and characteristics inventoried during the preparation of the CIP. The Sub-Areas are noted on Figure 2 below as:

- 1. Lambeth Village Core;
- 2. Lambeth Wharncliffe Road Corridor; and,
- 3. Lambeth Residential Area.

Figure 2: Lambeth Area CIP Project Area



Consultation and Process to Date

Purpose of this Community Improvement Plan

Development of the Lambeth Area CIP was initiated in 2014 by the Ward Councillor and the Lambeth Community Association (LCA). The purpose of the Lambeth Area CIP is to:

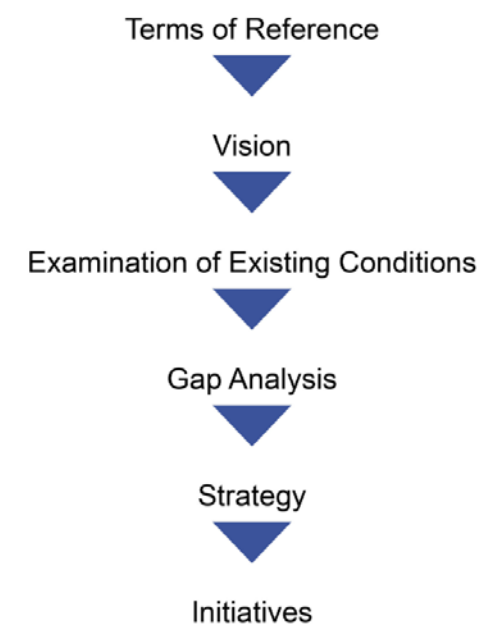
- articulate a vision, goals, and objectives for the Lambeth Area CIP Project Area;
- illustrate how existing strategies, plans and initiatives tie into the CIP vision, goals, and objectives;
- identify Action Items and priorities for implementation;
- identify who is responsible for Action Items; and,
- provide incentive programs to encourage and support private-sector investment in buildings and properties.

Process Used in Developing this Community Improvement Plan

Municipal Council approved the Terms of Reference for the Lambeth Area CIP in August 2016. The Terms of Reference provided structure for the project and helped to guide the following key phases of the project:

- develop a vision for the CIP with the community;
- examine and evaluate the existing conditions;
- identify the gaps between existing conditions and the ideal situation (the vision); and,
- develop initiatives and a course of action to guide community improvement in the Lambeth Area.

This graphic illustrates the overall process used for this project.



Consultation & Communication: Community-led Process

Community consultation was a significant part of this project, and many people were involved in a number of ways. The section below provides a summary of the communication and consultation conducted and planned for this project. Additional details are provided in Appendix D of the Draft Lambeth Area CIP.

- **City Website Project Webpage:** Planning Staff established a Lambeth Area CIP webpage on the City’s website to provide regular project updates.
- **Project Updates:** City Planning Staff created a Contact List and emailed project updates which included information about upcoming Community Meetings, Meeting Summaries, City Council Approvals, and a link to the Project webpage.
- **Project Pulse Team:** A Pulse Team comprised of residents, business owners and members of the Lambeth Community Association was formed to help guide the preparation of the Lambeth Area CIP.
- **Community Meeting and Workshop No. 1 (July 7, 2016):** The purpose of the first community meeting was to provide general project information, identify strengths, community needs, desired improvements and a vision for the Lambeth Area, and to obtain input on the CIP Study Area and the Terms of Reference.
- **Community Meeting and Workshop No. 2 (October 18, 2016):** The purpose of the meeting was to define objectives, establish a vision, confirm what stakeholders identified as requiring improvement, and prioritize identified improvements.
- **Community Meeting and Workshop No. 3 (March 28, 2017):** The draft Strategic Initiatives were discussed and a workshop was conducted to review and prioritize proposed Action Items.

- **Lambeth & Community Harvest Festival (September 10, 2016):** City Staff hosted a casual outreach session about the CIP process.
- **Lambeth Community Association Annual General Meeting (June 18, 2018):** Staff provided an update on the progress of the Lambeth Area CIP.
- **Lambeth Business-to-Business Group (B2B) Meeting (December 13, 2018):** Staff from City Planning, Service London Business and Environmental & Engineering Services provided an update on the Lambeth Area CIP and Main Street Infrastructure Renewal Project.
- **Stakeholder Meeting (March 21, 2019):** At the request of Councillor Hopkins, a Community Information Meeting will be held on Thursday March 21, 2019 to present the Draft Lambeth Area CIP to stakeholders.

Key Findings

Strengths, Weaknesses, Opportunities and Threats (SWOT) identified by Stakeholders

Part of developing the Lambeth Area CIP was asking participants to identify what they perceive as strengths, weaknesses, opportunities and threats (SWOT) that require action and/or improvement. A brief summary of what people identified is provided below; more detail is provided in Appendix E of the Draft Lambeth Area CIP.

Stakeholders feel that Lambeth's greatest strengths are its uniqueness, sense of community and history, and the feeling that Lambeth is an authentic village. The range of independently owned and operated businesses and the fact that the area has almost everything residents require are also seen as strengths. Although Lambeth is seen as a unique and strong community, stakeholders identified that the lack of a clear community identity and lack of sense of place are key weaknesses. Others commented that there is a need for arts and culture, and promotion and celebration of Lambeth's cultural heritage. The strong desire for connected cycling routes, trails and amenities, and pedestrian trails, pathways and amenities within Lambeth and connected to the rest of London were identified as priorities. Many participants identified the need to better understand municipal processes and policies and connect with City Hall. The lack of a coordinated approach to business support and attraction, and the goal to foster a broad range of uses in the Lambeth village core were highlighted as issues requiring action.

Many participants expressed concerns and frustration with vehicular congestion and the current state of some of the roads in the Lambeth Area. Although the Transportation Master Plan (TMP) is updated every 5 to 10 years and updates reflect needs in the growth areas of the City, participants asked questions about how transportation planning occurs at the City of London and whether Lambeth's anticipated growth has been considered and incorporated into transportation plans. Most recently, the Main Street Infrastructure Renewal Project highlighted the need for road improvements in other parts of the Lambeth Area including Bainard Street, Kilbourne Road, the intersection of Kilbourne Road & Colonel Talbot Road, and Pack Road. There were also concerns for the state of some of the roads outside of the CIP Project Area.

In terms of opportunities, the potential for infill development and redevelopment was highlighted. Other opportunities identified by stakeholders include the desire to establish a clear identity, maintain culture and heritage, and develop the Lambeth Village Core as a traditional pedestrian-focused main street environment and a focal point for the community and events. This would further differentiate Lambeth within the City of London. The natural environment and public spaces were highlighted as an opportunity - the Dingman Creek corridor in particular. However, stakeholders also commented on the threats to the natural environment from development. General development pressures and the development along Southdale Road and the Wonderland Road corridor are seen as threats to businesses and to the existing character of Lambeth. Stakeholders commented that without support for small businesses and entrepreneurs, and improved bus service, Lambeth will continue to lose businesses.

Issues identified by Staff

In addition to the needs and concerns identified by stakeholders, City Planning staff identified items requiring attention. Staff's findings are summarized below; more detail is provided in Appendix B of this report.

- **Business Attraction, Retention & Expansion:** The Lambeth B2B Group, formed in 2015, is comprised of business representatives who meet on a regular basis to discuss issues, network, and learn from guest speakers. Lambeth does not have a Business Improvement Area (BIA), and there is currently no mechanism in place to provide sustainable funding for items that support local businesses and the local economy (e.g. promotion & advertising campaigns, branding, events, education & training, Wi-Fi, beautification). Without an understanding of the current local economy (e.g. sector statistics), a plan and a source of long-term sustainable funding focused on business attraction, retention, expansion, the local business environment will not reach its full potential.
- **Coordination & Communication:** The Lambeth community is very fortunate to have many volunteer organizations and individual volunteers who are dedicated to improving their community. At this point, there does not appear to be a regular event and/or forum to help with coordinating and communicating the wide range of initiatives in Lambeth.
- **Growth & Change:** Like many communities in London, the Lambeth area is growing and undergoing change. Most of the growth will be controlled by the property owners and developers (e.g. timing and phasing of development). Although growth can have positive impacts like increased customers to businesses and participation in local events and organizations, growth also puts pressure on existing infrastructure (e.g. roads) and community facilities (e.g. community centre, parks, schools). Feedback and questions received throughout the Lambeth Area CIP project point to a need to provide the community with education and information regarding approved and planned City and private sector projects (parks, trails, roads, residential), prioritization and timing of projects, how to find and connect with City resources, how the planning and development process works, and how to get involved/stay informed. Essentially, people want to know what is planned, approved, and forecasted for Lambeth from now to 2035.
- **Identity:** Lambeth's distinctiveness as a unique village resonates positively with the community. There is an opportunity to further position Lambeth's identity and distinctive village core as a destination within the City of London. Strengthening the Lambeth village core's unique sense of place would lend support to businesses, organizations, and bolster community pride.
- **Signage and Wayfinding:** There is an opportunity to create and implement a unique, comprehensive and consistent wayfinding and identification signage program in Lambeth to develop a sense of place, reinforce community identity, attract visitors and customers, and direct and inform people about unique features, landmarks and amenities.
- **Wharncliffe Road Corridor:** There is an opportunity to develop a Streetscape Plan for Wharncliffe Road as part of future infrastructure projects which could include a gateway to the Lambeth village core. This project would assist with supporting local businesses, providing orientation, strengthening Lambeth's identity as a unique area within the City of London, and addressing concerns about safety and traffic speed.

Format and Content of the Community Improvement Plan

Lambeth Area CIP Vision, Goals & Objectives

The Lambeth Area CIP begins with the Draft Vision, Goals & Objectives developed through consultation with the community. The Lambeth Area CIP Draft Vision states:

Our Lambeth will be a place for others to visit and well known for its history. Lambeth comes alive through the charming historic main streets, unique shops and services, Dingman Creek, parkland, and community events.

Lambeth Area CIP Goals & Objectives

Six goals were defined for the Lambeth Area CIP. The Goals and Objectives align with the Southwest Area Plan (SWAP) and feedback received from stakeholders during consultation. The detailed objectives for each goal are provided in the attached Draft Lambeth Area CIP document.

1. **Supporting Businesses & the Local Economy:** Lambeth will have resilient, strong, connected and diverse businesses and a business environment that serve the local community, attract visitors, and support business retention, expansion & investment.
2. **Strengthening Community & Connections:** The Lambeth community will continue to develop and maintain strong connections within the community and the City, and build capacity to work strategically with stakeholders to achieve community goals.
3. **Improved Mobility & Safety:** Lambeth will have an interconnected community-wide transportation network that is safe, multi-modal and prioritizes walking and cycling.
4. **Developing High Quality Public Realm & Recreation Opportunities:** Lambeth will have a range of recreational amenities, programs and supporting infrastructure, and a connected network of pedestrian-oriented streetscapes and public spaces that are interesting, accessible, safe, beautiful and clean.
5. **Strengthening & Conserving Cultural Heritage:** Lambeth will have a distinct sense of place that reflects and supports local cultural heritage values.
6. **Enhancing & Conserving Natural Heritage:** Natural features and systems are a defining feature of Lambeth and are enhanced, conserved and celebrated.

Lambeth Area CIP Action Items

All recommended CIP actions are identified in an Actions Items table in the Draft Lambeth Area CIP, attached to this report as Appendix A. Action Items align with the Draft Vision, Goals and Objectives defined through the Lambeth Area CIP process. The table identifies proposed lead(s) and partners, a suggested priority for implementation, and relative funding requirements (high, medium, low, no cost) for each Action Item.

The success of the Lambeth Area CIP requires coordination of the efforts of many stakeholders over time. There is not one person or organization which has the sole responsibility of managing and implementing initiatives or ensuring success. Ideally, champions will emerge to lead identified actions. Implementation is contingent on a number of factors including costs, availability of funding, priorities, and willingness and motivation of the stakeholders and the community to lead projects.

The Action Items table is divided into the following three categories:

1. **Municipal Actions:** These are Action Items that are the responsibility of the Municipality. Many of these Action Items are part of existing projects or programs.
2. **Community Opportunities:** Leading these Action Items is the responsibility of community stakeholders (individuals or groups).
3. **Action Items Identified & Completed during the Lambeth Area CIP Project:** These items were completed because they were part of an existing project already underway (e.g. Main Street Infrastructure Project, Parks & Recreation Master Plan), part of an ongoing program (e.g. Lifecycle Renewal), or completed by City Planning Staff during the CIP project.

In terms of general implementation priorities for the Municipal Actions, Action Items identified as 1st priorities can be implemented with existing resources. Action Items identified as 2nd and 3rd priorities have higher costs and may require future budget considerations, longer-term implementation plans and/or coordination with stakeholders.

Before being incorporated into the Draft Lambeth Area CIP, the Action Items table was circulated to City staff for feedback. Additional feedback is anticipated as part of the circulation process.

Monitoring and Evaluation

The Draft Lambeth Area CIP features a Monitoring and Evaluation section which provides a framework for regularly tracking the progress of the CIP, and ensuring that priorities and assumptions remain relevant to achieving the Vision, Goals, and Objectives.

A number of baseline conditions were determined during the preparation of the Draft Lambeth Area CIP against which future information can be compared. This provides a consistent framework for evaluating the ongoing change in the Lambeth Area CIP Project Area. Variables/measures may be added to the baseline conditions. The financial incentive programs made available through the Lambeth Area CIP will also be monitored and the information will be stored in a database.

Staff are recommending that a Monitoring Report is prepared every five years to evaluate the Community Improvement Plan and its individual programs. This report and evaluation will be based on the changes to the baseline conditions, feedback from stakeholders, and any new issues, conditions, or opportunities that have emerged.

Next Steps

A Community Information Meeting will be held at the Lambeth Arena on Thursday March 21, 2019 to present and discuss the Draft Lambeth Area CIP. Community groups and organizations will have the opportunity to display materials highlighting their activities and achievements in the community.

Project participant comments will be received and addressed in the coming months to provide opportunity for stakeholder and community feedback. Based on comments and feedback received, Staff will modify the Draft Lambeth Area CIP as required.

A public participation meeting is planned at a Planning & Environment Committee meeting in summer 2019 when the final Lambeth Area CIP and applicable By-laws, Official Plan amendment(s) and Financial Incentive Program Guidelines will be brought forward for approval and adoption.

Conclusion

The attached Draft Lambeth Area Community Improvement Plan represents Staff's best efforts to unite the community's vision for improvement into one comprehensive plan. Staff recommends that the Draft Lambeth Area CIP is circulated to stakeholders and the public for comments and feedback.

Prepared by:	Laurel Davies Snyder, MCIP, RPP Urban Regeneration
Submitted by:	Britt O’Hagan, MCIP, RPP Manager, Urban Regeneration
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 City Planning.	

March 6, 2019
LDS/lds

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Appendix A
Draft Lambeth Area Community
Improvement Plan

Appendix B

Issues in the Lambeth Area Identified by Staff

Business Attraction, Retention & Expansion:

Formed in 2015, the Lambeth B2B Group meets on a regular basis to discuss issues, network, and listen to guest speakers. Lambeth does not have a Business Improvement Area (BIA) and there is no mechanism in place to collect ongoing fees from stakeholders to fund items that support local businesses and the local economy (e.g. promotion & advertising campaigns, branding, events, education & training, Wi-Fi, beautification).

The CIP process revealed that people value the local businesses in Lambeth and see them as an integral and positive part of the community. Additionally, a key part of the community's vision for Lambeth is a healthy, vibrant, and successful "Main Street" and core. However, without a plan and a source of long-term sustainable funding focused on business attraction, retention, expansion, the local business environment will not reach its full potential.

City Projects & Planning Processes

The CIP process revealed that there is a need to provide education and information on City resources, projects and planning processes. Specific questions posed to staff during the project include:

- How will Lambeth change/develop in the next 5, 10, 20 years?
- Why are projects initiated?
- How do projects incorporate local issues and priorities?
- How/where can I get on a notification list and/or find information on projects and plans that affect the Lambeth Area?
- How can the Lambeth community stay up-to-date with projects?
- Who can the Lambeth community contact with questions and concerns?
- What is zoning?
- How does "planning" work and how can I get involved?

Coordinated outreach and education by City Planning and Service London Business was initiated at the December 2018 Lambeth B2B Group meeting.

Signage and Wayfinding

There is an opportunity to create and implement a unique, comprehensive and consistent wayfinding and identification signage program in Lambeth to direct and inform people about unique features, landmarks and amenities.

An integrated signage program can support many community development goals including but not limited to:

- developing and strengthening identity and sense of place (brand visibility and reinforcement);
- improving the urban realm and pedestrian safety;
- enhancing the visibility of specific landmarks, features, and amenities (resulting in increased visits and greater support for local businesses);
- assisting with ease of navigation (pedestrian and vehicular);
- promoting temporary events;
- improving the quality of experience/increased confidence to walk in the area; and,
- reducing visual clutter (i.e. unnecessary signage; coordination of design).

Sign types/sign families can include: primary gateway, vehicular directional, pedestrian directional, identification (e.g. parking, parks, trails, etc.), informational (e.g. cultural heritage landmark), event signage, banners, district-specific (e.g. heritage), and others.

Wharncliffe Road Corridor

Wharncliffe Road South (east of Campbell Street and Wharncliffe Road intersection) can be described as a commercial strip; it is a relatively wide road with a range of individual businesses spaced fairly far apart and accessed primarily by vehicular traffic. Participants mentioned that walking along the road is not enjoyable or seen as safe due to vehicular traffic (volume and speed). There are many freestanding signs in this area which do not contribute to a sense of place or complement the vision that project participants have for the Lambeth Area CIP Project Area.

Although Wharncliffe Road is an entrance/gateway into a traditional main street area, there is no infrastructure/design treatment providing cues regarding what lies ahead on Main Street, nor are there any prompts to alter driving behaviour and drive at a speed appropriate for a main street / village core area (e.g. landscaping, signage, road width changes, lighting standards, banners).

As part of future infrastructures, there may be opportunity to develop a Streetscape Plan for Wharncliffe Road which could include a gateway into the Lambeth village core area. This project could assist with addressing concerns about traffic speed, support local businesses, provide orientation, and strengthen Lambeth's identity as a unique area within the City of London.

Change

Like many communities in London, the Lambeth area is undergoing change. Although the population in the Lambeth Planning District declined by 5% between 2011 and 2016, the population of the City of London increased by 4.8% during the same timeframe. From 2014 to 2018, there was an increase in the number of new residential units constructed in the Lambeth Area and more are forecasted for the future. Although growth can have positive impacts like increased customers to businesses and participation in local events and organizations, growth also puts pressure on infrastructure (e.g. roads) and community facilities (e.g. community centre, parks, schools).

Growth in the Lambeth village core has been limited in part due to the lack of municipal sanitary and storm sewer connections. A significant component of the 2018 Main Street Infrastructure Renewal Project was installing new sanitary sewers and storm sewers along Main Street and part of Longwoods Road. This transition from a septic system to sanitary sewers is paving the way for future development in the area. This is especially important given the proximity and continued growth of the Wonderland Corridor which is less than 5 km away from the Lambeth village core. Figuring out how the Lambeth village core stays relevant and viable will be a challenge for the community.

Identity

Similar to other rural villages in Ontario, Lambeth developed as a compact and walkable community with a traditional main street at its core. The Lambeth village core still contains a mix of small-scale and independent retail shops, restaurants, and service establishments, and a number of civic, institutional, and community anchors that remain important to the community (e.g. post office, places of worship, community centre, banks). The village core is surrounded by low-density residential areas, established over time. Also similar to other Ontario communities, the overall Lambeth area has lost some original buildings and has adapted to accommodate auto-oriented development. This has resulted in new development being built around and further from the original core, and growth of a commercial strip along Wharncliffe Road.

Although Lambeth was incorporated into the City of London in 1993 and the community fabric is changing with new residents, new infrastructure, and new businesses, its distinctiveness as a unique village resonates positively with the community. Factors contributing to this identity are: the relatively small size and geographic autonomy of the community; the long-standing active community organizations and places of worship with high levels of engagement (e.g. they bring people and events to Lambeth village core like the successful Lambeth & Community Harvest Festival); and, the strong sense of cultural heritage of Lambeth.

Building on and developing a community's identity typically involves working with an area's unique history, natural features, culture(s) and sources of community pride. This can be especially challenging in areas undergoing major changes and consideration must be given to building an identity that is representative of the current and changing

community members. There is an opportunity to further develop Lambeth's identity and distinctive village core within the City of London. Strengthening the Lambeth village core's unique sense of place would lend support to businesses, organizations, and bolster community pride.

DRAFT

City of London

Lambeth Area Community Improvement Plan





Acknowledgments

The Lambeth Area Community Improvement Plan was prepared by City of London Planning Services' staff with assistance from representatives from other City Divisions and many community stakeholders and organizations.

The following people and organizations played an instrumental role in preparing this CIP.

Robin Armistead
Donna Baxter
Mark Boulger
Jeff Bruin
Shawna Chambers
Ryan Craven
Matt Davenport
Larry Davidson
Laurel Davies Snyder
Mark Drewe
Geoffrey Faul
Kyle Gonyou
Karl Grabowski
Lila Huron-Albinger
Councillor Anna Hopkins
Lambeth B2B Group
Lambeth Citizens' Recreation Council
Lambeth Community Association
Liz MacKinnon
London Small Business Centre
Andrew Macpherson
Nicole Musicco
Ryan Nemis
Britt O'Hagan
Karen Oldham
James Scott
PULSE Team
The Urban League of London
Brian Tschirsow
Amanda-Brea Watson
Elli Westeinde
Westminster Township Historical Society
Jim Yanchula

And everyone who participated in the community meetings and contributed throughout the preparation of this Plan.

Lambeth Area Community Improvement Plan

Adopted pursuant to section 28 of the *Planning Act*.

1 Introduction

- 2 Community Improvement Plan Overview
- 4 Lambeth Area
- 5 Study Area
- 6 Lambeth Area Profile

2 Stakeholder Input: Areas for Improvement, Priorities & Key Principles

- 8 Strengths, Weaknesses, Opportunities & Threats
- 16 Priorities for Improvements
- 17 Key Principles

3 Community Improvement Project Area & Project Sub-Areas

- 19 Project Area
- 21 Project Sub-Areas

4 Vision, Goals & Objectives

- 28 Vision
- 29 Goals & Objectives

5 Incentive Programs

- 38 Lambeth Village Core: Facade Improvement Loan Program
- 39 Wharncliffe Road Corridor: Sign Loan Program
- 40 Brownfield and Heritage Incentive Programs

6 Implementing the Lambeth Area Community Improvement Plan

- 43 How to Read the Lambeth Area CIP Action Items Table
- 44 Stakeholders
- 45 Timing for Implementation
- 46 Action Items Table

7 Monitoring & Evaluation

- 67 Determining the success of the Lambeth Area CIP
- 69 Baseline Conditions
- 71 Lambeth Area CIP Evaluation and Monitoring Report

8 Appendices

- 66 Appendix A: Legislative Framework
- 68 Appendix B: Policy Review
- 77 Appendix C: Consultation
- 81 Appendix D: Study Area
- 84 Appendix E: Analysis

Section 1

Introduction



Community Improvement Plan Overview

What is a Community Improvement Plan?

A Community Improvement Plan (CIP) is a tool that allows a municipality to take actions to support improvements and redevelopment within a specifically defined project area. Section 28 of the Planning Act gives municipalities the ability to prepare CIPs. Through a CIP, municipalities can:

- identify changes needed to land use planning policies, zoning, and/or other by-laws, policies, and practices;
- direct funds for improvements to public infrastructure and public space;
- acquire, rehabilitate, and dispose of land;
- provide grants and loans to owners and tenants for specific actions; and,
- establish a vision, goals, and objectives to provide focus and direction for continuous community improvement.

Purpose of this Community Improvement Plan

Development of the Lambeth Area CIP was initiated by both the Ward Councillor and the Lambeth Community Association in 2014. The purpose of this CIP is to:

- establish a vision, goals, and objectives for the Lambeth Area CIP;
- identify the strengths, weaknesses, opportunities and threats to the Lambeth Area CIP Project Area;
- illustrate how existing strategies, plans and initiatives tie into the Lambeth Area CIP vision, goals, and objectives;
- record and prioritize actions for how the Lambeth Area CIP Project Area will be improved;
- identify stakeholders and their roles in implementation; and,
- propose incentive programs to encourage and support private-sector investment in existing buildings.

In addition to CIPs having many immediate and long-term positive impacts on an area, the process of creating a CIP brings stakeholders together to talk about issues and concerns, and to share ideas and goals for improving their community. This process builds capacity and connections, which creates a stable foundation for future action.

How This Plan Was Prepared

The following key tasks were completed to build a comprehensive foundation for preparing the Lambeth Area CIP:

- review of relevant Provincial and City policy documents;
- review of existing City of London Community Improvement Plans and incentive programs;
- review of best practices used in CIPs provided by other Ontario municipalities;
- analysis of the Lambeth Area based on:
 - visual audit and first-hand data collection; and,
 - input received from the Project Team.



Lambeth Area

Background Information

The community of Lambeth, population 4170, is similar to other rural villages in Ontario in that it developed as a compact, walkable community with a traditional main street at its core along Main Street and Colonel Talbot Road. The village core contains a diverse mix of small-scale and independent retail shops, restaurants, and service establishments, and a number of civic, institutional, and community anchors which draw people to the area. These include the post office, places of worship, the community centre, and banks. The core is surrounded by established low-density residential areas. Also similar to other Ontario communities, the Lambeth Area has lost some original buildings and has adapted to accommodate auto-oriented development. This has resulted in newer residential subdivisions located throughout the Lambeth Area and a commercial “strip” located along Wharncliffe Road.

Lambeth was incorporated into the City of London in 1993 as part of the Westminster Township annexation.

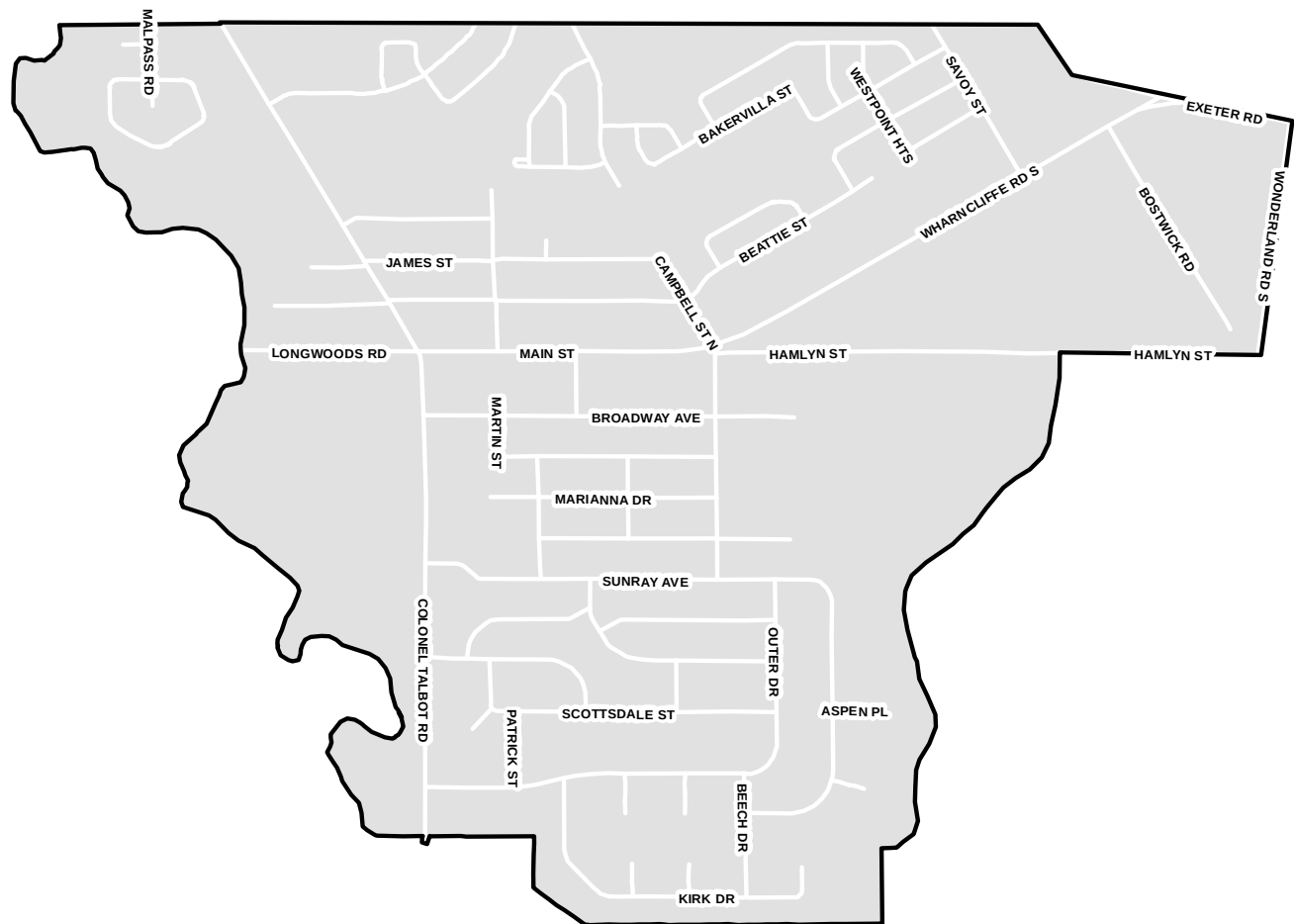
Figure 1: City of London and the Lambeth Area



Study Area

When a CIP is being prepared, a Study Area is established early in the process to maintain focus and to help avoid scope creep as the project moves forward. From the Study Area, a Project Area is then identified as the specific area requiring improvement. The Project Area is included in the final CIP document which is then adopted by Municipal Council. Provincial regulations state that the Project Area is to be based on an area that in the opinion of Municipal Council, improvement is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social, or community economic development reason.

Figure 2: Lambeth Area Community Improvement Plan Study Area



The Lambeth Area CIP Study Area as identified for this Community Improvement Plan is located in the southwest area of the City of London. The Study Area is generally defined as the following: Kilbourne Road and the future Kilbourne Road extension to Wonderland Road to the north; Wonderland Road, Hamlyn Street and Dingman Creek to the east; Greenhills Country Club to the south; and, Dingman Creek to the west.

Lambeth Area Profile

Population

The current population in the Lambeth Area CIP Study Area is approximately 4170 people; a decrease of 5% from 2011 to 2016 (240 people). In comparison, the City-wide population increased by 4.8% during the same timeframe.

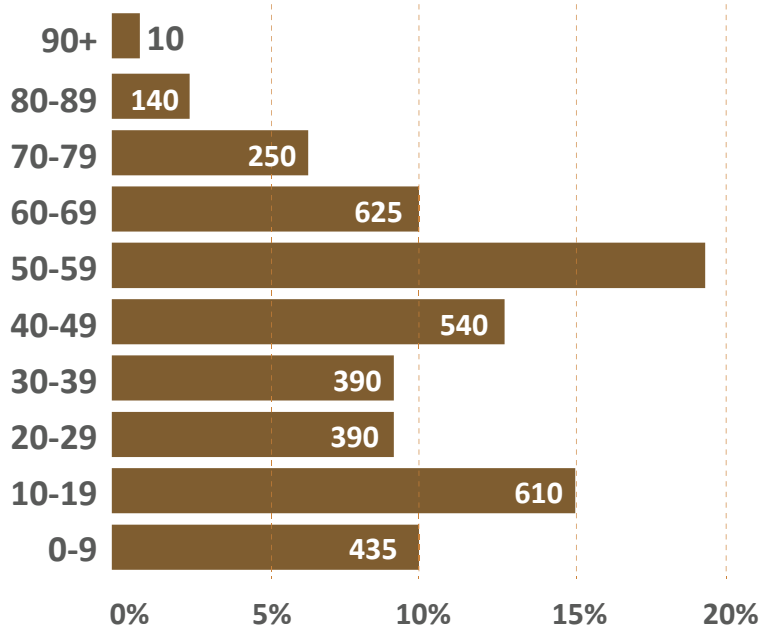


The population in the Lambeth Area decreased by 5% between 2011 and 2016.

The largest population segment in the Lambeth Area CIP Study Area is the 50-69 year age range, known as the Baby Boomer generation. This group comprises 34% of the total.

The next largest population segment is the 0-19 age range, known as the iGen/GenZ/ Centennial generation, comprising 25% of the total.

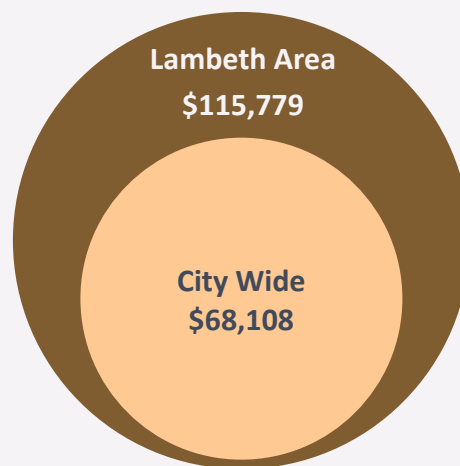
Age Structure



Household Income

58% of the households have an annual after-tax household income of \$100,000 or more. The average after-tax household income in the Lambeth Area is \$115,779, just over 58% higher than the City-wide average of \$68,108.

Average Annual After-Tax Household Income, Lambeth Area CIP Study Area & City Wide



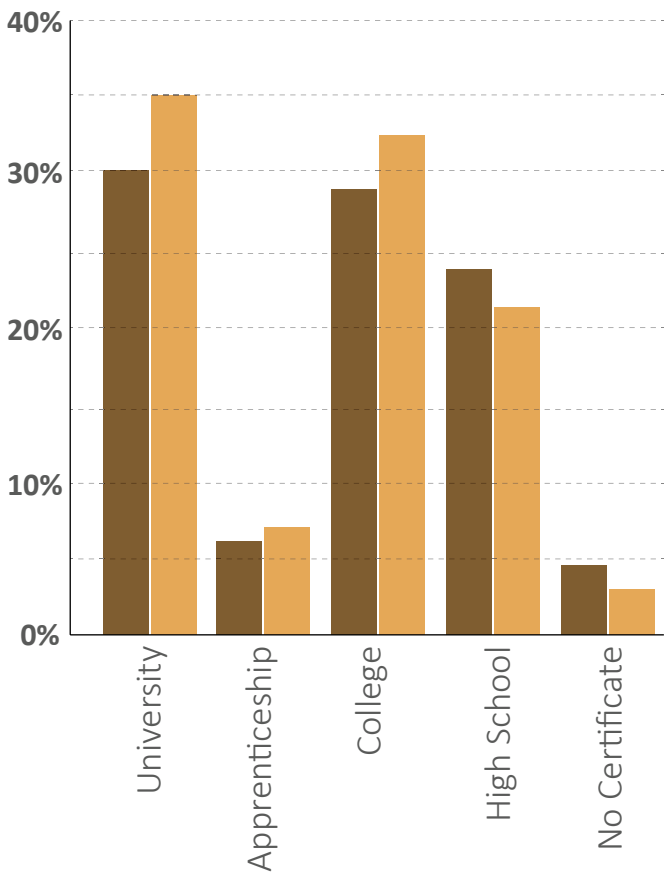
Lambeth Area Profile

Education

The Educational Attainment profile for the Lambeth Area CIP Study Area is very similar to the City-wide profile. The most frequent credential earned is a University education (diploma, degree at bachelor level or above) for just over 35% of the population compared with just over 30% City-wide. Thirty-three percent (33%) of the population have a college level education compared with 29.23% City-wide. Thirty-three percent (33%) of the population have a college level education compared with 29.23% City-wide.

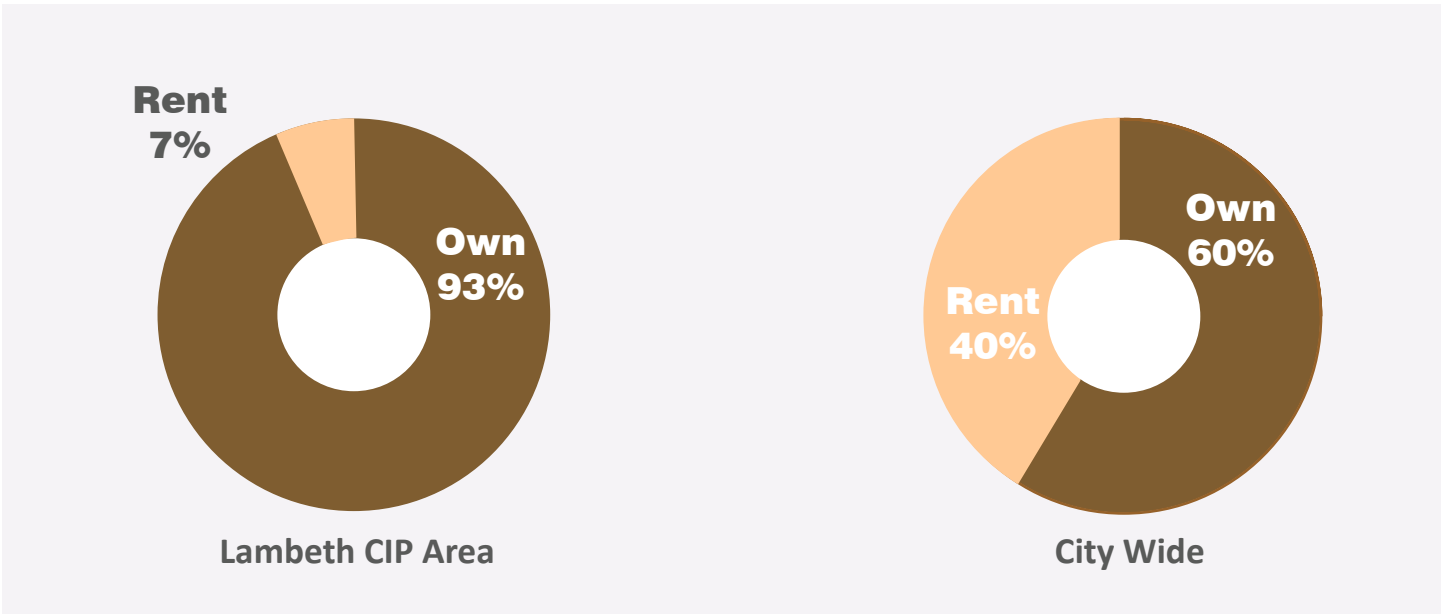


Education Attainment



Housing Tenure

The main form of housing tenure in the Lambeth Area CIP Study Area is home ownership which totals 93.5%, compared to 60.1% City-wide.

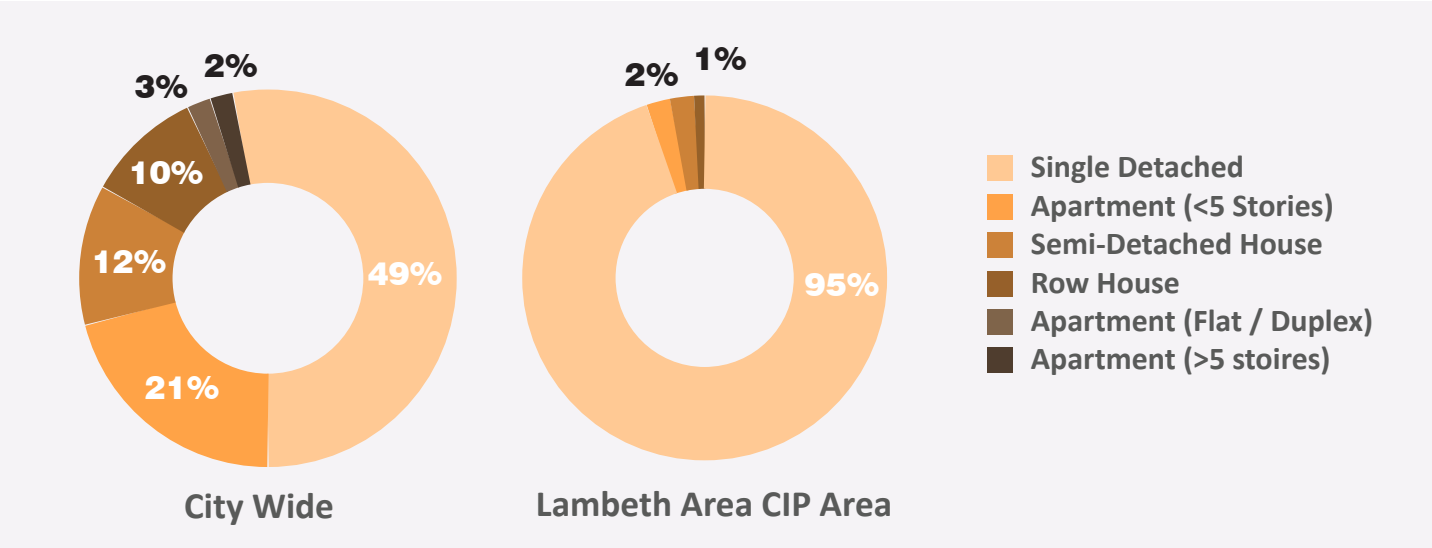


Lambeth Area Profile

Dwelling Types

Ninety-four percent (94%) of dwellings in the Lambeth Area CIP Study Area are single detached residential units (1465 residential units) compared to 50% City-wide. The remaining six percent (6%) of dwelling types in the CIP Study Area is comprised of Semi-Detached (10 units, 1.29%), Row House (30 units, 1.94%), and Apartments in a building with fewer than five storeys (30 units, 1.94%). Although almost 21% of the dwellings City-wide are Apartments in buildings of 5 or more storeys, Lambeth does not have apartment buildings of 5 or more storeys.

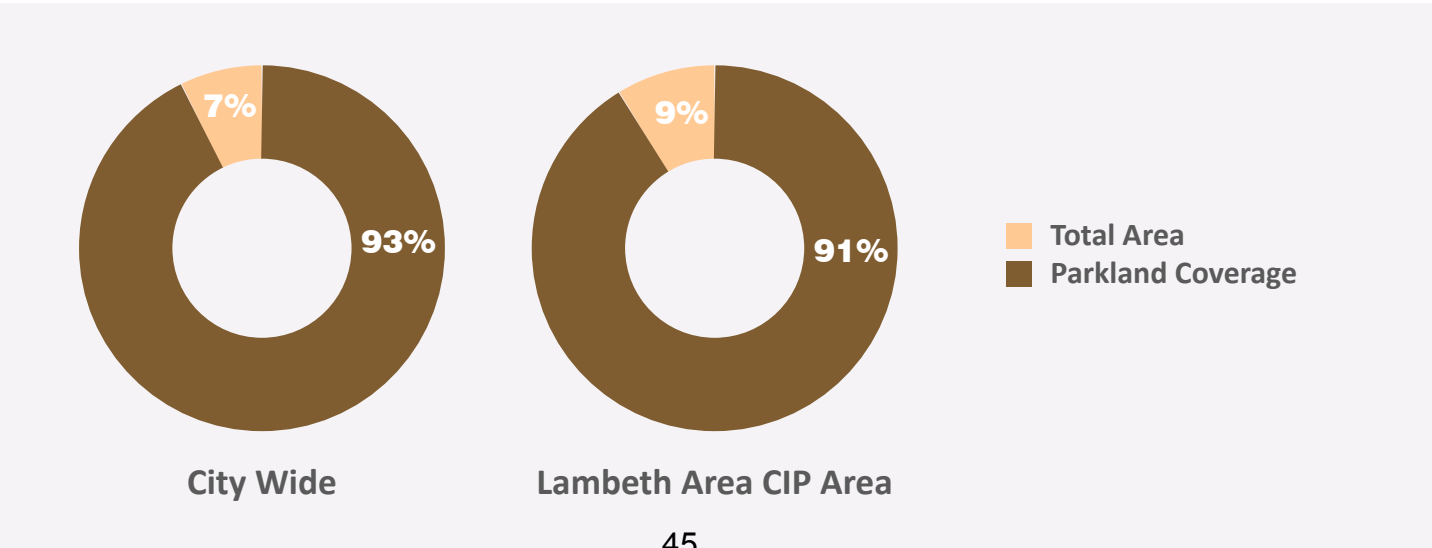
Dwelling Type Composition



Parkland

There are eleven (11) public parks in the Lambeth Area CIP Study Area. This equals a total of 37.3 hectares of parkland, which equates to 8.8% of the total CIP Study area. Based on a population of 4170 people from Census data, the Lambeth Area CIP Study Area has 9.1 hectares of parkland per 1000 people, compared with 7 hectares of parkland per 1000 people City-wide in London.

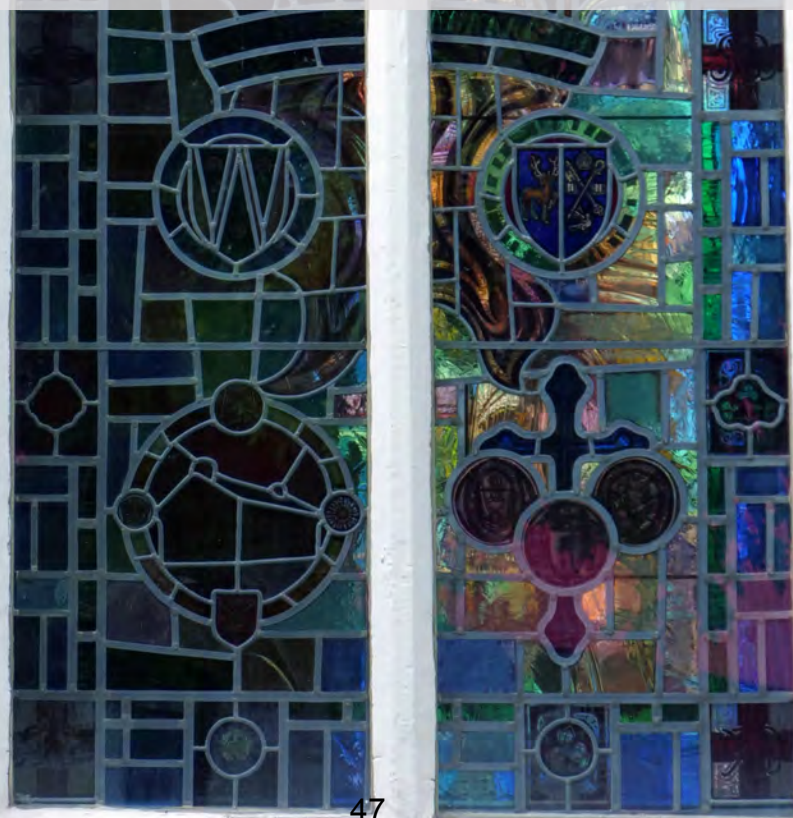
Parkland Percentage





Section 2

Stakeholder Input: Areas for Improvement, Priorities & Key Principles





What We Heard:

Strengths, Weaknesses, Opportunities, and Threats

Items seen as strengths, weaknesses, opportunities and threats (SWOT) in the Lambeth Study Area that require action and/or improvement were identified through consultation with stakeholders throughout this project (community members, groups, organizations). These items are summarized in the following Section.

Strengths

- There is a broad range of uses that serve the day-to-day needs of the local residents.
- Most businesses are independently owned and operated and well-supported by the community.
- Lambeth still feels like a small country village and not like a suburb within the City.
- The area is a “real” village and complete community; maintaining the authentic feel and landmarks is important.
- Strong sense of community and history in Lambeth.
- Lambeth is well-maintained and people believe it is a safe area.
- Wide range of heritage features within the community



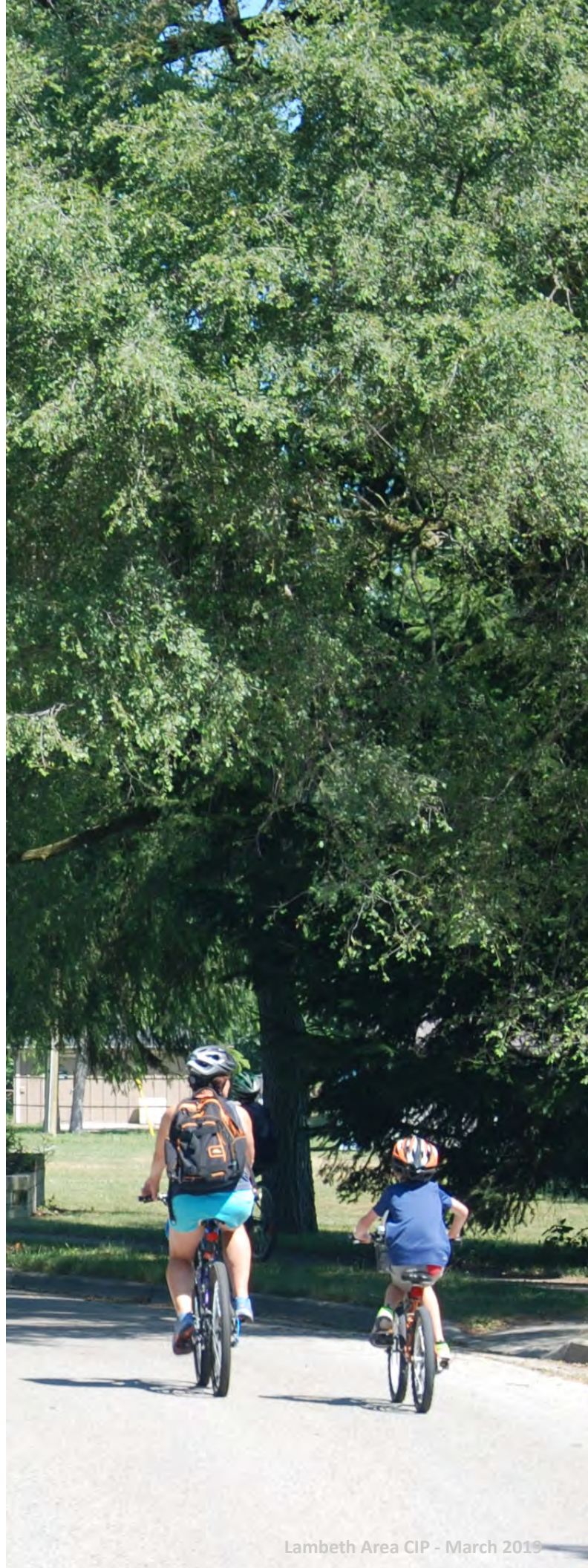
Weaknesses

- Need to create a sense of place and identity.
- Community branding needed.
- Not a good first impression for visitors entering downtown.
- Arts and culture is lacking.
- Need to document, promote, and celebrate cultural heritage.
- Need to foster a broad range of uses and activities on Main Street and Colonel Talbot Road that activate these areas throughout the day and at all times throughout the year.
- Medical clinic needed.
- Better coordination of business activities and promotion of shopping opportunities is needed.
- Provide more parking opportunities to encourage people to get out of their cars.
- Business facades and signs are dated and tired.
- Main Street gets focus for improvements while other areas are overlooked.
- Lack of municipal sanitary services has been a barrier for development and small businesses.
- Add parks, recreation amenities, and programming.
- Limited activities particularly for youth, a skate park is needed.
- Lack of a central gathering space for residents, visitors and events.
- Need pedestrian amenities- few amenities along major streets (bike racks, benches, waste receptacles, lighting, wide sidewalks).
- Need to assess accessibility and safety.
- Need safe pedestrian, pathway and cycling connections, routes and facilities, traffic calming, crosswalks, improved intersections, etc.
- Lack of foot traffic.
- No pedestrian access to Dingman Creek corridor.
- Main Street and Colonel Talbot Road function as highway corridors (through-traffic does not stop).
- Need improved connection to City Hall and better understand municipal processes and policies (e.g. planning process, development process).



Opportunities

- Infill development/redevelopment.
- Establishing and promoting a clear identity; promoting destinations.
- Maintaining culture and heritage quality is important (buildings, branding, activities, understanding).
- Lambeth Village could become a traditional downtown pedestrian-focused environment.
- Main Street provides a good focal point for the community and events.
- The intersection of Colonel Talbot Road and Longwoods Road has a strong cultural heritage value.
- Proximity to the highways is an asset (401 and 402).
- The Community Centre, Library and Service Clubs are key strengths and assets.
- The Arena and Splash Pad are great.
- Sustainability is important; Lambeth could be known for being a “green” community.
- Dingman Creek has important historic and environmental features; celebrate Dingman Creek as a significant water and ravine corridor.
- Develop Dingman Creek as a green space like Springbank Park.
- Create a strong visual and physical relationship with the Dingman Creek.





Threats

- Threat of competition from development along Southdale Road and the Wonderland corridor.
- Need to keep small businesses inviting and attractive to other Londoners.
- City support for small businesses and entrepreneurs needed.
- New development pressures.
- Losing businesses (e.g. financial institutions).
- Bus services are too indirect and limited between Lambeth and the rest of London.
- Loss of heritage and character.
- Ensure that Carolinian Forest is conserved where possible.



Priorities for Improvements

At the third community meeting, participants were asked to identify and prioritize items and areas for improvement. This activity resulted in the following list (not presented in any particular order):

- Support Small Business
- Traffic Calming
- Improve Bus Services / Amenities
- Enhance Dingman Creek Corridor
- Improve Accessibility
- More Sports /Recreation Opportunities
- Maintain Heritage
- Local Medical Clinics
- Retain Financial Institutions
- Boost Lambeth's Identity
- Improve Connectivity to the City
- Arts & Culture Lacking
- Improve Parking

Key Principles

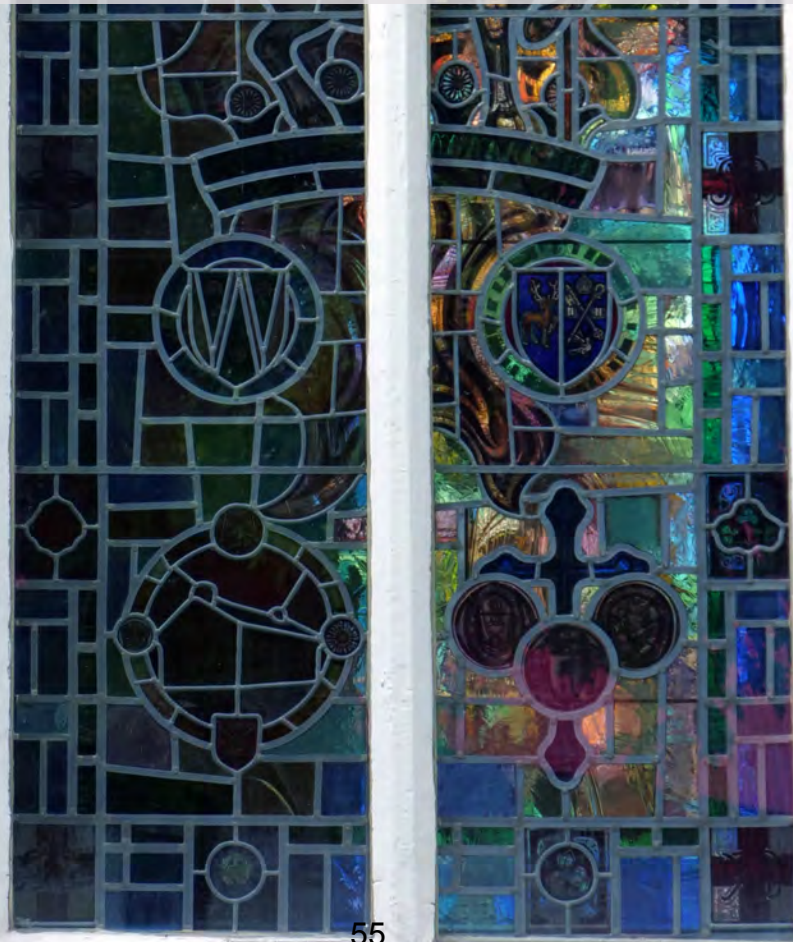
From the SWOT analysis and subsequent discussions, the following eight (8) Key Principles were identified by stakeholders as the framework to guide the Vision, Goals, Objectives, and Action Items for the Lambeth Area CIP.

- 1 Lambeth will be a great place to be; a destination; the Lambeth village core is the distinct downtown of the community, it is pedestrian-friendly, attractive and a preferred location for community events.
- 2 Lambeth will have an authentic and strong sense of place and identity; the distinct sense of place reflects and supports local cultural heritage values and a strong sense of community.
- 3 There will be a high level of community pride in Lambeth; local businesses are unique and successful. Residents and visitors prefer to purchase services and goods from local establishments, and regularly participate in community events at a local level.
- 4 Lambeth will be a diverse and welcoming community; the community is connected and supportive of businesses, residents, and visitors.
- 5 Lambeth will have an environment and activities that are family-friendly; community amenities like the Community Centre, Library, parks and programs are well-supported.
- 6 Lambeth will be a safe and healthy community; active streets, sidewalks, trails, and public spaces are connected through a safe community network.
- 7 Lambeth will be sustainable and green; it will be known for prioritizing and celebrating natural features.
- 8 Lambeth will have a quiet, small-town feel enhanced by the Lambeth village core and pedestrian-oriented networks; this will be part of its unique character and sense of place.

These Key Principles align with the Principles of the *Southwest Area Secondary Plan*, and are supported by the proposed Lambeth Area CIP Action Items in Section 6.0 of this CIP.

Section 3

Community Improvement Project Area & Sub-Areas





The Lambeth Area CIP Project Area

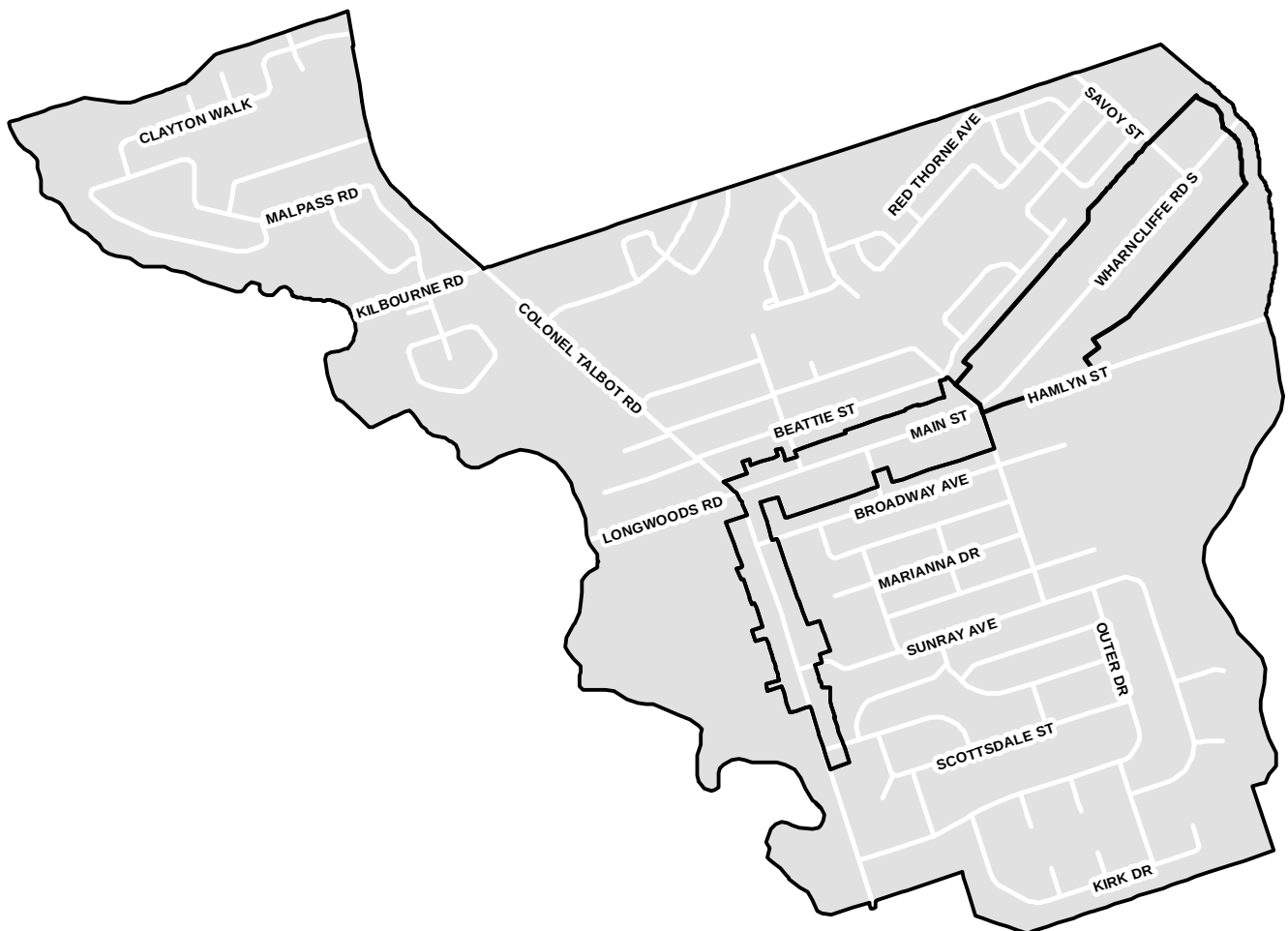
Ontario's Planning Act defines a community improvement project area as "a municipality or an area within a municipality, the community improvement of which in the opinion of the council is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social or community economic development reason." This area, also referred to in this Plan as the Project Area, is shown in Figure 3 below.

All community improvement activities described in this CIP, including financial incentive programs, will only be undertaken within the area designated as the Lambeth CIP Project Area. The CIP Project Area is designated by a By-law passed by Municipal Council, in accordance with Section 28 of the Planning Act.

Project Area Description

Figure 3 illustrates the Project Area included in the Lambeth Area CIP. The Project Area is based on a combination of consultation and research and is therefore slightly different than the Study Area. Specifically, the Project Area includes the Clayton Walk and Malpass Road subdivisions north of Kilbourne Road and west of Colonel Talbot Road; it does not include the area north of the future Kilbourne Road extension east of Colonel Talbot Road; and, it is bound by the Dingman Creek corridor on the east (i.e. does not continue to Wonderland Road).

Figure 3: Lambeth Area CIP Project Area



Project Sub-Areas

To recognize the unique characteristics and specific needs, the Lambeth Area CIP Project Area is divided into three Project Sub-Areas, illustrated in Figures 4, 5, 6, and 7. The boundaries of the Project Sub-Areas are based on current conditions and characteristics observed during the preparation of the Lambeth Area CIP, and on policy directions of the *SWAP*.

Figure 4: Lambeth Area CIP Project Sub-Areas

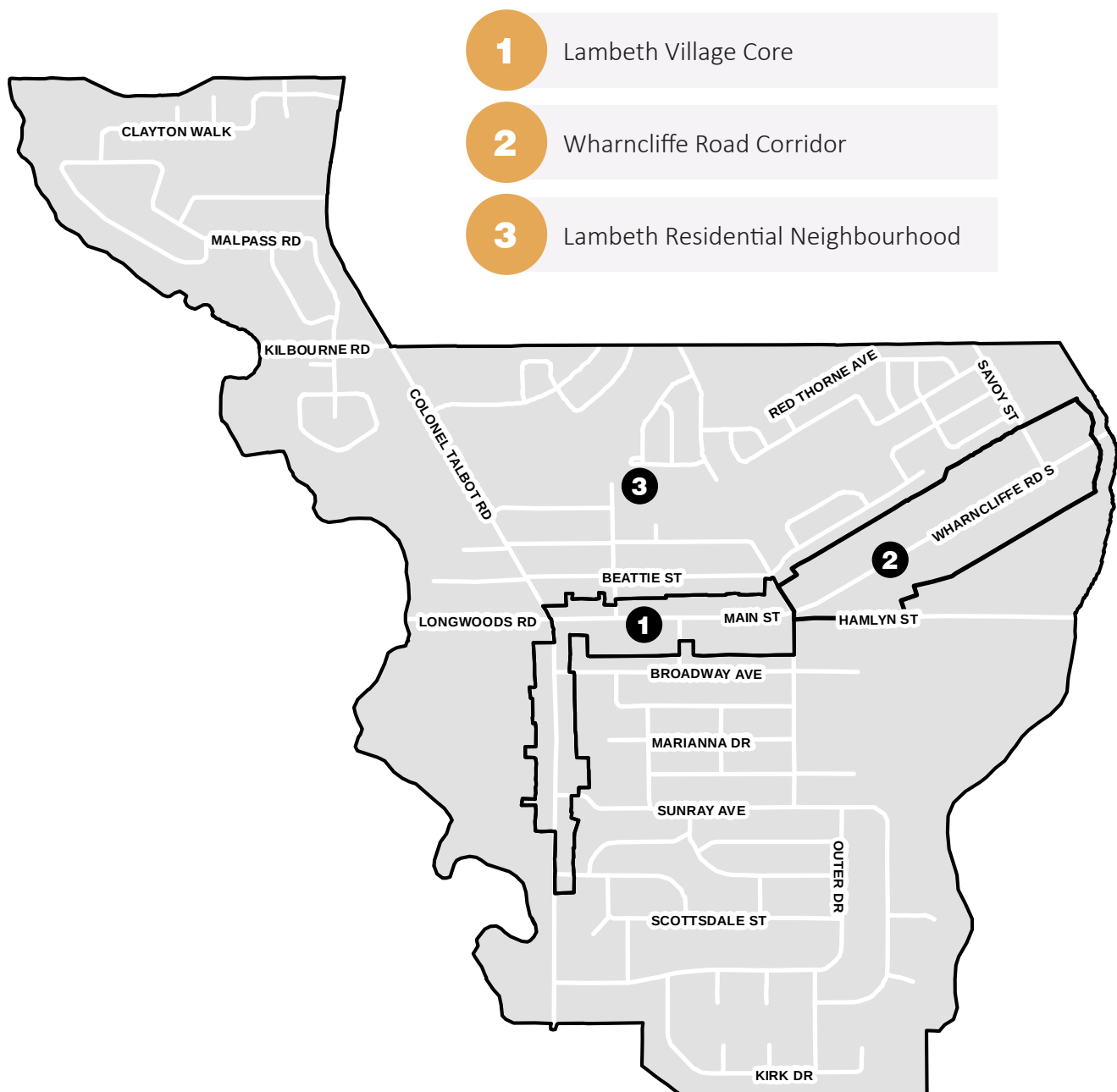
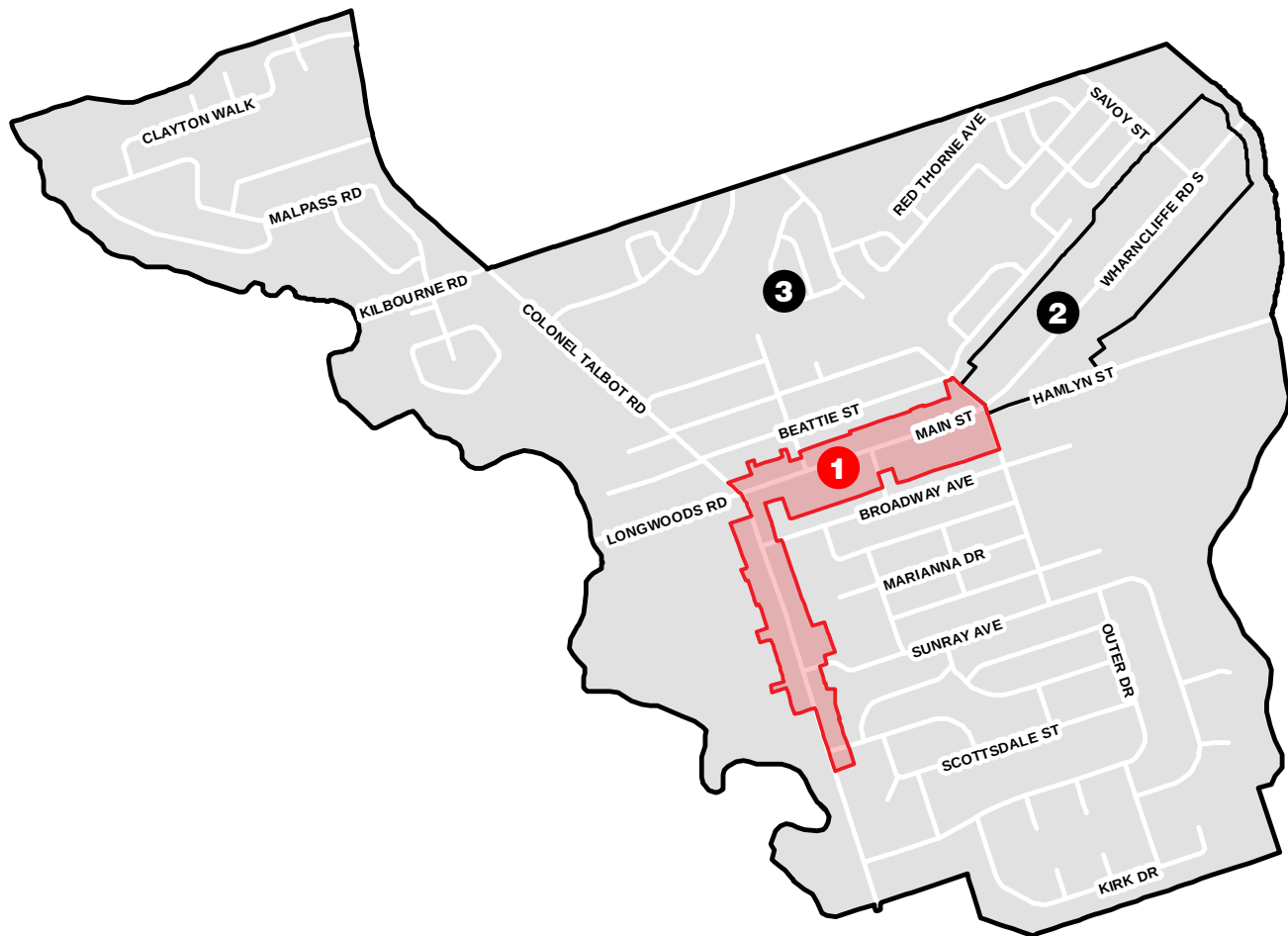


Figure 5: Lambeth Village Core



1. Lambeth Village Core

Lambeth Village is the core of Lambeth and functions as a community focal point and the “Main Street”. The area is comprised of properties along Main Street from Campbell Street to Colonel Talbot Road, and along Colonel Talbot Road from Main Street to just south of Outer Drive. These areas are defined as Main Street Lambeth North and Main Street Lambeth South in the SWAP. Many of the existing buildings in the Lambeth village core are older and have distinctive architectural details. Parking for customers and visitors is largely provided on-site both in front and behind buildings.

Lambeth village core provides a neighbourhood level of service within a comfortable walking and cycling distance of most residents in Lambeth. Uses include a variety of commercial establishments (e.g. retail, restaurant, office, services). It is intended that walking and cycling will be the primary modes of transportation, however the built environment is currently more oriented to cars than to pedestrians. Both Main Street and Colonel Talbot Road are major vehicular traffic routes through the community,

providing access to Highway 402 and Highway 401. One of the goals of the Main Street Infrastructure Renewal Project- initiated in 2017- is to create a pedestrian-friendly environment that supports walking, cycling, and pedestrian activity along Main Street between Colonel Talbot Road and Campbell Road. Through this project, new sidewalks, pedestrian-scale lighting, on-street parking, landscaping, street trees, and space for public art will support the development of a pedestrian-oriented area.

The legislative framework in the Lambeth village core allows for a mix of uses and civic functions, including live-work units, commercial and residential uses, and public gathering spaces. New buildings and redeveloped buildings will be street-oriented with setbacks and roof lines consistent with the existing streetscape character. There is an emphasis on maintaining and enhancing high-quality architectural design consistent with the character of the area.

Lambeth Village Core North

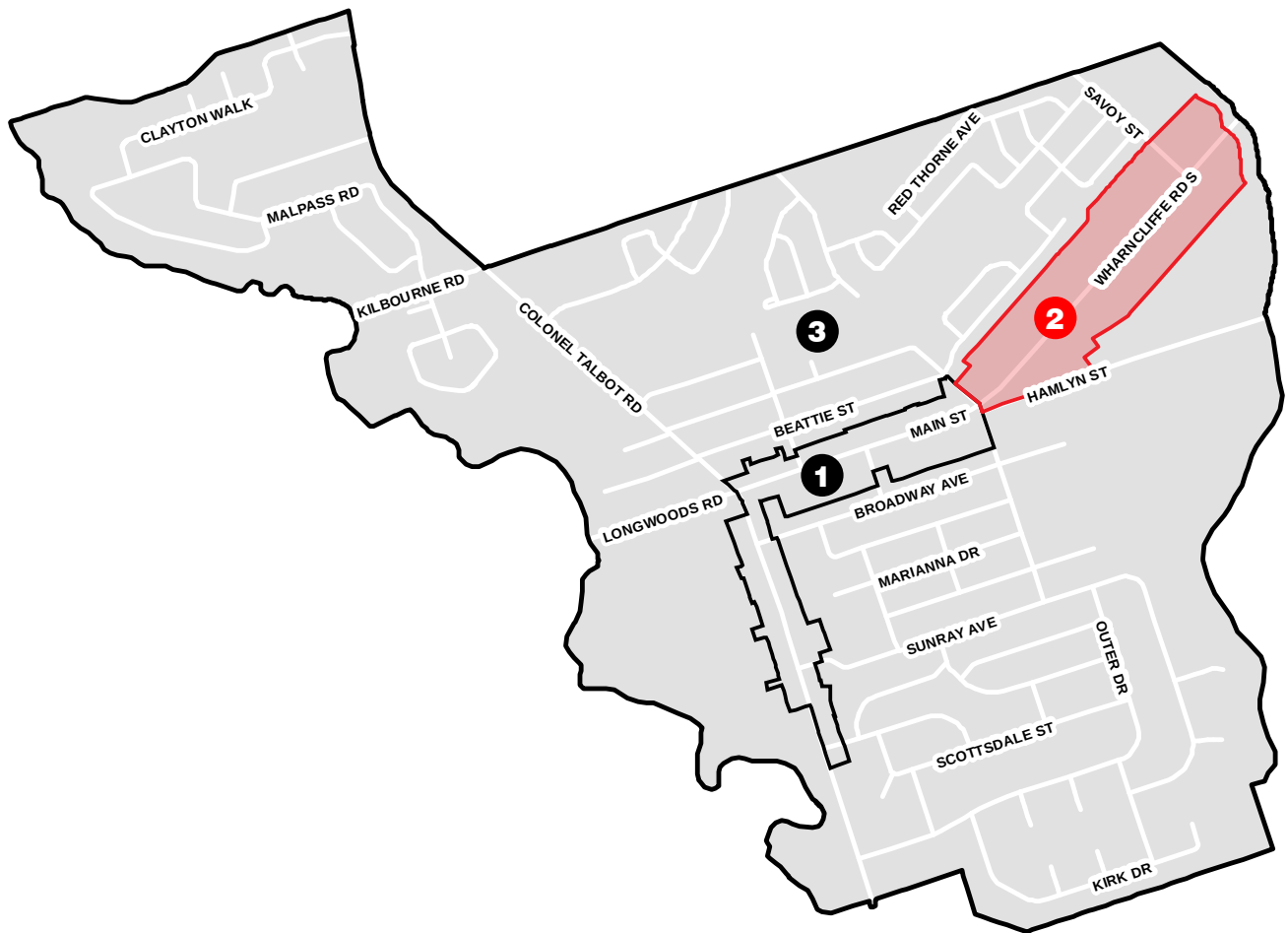
Lambeth village core north is designated the Main Street Place Type in the London Plan. Mixed-use buildings will be encouraged along Main Street from Campbell Street to Colonel Talbot Road. As redevelopment occurs, sidewalks and on-street parking will be incorporated to support and augment the Main Street development pattern and encourage pedestrianization.

Lambeth Village Core South

The lands along Colonel Talbot Road in Lambeth village core south are designated either the Main Street or Neighbourhood Place Type in the London Plan. Essentially, this area currently acts as a transition between the “Main Street” and residential and rural areas to the south.



Figure 6: Wharncliffe Road Corridor

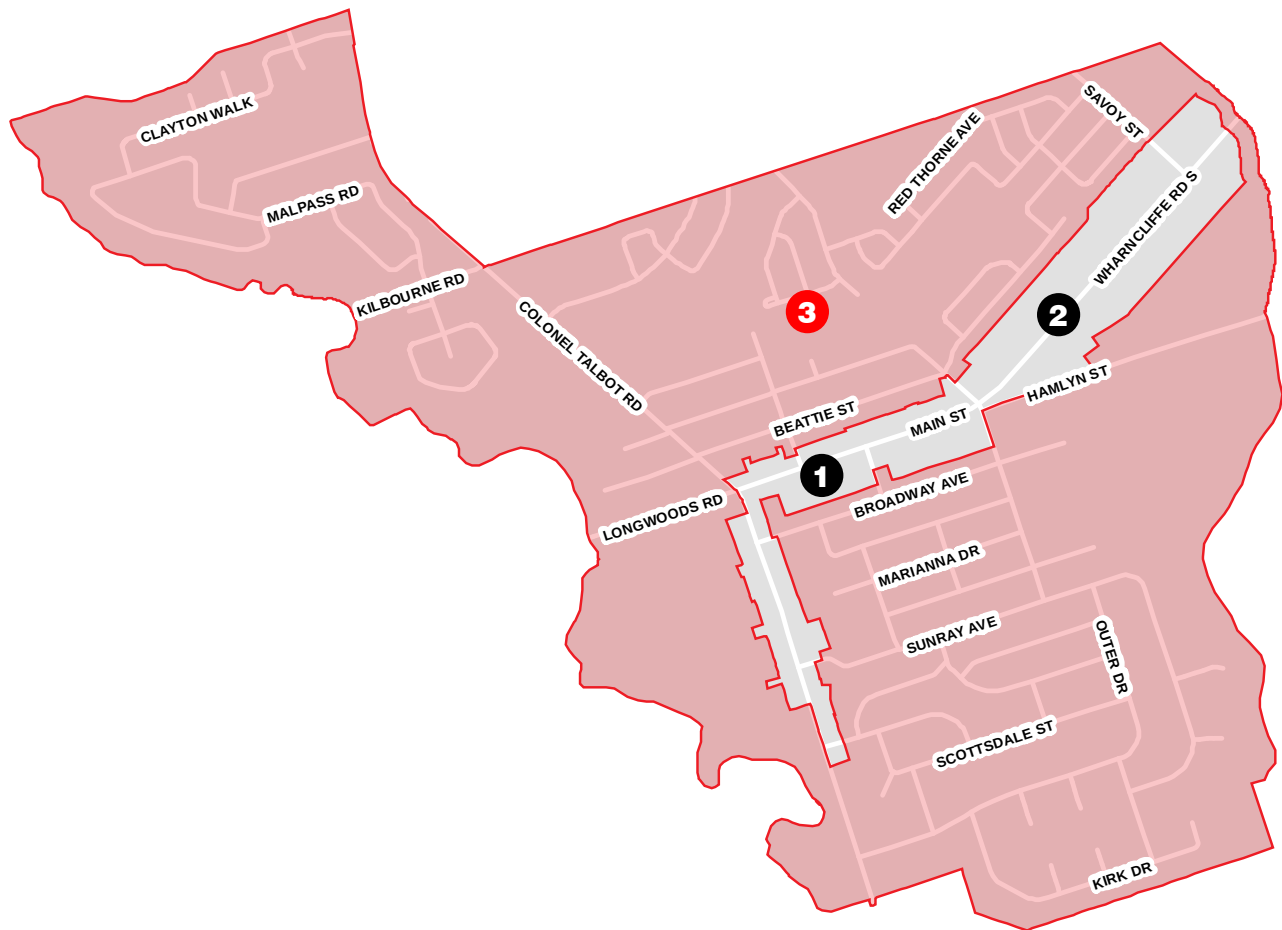


2. Wharncliffe Road Corridor

The Wharncliffe Road Corridor contains lands fronting onto Wharncliffe Road South from Colonel Talbot Road to just east of Bostwick Road. Current land uses include an interior plaza at the Campbell Road / Wharncliffe Road intersection, detached residential units, and buildings of various sizes and styles accommodating commercial uses. There is a cluster of buildings containing businesses at the Campbell Road / Wharncliffe Road intersection; moving towards Bostwick Road, buildings are more dispersed. In addition to the variety of building styles, there is an abundance of signage along the Wharncliffe Road Corridor.

Long-term (re)development goals include additional commercial uses to support and complement the Lambeth village core, mixed-use development, opportunities for dwelling conversions, and creating a major gateway into the community. Goals also include high quality design and construction standards, and incorporating walking and cycling infrastructure.

Figure 7: Lambeth Residential Neighbourhood



3. Lambeth Residential Neighbourhood

The Lambeth Residential Neighbourhood Sub-area provides a potential population base to support the businesses in the Lambeth village core and the Wharncliffe Road Corridor. Ninety-four percent (94%) of dwellings in the Lambeth Area are single detached residential units (1465 residential units) compared to 50% City-wide. The remaining six percent (6%) of dwelling types in the Lambeth Area is comprised of Semi-Detached (10 units, 1.29%), Row House (30 units, 1.94%), and Apartments in a building with fewer than five storeys (30 units, 1.94%). Most of the residential subdivisions are organized by the loops and lollipops design framework. Subdivisions immediately north and south of Main Street are organized by the grid pattern design framework.

Additional uses within the Lambeth Residential Neighbourhood Sub-area include Lambeth Arena, Lambeth Library, Lambeth Community Centre, parks, businesses, churches and a private golf club.



Section 4

**Vision,
Goals &
Objectives**

Vision

The analysis and policies in the **SWAP** regarding purpose/intent, form, function/uses, character, and intensity provide clear direction for Lambeth. The **SWAP** presents the following vision for the Lambeth area:

Lambeth, the cornerstone of the community, has a historical presence and quaint village main street core. The picturesque tree-lined streetscapes of Lambeth serve as a backdrop for new residential neighbourhoods in the southwest part of the city. (City of London. Southwest Area Plan. London, 2014. 4.)

Through community consultation, the following Vision statement for the Lambeth Area CIP was created:

"Our Lambeth will be a place for others to visit and well-known for its history. Lambeth comes alive through the charming historic main streets, unique shops and services, the Dingman Creek, parkland, and community events."

A **vision** is a long-term strategic statement that identifies the preferred future; how the community would look, feel and function if the goals and objectives were achieved. Establishing a vision is an important component of the CIP process as it provides the overarching foundation for the Action Items contained in the CIP. A vision also helps to focus and direct proposed public realm improvements, investment, and incentive programs.



Goals & Objectives

The analysis and policies in the SWAP regarding purpose/intent, form, function/uses, character, and intensity provide clear direction for Lambeth. The *SWAP* presents the following vision for the Lambeth area:



Supporting Businesses & the Local Economy



Strengthening Community & Connections



Improved Mobility & Safety



Developing High Quality Public Realm and Recreation Opportunities



Strengthening & Conserving Cultural Heritage



Enhancing & Conserving Natural Heritage

*A **goal** is a long-term and broad aim aligned to achieve a defined vision. Having clearly defined goals allows people to see how actions are aligned and related to the community vision. Clearly defined goals can unite people to work together to achieve a shared vision.*

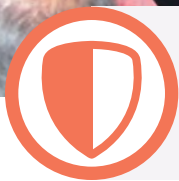
Objectives are specific, measurable, achievable, realistic, and timely targets that measure the accomplishment of a goal. Having clear objectives helps to illustrate that things are changing and being accomplished over time.



Supporting Businesses & the Local Economy

Lambeth will have resilient, strong, connected and diverse businesses and business environment that serve the local community, attract visitors, and support business retention, expansion & investment.

- 1** Infrastructure and facilities that encourage and support business attraction, retention & expansion and interest and ease of frequenting local businesses, attractions & amenities.
- 2** Legislative framework and processes that support an appropriate and desirable mix and form of uses.
- 3** Connected, informed and business-friendly environment that supports business attraction, retention and expansion.
- 4** Development and revitalization of properties and buildings with a focus on enhancing community identity and cultural heritage.



Strengthening Community & Connections

The Lambeth community will continue to develop and maintain strong connections within the community and the City, and build capacity to work strategically with stakeholders to achieve community goals.

1

Continue to implement the City's Community Engagement Policy to engage the Lambeth community and stakeholders in working together to plan and implement projects & initiatives, and to maintain clear connections to keep the community informed with plans and projects that may affect Lambeth.

2

Access funding opportunities for projects and initiatives that will benefit the Lambeth Community.



Improved Mobility & Safety

Lambeth will have an interconnected community-wide transportation network that is safe, multi-modal and prioritizes walking and cycling.

1

Continue to implement the Council-approved Cycling Master Plan to improve the quality, connectivity, safety, and navigability of the pedestrian and cycling environments throughout the Lambeth Area CIP Project Area.

2

As per the Cycling Master Plan, include recreational cycling infrastructure in the Parks / Open Space system and increase the amount of cycling lanes and dedicated cycling routes.

3

As per the Transportation Master Plan and the SWAP, continue to support strong physical connections with other parts of the City of London and in particular, areas within the *Southwest Area Secondary Plan*.



Developing High Quality Public Realm and Recreation Opportunities

Lambeth will have a range of recreational amenities, programs and supporting infrastructure, and a connected network of pedestrian-oriented streetscapes and public spaces that are interesting, accessible, safe, beautiful and clean.

- 1** As per the recommendations of the Parks & Recreation Master Plan, provide a wide range of recreational programs.
- 2** Continue to develop an interconnected network of parks, trails and pathways.
- 3** Integrate principles of sustainability and incorporate “green” products and systems into the budgeting, planning, and design of streets, streetscapes, and the public realm.
- 4** Create and maintain safe, pedestrian-oriented, beautiful, and environmentally sustainable streetscapes including public spaces in the public right-of-way.
- 5** Consistent with the Parks & Recreation Master Plan and Cycling Master Plan, identify opportunities for strategic property acquisition for public squares, plazas, community gardens, plazas, green spaces, and connecting links.



Strengthening & Conserving Cultural Heritage

Lambeth will have a sense of place that reflects and supports local cultural heritage values.

1

Support a sense of place that celebrates Lambeth's unique identity.

2

Increase people's knowledge and appreciation of cultural heritage resources in Lambeth.

3

Recognize and plan for Main Street and Colonel Talbot Road (south of Main Street) as the downtown / main street and core of Lambeth.

4

Identify and support the retention and conservation of cultural heritage resources in Lambeth.



Enhancing & Conserving Natural Heritage

Natural features and systems are a defining feature of Lambeth and are enhanced, conserved and celebrated.

1

Identify, protect, and enhance the natural features in Lambeth, including the Dingman Creek Corridor and its tributaries.

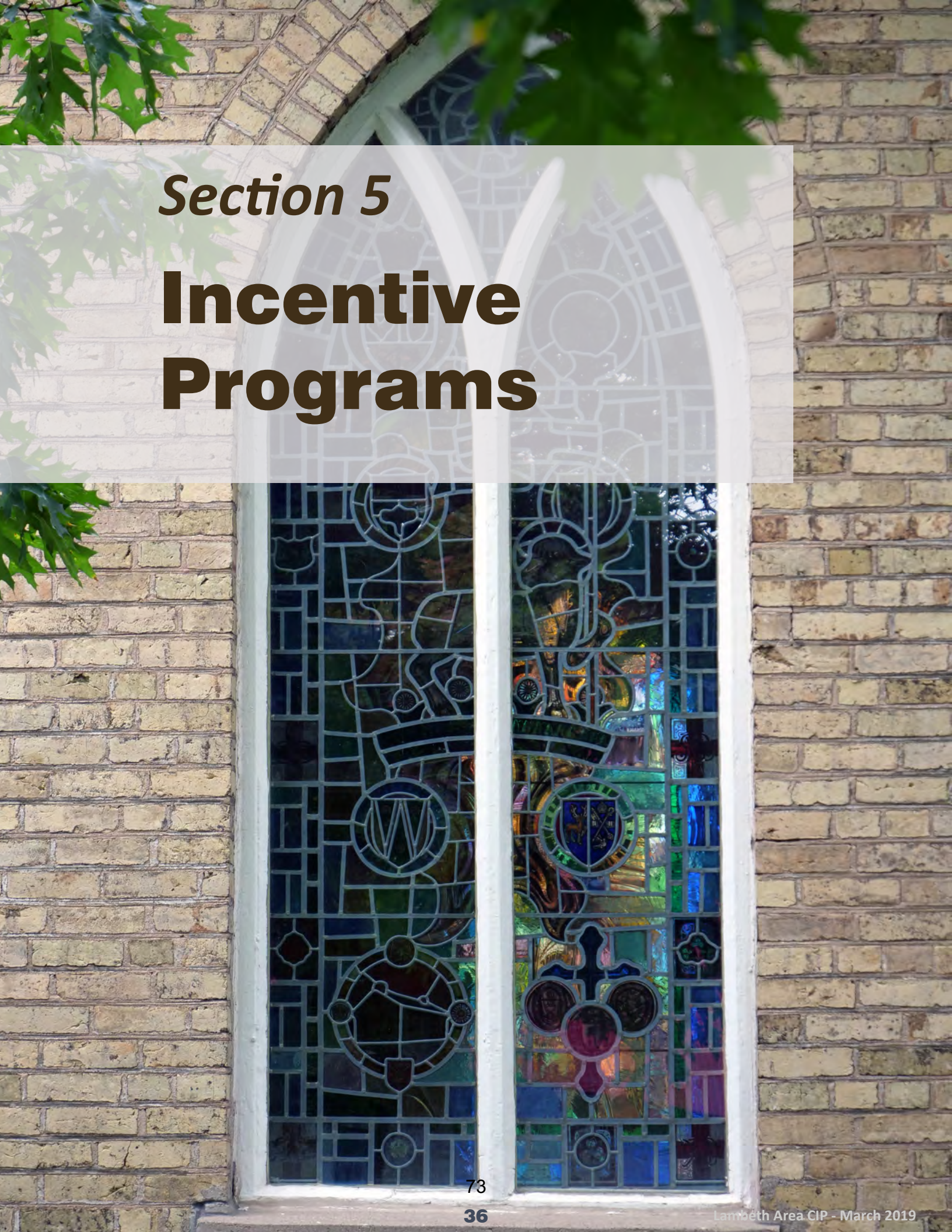
2

Add pathways, trails, walkways and connections within the Lambeth Area CIP Project Area through the following:

- Cycling Master Plan;
- Planning & Development process as development occurs; and,
- Opportunities identified through the Dingman Creek Subwatershed: Stormwater Servicing Municipal Class EA to create corridors on some of the tributaries of Dingman Creek in the Lambeth CIP Area Project Area.

3

Incorporate Low Impact (LID) standards and items into public projects.



Section 5

Incentive Programs



Incentive Programs

An important part of supporting community improvement in Lambeth is engaging the private sector. One method of achieving this is by providing Financial Incentive Programs to stimulate private investment in fixing up properties and buildings.

Community Improvement Plans (CIPs) enable municipalities to establish financial incentive programs to target different community needs. In accordance with the *Planning Act* and the City's *Official Plan*, the City may offer grants or loans to property owners and tenants to help cover eligible costs and advance community improvement goals. Once a CIP is adopted and approved, City Council is able to fund, activate and implement financial incentive programs. It is important to note that programs are subject to the availability of funding, and Municipal Council can choose to implement, suspend, or discontinue an incentive program. The Lambeth Area CIP is an enabling document, which means that Municipal Council is under no obligation to activate and implement any part of a CIP including financial incentive programs.

In the 2017 report Service Review of Community Improvement Plan Incentives, it was recommended that the Façade Improvement Loan Program be considered for the Lambeth Area CIP. This program is designed to encourage and support private sector investment for rehabilitation, adaptive reuse, redevelopment, and construction of existing buildings. Providing this program can help to address a number of issues identified through research and analysis, and implement key principles of the *Southwest Area Secondary Plan*. Based on research and analysis, it is recommended that two variations of this overall program are considered- A Façade Improvement Loan Program for the Lambeth village core and a Sign Loan Program for the Wharncliffe Road Corridor as described below. These initiatives may be considered for funding, alongside other priorities, through the 2019-2023 Strategic Plan and 2020-2023 Multi-Year Budget processes.

Lambeth Village Core Façade Improvement Loan Program

Description:

Matching financial assistance for eligible exterior façade works to improve buildings, and bring participating properties into conformity with the Property Standards By-law and applicable City Design Guidelines.

Funding:

The City may provide no-interest loans that are paid back to the City over a 10-year period. A maximum of \$50,000 per eligible property for up to 50% of eligible works can be provided.

Program Duration:

As directed by Municipal Council.

Eligible Works:

Eligible works include but are not limited to:

- Exterior street front renovations compliant with City Design Guidelines;
- Portions of non-street front buildings, visible from adjacent streets;
- Non-street front visible portions may only be eligible for funding after the street front façade has been improved or street front improvements have been deemed unnecessary by the Managing Director, Planning and City Planner, or designate;
- Awnings that are affixed to the exterior street front of a building which are used to keep the sun or rain off a storefront, window, doorway, or sidewalk, and/or to provide signage for a commercial tenant;
- Business name signage that is affixed to the exterior street front of a building;
- Decorative lighting which is affixed to the exterior street front of a building that is ornamental and installed for aesthetic effect;
- Eaves troughs, rain gutters, soffits, fascia, bargeboard, and other materials that direct rain water;
- Doors, windows, and their finished framing; and,
- Professional fees for the preparation of drawings and technical specifications required for eligible works (limited to the lesser of a maximum of \$5,000 or 10% of the loan).



Wharncliffe Road Corridor Sign Loan Program

Description:

Matching financial assistance for eligible signage works to improve building signage, and bring participating properties into conformity with the Property Standards By-law and applicable City Design Guidelines.

Funding:

The City may provide no-interest loans that are paid back to the City over a 10-year period. A maximum of \$5000 per eligible property for up to 50% of eligible works can be provided.

Program Duration:

As directed by Municipal Council.

Eligible Works:

Eligible works include but are not limited to:

- Exterior sign-related renovations compliant with City Design Guidelines;
- Portions of non-street front sign renovations, visible from adjacent streets;
- Awnings that are affixed to the exterior street front of a building which are used to keep the sun or rain off a storefront, window, doorway, or sidewalk, and/or to provide signage for a commercial tenant;
- Business name signage that is affixed to the exterior street front of a building; and,
- Professional fees for the preparation of drawings and technical specifications required for eligible works (limited to the lesser of a maximum of \$5,000 or 10% of the loan).



Brownfield and Heritage Incentive Programs

In addition to the incentive programs contained in this CIP, the City of London also provides incentive programs in both Brownfield and Heritage CIPs. Therefore, depending on the specific project, a property owner may be eligible for a number of financial incentive programs. The following table provides a summary of these incentive programs; specific program information is included in the related CIPs.

Summary of City Wide CIP Incentive Programs

CIP	Incentive Programs
Brownfield	• Contamination Assessment Study Grant Program • Property Tax Assistance Program • Development Charge Rebate • Tax Increment Equivalent Grant
Heritage	• Tax Increment Grant • Development Charge Equivalent Grant



Section 6

**Implementing
the Lambeth
Area
Community
Improvement
Plan**

How to Read the Action Items Table

The Lambeth Area Community Improvement Plan (CIP) Action Items Table is a list of community-, stakeholder- and City-identified Goals and Action Items. Action Items are aligned with the Objectives, Goals, and Vision defined through the Lambeth Area CIP process. The Action Items Table is organized into the six (6) Improvement Categories identified through this project:



Supporting Businesses & the Local Economy



Strengthening Community & Connections



Improved Mobility & Safety



Developing High Quality Public Realm and Recreation Opportunities



Strengthening & Conserving Cultural Heritage



Enhancing & Conserving Natural Heritage

The table also identifies the guiding Legislation, Policy or Plan, proposed lead(s) and partners, suggested priority for implementation, and relative funding requirements (high, medium, low, no cost) for each Action Item. The actions in each section are divided into the following three categories:

1. Municipal Actions: These Action Items are the responsibility of the Municipality. Many of these items are part of an existing project or program.

2. Community Opportunities: These Action Items are the responsibility of a community stakeholder (individuals or groups).

3. Action Items Identified & Completed during the Lambeth Area CIP Project:

These items were completed as part of an existing project (e.g. Main Street Infrastructure Project, Parks & Recreation Master Plan), part of an ongoing Program (e.g. Lifecycle Renewal), or completed during the Lambeth Area CIP Project by City Planning Staff.

Stakeholders

The success of the Lambeth Area CIP requires the coordination of the efforts of many stakeholders over time. There is not one person or organization which has the sole responsibility of managing and implementing initiatives or ensuring success. Ideally, champions will emerge to coordinate, lead, manage, and implement identified actions.

Timing for Implementation

Implementation of Action Items is contingent on a number of factors including costs, availability of funding, priorities, and willingness and motivation of the stakeholders and community to manage and lead projects. The Cost column helps to scope expectations for:

- a relative budget amount (high, medium, low, no cost);
- if funding is available in an existing City budget or if funding would need to come from a future City budget; and,
- if funding would come from a non-City budget.

In terms of general implementation, Municipal Action Items identified as 1st priorities can be implemented with existing resources. Municipal Action Items identified as 2nd and 3rd priorities have higher costs and may require future budget considerations, longer-term implementation plans and/or coordination with stakeholders.





Supporting Businesses & the Local Economy

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
Municipal Actions					
1.1	Provide information about Business Improvement Areas (BIAs) and Business Attraction, Retention & Expansion Strategies	<i>Municipal Act, Section 204</i>	1	<i>Lead:</i> City Planning <i>Suggested Partners:</i> Lambeth B2B Group	No Cost
1.2	Create business support material to help businesses and entrepreneurs understand planning and development processes, and how to navigate City Hall.		1	<i>Lead:</i> City Planning <i>Suggested Partners:</i> Lambeth B2B Group; City Planning, Development Services	Low
1.3	Provide and promote financial incentives including a Façade Improvement Loan Program for the Lambeth Village Core and a Sign Loan Program for the Wharncliffe Road Corridor.	<i>Planning Act, Section 28</i>	1	<i>Lead:</i> City Planning <i>Suggested Partners:</i> Lambeth B2B Group	High (future budget)
1.4	Extend municipal stormwater and sanitary services to all areas within the Lambeth Area CIP Project Area through local improvements.	Growth Management Implementation Strategy (GMIS)	1	<i>Lead:</i> Wastewater & Drainage Engineering	High
1.5	Extend municipal water services to all areas within the Lambeth Area CIP Project Area in accordance with the GMIS and supporting DC Background Study, or through local improvements.	Growth Management Implementation Strategy (GMIS) Development Charges (DC) Background Study	1	<i>Lead:</i> Water Engineering	High

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
1.6	Implement greater mixed-use zoning & range of uses to help facilitate redevelopment in the Lambeth Village Core and Wharncliffe Road Corridor.	SWAP <i>The London Plan</i>	2	<i>Lead:</i> City Planning	-
1.7	Reduce and/or remove parking requirements for commercial and mixed-use properties along Main Street, Colonel Talbot Road, and Wharncliffe Road where parking cannot be accommodated on-site.	SWAP	2	<i>Lead:</i> City Planning	
1.8	Implement on-street parking in the Lambeth Village Core as opportunities arise (e.g. through Site Plan, redevelopment, infrastructure projects).	Main Street Infrastructure Renewal Project: Streetscape Master Plan	2	<i>Lead:</i> EESD, Development Services	Medium
1.9	Consider creating off-street parking to support local businesses and customers / visitors as redevelopment and infrastructure/capital projects arise.	Main Street Infrastructure Renewal Project: Streetscape Master Plan	2	<i>Lead:</i> EESD, Development Services	High
1.10	Incorporate Information, Communications & Technology (ICT) infrastructure to “Future ready” the Lambeth Area CIP Project Area.		2		High

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
Community Opportunities					
1.11	Develop a Lambeth brand and communications plan that when implemented, will strengthen the area's sense of place, stimulate investment and attract customers and visitors.		1	<i>Lead:</i> Community	Medium
1.12	Conduct tours of successful small downtowns to make contacts, build relationships and understand what works and why.		2	<i>Lead:</i> Community <i>Suggested Partners:</i> City Planning	Low
1.13	Establish a Lambeth BIA to provide coordinated support, strategy, direction and secure funding for business attraction, retention & expansion.	<i>Municipal Act, Section 204</i>		<i>Lead:</i> Community <i>Suggested Partners:</i> City Planning	Low
1.14	Undertake a Business Attraction, Retention & Expansion Strategy			<i>Lead:</i> Community <i>Suggested Partners:</i> Service London	
Priorities Identified & Completed during the Lambeth CIP process					
1.15	Identify the primary point of contact & establish a relationship between the Lambeth B2B Group and the City Service Area responsible for providing business support.		1	<i>Lead:</i> City Planning	No cost

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
1.16	Establish a relationship between the Lambeth B2B Group and the London Small Business Centre (SBC).		1	<i>Lead:</i> City Planning	No cost
1.17	Establish a relationship between the Lambeth B2B Group and the Project Manager for the 2018 Main Street Infrastructure Project.		1	<i>Lead:</i> City Planning	No cost
1.18	Implement on-street parking in the Lambeth Village Core to support local businesses and customers / visitors.	2018 Main Street Infrastructure Project • 9 on-street parking spaces added to Main Street.	1	<i>Lead:</i> EESD	Included in project budget
1.19	Improve the sense of place, identity and add community beautification features in the Lambeth Village Core.	2018 Main Street Infrastructure Project: • Fixed planters at Main Street & Campbell Street and Mail Street & Colonel Talbot Road; • Trees on both sides of Main Street. • Seat walls in intersection plaza spaces at the Colonel Talbot /Main and Campbell/Main intersections.	1	<i>Lead:</i> EESD	Included in Project budget



Strengthening Community & Connections

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
Municipal Actions					
2.0	Create & communicate an inventory of facilities which can be used for community meetings and events.		1	<i>Lead:</i> City Planning <i>Suggested Partners:</i> NCFS	No cost
2.1	Create & communicate a list of resources that can help support the development, management, and implementation of community projects (e.g. funding sources).		1	<i>Lead:</i> City Planning <i>Suggested Partners:</i> NCFS	No cost
2.2	Communicate information on planned and approved development and infrastructure projects in Lambeth.		1	<i>Lead:</i> City Planning	No cost
2.3	Increase awareness & promote identity of Lambeth through building and installing unique gateways / entranceways into the community.	<i>SWAP</i> Urban Design Guidelines (forthcoming)	2	<i>Lead:</i> City Planning	High

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
Community Opportunities					
2.4	Submit funding applications for programs that support improvements, enhancements and/or events in the Lambeth area.	2019 Neighborhood Decision-Making Program London Community Grants Program Neighbourhood Small Events Fund	1	<i>Lead:</i> Community <i>Suggested Partners:</i> NCFS	No cost
2.5	Hold regular community stakeholder discussions/sessions/events to strengthen connections, build relationships, learn, share information about community projects, and increase participation in Lambeth organizations and events.		1	<i>Lead:</i> Community <i>Suggested Partners:</i> City Planning, NCFS	Low
Action Items Identified & Completed during the Lambeth CIP process					
2.6	Establish a relationship with the Lambeth Citizens' Recreation Council (LCRC) and the Staff responsible for the Neighbourhood Decision Making Program.		1	<i>Lead:</i> City Planning <i>Suggested Partners:</i> NCFS	No cost
2.7	Establish a relationship between the Lambeth Community Association (LCA) and Development Services so that the LCA is aware of Planning Applications.		1	<i>Lead:</i> City Planning <i>Suggested Partners:</i> Development Services	No cost
2.8	Establish Lambeth Community Harvest Festival's eligibility for City funding		1	<i>Lead:</i> City Planning <i>Suggested Partners:</i> NCFS	No cost



Improved Mobility & Safety

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
Municipal Actions					
3.0	Provide information regarding planned road improvement projects in Lambeth.	Transportation Master Plan (TMP)	1	<i>Lead:</i> EESD	No cost
3.1	Install a new marked pedestrian crossovers and signage on Colonel Talbot Road near James Street to provide for safe pedestrian crossing and travel between neighbourhoods and the Lambeth Community Centre.		1	<i>Lead:</i> EESD	Medium
3.2	Dedicate cycling routes on Collector Roads as infrastructure projects arise.	Transportation Master Plan (TMP)	1	<i>Lead:</i> EESD	Medium

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
3.3	Develop connected cycling and pedestrian networks (with signage) in the Lambeth CIP Project Area in accordance with the Parks & Recreation Master Plan and the approved Cycling Master Plan, to link neighbourhoods/ areas, amenities, landmarks, and facilities using neighbourhood streets, sidewalks, pathways, parks and trails. Specific focus on: • limiting pedestrian routes along highways/main roads; • ensuring connection between the Southwinds neighbourhoods and the rest of Lambeth; and, • ensuring the road system connects with the parks system.	Cycling Master Plan Parks & Recreation Master Plan	1	<i>Lead:</i> Environmental & Parks Planning, NCFS	High
3.4	Install pedestrian and cycling infrastructure and amenities including signage through parks improvement projects and as redevelopment of the CIP Project Area occurs in accordance with the Parks & Recreation Master Plan and the approved Cycling Master Plan.	Cycling Master Plan Parks & Recreation Master Plan	1	<i>Lead:</i> Environmental & Parks Planning	High

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
3.5	Install pedestrian and cycling infrastructure and amenities through area road improvement projects and as redevelopment of the CIP Project Area occurs in accordance with the Parks & Recreation Master Plan and the approved Cycling Master Plan.	Cycling Master Plan Parks & Recreation Master Plan	1	<i>Lead:</i> Environmental & Parks Planning	High
3.6	Request that London Transit Commission (LTC): a) identify opportunities to increase bus service connections with other parts of the City, with a focus on areas in the <i>Southwest Area Secondary Plan</i> (frequency and routes); and, b) ensure that bus stops have required infrastructure and amenities.		1	<i>Lead:</i> EESD <i>Suggested Partners:</i> London Transit Commission (LTC)	High
3.7	Continue to build physical connections between the Lambeth Area and the rest of London using roads, parks, trails, and recreational pathways in accordance with the Parks & Recreation Master Plan and the approved Cycling Master Plan.	Cycling Master Plan Parks & Recreation Master Plan	1	<i>Lead:</i> Environmental & Parks Planning	High

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
3.8	Improve sidewalks and lighting in the following areas: • along Broadway Street and Broadway Avenue between Campbell Road and Colonel Talbot Road; and, • along James Street between Campbell Road and Colonel Talbot Road.			<i>Lead:</i> EESD	
3.9	Undertake road improvements on Kilbourne Road (Colonel Talbot Road to Longwoods Drive).	Road improvements are scheduled for 2019.	1	<i>Lead:</i> EESD	High
3.11	Undertake road improvements on Bainard Street.	Road improvements scheduled for 2020.	1	<i>Lead:</i> Transport Planning & Design	High
3.12	Improve the safety of the Kilbourne Road and Colonel Talbot Road intersection (e.g. traffic lights).	The intersection of Kilbourne Road and Colonel Talbot Road will be monitored to see when improvements will be necessary.	1	<i>Lead:</i> Transport Planning & Design	High
3.13	Install a new marked pedestrian crossover and signage on Colonel Talbot Road between Main Street and Sunray Avenue to provide for safe pedestrian crossing and travel between neighbourhoods.		2	<i>Lead:</i> EESD	Medium

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
3.14	Undertake an Infrastructure Renewal Project Needs Assessment for Colonel Talbot Road within the Lambeth Area CIP Project Area.		2	<i>Lead:</i> Transportation Planning & Design	High
Community Opportunities					
3.15	Undertake a Safety Audit to identify and document specific safety concerns in the Lambeth Area CIP Project Area.	NCFS Safety Audit	2	<i>Lead:</i> Community	No cost
3.16	Identify and document specific concerns that may require traffic calming initiatives.		3	<i>Lead:</i> Community	No cost
Action Items Identified & Completed during the Lambeth CIP process					
3.17	Increase pedestrian safety and sense of place on Main Street by installing pedestrian-scale lighting.	2018 Main Street Infrastructure Project	1	<i>Lead:</i> EESD <i>Suggested Partners:</i> Lambeth CIP Project Participants	Part of project budget
3.18	Reduce traffic speed on Main Street by reducing the number of driving lanes and lane widths.	2018 Main Street Infrastructure Project	1	<i>Lead:</i> EESD <i>Suggested Partners:</i> Lambeth CIP Project Participants	Part of project budget
3.19	Increase pedestrian safety and reduce traffic speed on Main Street by adding pedestrian islands.	2018 Main Street Infrastructure Project	1	<i>Lead:</i> EESD <i>Suggested Partners:</i> Lambeth CIP Project Participants	Part of project budget

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
3.20	Facilitate safe crossing of Main Street by installing a new marked pedestrian crossover on Main Street, between South Rutledge Road and Bainard Street to facilitate safe pedestrian crossing of Main Street.	2018 Main Street Infrastructure Project	1	<i>Lead:</i> EESD <i>Suggested Partners:</i> Lambeth CIP Project Participants	Part of project budget
3.21	Ensure safe road crossing by pedestrians by adjusting signal timing at the Colonel Talbot Road and Main Street intersection to ensure safe crossing by pedestrians.		1	<i>Lead:</i> EESD <i>Suggested Partners:</i> Lambeth CIP Project Participants	Part of project budget
3.22	Address safety concerns with turning lanes on Wharncliffe Road.	2018 Main Street Infrastructure Project Signs have been installed and a temporary electronic message board is in place warning that the LEFT LANE EXITS for westbound traffic approaching the Campbell Street & Main Street intersection. Line marking and left turn arrows will be repainted. Overhead signs will be installed after the permanent traffic signals are complete in the spring.	1	<i>Lead:</i> EESD	Part of project budget
3.23	Establish relationship between the Lambeth Community Association and the Service Area responsible for Safety Audits.		1	<i>Lead:</i> City Planning <i>Suggested Partners:</i> NCFS	No cost



Developing a High Quality Public Realm & Recreation Opportunities

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
Municipal Actions					
4.0	Create & communicate a map/graphic of existing, approved and planned public space, trails, cycling routes, and pathways in the Lambeth Area CIP Project Area.	Cycling Master Plan Parks & Recreation Master Plan <i>SWAP</i>	1	<i>Lead:</i> City Planning <i>Suggested Partners:</i> Environmental & Parks Planning, NCFS	Low
4.1	Improve Lambeth Veterans Park and consider expanding the park entrance to expand the space. Improvements could include landscaping, amenities, accessibility, parking, traffic movement, and safety.	Parks & Recreation Master Plan	1	<i>Lead:</i> Culture Office	Medium
4.2	Plant trees in Lambeth as per the forthcoming Parks & Recreation Master Plan and Site Plan policies.	Parks & Recreation Master Plan	1	<i>Lead:</i> Development Services	Medium
4.3	Develop public space (e.g. parks, civic squares), trails and pathways as per the approved Cycling Master Plan, <i>SWAP</i> , and the forthcoming Parks & Recreation Master Plan.	Cycling Master Plan Parks & Recreation Master Plan <i>SWAP</i>	1	<i>Lead:</i> Environmental & Parks Planning	High

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
4.4	Implement Low Impact Development (LID) items.		2	<i>Lead:</i> Development Services	
4.5	Develop a Streetscape Master Plan for the Wharncliffe Corridor to support businesses, manage vehicular traffic concerns, strengthen the sense of place and establish a gateway into the Lambeth Village Core.		2	<i>Lead:</i> EESD	Medium
4.6	Develop a wayfinding strategy for key landmarks and destinations within the CIP Project Area; ensure consistency with the Lambeth Village Core brand / brand guidelines.	Urban Design Guidelines	2	<i>Lead:</i> Culture Office	Medium
4.7	Develop an outdoor multi-use rink , consistent with the forthcoming Parks & Recreation Master Plan.	Parks & Recreation Master Plan			
4.8	Install places to fill up water bottles.	Parks & Recreation Master Plan			
4.9	Increase the usability of the Lambeth Arena (e.g. removable flooring, acoustic panels, sound system).	Parks & Recreation Master Plan			
4.10	Provide additional and enhanced recreational programs.	Parks & Recreation Master Plan			

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
Community Opportunities					
4.11	Install decorations and/or decorative lighting along: a) Main Street from Campbell Street to Colonel Talbot Road; and, b) Colonel Talbot Road from Main Street to Outer Drive.		2	<i>Lead:</i> Community <i>Suggested Partners:</i> London Hydro, Community sponsors	Medium
4.12	Install and maintain planting boxes and banners in the Lambeth Village Core to support the area's identity, and promote and beautify Lambeth.		2	<i>Lead:</i> Community <i>Suggested Partners:</i> London Hydro, Transportation & Roadside Operations; Community sponsors	Low
Action Items Identified & Completed during the Lambeth CIP process					
4.13	Establish a relationship between Lambeth Area CIP Project Participants and the Service Team responsible for the Parks & Recreation Master Plan.		1	<i>Lead:</i> City Planning	No cost
4.14	Provide information on how to participate in the Parks & Recreation Maser Plan on-line survey and groups.	Information provided at the June 18, 2018 LCA AGM and sent via email to a number of community stakeholders.	1	<i>Lead:</i> City Planning <i>Suggested Partners:</i> LCA	No cost

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
4.15	Review the recreational facilities at Optimist Park.	The facilities are included in the Lifecycle Renewal Program. Lambeth Area CIP Participants were advised that their concerns about the facilities at Optimist Park could be communicated through the Parks & Recreation Master Plan survey.	1	<i>Lead:</i> NCFS	No cost
4.16	Develop soccer fields for competitive play.	In 2018, a study to evaluate soccer needs was completed with the Soccer Association. The Soccer Association did not identify any specific needs. The results of this study will be incorporated into the Parks & Recreation Master Plan.	1	<i>Lead:</i> Soccer Association <i>Suggested Partners:</i> NCFS	No cost
4.17	Install seat walls in intersection plaza spaces at the Colonel Talbot /Main and Campbell/Main intersections.	2018 Main Street Infrastructure Project		<i>Lead:</i> EESD	



Strengthening & Conserving Cultural Heritage

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
Municipal Actions					
5.0	Initiate the London Commemorative Street Sign Program.			<i>Lead:</i> NCFS	
5.1	Identify locations for municipal cultural heritage interpretive signs.			<i>Lead:</i> Culture Office	
5.2	Recognize already-designated heritage properties with blue City of London Heritage Property plaques.	<i>Ontario Heritage Act</i>		<i>Lead:</i> City Planning	Medium
5.3	Create & communicate information regarding services, projects and programs that provide support for developing public awareness and fostering support for Lambeth's cultural heritage.		2	<i>Lead:</i> City Planning <i>Suggested Partners:</i> London Community Foundation	No cost
5.4	Conduct research to establish the original date of crossing at the Kilbourne Bridge on Kilbourne Road and erect a sign as part of the Original Date of Crossing Program.		2	<i>Lead:</i> City Planning	Low

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
Community Actions					
5.5	Increase awareness and participation in the Westminster Historical Society.			<i>Lead:</i> Westminster Historical Society	
5.6	Participate in events like Doors Open, Jane's Walk, and 100 in 1 Day Canada to promote cultural heritage in Lambeth.		2	<i>Lead:</i> Community	Low
5.7	Recognize properties through the Plaques for Historic Sites Program.		2	<i>Lead:</i> Community <i>Suggested Partners:</i> London Public Library	Low
5.8	Recognize properties through Original Occupant signs.		2	<i>Lead:</i> Community (property owner) <i>Suggested Partners:</i> ACO	Low
5.9	Update <u>Live in Lovely Lambeth</u> (1998, Westminster Historical Society).		2	<i>Lead:</i> Community	Medium
Action Items Identified & Completed during the Lambeth CIP process					
5.10	Add the Lambeth Cenotaph to the City's Public Art & Monument Lifecycle Capital Maintenance Program.	Public Art & Monument Lifecycle Capital Maintenance Program	2	<i>Lead:</i> Culture office	No cost

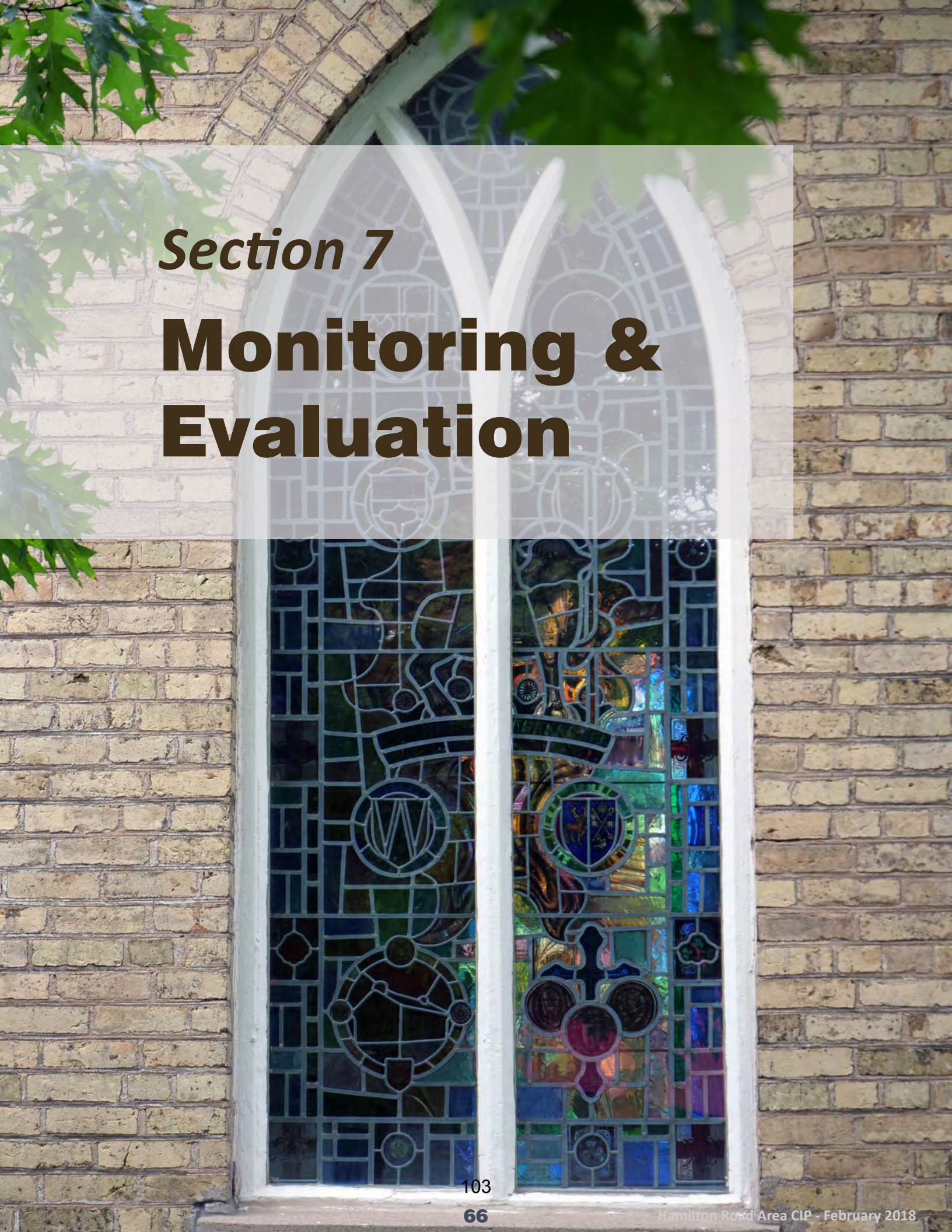


Enhancing & Conserving Natural Heritage

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
Municipal Actions					
6.0	Identify opportunities to create corridors on Dingman Creek tributaries through the Dingman Creek Subwatershed Stormwater Servicing Municipal Class Environmental Assessment project to provide pedestrian access.	Dingman Creek Subwatershed EA	1	<i>Lead:</i> EESD	High
Community Opportunities					
6.1	Apply for the TreeME Tree Matching Fund program to secure funding for trees for private property.	Urban Forest Strategy- Enhancing the Forest City	1	<i>Lead:</i> Community (individuals and groups can apply)	Low
6.2	Participate in ReForest London programs including Park Naturalizations and Neighbourhood ReLeaf Programs to enhance Lambeth's natural environment.		2	<i>Lead:</i> Community <i>Suggested Partners:</i> ReForest London	Low

	Action	Guiding Legislation, Policy, Plan	Priority	Lead & Partners	Cost
6.3	Participate in the ReForest London Volunteer Training Program.		2	<i>Lead:</i> Community <i>Suggested Partners:</i> ReForest London	No cost
6.4	Participate in events like Earth Day and Trails Open London to promote trail use, natural heritage conservation, physical activity, stewardship, and environmental education.	London Heritage Council: Trails Open London event	2	<i>Lead:</i> Community <i>Suggested Partners:</i> London Heritage Council	Low





Section 7

Monitoring & Evaluation

Determining the Success of the Lambeth Area CIP

The Lambeth Area CIP was created to further the goals identified in the SWAP and address specific priorities as outlined in Section 2.0 of this CIP. Evaluating the success of the CIP will be based on the Action Items undertaken, achievement of associated Objectives, consistency of results with stated Goals and priorities, and consistency with the SWAP. A Monitoring Report will be used to provide an update on the implementation of the CIP.

The following chart provides potential targets and suggested indicators of success for the Lambeth Area CIP.

Success Measures

Target	Indicators of Success
Main Street is the distinct downtown core of the community; it is pedestrian-friendly, attractive, and a preferred location for community events.	• Increased pedestrian traffic • Harvest Fest events take place on Main Street • Main Street is clean and well-maintained • Individual properties invest in storefront decorating (e.g. flowers, seasonal decor) • Uptake of Façade Improvement Loan Program • Gateway feature
Local businesses are unique and successful; residents and visitors purchase services and goods from local businesses on a regular basis	• Vacancies are low and storefronts are well occupied • On-street parking is well-used by people patronizing local businesses • Lambeth is known for having one-of-a-kind destination businesses • Quality uses in key storefronts • Businesses invest in beautification / improvement to ensure quality facades and storefronts (e.g. signage, landscaping) • Uptake of Façade Improvement Program • Increase in building permit activity

Target

The Lambeth business community is connected, serves the local community, and supports business attraction, retention and expansion.

Indicators of Success

- New businesses are welcomed and thrive
- Increased activity by the Lambeth B2B Group focused on attracting and retaining customers
- Marketing material
- Low/no vacancy

The Lambeth Area CIP Project Area has a positive and distinct identity and sense of place that reflects and supports local cultural heritage values.

- Events are held to celebrate Lambeth's unique cultural heritage
- More properties and events are recognized for their cultural heritage value (e.g. through signage, designation, and other methods)
- Lambeth's distinct brand reflects the community's cultural and natural heritage
- Uptake of Façade Improvement Loan Program

Active streets, sidewalks, trails, pathways and public spaces are connected through a safe community-wide network.

- Number of bicycle routes, sidewalks, connections, trails, pathways increases over time
- Increased use of parks, trails, and pathways
- Increased number of public spaces over time

Lambeth is known for its natural features and systems

- Dingman Creek Conservation Master Plan initiated
- Increased tree planting and naturalization within the CIP Project Area



Baseline Conditions

A number of Baseline Conditions were determined during the preparation of the CIP against which future information can be compared. This provides a consistent framework for evaluating the ongoing change in the Lambeth CIP Project Area. Variables/measures may be added to the Baseline Conditions.

Lambeth Area CIP Baseline Conditions

Measure / Variable	Status
Photo inventory of the condition of existing streetscapes	Streetscapes documented July 2018.
Estimated vacancy rates at street level in Lambeth Village Core Sub-area and Wharncliffe Road Corridor (residential, retail, office)	Not measured
Estimated vacancy rates at upper levels in Lambeth Village Core Sub-area and Wharncliffe Road Corridor (residential, retail, office)	Not measured
Building Rating Lambeth Village Core: Poor Condition	1
Building Rating Lambeth Village Core: Fair Condition	28
Building Rating Lambeth Village Core: Good Condition	88

Measure / Variable	Status
Number of activity generators in Lambeth Village Core Sub-area	Harvest Fest
Number of activity generators related to cultural heritage	Not measured
Number of activity generators related to natural heritage	Not measured
Number of designated properties on the Heritage Inventory	2
Number of listed properties on the Heritage Inventory	45
Number of parks	11
Hectares of parkland	37.3
Hectares of parkland in Lambeth compared to City	Lambeth: 8.8%; City: 7.2%
Kilometres of trails	2.7
Kilometres of trails per 1000 people (Lambeth)	0.64
Kilometres of trails per 1000 people (City)	0.4
Kilometres of sidewalks	16.9
Kilometres of sidewalks per 1000 people (Lambeth)	4
Kilometres of sidewalks per 1000 people (City-wide)	0.4
Number of on-street public parking spaces in Lambeth Village Core	There were no on-street parking spaces.
Financial Incentive Program activity	There was no activity as no incentive programs were available. Three inquiries regarding timing of incentive programs were documented.
Total Building Permit activity*	2017: 187; 2018 (to July 19):72
Residential Permit activity*	2017: 180; 2018 (to July 19): 70
Commercial Permit activity*	2017: 7; 2018 (to July 19): 2
Industrial Permit activity*	2017: 0; 2018 (to July 19): 0
Number of new businesses	The number of new businesses was not measured.
Number of Members in the Lambeth B2B Group	16

*Permit Activity includes: erect new structures, additions to existing structures, alterations, and installations of infrastructure (e.g. plumbing)



Lambeth Area CIP Evaluation and Monitoring Report

A Monitoring Report will be prepared every 5 years to evaluate the status of the Lambeth Area CIP and its individual programs. The report and evaluation will be based on the changes to the Baseline Conditions identified above, feedback from stakeholders, and any new issues/conditions/opportunities that have emerged. The report will recommend required adjustments to the CIP and recommendations regarding the financial incentive program budget (based on performance of the program).

The Monitoring Report will cover a four-year period. Based on experience administering other CIPs in London, this time span is long enough to:

- accumulate sufficient information on the uptake and monitoring of the CIP incentive program;
- start, execute and assess impacts of most individual capital projects and community actions;
- incorporate projects into staff work plans; and,
- complement the four-year budgeting cycle.

Financial Incentive Program Monitoring

As part of the evaluation of the impact of the CIP, City staff will develop a database to monitor the implementation of the financial incentive programs. This information can be used to allow for periodic adjustments to the incentive programs to ensure that they continue to be relevant and meet the needs of property participants. Regular reports to Council will provide this information and data on the amount of private sector investment being leveraged by the municipal incentive programs and the economic benefits associated with these private sector projects.

Façade Improvement Loan Program Monitoring

- Number of inquiries and applications (approved and denied)
- Approved/denied value of the funding and the total value of construction (the total public investment versus private investment)
- Type and cost of total facade improvements
- Total cost of other building improvements/construction (value of Building Permit if required)
- Increase in assessed value of participating property
- Increase in municipal (City and Region) and education property taxes of participating property
- Number and cost/value of program defaults

Data Collection

In addition to the quantitative, economic-based measures, monitoring of the Lambeth Area CIP will include qualitative measures that characterize social and community benefits of implementing the CIP Action Items. Qualitative information illustrating the individual and cumulative impact of both public- and private-sector CIP projects should be collected on a regular basis. This could include the impact of public realm improvement projects on existing businesses and on community identity and pride. Data can take many forms, including comments received by Staff from business owners, property owners and residents. The qualitative information should be reported to Council with the quantitative information to provide a more holistic picture of the impact of the CIP.



Evaluation Outcomes

1. Amendments to the Lambeth Area Community Improvement Plan

Changes to any of the content of this CIP, including Vision, Goals, Objectives, boundaries of the Project Area or Project Sub-areas, additions, deletions, or clarifications to the Action Items Table or financial incentive programs must follow the process described in the *Planning Act*. Consequential amendments to *The London Plan* and/or Zoning By-law may be required.

2. Adjustments to the Financial Incentive Program

Changes to the terms, conditions, processes, and requirements associated with the financial incentive program may be made without amending the Lambeth Area CIP. This includes the elimination of the financial incentive programs. In accordance with Section 28 of the *Planning Act*, the addition of a new Incentive Program would require an amendment to this Plan.

3. Adjustments to Funding

Municipal Council has the authority to approve funding for financial incentive programs specified in London's CIPs, and may approve budgets necessary to carry out other CIP actions. Budgets supporting the implementation of the Lambeth Area CIP will be based on a comprehensive review undertaken by City staff with the assistance of the Monitoring and Evaluation Strategy described in this section. Funding will be timed to occur as part of multi-year budget requests or any requested amendments made in consultation with the City Treasurer to approve four-year budgets.

City of London

Lambeth Area Community Improvement Plan

Background Information



Background Information

Background documentation from the preparation of the Lambeth Area Community Improvement Plan, supporting but not forming a part of the Plan.

Appendix A: Legislative Framework

This section provides a summary of the legislative authority for preparing and adopting the Lambeth Area Community Improvement Plan (CIP).

Municipal Act, 2001

Section 106 (1) and (2) of the *Municipal Act, 2001* prohibits municipalities from directly or indirectly assisting any manufacturing business or other industrial or commercial enterprise through the granting of bonuses. This prohibition is generally known as the “bonusing rule”. Prohibited actions include:

- giving or lending any property of the municipality, including money;
- guaranteeing borrowing;
- leasing or selling any municipal property at below fair market value; and,
- giving a total or partial exemption from any levy, charge or fee.

However, Section 106 (3) of the *Municipal Act, 2001* provides an exception to this “bonusing rule” for municipalities exercising powers under Subsection 28(6), (7) or (7.2) of the *Planning Act* or under Section 365.1 of the *Municipal Act, 2001*. This legislation states that Municipalities are allowed to prepare and adopt Community Improvement Plans (CIPs) if they have the appropriate provisions in their Official Plan.

Subject to Section 106 of the *Municipal Act, 2001*, Section 107 of the *Municipal Act, 2001* describes the powers of a municipality to make a grant, including the power to make a grant by way of a loan or guaranteeing a loan. In addition to the power to make a grant or loan, the municipality also has the powers to:

- sell or lease land for nominal consideration or to make a grant of land;
- provide for the use by any person of land owned or occupied by the municipality upon such terms as may be fixed by council; and,
- sell, lease or otherwise dispose of at a nominal price, or make a grant of, any personal property of the municipality or to provide for the use of the personal property on such terms as may be fixed by council.

Section 365.1 of the *Municipal Act, 2001* operates within the framework of Section 28 of the *Planning Act*. A municipality with an approved community improvement plan in place that contains provisions specifying tax assistance for environmental remediation costs will be permitted to provide said tax assistance for municipal property taxes. Municipalities may also apply to the Province to provide matching education property tax assistance through the Province’s Brownfields Financial Tax Incentive Program (BFTIP).

Planning Act

The *Planning Act* sets out the framework and ground rules for land use planning in Ontario, and describes how land uses may be controlled and who may control them. Section 28 of the *Planning Act* provides for the establishment of Community Improvement Project Areas where the municipality’s Official Plan contains provisions relating to community improvement and the Community Improvement Project Area is designated by a By-law pursuant to Section 28 of the *Planning Act*.

Section 28(1) of the *Planning Act*, defines a Community Improvement Project Area to mean “a municipality or an area within a municipality, the community improvement of which in the opinion of the council is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social or community economic development reason. There are a variety of reasons that an areas can be designated as an area in need of community improvement”.

Criteria for designation includes physical deterioration, faulty arrangement, unsuitability of buildings, and other social or community economic development reasons.

Section 28(1) of the *Planning Act*, also defines “community improvement” to mean “the planning or replanning, design or redesign, resubdivision, clearance, development or redevelopment, construction, reconstruction and rehabilitation, improvement of energy efficiency, or any of them, of a Community Improvement Project Area, and the provision of such residential, commercial, industrial, public, recreational, institutional, religious, charitable or other uses, buildings, structures, works, improvements or facilities, or spaces therefor, as may be appropriate or necessary”.

Once a Community Improvement Plan (CIP) has come into effect, the municipality may:

- i. acquire, hold, clear, grade or otherwise prepare land for community improvement (Section 28(3) of the *Planning Act*);
- ii. construct, repair, rehabilitate or improve buildings on land acquired or held by it in conformity with the community improvement plan (Section 28 (6));
- iii. sell, lease, or otherwise dispose of any land and buildings acquired or held by it in conformity with the community improvement plan (Section 28 (6)); and,
- iv. make grants or loans, in conformity with the community improvement plan, to registered owners, assessed owners and tenants of land and buildings within the Community Improvement Project Area, and to any person to whom such an owner or tenant has assigned the right to receive a grant or loan, to pay for the whole or any part of the eligible costs of the Community Improvement Plan (Section 28 (7)).

Eligible Costs - Section 28(7.1)

The *Planning Act* specifies that eligible costs for the purposes of carrying out a municipality’s Community Improvement Plan may include costs related to:

- environmental site assessment;
- environmental remediation; and,
- development, redevelopment, construction and reconstruction of lands and buildings for rehabilitation purposes or for the provision of energy efficient uses, buildings, structures, works, improvements or facilities.

Maximum Amount - Section 28(7.3)

Section 28(7.3) restricts the maximum amounts for grants and loans made under the *Planning Act* from exceeding the eligible costs defined in the CIP. Specifically, the *Planning Act* directs that the “total of the grants and loans made in respect of particular lands and buildings under subsections (7) and (7.2) and the tax assistance as defined in section 365.1 of the *Municipal Act*, 2001 or section 333 of the *City of Toronto Act*, 2006, as the case may be, that is provided in respect of the lands and buildings shall not exceed the eligible cost of the Community Improvement Plan with respect to those lands and buildings”.

Registration of Agreement - Section 28 (11)

The *Planning Act* allows the City of London to register an Agreement concerning a grant or loan made under subsection (7) or an Agreement entered into under subsection (10) against the land to which it applies. The municipality shall be entitled to enforce the provisions thereof against any party to the Agreement and, subject to the provisions of the *Registry Act* and the *Land Titles Act*, against any and all subsequent owners or tenants of the land.

Tariff of Fees – Section 69

The *Planning Act* allows the City of London reduce or waive the amount of a fee in respect of a planning application where it feels payment is unreasonable. Municipalities can use this tool to wave all matter of planning application fees to promote community improvement without the use of a CIP. Alternately, a municipality can collect fees and then provide a rebated of fees in the form of a grant through a CIP.

Ontario Heritage Act

The purpose of the *Ontario Heritage Act* is to give municipalities and the provincial government powers to conserve, protect and preserve heritage buildings and archaeological sites in Ontario. While the Heritage Property Tax Relief Program under Section 365.2 (1) of the *Municipal Act, 2001* is designed to assist property owners in maintaining and conserving heritage properties, Section 39 (1) of the *Ontario Heritage Act* allows the Council of a municipality to make grants or loans (up-front or tax-increment basis) to owners of designated heritage properties to pay for all or part of the cost of alteration of such designated property on such terms and conditions as the Council may prescribe. In order to provide these grants and loans, the municipality must pass a By-law providing for the grant or loan. Grants and loans for heritage restoration and improvement can also be provided under a CIP. One of the key administrative advantages of Section 39 of the *Ontario Heritage Act* is that it requires only the passing of a By-law by the local Council rather than the formal public meeting process under Section 17 of the *Planning Act* required for a CIP. One of the disadvantages of the *Ontario Heritage Act* is that unlike the *Planning Act*, it does not allow municipalities to make grants or loans to assignees who wish to undertake heritage improvements (e.g. tenants).

A second advantage of the *Ontario Heritage Act* is that the interpretation of Section 39 (1) suggests that grants and loans are not restricted to heritage features. Section 39 (1) of the *Ontario Heritage Act* refers to “...paying for the whole or any part of the cost of alteration of such designated property on such terms and conditions as the council may prescribe.” Consultations with provincial Staff and legal experts have confirmed that this section of the Act does not restrict grants and loans to heritage features.

Section 39 (1) of the *Ontario Heritage Act* can also be used to provide grants and loans for the undertaking of professional design studies as these can be considered “part of the cost of alteration”. A design study is certainly an important precursor to, and key component of any alterations to major heritage features. Section 39 (2) of the *Ontario Heritage Act* allows the Council of a municipality to add the amount of any loan (including interest) to the tax roll and collect said loan in the same way that taxes are collected, for a period of up to 5 years. This section of the Act also allows the municipality to register the loan as a lien or charge against the land.

Development Charges Act

Section 5 of the *Development Charges Act* allows a municipality to exempt types of development from a Development Charge, but any resulting shortfall cannot be made up through higher Development Charges for other types of development. This allows upper and lower tier municipalities to offer partial or total exemption from municipal Development Charges (also known as a reduction of Development Charges) in order to promote community improvement. Because this financial incentive is normally offered before construction, it is very attractive to developers and is a very powerful community improvement tool.

Appendix B: Policy Review

This section of the report references the key Provincial, Regional and City policies that are relevant to the Lambeth Area CIP.

Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS) was issued under Section 3 of the *Planning Act* and provides direction on key matters of provincial significance related to land use planning and development. Section 3 of the *Planning Act* requires that “decisions affecting planning matters shall be “consistent with” the PPS. All municipal plans, including Official Plans, Secondary Plans, and Community Improvement Plans must be consistent with all applicable provincial policies.

The Province of Ontario updated the PPS on February 24, 2014 and the policies took effect on April 30, 2014. The vision for land use planning in Ontario as per the PPS states that “the long-term prosperity and social well-being of Ontarians depends on planning for strong sustainable communities for people of all ages, a clean and healthy environment, and a strong competitive economy”. To this end, the PPS:

- Promotes efficient development and land use patterns (Section 1.1.1);
- Accommodates an appropriate mix of different land use types (residential, employment, institutional, recreation, park, open space) (Section 1.1.1);
- Promotes cost-effective development patterns and standards, environmentally sensitive development practices, accessible neighbourhoods, and available infrastructure and public facilities to minimize land consumption and servicing cost (Section 1.1.1);
- Strives to avoid development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas (Section 1.1.1);
- Directs planning authorities to identify appropriate locations and opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected need (Section 1.1.3.3);
- Directs that major facilities and sensitive land uses should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from outdoor, noise, and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities (Section 1.2.56.1);
- Directs planning authorities to promote economic development and competitiveness by:
 - providing an appropriate mix and range of employment and institutional uses to meet long-term needs;
 - providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
 - encouraging compact and mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and,
 - ensuring the necessary infrastructure is provided to support current and projected needs (Section 1.3.1).

- Directs planning authorities to provide for an appropriate range of housing types and densities that accommodate current and future users, that efficiently use the land, services and facilities, and that support alternative transportation modes to the automobile, such as public transit (Section 1.4.3);
- Promotes healthy, active communities including planning public streets, parks, public spaces and trails that meet the needs of pedestrians, foster social interaction, facilitate active transportation (multi-modal), and offer a range of different recreation opportunities (Section 1.5.1);
- Promotes long-term prosperity through the maintenance and enhancement of downtown and main streets (Section 1.7.1 c);
- Encourages a sense of place by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes (Section 1.7.1 d); and,
- Conserves significant built heritage resources and cultural heritage resources and landscapes (Section 2.6.1).

City of London *Official Plan*, 1989

An Official Plan (OP) provides the general land use framework and policies for a municipality by identifying generally how, where and when a municipality will develop over time. The City of London's current *Official Plan* was adopted by City Council in 1989. The *Official Plan* contains City Council's objectives and policies to guide the short-term and long-term physical development of all lands within the boundary of the municipality. It provides direction for the allocation of land use, provision of municipal services and facilities, and preparation of regulatory By-laws to control the development and use of land. These types of policies are considered necessary to promote orderly urban growth and compatibility among land uses. While the objectives and policies in the *Official Plan* primarily relate to the physical development of the municipality, they also have regard for relevant social, economic and environmental matters.

Official Plan: Land Use

The *Official Plan* includes the land use designations that guide the short-term and long-term physical development of land in the City of London. Key designations in Lambeth include: Main Street Commercial Corridor designation; Auto-oriented Commercial Corridor designation; and, Low/Medium Density Residential. There are also significant pockets of Environmental Review and Open Space designations close to water courses.

The London Plan, 2016

Approved by Municipal Council in 2016, *The London Plan* sets new goals and priorities to shape the growth, preservation, and evolution of London over the next 20 years. As of August 27, 2018, 80% of the policies of *The London Plan* are in effect (the remainder is under appeal to the Local Planning Appeals Tribunal (LPAT)).

The London Plan: Land Use & Urban Design Policies

In *The London Plan*, all lands within the City are assigned a Place Type that establishes policies to regulate permitted development. The properties fronting Colonel Talbot Road (from approximately Southland Drive to Main Street) and on Main Street (from Colonel Talbot Road to Campbell Street) are assigned the Main Street Place Type. Main Streets are some of London's most cherished historic business areas and focal points of neighbourhoods. Urban regeneration efforts will be directed to historic Main Streets to enhance them.

Outside of the Main Street Place Type areas, the Lambeth Area is generally assigned a Neighbourhoods Place Type. The Neighbourhoods Place Type supports vibrant, exciting places to live, which have a sense of community well-being and high quality of life, and help people connect with one another.

The Lambeth Area also has significant tracts of land identified as both Green Space and Environmental Review Place Types. The vision for the Green Space Place Type is to create new green linkages throughout the city and increase the tree canopy. The lands identified as Environmental Review Place Type are areas that may contain natural heritage features and areas that have not been adequately assessed to determine whether or not they are significant.

The London Plan: Community Improvement Plan Policies

Community Improvement Plans are intended to provide City Council with the necessary tools to stimulate reinvestment and redevelopment, inspire appropriate infill and intensification, coordinate planning efforts, improve physical infrastructure, support community economic development, preserve neighbourhood and cultural heritage value, and lead to the establishment of an improved neighbourhood. The tools to implement community improvement plans may include incentives and targeted private and/or public investment to achieve the vision. Council may also acquire, clear and dispose of land to support community improvement and economic development, or use any other methods to support community improvement or environmental, social or community economic development permitted by legislation.

Paragraph 1727 outlines the objectives that community improvement is intended to meet; several of these objectives relate to the Lambeth area, including the following:

- maintain and improve the public realm, including such things as streets, sidewalks, street lights, street trees, pathways, parks, open spaces, and public buildings;
- maintain and improve municipal services including such things as the water distribution system, the sanitary and storm sewer systems, mobility network, transit services, and neighbourhood services;
- stimulate private sector property maintenance, repair, rehabilitation, redevelopment and other forms of private sector investment and reinvestment activity;
- maintain and improve the physical and aesthetic amenities of streetscapes in both the public and private realms;
- encourage the conservation, restoration, adaptive re-use and improvement of cultural heritage resources;
- foster the revitalization and continued improvement of the Downtown and other existing commercial districts including but not limited to the Old East Village, the SoHo Area, and other established business districts;
- upgrade social and recreational facilities and support the creation of affordable housing;
- facilitate and promote community economic development.; and,
- promote and improve long-term community stability, safety and quality.

Southwest Area Secondary Plan (SWAP)

The City of London adopted the *Southwest Area Secondary Plan* on April 29, 2014 (as amended by OMB PL130020). The SWAP established a vision, principles and policies for the development of the Southwest Planning Area, which includes Lambeth. This Plan provides a greater level of detail than the general policies in the *Official Plan* and serves as a basis for the review of planning applications which will be used in conjunction with the other policies of the *Official Plan*. While the Lambeth Area CIP contains references to the SWAP, it does not replace the SWAP; the *Southwest Area Secondary Plan* is to be read and applied in its entirety.

As established under Zoning By-law (No. Z-1) the Lambeth Area has a mix of zoning designations that is reflected in the range of existing and permitted uses, which include:

Arterial Commercial
Environmental Review
Neighbourhood Facility

Business District Commercial
Low-density Residential
Open Space

Community Facility
Medium Density Residential
Urban Reserve

Existing City of London Community Improvement Plans (CIPs)

The City of London has numerous CIPs which are intended to stimulate targeted reinvestment, reveal and inspire select infill and intensification opportunities, coordinate planning efforts, preserve neighbourhood and heritage character, enhance industrial and other business opportunities, and aid in the cleanup of contaminated sites. At present, the City of London has eight (8) CIPs that have been adopted by Council. The geographically-based CIPs include: the Airport, Downtown, Hamilton Road, Old East Village and SOHO CIPs; the criteria-based CIPs include the Brownfield, Heritage and Industrial CIPs.

Brownfield Community Improvement Plan

The Brownfield CIP was adopted in May 2007. The Brownfield CIP contains a package of financial incentive programs and a municipal leadership strategy to promote the redevelopment of brownfield sites in the City. The Brownfield CIP Financial Incentive Programs include:

- Contamination Assessment Study Grant;
- Development Charge Rebate;
- Property Tax Assistance Program; and,
- Tax Increment Equivalent Grant.

Heritage Community Improvement Plan

The Heritage CIP was adopted in March 2007. The Heritage CIP contains a package of financial incentive programs and a municipal leadership strategy to maintain the unique identity of our City by preserving the inventory of distinctive heritage buildings, establishing a sense of place by preserving local heritage structures, and ensuring that the City's history is retained for future generations to enjoy. The Heritage CIP Financial Incentive Programs include:

- Development Charge Equivalent Grant; and,
- Tax Increment Grant.

Other Considerations

During the preparation of the Lambeth Area CIP, the City of London was also in the process of undertaking three significant projects: the Main Street Infrastructure Renewal Project, the Dingman Creek Environmental Assessment, and the Parks & Recreation Master Plan Review. All of these projects may impact the Lambeth Area CIP.

Appendix C: Consultation

Preparation of the Lambeth Area CIP was guided by and benefitted from consultation with City Staff, stakeholders and groups including the Pulse Team, the Lambeth Community Association, and participants at the various community meetings and workshops.

City Website Project Page

<http://www.london.ca/business/Planning-Development/secondary-plans/Pages/Lambeth-CIP.aspx>

Planning Staff established a Lambeth Area CIP page on the City's website to provide regular project updates. The project page includes the following information:

- definition of a CIP and why they are used;
- summary of consultation completed to date, community meeting notices, presentations and meeting summaries;
- staff reports and Council resolutions;
- next steps; and,
- information and links for other Municipal projects taking place in Lambeth.

Project Contact List

Planning Staff created an email list for the Lambeth Area CIP using information gathered at Community Meetings, from comment cards, and from people who contacted Staff directly. Project update emails included information about upcoming Community Meetings, Meeting Summaries, and City Council Approvals (such as the Terms of Reference and Study Area). Emails also provided links to the City's Lambeth Area CIP project page.

PULSE Team

A Pulse Team was formed to help guide the preparation of the Lambeth Area CIP. The Team was comprised of residents, business owners and members of the Lambeth Community Association. Planning Staff engaged the Pulse Team using email, telephone conversations and in-person meetings until the end of November 2016. This consultation allowed City staff to:

- provide the Pulse Team with progress updates;
- coordinate Public Meetings and other steps required to complete the CIP;
- discuss key components of the project including: Strengths, Weaknesses, Opportunities, Threats (SWOT); the visioning and objectives exercise; and, potential financial incentive programs; and,
- obtain comments and input on the Draft Interim Report and the Draft Lambeth Area CIP.

There were two City-organized Pulse Team meetings held between Community Meetings No. 1 and No. 2 to discuss the status of the project. Pulse Team members resigned on November 29, 2016.

Community Information Meetings, Workshops and Updates

Community Meeting and Workshop No. 1, July 7, 2016

The first Community Meeting and Workshop was held on July 7, 2016 to:

1. kick-off the Lambeth Area CIP project;
2. provide basic information on the purpose and rationale for preparing the CIP;
3. work with stakeholders to identify strengths, community needs, improvements, and a vision for the Lambeth Area CIP Study Area;
4. obtain input on the Lambeth Area CIP Study Area and the Term of Reference for the CIP Project; and,
5. discuss the concept of using a Pulse Team as a method of keeping stakeholders engaged and informed.

Most people in attendance at the Community Meeting stayed for the Workshop session. During the Workshop, participants were asked to answer the following questions:

- Where do you think the CIP Project Area for Lambeth should be?
- What is great or is a strength in the Lambeth Area CIP Study Area?
- What needs improvement or is a weakness in the Lambeth Area CIP Study Area?
- In one word, describe “your Lambeth”?

The feedback and discussion at the Community Meeting and Workshop No. 1 was used to develop the Terms of Reference and Study Area for the Lambeth Area CIP.

City of London Planning and Environmental Committee (PEC) Meeting, August 22, 2016

On August 22, 2016 Planning Staff presented a report to the Planning and Environment Committee (PEC) recommending a Terms of Reference and Study Area for the Lambeth Area CIP. The report included a copy of the Community Meeting No. 1 Summary. The PEC supported the report and unanimously passed motions directing that the Lambeth Area CIP Terms of Reference and the Study Area be approved.

City of London Council Meeting, August 30, 2016

Subsequent to the August 22, 2016 PEC meeting, City Council approved the Lambeth Area CIP Terms of Reference and Study Area at the regular City Council meeting of August 30, 2016.

Lambeth & Community Harvest Festival, September 10, 2016

Planning Staff attended the Lambeth & Community Harvest Festival at the Lambeth Community Centre on September 10, 2016 from 1-4 pm to host a casual outreach session about the Lambeth Area CIP process. The August 22, 2016 Staff Report, Terms of Reference and approved Lambeth Area CIP Study Area, Meeting No. 1 Summary, posters for City projects impacting Lambeth and contact information for each of the project leads were available. Comment cards and business cards were also distributed. Nearly all the questions received were either “What is the Community Improvement Plan?” and “Where can I find more information?” Concerns expressed included a lack of available public parking and the desire to expand bike path networks.

Community Meeting and Workshop No. 2, October 18, 2016

A second Community Meeting and Workshop was held on October 18, 2016 to:

1. define Objectives for the Lambeth Area CIP;
2. establish a Vision for the Lambeth Area CIP;
3. confirm what stakeholders identified as requiring improvement; and,
4. prioritize the identified improvements.

Workshop participants were asked to answer the following questions:

- Do you agree with the proposed objectives for the Lambeth Area CIP?
- Do you agree with the proposed Vision for the Lambeth Area CIP?
- Did we miss anything?
- What are the priorities for improvement?

Community Meeting and Workshop No. 3, March 28, 2017

A third Community Meeting and Workshop was held on March 28, 2017 to:

1. discuss the Strategic Initiatives drafted for the Lambeth Area CIP; and,
2. conduct a workshop session to review and prioritize proposed Action Items, and discuss potential leads, supporters, and champions for identified actions.

At the end of the meeting Planning Staff facilitated a Rapid-Fire visual survey which allowed participants to review each proposed CIP Action Item and vote in real time on whether or not they agree with the Action Item and what priority it should be given. This format allowed for all attendees to participate and

share thoughts. Lambeth Area CIP Workbooks were also provided and the intent was for participants to complete the Workbooks after the workshop. The Workbooks focused on:

- confirming that the proposed Lambeth Area CIP Action Items reflect stakeholder comments;
- understanding how the Action Items were prioritized;
- identifying community champions for Action Items; and,
- identifying which Action Items require a CIP and which do not.

Presentation at the Lambeth Community Association Annual General Meeting (AGM), June 18, 2018

Planning Staff was invited to the Lambeth Community Association's AGM to provide an update on the progress of the Lambeth Area CIP. Staff's PowerPoint presentation highlighted:

- work completed to date;
- categories for the Lambeth Area CIP Implementation Plan;
- goals and objectives for the Lambeth Area CIP;
- Action Items that have been completed through other projects (Main Street Infrastructure Renewal Project);
- plans and projects in addition to the CIP that will enable implementation of Action Items (e.g. London ON Bikes Cycling Master Plan, Parks & Recreation Master Plan Update);
- next steps; and,
- call to action to participate in the Parks & Recreation Master Plan community survey and stakeholder sessions.

After the presentation, Staff answered questions from attendees. Questions and comments were focused on increased vehicular traffic in Lambeth due to construction and/or accidents on the highways, and increased vehicular traffic in Lambeth due to new residents living in Lambeth.

Lambeth Business-to-Business Group (B2B) Meeting, December 13, 2018

Staff from City Planning, Service London Business and Environmental & Engineering Services provided an update on the Lambeth Area CIP and Main Street Infrastructure Renewal Project.

Appendix D: Study Area & Project Area

Lambeth Area CIP Study Area

At the start of the Lambeth Area CIP project, a Study Area was established to geographically focus the CIP process and help avoid scope creep as the project progressed.

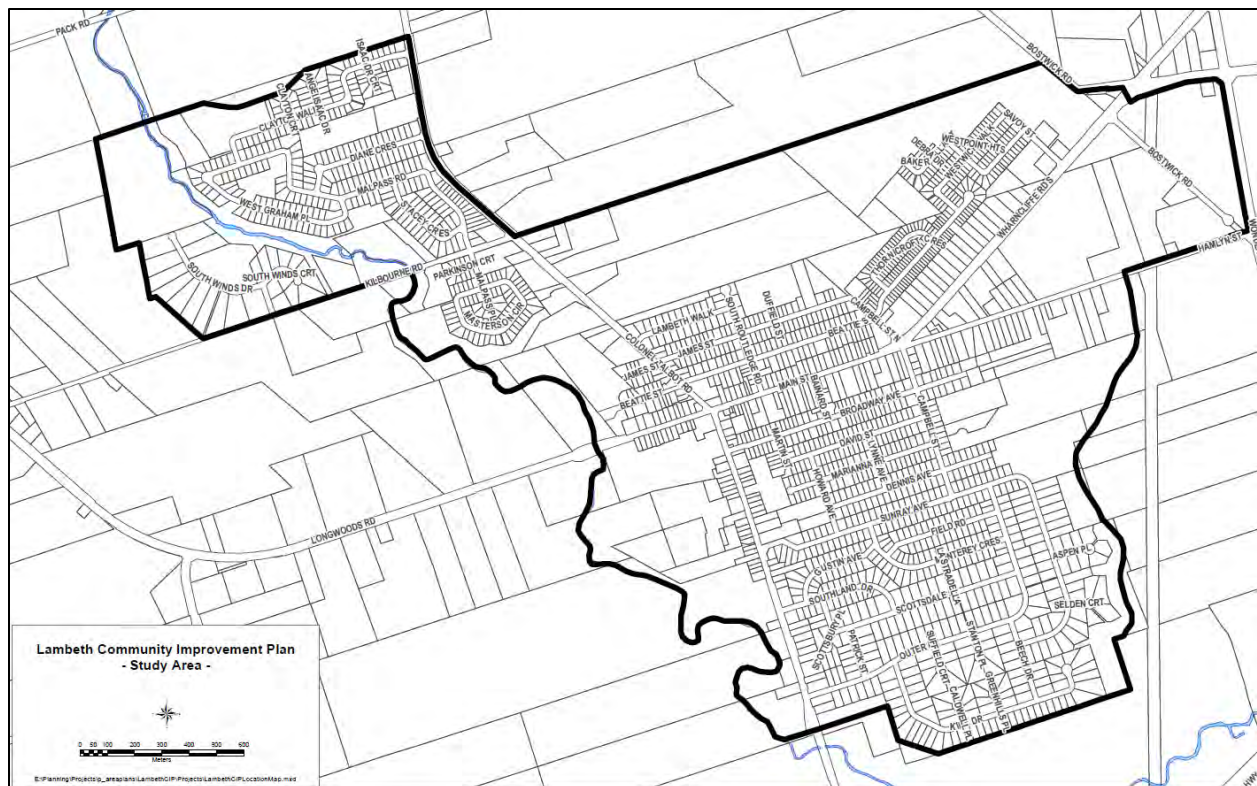
The initial Study Area for the CIP was established as a result of the information gathered during Community Meeting No. 1. The initial Study Area is generally described as following Dingman Creek south from Hamlyn Street and north to Kilbourne Road, continuing east along Kilbourne Road, continuing from the intersection of Kilbourne Road and Colonel Talbot Road directly to the intersection of Exeter Road and Wharncliffe Road South, along Exeter Road to Wonderland Road South, south along Wonderland Road South to Hamlyn Street, and then westerly on Hamlyn Street to Dingman Creek. The Terms of Reference for the preparation of the Lambeth Area CIP established this as the Study Area.



Lambeth Community Council Approved Lambeth Area CIP Study Area, shown in black

Revised Study Area

The initial Study Area was amended following Community Meeting No. 2 as a result of comments received from both the Pulse Team and Lambeth Community Association. Specifically, stakeholders expressed interest in including established residential areas to the northwest (such as Southwinds) as residents currently feel disconnected from the rest of the Lambeth community. It was felt that concerns of those residents should be incorporated in the CIP, particularly regarding pedestrian and bicycle access and safety.



Revised Lambeth Area CIP Study Area, shown in black

Project Area

The recommended Lambeth Area CIP Project Area is the area that is determined as in need of community improvement; it is the area where public realm improvement efforts will be focused and where financial incentive programs will be offered. Based on the information gathered through the CIP process, it was determined that the Project Area should include:

- lands along Wharncliffe Road;
- lands designated as Main Street Place Type in the London Plan (also within the Main Street land use Designation of SWAP); and,
- lands within the Medium Density Residential land use Designation of SWAP.

The Lambeth Area CIP Project Area is established by a By-law passed by Municipal Council.

Appendix E: Analysis

General Approach

A number of tasks were completed in order to provide a comprehensive foundation for the preparation of this CIP, including:

- a review of relevant legislation, provincial and City of London planning policy;
- a review of the Zoning and Official Plan designations in the Study Area;
- a community improvement needs analysis including an assessment of the physical and economic characteristics in the area based on walking tours, public input, and community meetings and workshops held July 7 2016, October 18 2016, and March 28 2017;
- a review of best practices used for CIPs in Ontario municipalities;
- using the Visions and Principles contained in the *Southwest Areas Secondary Plan* to analyze how they can shape and guide redevelopment activities;
- revising the draft CIP Action Items and Incentive Programs based on comments received during the third community meeting and workshop held on March 28, 2017; and,
- preparation of the final CIP for Municipal Council approval.

Getting Started

The analysis of community improvement needs started with City staff undertaking a review of the relevant planning and policy documents including the 1989 *Official Plan*, *The London Plan*, the Zoning By-law, and the *Southwest Area Secondary Plan (SWAP)* which establishes the function, purpose, character and design goals for the Lambeth Area. In addition, aerial photographs of the Study Area were examined and walking tours were conducted on a regular basis.

Data Collection

On the September 9, 2016 Walking Tour, approximately 170 photographs were taken to record different aspects and characteristics of the Lambeth Area. Staff used a “community improvement lens” when making observations and taking notes on aspects of land use, building and property conditions, design and heritage elements, and business activity that may require community improvement.

Research was also conducted in Lambeth through walking tours and driving tours on April 11, 2018, June 12, 2018 and July 10, 2018.

Data Confirmation

In July 2016, a Community Meeting was held to launch the Lambeth Area CIP project and share information about the CIP process. The workshop allowed participants to identify things within the community perceived as “great”, identify items that need improvement, and establish the CIP Study Area.

In October 2016, a second Community Meeting was held to talk about the identified items for improvement and clarify what might have been missed. The workshop included a visioning exercise and discussions about potential strategies and initiatives to be included in the Lambeth Area CIP. Information provided by participants at both workshops were added to the data gathered by City staff and included in the analysis.

Planning Staff presented an information report to the City’s Planning and Environment Committee (PEC) in August 2016 to seek approval for the Study Area and Term of Reference for the Lambeth Area CIP. In March 2017, a third Community Meeting was held to discuss the Draft Lambeth Area CIP and Draft Incentive Program.

Strengths, Weaknesses, Opportunities, Threats (SWOT) Analysis

A Strengths, Weaknesses, Opportunities, Threats (SWOT) analysis of the critical community improvement needs was undertaken to gain an understanding of the key issues in the Lambeth Area and identify the important community improvement needs that should be addressed by a Lambeth Area CIP. This section of the plan provides an overview of the analysis undertaken and foundation for the preparation of this CIP and recommended incentive programs.

Existing Condition and Characteristics of the Lambeth Area CIP Study Area

The CIP Project Area has been divided into three (3) Sub-areas based on the distinguishable characteristics of each area and identified through the *Southwest Area Secondary Plan (SWAP)*. The Sub-areas include: Lambeth village core, Wharncliffe Road Corridor, and Lambeth Residential Neighbourhood.

Lambeth is similar to rural villages in Ontario as it developed around natural resources and a transportation hub into a compact and walkable community along a main street. The settlement contains a diverse mix of small-scale and independent retail shops, restaurants and service establishments. Over time, the area has lost some original buildings and has also adapted to accommodate auto-oriented development. The core contains a number of civic, institutional, and community anchors which draw people to the area. These include the post office, places of worship and banks. Lambeth village core is generally surrounded by low-density residential uses with some home-based businesses, schools, retirement homes and parks.

Land Use Conditions

Lambeth Village Core

Established along a major traffic route with frontage on Main Street and Colonel Talbot Road, this area serves as a community focal point. There is a mix of residential and commercial uses throughout the Lambeth village core and in many cases, the original buildings are intact. There are three internal plazas along Main Street which break up the continuity of the form, however there is opportunity to link them to the pedestrian environment through walkways, lighting, signage, and landscaping. The area also provides civic functions and public/private gathering spaces. The Main Street Infrastructure Renewal Project will improve the pedestrian realm in the Lambeth village core along Main Street by improving sidewalks, adding landscaping features, and adding on-street parking. The area along Colonel Talbot Road south of Main Street was established along a major traffic route. The area has mixed-use live-work uses, newer forms of stand-alone commercial, and some undeveloped properties. Although pedestrian activity is desired in this area, the lack of a clearly defined pedestrian realm and continual sidewalks is a deterrent.

Wharncliffe Corridor

This sub-area contains lands fronting onto Wharncliffe Road South, from Colonel Talbot Road to just east of Bostwick Road. This commercial strip supports and complements the Lambeth village core, provides opportunity for mixed-use development, and has the potential to be a major gateway into the community. Long-term (re)development goals include higher intensity mixed-use residential buildings with office or commercial uses at grade on the north side of Wharncliffe Road South, and new commercial development and medium density residential development on the south side of Wharncliffe Road South. Currently, there is a plaza at the Campbell Road / Wharncliffe Road intersection. There are also detached residences and individual buildings of various sizes and styles located along Wharncliffe Road housing independent businesses. In addition to the variety of building styles, there is an abundance of signage.

Lambeth Residential Area

This area is predominantly residential and comprised of single detached dwellings. There are also several schools, churches, community centre, library, arena, splashpad and soccer fields. The residential area close to the Lambeth village core was developed by subdivision after the post-war boom of the 1950s in a grid-like street pattern with ranch-style homes on large lots. More recent residential development has occurred in the northwest, and new subdivisions have been approved for the undeveloped lands in the north portion of this area.

Building Conditions

The majority of the buildings within the Lambeth village core are of older stock typical of the early 1900s. While few properties have a Heritage Designation, the buildings have been kept in good repair and many original architectural elements have been preserved. The majority of the buildings appear to be occupied and well-maintained.

Lambeth Village Core

The area along Main Street has a strong sense of place and contains some of the oldest buildings in the Lambeth Area CIP Project Area. The majority of the buildings appear to be in relatively good condition, however some of the business façades and signage are dated and tired looking.

The area along Colonel Talbot Road south of Main Street also provides a sense of place, however due to the combination of very old and newer buildings this area seems to be in transition. Generally, the buildings appear to be in relatively good condition. There are a number of undeveloped sites and some vacant buildings in the area.

Wharncliffe Road Corridor

This area has a mix of building forms and styles and an abundance of signage. Overall, buildings appear to be maintained. There are many opportunities for redevelopment; the plaza at the northeast corner of Main Street and Campbell Road is one example where the building form can make better use of the space and the strategic corner location. This area would benefit from a streetscaping plan / landscaping plan to tie the elements together to form a cohesive landscape.

Lambeth Residential Area

The majority of the buildings in this area are residential. The age and style of homes and related street patterns vary, as neighbourhoods were built over time. The majority of the buildings appear to be in very good condition, occupied and well-maintained. As expected, street widths, lot sizes, and other elements vary, creating different residential landscapes throughout Lambeth. The non-residential buildings in this area appear to be in fair condition (churches, community spaces, arena, library, etc.).

Heritage

Lambeth contains a great deal of cultural and natural heritage. The SWAP identified the Lambeth village core as an area to be recognized as a potential Heritage Conservation District.

Lambeth still contains many ties to its past and there are many stories that could be told through buildings that have existed for over 100 years. However, there are opportunities to further recognize Lambeth's cultural heritage. For example, there is little signage on existing buildings or recognition of significant buildings that have been lost over time. While not yet exhibiting evidence of widespread loss, there are early signs of deterioration to the Lambeth Area CIP Project Area's image in terms of its cultural heritage with respect to protecting the unique buildings that contribute to its unique character.

Public Realm & Streetscape Conditions

Overall, there is great potential for the streetscaping in the Lambeth Area CIP Project Area to be more oriented to pedestrians and cyclists. This was one of the most frequently identified topics for improvement. Issues relating to safety and accessibility included: lack of sidewalks and/or multi-use pathways, need for crosswalks on major streets, and, existing sidewalks being too narrow, obstructed and in poor condition.

Lambeth Village Core

Buildings in the Lambeth village core are generally street-oriented with curbs separating the structures from the road. The area is serviced by London Transit. Lighting in this area was originally designed and provided for motor vehicles and not for pedestrian activity (i.e. not at the human scale) although the Main Street Infrastructure Renewal Project is addressing this by installing some pedestrian lighting along Main Street. There are challenges for pedestrians crossing Main Street, Colonel Talbot Road and at the intersection of the two roads.

The area along Colonel Talbot Road south of Main Street is similar to the Main Street section of the Lambeth village core in that it has developed as an urban mixed-use environment at a pedestrian scale with sidewalks extending along both sides of the road. The sidewalks, raised shoulders and curbs provide a separation between the traffic on the road until it ends on the west side at 4499 Colonel Talbot Street. There is no on street parking, bicycle facilities or other elements providing a barrier between pedestrians and vehicular traffic. Bus stops are difficult to identify, in poor condition and lack amenities. Lighting in this area is designed and provided for motor vehicles and not for pedestrians. There are challenges for pedestrians crossing Colonel Talbot Road and no infrastructure/facilities to facilitate safe crossings (i.e. specific pedestrian crossings).

Wharncliffe Road Corridor

The Wharncliffe Road Corridor has a mix of building types and functions. In terms of land use, the north side of Wharncliffe Road is predominantly medium-density Residential. The south side is zoned for Commercial uses.

Lambeth Residential Neighbourhood

Generally residential in nature, this sub-area varies with respect to walkability. The majority of this area is within a short walk to the Lambeth village core (some areas are about a 20-minute walk). The presence of sidewalks is inconsistent; there are some roads with sidewalks on both sides and some road with no sidewalks at all. Bus stops lack amenities. Overall there appears to be very little lighting, and where there is lighting, it appears to be for motor vehicles and not pedestrians. There are no bicycle amenities within the road allowance or provided as part of trail system. This area also includes a substantial amount of Open Space and Environmental Review lands.

Vehicular Traffic & Parking

Lambeth has grown around the intersection of what is now known as Colonel Talbot Road and Longwoods Road, which at one time was nicknamed The Junction due to the significance of both of these roads in connecting people and transporting goods. Today, these roads continue to play a vital role as they are well-used routes for traffic flowing in and out of the City of London via the 402 and 401.

A current concern of community members (residents, property owners, business owners, etc.) is the increasing volume of traffic creating delays in reaching destinations and/or the need to use alternative routes. Community members attribute the increasing volumes of traffic to: accidents and construction on Highways 401 and 402; the Main Street Infrastructure Project; and, the increasing residential population in Lambeth.

Lambeth Village Core

The Lambeth village core is currently not a major destination for visitors and/or tourism although stakeholders have expressed that increasing the number of visitors to Lambeth's unique stores, services, and festivals is a key goal. At present, the two types of traffic are: 1. local community members (residents, business owners, employees, etc.) who patronize local businesses (and drive to the Lambeth village core) and, 2. commuters driving through the area who do not typically stop and park their vehicles. Traffic through the Lambeth village core is steady, as Main Street is en-route to direct access to the 401 and 402 via Colonel Talbot Road. Parking is provided in the front yard of most properties. It is evident that the need for parking has increased over time and on the smaller work-live properties in particular as it appears that parking has replaced gardens, walkways and trees.

Similar to the area along Main Street, the area along Colonel Talbot Road south of Main Street appears to be impacted by the same two distinct types of vehicular traffic, and parking is provided in the front yard of most properties. On-street parking is not permitted along Colonel Talbot Road. In addition to highway delays, the Main Street Infrastructure Renewal Project, increasing residential population, increased traffic and traffic build-up is attributed to on-site parking lots being at capacity. Vehicular traffic is also noted as the cause of delays in making left turns onto Colonel Talbot Road.

Wharncliffe Road Corridor

The Wharncliffe Road Corridor functions as a connection between the Wonderland corridor and the Lambeth village core. It is not a pedestrian-oriented environment, does not have sidewalks or on-street parking; it is clearly oriented to vehicular traffic. There is opportunity to develop a plan for this area to create a gateway feature to the Lambeth village core which would slow traffic and reinforce the image of the Lambeth village core as a traditional main street and a hub of the community.

Lambeth Residential Neighbourhood

On street parking is not clearly identified in the Lambeth Residential Neighbourhood sub-area. Most residential properties have a private driveway and garage to accommodate on-site parking. However, in newer subdivisions, the lots are smaller and there is less room to accommodate on-site parking. This results in a greater incidence of on-street parking. It was noted that traffic is busy along Colonel Talbot Road which is a primary route to get to Southdale Road West.

Economic Conditions

Compared to the City-wide average incomes and home values, the Lambeth Area CIP Project Area is in the higher income and value bracket. Businesses are mainly small owner-operated restaurants, offices, boutique shops and services that use the local post office and various banks. The community supports a grocery store, two pharmacies and several convenient stores. Patronage of businesses appears to be mostly by local residents who prefer to shop close to home. There are a number of vacant stores along Main Street, some in standalone buildings and some in plazas.

Servicing

Water & Sewer

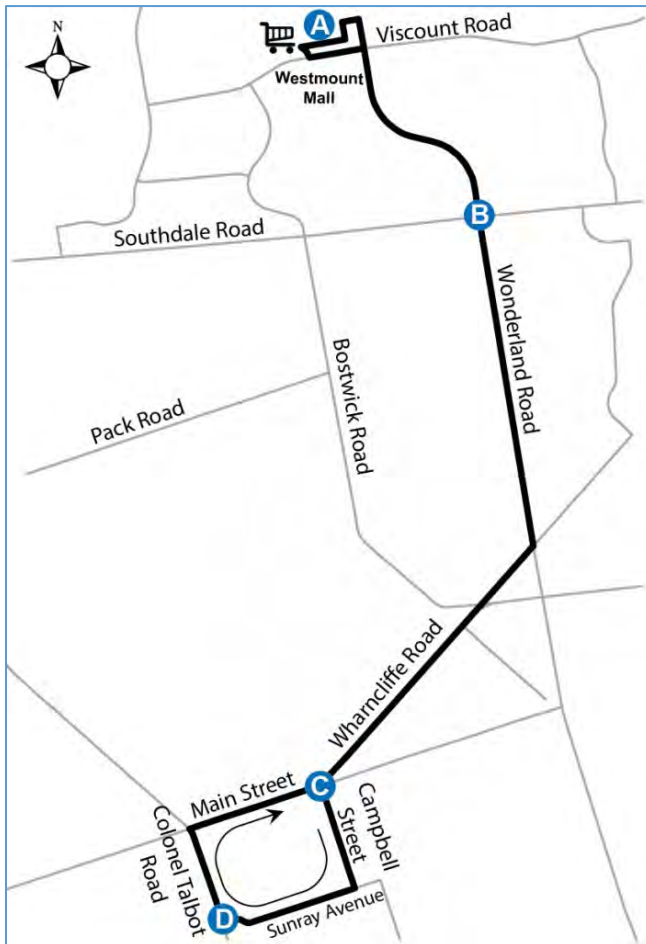
Properties within the Lambeth Area CIP Project Area are generally serviced by municipal storm and water, however many are on private sanitary systems. The lack of municipal sanitary services has been a barrier for development and has prevented business expansion. The extension of municipal sanitary services is part of the City's Main Street Infrastructure Renewal Project which is allowing abutting property owners with the opportunity to tie-in to municipal sanitary services. Access to municipal services will provide new opportunities to redevelop properties at a higher intensity that will support a compact and walkable community.

London Transit

There are currently two bus routes to the Lambeth Area CIP Project Area, illustrated below.

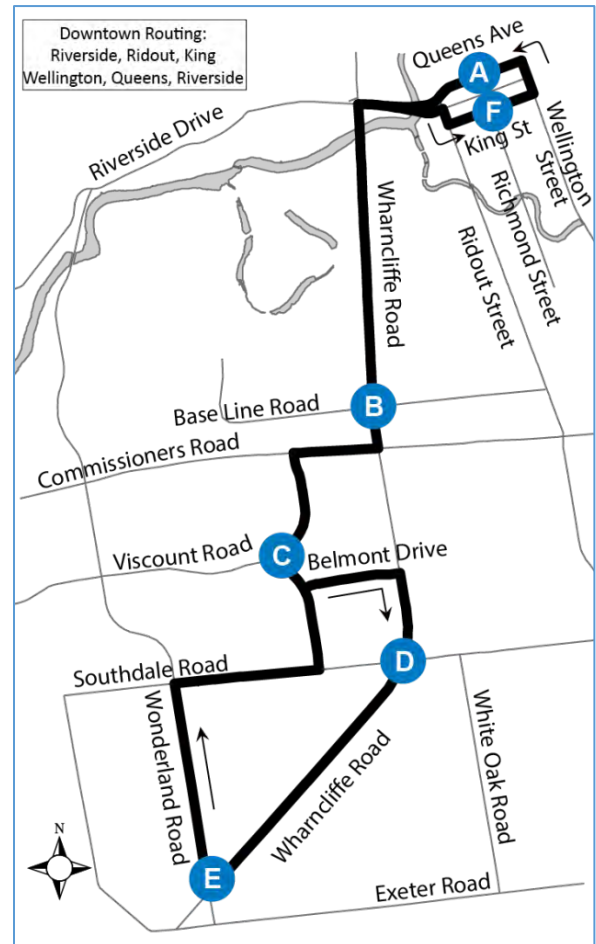
Route 28

Westmount Mall – Lambeth



Route 12

Downtown – Wharncliffe & Wonderland



LACH Stewardship Sub-Committee

Report

Wednesday April 24, 2019

Location: Planning Office, 206 Dundas Street

Start Time: 6:30pm – 8:15pm

Present: M. Whalley, J. Hunten; J. Cushing, K. Gowan (staff)

Agenda Items:

1. Request for Demolition: 123 Queens Avenue (heritage designated property)

The Stewardship Sub-Committee reviewed the Heritage Impact Assessment for the property located 123 Queens Avenue (Stantec, March 2019). The Stewardship Sub-Committee is satisfied with the research undertaken, but finds that it fails to recognize the stylistic importance of the building which is now a rare survival of a downtown industrial building which exhibits the concrete post and beam construction (formerly seen on the façades of 450 Talbot Street). The Heritage Impact Assessment failed to recognize the negative impact an interim parking lot would have to the Downtown Heritage Conservation District as 123 Queens Avenue is the last building facing Queens Avenue between Talbot and Richmond Street.

Motion: The Stewardship Sub-Committee recommends that the demolition request for 123 Queens Avenue be refused.

Moved: M. Whalley, J. Cushing

2. Request for Demolition: 3303 Westdel Bourne (heritage listed property)

The Stewardship Sub-Committee finds that 3303 Westdel Bourne is a representative example of a Italianate farmhouse with its buff brick, brick voussoirs with intact original window openings, etched glass transom light, return eaves, field stone foundation, and paired brackets. Also notable is the wrap-around verandah with chamfered wood posts and intact gingerbread.

The large barn contributes to the agricultural character of the property.

Motion: The Stewardship Sub-Committee recommends that the demolition request for 3303 Westdel Bourne be refused and the property be designated under Part IV of the *Ontario Heritage Act*.

Moved: J. Cushing, J. Hunten

3. Cultural Heritage Landscapes in London

Research on possible Cultural Heritage Landscape is continuing.

4. **Request for Designation: 75 Langarth Street East**

Research contributing to the evaluation of the property at 75 Langarth Street East is continuing.

5. **Request for Designation: 36 Pegler Street**

Research contributing to the evaluation of the property at 36 Pegler Street is continuing.

6. **Request for Listing: 700 Oxford Street East**

The Stewardship Sub-Committee received the statement below regarding 700 Oxford Street E.

700 Oxford St E

Thomas Legg first appears in the City Directory as a labourer in 1890 at approximately this address (outside City Limit at Adelaide). In 1892 he is listed as owning and operating a dairy at this site, the nearest adjacent neighbor to the east was Gammage florist. Still at that address he is formally listed after 1914 and he is listed from that date in 'Dairies' in the City Directory. He occupies the house until 1930. From 1928 a C.T. Bailey (salesman) is also listed at this address until the later 1950s. A Stanley Legg (son?) is listed at 712 Oxford E after 1927 – he is a concrete block manufacturer. No notable occupiers after this date - Mrs Buchanan and then son and then daughter at least up to 70/80s.

This a c1910 red brick four square Edwardian style house with some Queen Anne embellishments. The roof is a cross gable and clad in fish-scale tile. All the gables are filled with fish-scale shaped decorative bargeboards and there is a rectangular tri-partite gable window in each. All windows are topped and tailed by concrete lintels and sills. The windows (those that are still original which is most of them) feature bevelled glass in a lozenge shape outlined with metal in the upper one third. There are two notable small windows on the east side with an unusual pointed bay shape. The doors on the front and on the west side (back door) are surmounted by a carved wooden top and pilasters at the sides. The basement is of rusticated concrete block.

There is still a large garden surrounding the property, particularly on the east side which was apparently very well tended until recently.

Motion: The Stewardship Sub-Committee recommends adding 700 Oxford Street E to the Register (*Inventory of Heritage Resources*).

Moved: M. Whalley, J. Cushing

7. **HAP 371 Dufferin Avenue**

The Stewardship Sub-Committee received a verbal report from K. Gowan regarding the Heritage Alteration Permit application for signage at 371 Dufferin Avenue.

Motion: The Stewardship Sub-Committee recommends that the Heritage Alteration Permit application for 371 Dufferin Avenue be approved.

Moved: J. Cushing, J. Hunten

Report to London Advisory Committee on Heritage

To: Chair and Members
London Advisory Committee on Heritage
From: John M. Fleming
Managing Director, Planning and City Planner
Subject: Demolition Request for Heritage Designated Property at 123
Queens Avenue by JAM Properties Inc.
Meeting on: Wednesday May 8, 2019

Recommendation

That, on the recommendation of the Managing Director, Planning & City Planner, with the advice of the Heritage Planner, with respect to the request for the demolition of a heritage designated property located at 123 Queens Avenue, within the Downtown Heritage Conservation District, the following report **BE RECEIVED** and the following actions **BE TAKEN**:

- A. That the demolition request **BE REFUSED**; and,
- B. That the Chief Building Official **BE ADVISED** of Municipal Council’s intention in this matter.

Executive Summary

A demolition request was received for the heritage designated property located at 123 Queens Avenue. The subject property is located within the Downtown Heritage Conservation District. The request for demolition is due to health and safety concerns arising from the unsecured nature of the building, not structural concerns, and the property is proposed to be used for an interim surface parking lot. A Heritage Impact Assessment accompanied the demolition request for the property, which found that both direct and indirect impacts are anticipated as a result of the proposed site alteration.

Although retention of the building at 123 Queens Avenue has not been recommended in the Heritage Impact Assessment, the anticipated impacts as a result of the demolition of the property would need to be mitigated. The property has been designated as part of the Downtown Heritage Conservation District and the property contributes to the existing streetscape and character of the District. Impacts to the streetscape and to the property at 123 Queens Avenue cannot be mitigated with the development of a surface parking lot. The *Downtown Heritage Conservation District Plan* recognizes that there are situations where demolition may be permitted to allow for redevelopment that is in keeping with appropriate City policies and where the impact associated with the alterations to the property are able to be mitigated. Such redevelopment has not been proposed in this instance.

The purpose and effect of the recommended action is to refuse the demolition request for the heritage designated property at 123 Queens Avenue.

Analysis

1.0 Background

1.1 Property Location

The property at 123 Queens Avenue is located on the south side of Queens Avenue, east of Talbot Street (Appendix A). The structure at 123 Queens Avenue bookends the west side of the commercial parking lots that stretches between Talbot Street and Richmond Street.

1.2 Heritage Status

The property at 123 Queens Avenue is designated under Part V of the *Ontario Heritage Act*, as it is located within the Downtown Heritage Conservation District, which was

designated in 2013 by By-law No. L.S.P. - 34191-24. The property is ranked C in the *Downtown Heritage Conservation District Plan*. Properties that have a C ranking contribute to the Downtown Heritage Conservation District and must still comply with the Design Guidelines within Section 6.0 of the *Downtown Heritage Conservation District Plan*.

1.3 Description

The building located at 123 Queens Avenue was built between 1916 and 1922. The building at 123 Queens Avenue is a three storey, red brick, industrial structure that is connected to 450 Talbot (Appendix B). The building located at 450 Talbot Street was one of the London's first buildings constructed using reinforced concrete, a construction method continued that continued at 123 Queens Avenue (Stantec 3.7). The building is constructed of reinforced concrete, reinforced concrete masonry units, and plain concrete masonry units.

The front façade is clad in red and buff brick with concrete posts and beams and is topped with a concrete parapet. The horizontal beams use to align with the beams at 450 Talbot Street (Appendix B, see Image 4). However, 450 Talbot Street has since been re-cladded. Ornamental concrete diamonds appear on the second and third storey between the concrete posts and beams. The remnants of Cities Heating Company sign and logo can still be seen on the horizontal beam between the first storey and second storey. The first storey has an off-centre entrance with a concrete lintel. A wooden door and transom window with municipal address number is inset from the front façade. Next to the doorway is a window opening with a concrete sill and lintel. Two windows with a concrete lintel have been filled in with red brick next to the laneway. A laneway divides 123 Queens Avenue and 450 Talbot Street at street level, but is connected at the second and third storeys.

The east and south façade is clad in parged concrete and contains window openings on the second and third floor with no windows remaining. The west façade is also clad in parged concrete. The third storey contains five window openings with concrete windowsills and what appear to be the original windows. The windows are 15-pane glass windows with six panes in the middle that pivot open. The second storey contains five window openings with concrete sills. The connection between 450 Talbot Street and 123 Queens Avenue contains one 20 and one 25 pane glass windows with concrete sills. Just above the laneway is a large window opening with a concrete sill. The first storey contains three entrances and three window openings with metal bars and concrete sills.

The attributes of the property located at 123 Queens Avenue, such as scale, location, materials, and features support the character of the Downtown Heritage Conservation District. The physical connection with the adjacent property located at 450 Talbot Street also contributes to the pattern of development within the Downtown Heritage Conservation District and contributes to the Queens Avenue streetscape.

1.4 Property History

The building located on the property at 123 Queens Avenue originally housed two boilers for Green-Swift as well as a chimney, coal hopper, and boiler feed pumps. The building was built as an addition for the clothing manufacturer, the Greene-Swift Company, at 450 Talbot Street. Although, the Greene-Swift company was mainly a clothing manufacturer, they also sold the exhaust from the boiler to nearby buildings as steam heat (Stantec 3.7). The addition of two new boilers meant that Greene-Swift could expand their ability to sell steam heat.

By 1928 the steam heating component of the Greene-Swift Company formed a separate company known as the Cities Heating Company and was assigned the municipal address of 123 Queens Avenue (Stantec 3.7). Between 1925 and 1939, the Cities Heating Company expanded and an addition to 123 Queens Avenue was built. By 1958, the Cities Heating Company was supplying heat to the majority of downtown businesses, including the Kingsmills Department Store, Covent Garden Market, and the Simpsons Department Store (Stantec 3.7).

From the 1950s until about 1989, Cities Heating Company was owned by Thomas Hayman, a noted member of the community and avid outdoorsman (Stantec 3.8). He was also a columnist for the London Free Press, writing the “World Outdoors” column for 48 years (Stantec 3.8). According to the research uncovered in the Heritage Impact Assessment, Hayman’s dedication to conservation and birding earned him an award from the Ontario Field Ornithologists in 2003 and the Conservation Award from Nature London in 2006 (Stantec 3.8). Hayman passed away in 2014.

In 1989, Hayman sold Cities Heating Company to Trigen, who until 1993, continued to use the Cities Heating Company name. The directories listed 123 Queens Avenue as “Trigen London District Energy and Cities Heating Company” (Stantec 3.8). In 1994, the Cities Heating Company name was retired, becoming known as London District Energy, and the plant and offices at 123 and 125 Queens Avenue were closed (Stantec 3.8). Trigen left 123 and 125 Queens Avenue in 1995 (Stantec 3.8).

In 2003, the building located at 125 Queens Avenue, which was built as an addition for Cities Heating Company, was demolished. In 2010, the original east façade of 123 Queens Avenue was parged over in response to a Property Standards Order. The property at 123 Queens Avenue continues to be vacant.

1.5 Downtown Development – 20th century

The building located at 123 Queens Avenue is directly associated with London’s downtown development during the 20th century. During the early 20th century the City of London was in the midst of an industrial boom. Many modern improvements arrived in the City of London, such as electrical power from Niagara Falls, paving main roads in asphalt, and the distribution of water by the Public Utilities Commission. During the 1930s, several major building projects were completed in London, including the underpass of Richmond Street under the CNR tracks and construction of the Dominion Public Building, located approximately 50 metres east of 123 Queens Avenue.

The building located at 123 Queens Avenue participated in London’s industrial development of the 20th century. The building at 123 Queens Avenue began selling steam heat to nearby buildings between 1916 and 1922 and by 1928 the company known as Cities Heating Company was formed (Stantec 3.7). By 1958, Cities Heating Company was supplying heat to the majority of downtown businesses. The research completed by Stantec for the Heritage Impact Assessment found that that Cities Heating Company provided heat to buildings south to York Street, west to Ridout Street, and east to Waterloo Street (3.7). The approximate northern extent of Cities Heating Company’s service was not determined (Stantec 3.7).

2.0 Legislative and Policy Framework

2.1 Provincial Policy Statement

Heritage conservation is a matter of provincial interest (Section 2.d, Planning Act). The Provincial Policy Statement (2014) promotes the wise use and management of cultural heritage resources and directs that “significant built heritage resources and significant cultural heritage landscapes shall be conserved.”

“Significant” means “resources that have been determined to have cultural heritage value or interest for the important contributions they make to our understanding of the history or a place, an event or a people” (PPS 2014). “Built heritage resource” means “a building, structure, monument, installation or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Aboriginal community. Built heritage resources are generally located on property that has been designated under Parts IV or V of the Ontario Heritage Act, or included on local, provincial and/or federal registers’ (PPS 2014).

“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” (PPS 2014).

2.2 Ontario Heritage Act

Revisions to the Ontario Heritage Act strengthened its protection of Ontario’s cultural heritage resources. While the pre-2005 Ontario Heritage Act could only delay the demolition of a building located on a heritage designated property for 180 days, revisions to the Ontario Heritage Act in 2005 enabled municipalities to refuse demolition requests of buildings located on heritage designated properties.

In requests for demolition of a building located on a heritage designated property, *the Ontario Heritage Act* enables municipalities to give the applicant:

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

Municipal Council must respond within 90 days after receipt of a demolition request. Consultation with the municipality’s municipal heritage committee (the London Advisory Committee on Heritage) is required. Non-decision within 90-days, the refusal, or terms and conditions on the approval of a demolition request may be appealed to the Local Planning Appeal Tribunal (LPAT).

2.3 Official Plan/The London Plan

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

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

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

Applicable policies include:

- Policy 563_: In conformity with the Urban Regeneration policies in the Our City part of this Plan, initiatives will be taken to support the adaptive re-use of cultural heritage resources to facilitate economic revitalization of neighbourhoods and business areas.
- Policy 566_: Relocation of cultural heritage resources is discouraged. All options for on-site retention must be exhausted before relocation may be considered.
- Policy 567_: In the event that demolition, salvage, dismantling, relocation or irrevocable damage to a cultural heritage resource is found necessary, as determined by City Council, archival documentation may be required to be undertaken by the proponent and made available for archival purposes.
- Policy 568_: Conservation of whole buildings on properties identified on the Register is encouraged and the retention of façades alone is discouraged.

The portion of a cultural heritage resource to be conserved should reflect its significant attributes including its mass and volume.

The 1989 Official Plan and The London Plan also has policies related to Permitted Uses in the Downtown. Policy 4.1.6 in the 1989 Official Plan, addresses commercial parking structures and surface parking lots:

viii) Commercial parking structures are a permitted use in the Downtown and are encouraged to locate in peripheral areas of the Downtown. The design of these structures along the street edge should be addressed through consideration of the Downtown Design Guidelines specifically requiring enhanced landscaping and consideration of pedestrian connections.

The long term intent of the Plan is to improve the aesthetics of existing surface parking lots and to discourage new surface parking lots in the Downtown, especially where they involve the removal of buildings.

Policy 800_ in The London Plan also directs that new surface commercial parking lots shall not be permitted. Although, this policy is currently under appeal at the time of writing, it is important to note the permitted uses in the Downtown.

2.4 Downtown Heritage Conservation District

The *Downtown Heritage Conservation District Plan* came into force an effect in 2013 by By-law No. L.S.P. - 34191-24. The *Downtown London Heritage Conservation District Plan* provides polices and guidelines to protect, manage, and enhance the unique heritage attributes and character of London's Downtown.

The *Downtown London Heritage Conservation District Plan* contains specific policies with regard to demolition. Section 4.6 of the *Downtown London Heritage Conservation District Plan* contains the following policies on demolition within the district:

The goal of a heritage conservation district is to preserve and protect the heritage assets within the short term and over the long term. Demolition of buildings within a heritage district is strongly discouraged.

However, the *Heritage Conservation District Plan* recognizes that there are situations where demolition may be necessary such as partial destruction due to fire or other catastrophic events, severe structural instability, and occasionally redevelopment that is in keeping with appropriate City policies.

Principles outlined in Section 3.1 of the *Downtown Heritage Conservation District Plan*, establish fundamentals derived from The Venice Charter (1964). One of these heritage principles, is particularly pertinent to demolition requests:

Find a Viable Social or Economic Use - Buildings that are vacant or underutilized come to be perceived as undeserving of care and maintenance regardless of architectural or historic merit. City Council and staff should actively encourage and support appropriate forms of adaptive reuse when necessary to preserve heritage properties.

Encouraging redevelopment, intensification, and acceptance of the Downtown as the cultural and social focus of the community is a social goal and objective of the Downtown Heritage Conservation District Plan. There are also goals for the *Downtown Heritage Conservation District Plan*, which include the retention, conservation, and adaption of existing building stock as well as encouraging the repair and maintenance of heritage buildings.

2.5 Property Standards

The City of London has implemented By-law CP-16 (Property Standards By-law) that outlines the standards for Heritage Properties. Section 2.7 of the Property Standards By-law defines "maintained", in respect of heritage attributes, as maintained, preserved, protected, repaired, reconstructed, refinished, or replaced, in compliance with the *Ontario Heritage Act*.

Section 2.7.2 directs that:

In addition to the minimum standards for the maintenance of property set out in this by-law, all of the heritage attributes of a Part IV heritage property and a Part V heritage property shall be maintained.

Section 2.8 of the Property Standards By-law applies only to vacant buildings on a Part IV heritage property or a Part V heritage property. Section 2.8 directs that:

(2) Despite section 4.3, in order to minimize the potential of deterioration of a building, where the exterior doors, windows or other openings are missing, broken, improperly fitted, unsecure or in disrepair, or where the property remains vacant for a period of 30 days or more, the property shall be boarded in compliance with the following requirements:

(a) all boards used in the boarding shall be installed from the exterior and shall be properly fitted in a watertight manner to fit within the side jambs, head jamb and the exterior bottom sill of the door or window so that any exterior trim remains uncovered and undamaged by the boarding;

(b) all boards should be at least 12.7mm (0.5 in.) weatherproofed sheet plywood secured with nails or screws at least 50 millimetres (2 inches) in length and be installed at appropriate intervals on centre;

(c) all boards shall be painted or otherwise treated so that the colour blends with the exterior of the building or structure.

(4) In addition to section 4.6, the exterior of the building shall be maintained to prevent moisture penetration and damage from the elements.

3.0 Demolition Request

The property owner's written notice of their intention to demolish the building located on the heritage designated property at 123 Queens Avenue was received on March 27, 2019. This demolition request was accompanied by a Heritage Impact Assessment (prepared by Stantec dated March 26, 2019) (Appendix C).

Municipal Council must respond to a request for the demolition of a heritage designated property within 90 days, or the request is deemed consented. During this 90 day period, the London Advisory Committee on Heritage (LACH) is consulted and, pursuant to Council Policy, a public participation meeting is held at the Planning and Environment Committee.

The 90-day period for the demolition request for the building located on 123 Queens Avenue expires on June 25, 2019.

Consultation

Pursuant to Council Policy for the demolition of heritage designated properties, notification of the demolition request was sent to 47 property owners within 120m of the subject property on April 23, 2019, as well as community stakeholders including the Architectural Conservancy Ontario – London Region, London & Middlesex Historical Society, and the Urban League. Notice was also published in The Londoner on April 25, 2019. At the time of writing, no replies have been received seeking further information regarding this demolition request.

4.0 Analysis

A Heritage Impact Assessment accompanied the demolition request for the building located at 123 Queens Avenue. JAM Properties Inc. retained Stantec Consulting Ltd. (Stantec) to prepare a Heritage Impact Assessment for 123 Queens Avenue. The

property owner recently purchased the property and is requesting demolition due to health and safety concerns and plans to turn the property into an interim parking lot.

The Ministry of Tourism, Culture, and Sport's Info Sheet #5 provides the purpose of a Heritage Impact Assessment and what should be included in the assessment. A Heritage Impact Assessment, according to the Ministry of Tourism, Culture, and Sport is:

a study to determine if any cultural heritage resources (including those previously identified and those found as part of the site assessment) are impacted by a specific proposed development or site alteration. It can also demonstrate how the cultural heritage resource will be conserved in the context of redevelopment or site alteration. Mitigative or avoidance measures or alternative development or site alteration approaches may be recommended. (MTCS, Infosheet #5)

The impacts to a cultural heritage resources are assessed on a case by case basis.

4.1 Impacts to Heritage Designated Properties

The Heritage Impact Assessment reviewed the *Downtown Heritage Conservation District Plan* and character statements of the Downtown Heritage Conservation District. The Heritage Impact Assessment found that:

"Both direct and indirect impacts are anticipated as a result of the proposed development. Direct impacts include the demolition of the structure at 123 Queens Avenue. This is an irreversible impact and contrary to the policies of the Downtown London HCD, which discourages demolition of heritage buildings." (Stantec 6.3)

Direct impacts are also anticipated to the building located at 450 Talbot Street as the building is both physically and historically connected to the building at 123 Queens Avenue. The building at 450 Talbot Street is physically connected at the second and third story to the building at 123 Queens Avenue and demolishing the building at 123 Queens Avenue would result in alterations to the east façade of 450 Talbot Street. The building located at 123 Queens Avenue was built as an addition to 450 Talbot Street. The Greene-Swift Company began selling exhaust from the boiler to nearby buildings as steam heat and the addition, located at 123 Queens Avenue, meant that the Greene-Swift Company could expand their ability to sell steam heat. Despite the success of the Cities Heating Company, the Greene-Swift Company did not survive the Great Depression and closed during the 1930s.

Indirect impacts, such as vibration, are also identified as having impacts on adjacent buildings within 50 metres of the property at 123 Queens Avenue (Stantec 6.3).

4.2 Impacts to the Downtown Heritage Conservation District

The Heritage Impact Assessment assessed how the proposed interim parking lot impacts the significant features or character of the Downtown Heritage Conservation District. Other anticipated direct impacts are to the heritage attributes and character of the Downtown Heritage Conservation District. The anticipated impacts include:

- The removal and alteration to original building composition of independent structures of typically two or three storeys
- The removal of existing building materials,
- Alteration of the existing streetscape along Queens Avenue, and
- The removal of the laneway connecting Talbot Street and Queens Avenue, which the Heritage Impact Assessment notes as being a "relatively unique characteristic in this portion of the Downtown HCD." (Stantec 6.5)

These anticipated impacts are the result of a change in the existing patterns of the building, lot, and landscape fabric as the building at 123 Queens Avenue, which contributes to these elements, would be removed and replaced with an empty lot (Stantec 6.3).

In the cases where no impacts are anticipated, it was noted that the scope of the proposed undertaking is not applicable to an attribute of the Downtown Heritage Conservation District.

4.3 Heritage Impact Assessment Recommendations

The Heritage Impact Assessment finds that retention in situ is not the preferred option because the health and safety concerns outweigh the retention of the building at 123 Queens Avenue. The health and safety concerns stem from the challenges securing the building. According to the Heritage Impact Assessment “the building has been repeatedly broken into and represents a substantial safety hazard to any unauthorized occupants” (Stantec 7.2). The health and safety concerns outweigh the retention of the building at 123 Queens Avenue because “the building does not contribute significantly to the streetscape” and does not communicate its history due to “the significant modifications in the front façade, including windows that have been closed in with bricks.” (Stantec 7.2).

The building at 123 Queens Avenue successfully communicates its history within the City of London’s downtown as the front façade retains many of its heritage attributes. The retention of the heritage features can easily be seen when comparing the photo from 1955 to the present front façade (Appendix B, Image 4). The front façade retains the red and buff brick cladding with concrete posts and beams, concrete parapet, ornamental concrete diamonds, off-centre recessed entrance with a concrete lintel, and transom window with municipal address number. The window opening next to the door has been retained as well as the concrete sill and lintel. Also, the laneway continues to exist between the buildings at 123 Queens Avenue and 450 Talbot Street at street level. Even remnants of the Cities Heating Company sign can still be seen on the front façade. The windows that used to exist on the main floor was adapted while the building was still being used by the Cities Heating Company. As this change occurred before the Cities Heating Company moved buildings in 1995, this alteration contributes to the evolution of the property.

4.3.1 Mitigative Measures

As retention in situ is not the preferred option by the Heritage Impact Assessment, the anticipated impacts need to be mitigated. However, the Heritage Impact Assessment does not provide recommendations to mitigate impacts to the streetscape. The Heritage Impact Assessment states:

Impacts associated with the Downtown HCD relate largely to modification of the current streetscape. The current building at 123 Queens Avenue is consistent with the character of the district in scale, three storeys in height, and position, built out to the boundary of the building lot. While Queens Avenue between Richmond and Talbot Streets deviates from the general character of the Downtown HCD in its street level parking and lack of building frontages, it is considered part of the district and changes to it should be in keeping with district guidelines. Therefore, in the absence of a structure to replace the current building, mitigating this impact is challenging. The use of the property as a parking lot does not allow for the impact to be lessened with replacement of the building with a similar scaled or positioned structure. Nor does a parking lot allow for similar materials to be used or the laneway to be incorporated. (Stantec 7.2.4)

In the absence of such a proposal, the impacts to the heritage designated buildings and the Downtown Heritage Conservation District cannot be mitigated. If there was a redevelopment proposal, mitigative measures could be proposed that would address to the impacts to both the heritage designated properties and the streetscape.

4.4 Future Redevelopment

The property located at 123 Queens Avenue is a significant cultural heritage resource, with direct associations to the City of London’s downtown development during the 20th century. Demolishing the building at 123 Queens Avenue is contrary to the *Downtown Heritage Conservation District Plan* and impacts the streetscape, which cannot be mitigated through the implementation of an interim parking lot. However, the *Downtown Heritage Conservation District Plan* recognizes that there are situations where

demolition may be permitted for redevelopment that is in keeping with appropriate City policies.

If redevelopment of the property located at 123 Queens Avenue was proposed, the Heritage Alteration Permit process would ensure that the redevelopment maintains the character of the Downtown Heritage Conservation District and complies with the *Downtown Heritage Conservation District Plan*.

4.0 Conclusion

Our cultural heritage resources are records that tells a story about how our city has been modified by human activity and how it continues to evolve. It gives us a sense of our city’s past so that we can better understand our future. Our cultural heritage resources are non-renewable. Once demolished, they are gone forever.

The current demolition request is contrary to the heritage policy framework for the subject property including the Provincial Policy Statement, The London Plan, and the Downtown Heritage Conservation District Plan. There is no policy basis to support the demolition request for this heritage designated property.

The property located at 123 Queens Avenue is a significant cultural heritage resource with direct associations to the City of London’s downtown development during the 20th century. The demolition request should be refused.

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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	

May 3, 2019
KG/kag

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Appendix A - Location



Figure 1: Location of the property at 123 Queens Avenue.

Appendix B – Images



Image 1 – Photo of the front façade of the building located at 123 Queens Avenue (April 25, 2019)



Image 2 – Photo of the front façade of the building located at 123 Queens Avenue (April 25, 2019)



Image 3- Photo of the east façade of the building located at 123 Queens Avenue (April 25, 2019)



Image 4 – Photo of the front façade at 123 Queens Avenue looking west from Richmond (London Free Press, 1954).



Image 5 – Photo of the south side of Queens Avenue looking east from Talbot Street. Photo taken prior to 1988. The photo shows the bricked in windows at 123 Queens Avenue, but also shows 3 pipes running into the building through the former openings. The exact date of the photo has not been confirmed, but an aerial from 1988 shows the lot located at 134 Carling Street as vacant, which dates the photo to prior 1988 as the photo shows a building on the property at 134 Carling Street. This means that the windows were bricked in at some point between 1955 and 1988.

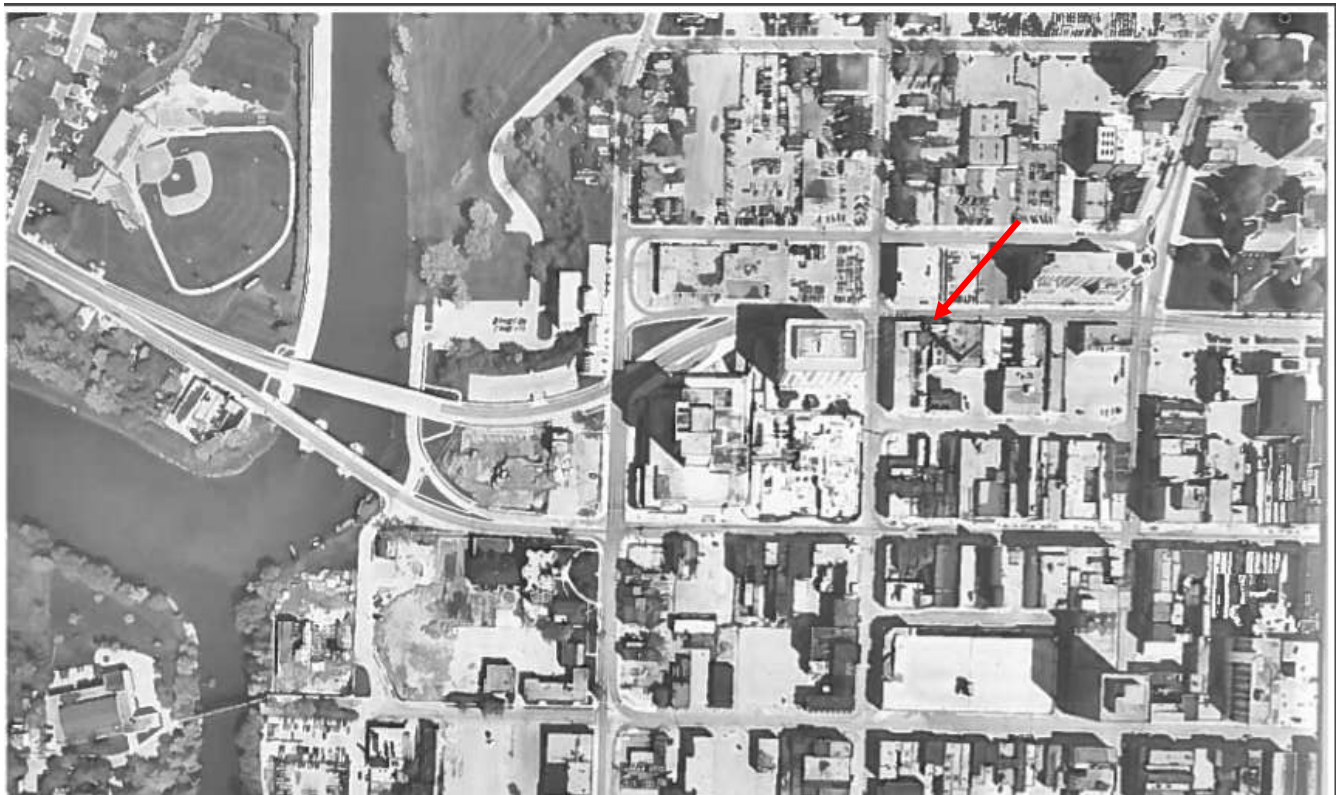


Image 6 – 1986 Aerial showing Queens Avenue. The property located at 123 Queens Avenue is shown by red arrow.



Image 7 – 1988 Aerial showing Queens Avenue and the vacant lot at 134 Carling Street. The property located at 123 Queens Avenue is shown by red arrow.

Appendix C – Heritage Impact Assessment

Stantec, Heritage Impact Assessment 123 Queens Avenue, City of London, Ontario
(March 26, 2019) [attached separately].



**Heritage Impact Assessment—
123 Queens Avenue, London,
Ontario**

FINAL REPORT

March 26, 2019

File: 160940616

Prepared for:
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Table of Contents

1.0	STUDY PURPOSE	1.1
2.0	STUDY METHODOLOGY	2.1
2.1	POLICY FRAMEWORK	2.1
2.1.1	Planning Act	2.1
2.1.2	The 2014 Provincial Policy Statement	2.1
2.1.3	City of London Official Plan	2.2
2.1.4	Downtown London Heritage Conservation District Plan	2.2
2.2	BACKGROUND HISTORY	2.3
2.3	FIELD PROGRAM	2.3
2.4	EVALUATION OF CULTURAL HERITAGE VALUE OR INTEREST	2.3
2.4.1	Ontario Regulation 9/06	2.3
2.5	ASSESSMENT OF IMPACTS	2.4
3.0	SITE HISTORY	3.1
3.1	INTRODUCTION	3.1
3.2	PHYSIOGRAPHY	3.1
3.3	HISTORICAL DEVELOPMENT	3.1
3.3.1	Survey and Settlement	3.1
3.3.2	19 th Century Development	3.3
3.3.3	20 th Century Development	3.4
3.4	PROPERTY HISTORY	3.5
3.4.1	450 Talbot Street/120 Carling Street	3.5
3.4.2	123 Queens Avenue	3.7
3.4.3	122 Carling Street	3.9
3.4.4	126 Carling Street	3.10
3.4.5	120 Queens Avenue	3.11
4.0	SITE DESCRIPTION	4.1
4.1	INTRODUCTION	4.1
4.2	LANDSCAPE SETTING	4.1
4.3	123 QUEENS AVENUE	4.4
4.3.1	Exterior	4.4
4.3.2	Interior	4.12
4.4	450 TALBOT STREET	4.22
4.5	122 CARLING STREET	4.24
4.6	126 CARLING STREET	4.25
4.7	120 QUEENS AVENUE	4.26
5.0	HERITAGE EVALUATION	5.1
5.1	DOWNTOWN HERITAGE CONSERVATION DISTRICT RANKINGS	5.1
5.2	DISTRICT PLAN AND STUDY	5.2
6.0	IMPACT ASSESSMENT	6.1



6.1	DESCRIPTION OF PROPOSED UNDERTAKING	6.1
6.2	ASSESSMENT OF IMPACTS	6.1
6.3	DISCUSSION OF IMPACTS	6.8
7.0	MITIGATION, IMPLEMENTATION, AND MONITORING	7.1
7.1	POTENTIAL MITIGATION MEASURES	7.1
7.2	MITIGATION DISCUSSION	7.1
7.2.1	Vibration.....	7.1
7.2.2	123 Queens Avenue	7.2
7.2.3	450 Talbot Street.....	7.3
7.2.4	Heritage Conservation District.....	7.4
8.0	SUMMARY STATEMENT AND CONSERVATION RECOMMENDATIONS	8.1
9.0	CLOSING.....	9.1
10.0	REFERENCES.....	10.1

LIST OF TABLES

Table 1:	Cultural Heritage Resources Identified in London Downtown HCD Plan.....	5.1
Table 2:	Potential Impacts to Cultural Heritage Resources	6.2
Table 3:	Potential Impacts on Heritage Attributes of the Downtown London Heritage Conservation District	6.3

LIST OF FIGURES

Figure 1:	Project Area	2.5
Figure 2:	Study Area	3.13
Figure 3:	1888 Fire Insurance Plan	3.14
Figure 4:	1915 Fire Insurance Plan	3.15
Figure 5:	1922 Fire Insurance Plan	3.16
Figure 6:	1940 Fire Insurance Plan	3.17
Figure 7:	1958 Fire Insurance Plan	3.18

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Executive Summary

JAM Properties Inc. (the Proponent) retained Stantec Consulting Ltd. (Stantec) to prepare a Heritage Impact Assessment (HIA) for 123 Queens Avenue, in the City of London, Ontario. The Proponent purchased the property in December of 2018 and is considering removal of the vacant structure fronting Queens Avenue due to health and safety concerns associated with ongoing challenges securing the site. The property is situated within the Downtown Heritage Conservation District (HCD) that was designated under Part V of the *Ontario Heritage Act* in 2013. As such, the need to consider heritage implications as a result of the removal of the building triggered the need for this HIA.

The property at 123 Queens Avenue contains a former industrial building that was built between 1916 and 1922 as an addition to the adjacent Greene-Swift Block at 450 Talbot Street. The building originally housed two boilers for Green-Swift as well as a chimney, coal hopper, and boiler feed pumps. It is a three storey structure with a flat roof and a full basement. The building is constructed of reinforced concrete, reinforced concrete masonry units, and plain concrete masonry units. It contains a front (north) façade clad in red brick, buff brick, and concrete banding with decorative concrete diamonds. The structure has a flat roof and concrete block foundation intermixed in some areas with brick. It has been vacant since 1995.

The Study Area also takes into consideration 450 Talbot Street, 122 Carling Street, 126 Carling Street, and 120 Queens Avenue as properties adjacent to a property where a change is proposed. The structures at 126 and 122 Carling Streets are listed properties and all five properties are designated under Part V of the *Ontario Heritage Act*. Collectively, these five properties represent the Study Area. The Study Area is located in the downtown core of the City of London. It is situated on the west side of Talbot Street, between Carling Street and Queens Avenue and to the east by the parking lot adjacent to 126 Carling Street and 123 Queens Avenue.

Within the Study Area, a total of four properties were identified as containing character defining elements by the Downtown London HCD. Three of the properties are commercial/office buildings, 122 Carling Street, 126 Carling Street, and 450 Talbot Street, and one is a vacant former industrial building, 123 Queens Avenue. The Downtown HCD Study did not identify any character defining elements or heritage value for 120 Queens Avenue.

The HIA identifies impacts associated with removal of 123 Queens Avenue. Based on the presence of cultural heritage resources which have the potential to be affected by the proposed undertaking, the following mitigation measures are recommended:

- Vibration Assessment
 - A pre-demolition vibration assessment should be completed to establish a baseline for vibration levels in advance of demolition activities



- Should any properties within the study area be determined to be within the zone of influence, additional steps should be taken to secure the buildings from experiencing negative vibration effects (i.e. adjustment of machinery or establishment of buffer zones)
- Demolition Plan
 - The existing Building Demolition Plan prepared by Jonathan Velocci, P. Eng., should be updated to consider ways to safeguard 450 Talbot Street where it is attached to 123 Queens Avenue
 - Depending on the findings, additional monitoring during demolition activities by a qualified building condition specialist may be required
- Documentation and Salvage
 - The site assessment completed for this HIA identified numerous safety concerns associated with ice cover in the building that restricted access to the entirety of the building; however, should safer access be feasible, a site plan should be prepared, additional photography undertaken, and 3D scanning considered
 - The location of the alleyway should be recorded and georeferenced to allow for re-creation in any future development
 - Salvage of materials related to the history of the site should be undertaken under the supervision of a heritage professional
 - Materials salvaged should be stored offsite in a secured location for use in a future development
- Commemoration
 - A commemoration plan should be prepared which will provide guidance to future development of the site
 - The commemoration plan should include:
 - o A site-specific history including the results of Documentation and Salvage activities
 - o Specific approaches to commemorating the site (interpretive signage, material reuse, etc.) that will be required in any future development
 - o General design guidelines for future development
 - o Consultation with the London Heritage Advisory Committee regarding the history of the site, potential interpretive approaches, and design guidelines

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



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Study Purpose
March 26, 2019

1.0 STUDY PURPOSE

JAM Properties Inc. (the Proponent) retained Stantec Consulting Ltd. (Stantec) to prepare a Heritage Impact Assessment (HIA) for 123 Queens Avenue, in the City of London, Ontario. The Proponent purchased the property in December of 2018 and is considering removal of the vacant structure fronting Queens Avenue. The property is situated within the Downtown Heritage Conservation District (HCD) that was designated under Part V of the *Ontario Heritage Act* in 2013. As such, the need to consider heritage implications as a result of the removal of the building triggered the need for this HIA.

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

- Identify and evaluate cultural heritage value or interest of properties within the Study Area
- Identify potential direct and indirect impacts to cultural heritage resources
- Identify mitigation measures where impacts to cultural heritage resources are anticipated to address the conservation of heritage resources, where applicable

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

- Summary of project methodology
- Review of background history of the Study Area
- Evaluation of cultural heritage value or interest of resources within, and adjacent to, the Study Area
- Description of the proposed site alteration
- Assessment of impacts of the proposed site alterations on cultural heritage resources
- Review of development alternatives or mitigation measures where impacts are anticipated
- Recommendations for the preferred alternative

In addition to 123 Queens Avenue, consideration has also been given to 450 Talbot Street, 122 Carling Street, 126 Carling Street, and 120 Queens Avenue as properties adjacent to a property where a change is proposed. The structures at 126 and 122 Carling Streets are listed properties. Collectively, these five properties represent the Study Area. The Study Area is located in the downtown core of the City of London (Figure 1). It is situated on the west side of Talbot Street, between Carling Street and Queens Avenue and to the east by the parking lot adjacent to 126 Carling Street and 123 Queens Avenue.



2.0 STUDY METHODOLOGY

2.1 POLICY FRAMEWORK

2.1.1 Planning Act

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

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

2.1.2 The 2014 Provincial Policy Statement

The Provincial Policy Statement (PPS) was updated in 2014 and is intended to provide policy direction for land use planning and development with regard to matters of provincial interest. Cultural heritage is one of many interests contained within the PPS. Section 2.6.1 of the PPS states that, “significant built heritage resources and cultural heritage landscapes shall be conserved”.

Under the PPS definition, conserved means:

The identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained 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.

Under the PPS definition, significant means:

In regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people.

The PPS also stipulates that development adjacent to protected heritage properties must be considered, in policy 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.



Study Methodology
March 26, 2019

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

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

(Government of Ontario 2014)

2.1.3 City of London Official Plan

The property at 123 Queens Avenue is Designated under Part V of the *Ontario Heritage Act*. The City's Official Plan, “The London Plan”, contains the following policy with regard to development within or adjacent to designated and listed heritage properties:

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.

The London Plan also contains the following general objectives with regard to cultural heritage resources:

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

2.1.4 Downtown London Heritage Conservation District Plan

The Downtown London HCD Plan contains specific policies with regard to demolition and new construction within the district (Stantec 2012). Section 4.6 of the HCD Plan contains the following policies on demolition within the district:

The goal of a heritage conservation district is to preserve and protect the heritage assets within the short term and over the long term. Demolition of buildings within a heritage district is strongly discouraged. The Ontario Heritage Act allows municipalities to prevent demolition of heritage buildings, or establish conditions for demolition, such as the requirement for an approved site plan or a specific time frame for construction of a new building on the site. However, it is recognized that there are situations where demolition may be necessary such as partial destruction due to fire or other catastrophic events, severe structural instability, and occasionally redevelopment that is in keeping with appropriate City policies.



2.2 BACKGROUND HISTORY

Background history for this project was obtained through review of aerial photography, fire insurance plans, city directories, census records, London Free Press articles, and secondary sources. Research was conducted at Western University and the London Public Library. To familiarize the study team with the Study Area, historical mapping, fire insurance plans, and aerial photographs were consulted to identify the presence of structures, and other potential heritage resources in the vicinity. Specifically, material reviewed included Fire Insurance Plans from 1888, 1907, 1915, 1922, 1940, 1948, and 1958.

2.3 FIELD PROGRAM

A site assessment was undertaken on February 22, 2019 by Meaghan Rivard, Senior Cultural Heritage Specialist, and Frank Smith, Cultural Heritage Specialist, with Stantec. The weather conditions were cold, sunny, and calm. The site visit consisted of a pedestrian survey of the Study Area from the publicly-accessible municipal right-of way. Interior access to 123 Queens Avenue was provided by the Proponent to inform the HIA.

2.4 EVALUATION OF CULTURAL HERITAGE VALUE OR INTEREST

2.4.1 Ontario Regulation 9/06

The criteria for determining cultural heritage value or interest is defined by *Ontario Regulation (O. Reg.) 9/06*. Each potential heritage resource was considered both as an individual structure and as cultural landscape. Where cultural heritage value or interest was identified, a structure or landscape was assigned a cultural heritage resource (CHR) number and the property was determined to contain a heritage resource. Evaluations for each property are contained within Appendix A.

In order to identify cultural heritage value or interest at least one of the following criteria must be met:

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



Study Methodology
March 26, 2019

- c. 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:
 - a. is important in defining, maintaining or supporting the character of an area
 - b. is physically, functionally, visually or historically linked to its surroundings
 - c. is a landmark

(Government of Ontario 2006a)

2.5 ASSESSMENT OF IMPACTS

The assessment of impacts on cultural heritage resources is based on the impacts defined in the Ministry of Tourism, Culture and Sport (MTCS) *Infosheet #5 Heritage Impact Assessments and Conservation Plans* (Infosheet #5). Impacts to heritage resources may be direct or indirect. Direct impacts include:

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

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

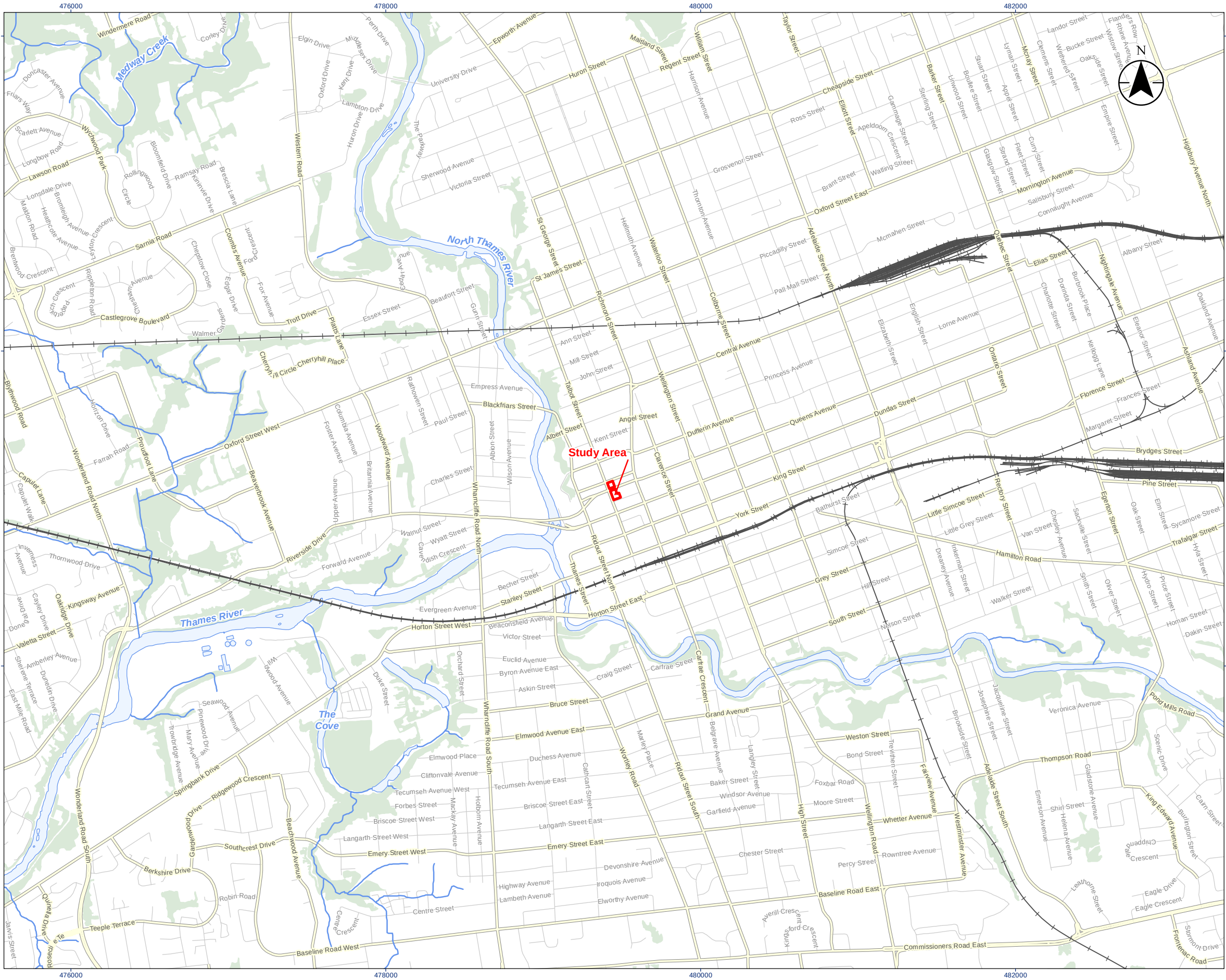
- Shadows that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship
- Direct or indirect obstruction of significant views or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

(Government of Ontario 2006b)

In addition to impacts discussed in InfoSheet #5, this HIA also evaluated the potential for indirect impacts resulting from the vibrations of demolition activities. For the purposes of this HIA, this activity was categorized together with land disturbance. Although the effect of construction or demolition vibrations on historic period structures is highly variable, research suggests that vibrations may be perceptible in buildings with a setback of less than 40 meters from project activity (Crispino and D'Apuzzo 2001; Ellis 1987; Rainer 1982; Wiss 1981). Therefore, the proximity of the proposed change was considered in this assessment.



\\cd1215-01\work_group\01609\Active\160940616\03_data\gis_mxd\cultural\heritagereport_figures\20190214_HIA\160940616_HIA_Fig01_StudyAreaLocation.mxd
Revised: 2019-03-15 By: pwwrsel

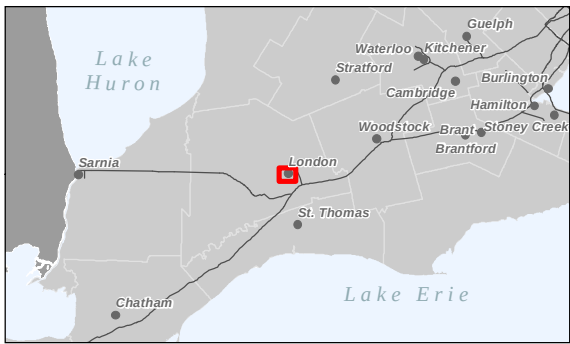


Legend

- Study Area
- Major Road
- Minor Road
- Railway - Operational
- Watercourse
- Waterbody
- Wooded Area

0 500 1,000 metres
1:25,000 (At original document size of 11x17)

Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2019.



Project Location
City of London, ON

Prepared by BCC on 2019-03-15
TR by ABC on yyyy-mm-dd

Client/Project
2470894 ONTARIO, INC.
HERITAGE IMPACT ASSESSMENT:
123 QUEENS AVENUE, LONDON, ONTARIO

Figure No.
1

Title
Study Area Location

Site History
March 26, 2019

3.0 SITE HISTORY

3.1 INTRODUCTION

The Study Area is located on part of Lot 15, Concession 1, in the former Township of London, now City of London. The Study Area is located east of Talbot Street, between Queens Avenue and Carling Street on Part Lots 6 and 7 of Plan 61 and includes 123 Queens Avenue, 122 Carling Street, 126 Carling Street, 450 Talbot Street, 120 Carling Street, and 120 Queens Avenue (Figure 2). The following sections outline the historical development of the Study Area from the time of Euro-Canadian settlement to the 21st century.

3.2 PHYSIOGRAPHY

The Study Area is located in the Caradoc Sand Plain and London Annex physiographic regions. Both regions are flat sand plains extending from east London to the Strathroy area in the southwest. In its entirety, the region comprises approximately 482 square kilometres in southwestern Ontario. The land is generally flat with a few rolling hills. The soil in the area consists of three types: Fox fine sandy loam, which appears on the finer soils which are deep and well drained; Berrien sandy loam, a shallow layer of sand over clay, with wet subsoil; and Oshtemo sand, which appears on sand hills and dunes (Chapman and Putnam 1984: 146).

The City of London is located along the Thames River. The well-defined river channel runs through a shallow valley. This is demonstrated through a history of critical flooding in the City as it was developed on land that, in physiographical terms, belongs to the river. This watershed area has proven from its land use history to be rich soil for agriculture development (Chapman and Putnam 1984: 139). London itself developed into the commercial centre for Southwestern Ontario because of its position along the river as an early travel route and the high alluvial terrace which offered good building sites (Chapman and Putnam 1984: 146).

3.3 HISTORICAL DEVELOPMENT

3.3.1 Survey and Settlement

During the 17th century and until 1763, southwestern Ontario was part of France's vast colonial holdings in North America called New France. In 1763, the Seven Years war concluded with the signing of the Treaty of Paris, and France relinquished nearly all of its colonial holdings in North America to Great Britain and Spain. The Thirteen British colonies along the Atlantic seaboard eagerly participated in the Seven Years War and believed that dislodging France from the continent's interior would open land west of the Appalachian Mountains to settlement by the burgeoning colonies. Instead the British *Proclamation of 1763* closed most of former New France to settlement to appease Indigenous allies and protect the fur trade. In 1774, the Quebec Act transferred the Ohio Valley and southwestern Ontario to the Province of Quebec. The Quebec Act enflamed tensions with the increasingly restless Thirteen Colonies and was a



contributing factor to the American Revolution, which culminated with the recognition of the independence of the Thirteen Colonies as the United States in 1783 (Craig 1963: 2 and Phelps 1989: 1).

Approximately one quarter of the population of the former Thirteen Colonies were Loyalists to the British Crown. During and following the conflict, about 50,000 people left the United States for Great Britain or other colonies, including Canada (Craig 1963: 3). Between 1778 and 1786, the Province of Quebec was governed by Frederick Haldimand. Initially, Haldimand wished to settle present-day Ontario with mostly First Nations allies of the Crown, but upon hearing of the favourable agricultural conditions throughout much of the region, he soon changed his mind. Haldimand also realized that settling the area with Loyalists would provide a bulwark against further aggression by the United States. Writing to Lord North, Prime Minister of Great Britain, Haldimand argued that the settlers would be “attached to the interests of Great Britain and capable of being useful upon many occasions” (Craig 1963: 4-5). To facilitate settlement, southern Ontario was divided into four districts, with present-day London being located in the Hesse District (Archives of Ontario 2015).

The Loyalist population wished to live under the customs and common law they were familiar with in Great Britain and the former Thirteen Colonies, instead of the French civil law practiced in Quebec as part of the *Quebec Act* of 1774. To accommodate the Loyalists, the British parliament passed the *Constitutional Act of 1791*, which divided Quebec into Upper and Lower Canada. The division was both geographic and cultural; French laws would be preserved in Lower Canada, while the British constitution and laws would rule in Upper Canada (Craig 1963: 17). John Graves Simcoe was selected as Lieutenant Governor of the newly created province. Simcoe was a veteran of the American Revolution, having served in the Queens Rangers, and eagerly planned to build a model British society in Upper Canada. He wrote of his desire to “inculcate British customs, manners, and principles in the most trivial as well as serious matters” in the new colony (Craig 1963: 20-21). In 1792, Simcoe renamed the Hesse District the Western District (Archives of Ontario 2015).

While studying maps of Upper Canada, Simcoe decided the provincial capital should be named London and located in the southwest at the confluence of the north and south branches of the river called La Tranche by the French (Finkelstein 2006). Simcoe renamed the river the Thames to match his plan for a capital city called London. He believed this strategic location would be too far inland for American forces to easily attack in the event of renewed war.

Simcoe and a party of men set out from Niagara in February 1793 to explore the area en route to Detroit (Armstrong 1986: 17 and Miller 1992: 2-3). Joining him on this expedition was Thomas Talbot, who later became a major colonizer and land owner in southwestern Ontario. Simcoe was impressed when he arrived at the forks of the Thames and confirmed his desire for the site to become the capital of the Province (London Township History Book Committee 2001: 11). Edward Baker Littlehales, who accompanied Simcoe during the expedition, wrote that Simcoe “judged it [London] to be a situation eminently calculated for the metropolis of all Canada” (Miller 1992: 3). Despite Simcoe’s wishes, London was still considered too remote and inaccessible a location to be a capital city. Instead, the capital was moved to York (present-day Toronto) (Armstrong 1986: 21). However, in 1796 the land around the forks of the Thames was set aside as Crown Reserve for the future site of London (Brock 2011: 3).



Site History

March 26, 2019

The first surveyor in the region, Abraham Iredell, reported the agricultural conditions in Southwestern Ontario to be among the finest in North America. In 1800, the Western District was divided roughly in half and the London District and Middlesex County were created (Archives of Ontario 2015). Middlesex County was further divided into townships, London Township being the largest at 12 square miles (approximately 31 square kilometres) and encompassing 96,000 acres.

The first settler in London Township was Joshua Applegarth, who arrived in 1807, and attempted to cultivate hemp before switching to other crops (Page 1878: 5). However, London Township remained almost entirely unsettled until 1810 when Thomas Talbot returned, along with surveyor Mahlon Burwell, to develop the township. Talbot would eventually be instrumental in the settlement of 29 townships in southwestern Ontario (London Township History Book Committee 2001: 12). Burwell's survey was interrupted by the War of 1812 and he completed the work in 1818. (Page 1878: 5). The first Township meeting was held in January 1819 at Joshua Applegarth's home (Armstrong 1986: 29).

3.3.2 19th Century Development

In November 1825, the London District courthouse and jail at Vittoria in Norfolk County was damaged by fire. District authorities, including Thomas Talbot, decided to move the district capital to a more central location, instead of rebuilding at Vittoria (Miller 1992: 7). In January 1826, the District Town for the London District was transferred from Vittoria to the Crown Reserve Land in London Township set aside for Simcoe's envisioned capital. The townsite for London was surveyed in May and June of 1826 by Burwell (Armstrong 1986: 33 and Miller 1992: 7). The northern boundary of the townsite was marked by a road allowance called "North Street". The road allowance jogged to the south just west of Richmond Street to accommodate the farm owned by John Kent. The northern portion of North Street is present-day Queens Avenue and the southern part is present-day Carling Street. The Study Area is positioned just north of the original townsite (Miller 1992: 7).

By 1831, considerable progress had been made in clearing and developing the townsite. In July 1831, Allen Talbot wrote about the village in both the *London Sun* and *Montreal Gazette*, writing "less than five years ago its present site was a cheerless wilderness, without human habitation, it now numbers upwards of seventy framed houses, verging fast towards completion, some of which are of a very superior order" (Brock 1975: 67). By 1832, the village of London had a courthouse, two churches, three hotels, six general stores, and a total of about 130 buildings. The village had a population of about 300. The Study Area, and other land north of the original townsite, remained outside the Village. However, developments north of the townsite, included the erection of the first Blackfriars Bridge, approximately 600 metres northwest of the Study Area (Armstrong 1986: 35). The village continued to grow and in 1840, the Town of London was incorporated (Brock 2011: 23). When the Town of London was incorporated the boundaries of the town were extended north to present-day Huron Street and east to present-day Adelaide Street (Armstrong 1986: 67). This extension included the lands within the Study Area. The new town had a population of 1,716 (Armstrong 1986: 63).

As the Town of London began to develop, residents began to clamor for access to a railway. As early as 1831, merchants and farmers of London and London Township had proposed constructing a railway through the community. In the 1840s, planning began on a line that would run from Niagara to Detroit.



The planned route would run through London and many prominent Londoners helped finance the project. The Great Western Railway was chartered in 1845 and construction on the London portion of the line began in October 1847. The ground-breaking ceremony in London was led by Thomas Talbot, who was then 77 years old and still deeply involved in the development of London. In December 1853, the first train pulled into London. The train had travelled from Hamilton and arrived in six hours at an average speed of 25 mph (40 km/h) (Armstrong 1986: 82-83). In 1882, the Great Western Railway became part of the Grand Trunk Railway.

London benefited greatly from the arrival of the railway and experienced a boom. The town developed into the centre of industry and finance in Southwestern Ontario. Because of this growth, the Town of London was incorporated as a city on January 1, 1855 (Armstrong 1986: 68). Land value greatly increased in the City and township, with some properties increasing nearly 300% between 1849 and 1856.

The boom in development and investment ended in 1857. The conclusion of the Crimean War in 1857 started a depression in the British Empire, which included Canada. The impact was particularly hard on London. By 1860, three quarters of the businesses in the city had failed and the population dropped from 16,000 to 11,000. It would take almost three decades for land values in London to rebound (Armstrong 1986: 86-87). London's economy would begin to recover when the American Civil War (1861-1865) created demand for exports to help feed and supply the Union Army (Armstrong 1986: 99). By 1871, the population of the City had rebounded to about 16,000 and in 1881 the population climbed to 19,941 (Burley ND.: 392 and Armstrong 1986: 125).

3.3.3 20th Century Development

In 1912, the City of London had a population of 49,102, which would increase to 69,742 in 1929 (Armstrong 1986: 163). During this period, many modern improvements arrived in the City. Main roads in the central part of the City were paved in asphalt, replacing cedar blocks (Armstrong 1986: 133). The Hydro Electric Power Commission (HEPC), under the leadership of Adam Beck, commenced to service London with hydroelectricity from Niagara in 1910 (Armstrong 1986: 136). The Public Utilities Commission was established in 1914 to manage the distribution of electricity, water, and manage City parks (Armstrong 1986: 168).

Compared to other municipalities in Ontario, London fared relatively well during the Great Depression. Several major building projects were completed in London during the 1930s, including the underpass of Richmond Street under the CNR tracks and construction of the Dominion Public Building, located approximately 50 metres east of the Study Area. In 1932, only 8% of the population was unemployed, a much lower number than other cities in southern Ontario like Toronto, Hamilton, and Windsor (Armstrong 1986: 185). Nonetheless, the effects of the Great Depression and Second World War curtailed growth in the City (Curtis 1992: 15).

Like much of North America, London experienced a post-war population boom and by 1961 the population of the City was 165,815. The increase in population was mostly spurred by several annexations of Westminster and London Townships between 1954 and 1961. The largest annexation



occurred in 1961 when the City grew from 32 square kilometres in size to 172 square kilometres (Miller 1992: 213). By the early 1960s, the City of London contained 328 manufacturing plants, 80 wholesalers, and 70 construction firms (Miller 1992: 219).

Infrastructure improvements during the 1960s included new overpasses over the railway at Adelaide Street, Highbury Avenue, and Quebec Street. In the 1970s, Queens Avenue was extended over the Thames River as was Dundas Street and Wonderland Road and Hutton Roads were connected via the new Guy Lombardo Bridge (Armstrong 1986: 213-214). As the population of London shifted to the suburbs during the mid-20th century it was becoming increasingly unnecessary to visit downtown London (Armstrong 1986: 234). By the 1970s, a revitalization plan was needed for the City's downtown. A cohesive vision for the city core did not develop and a mix of infill and new construction occurred during the 1970s, including the City Centre Complex, the London Centre Arcade, the new City Hall, and new federal building and courthouse (Armstrong 1986: 234, 238).

During the 1980s, the pace of growth in the City steadied. The population of the City in 1980 was 261,841 (Armstrong 1986: 327) and most new growth in London occurred at the south and north ends of the city as subdivision development accelerated (Miller 1992: 229). The City of London is continuing to grow and develop in the 21st century. In 2016, the City of London had a population of 383,822, an increase of 4.8% since 2011 (Statistics Canada 2017).

3.4 PROPERTY HISTORY

3.4.1 450 Talbot Street/120 Carling Street

The former Greene-Swift Block, constructed between 1906 and 1907, is located at 450 Talbot Street/120 Carling Street (Plate 1). The building was one of London's first buildings constructed of reinforced concrete (Baker 2000: 122). The firm was a manufacturer of clothing for men and boys and operated a cap department. The company was founded in 1900 by Robert Greene, S.D. Swift, and W.E. Greene as Greene, Swift & Co. and was initially located at 139 Carling Street. Two years later they moved to 186 King Street, between Richmond and Clarence Streets (Scott 1930: 246 and Baker 2000: 122). The company's great success and rapid expansion led to further expansion at 450 Talbot Street/120 Carling Street only four years later to fulfill orders and space requirements (Scott 1930: 246). The Greene-Swift Block replaced a spice mill and several timber frame buildings (Figure 3).

Shortly after their move to Talbot Street, the company was incorporated as Greene-Swift Limited. Initially, the company only utilized 24,900 feet of space in the building and rented out the remainder. The payroll for Greene-Swift increased from about \$10,000 in 1900 to \$289,612 in 1913. As the organization continued to grow, they utilized more space in the building, and by 1913 used over 50,000 feet of space (Gardner 1914: 62).

The Greene-Swift company was known for a small and carefully designed product line, which reduced costs and simplified the production process. By the 1920s, the company had a staff of approximately 250, the majority of which were women. The main material for the garments was wool, 80% of which was imported from the United Kingdom and the remainder was sourced domestically. Clothing manufactured



HERITAGE IMPACT ASSESSMENT—123 QUEENS AVENUE, LONDON, ONTARIO

Site History

March 26, 2019

by the company was sold throughout Canada (Scott 1930: 247). The company was well regarded in the City, demonstrated by their selection to produce the London Fire Department's uniforms from 1920 until at least 1927 (Baker 2000: 123).



Plate 1: The Greene-Swift Block, c. 1914 (Gardner 1914: 62)

When the Greene-Swift block was built, the structure had a large boiler at the northwest corner of the building (Figure 4). The company sold the exhaust from the boiler to nearby buildings as steam heat (Scott 1930: 246). The Greene-Swift company was not the only downtown clothing manufacturer to sell steam heat. The Helena Costume Company, located on King Street between Clarence and Richmond, also sold heat to nearby buildings (Goad 1915 and Baker 2000: 122). Between 1916 and 1922, two new boilers were built as an addition to the building on the northwest corner. The new boilers expanded the ability of Greene-Swift to sell steam heat and between 1927 and 1928 the steam heating component of Greene-Swift was spun-off to form the Cities Heating Company Limited (CHC). The new company was assigned the municipal address of 123 Queens Avenue (Vernon 1928: 153 and Scott 1930: 246).

Despite the early success, the Greene-Swift company did not survive the Great Depression and closed during the 1930s (Underwriters Survey Bureau 1940). After the closure of Greene-Swift, the building was used as a warehouse and practice theater for the London Little Theatre (Baker 2000: 122). During the 1950s, the building was converted to office space (Underwriters Survey Bureau 1958). By 1998, the building had been remodeled and clad in stucco, obscuring the original architectural details of the structure, with the exception of the east elevation (Baker 2000: 122). The building is presently occupied by the Harrison Pensa law firm.



Site History
March 26, 2019

3.4.2 123 Queens Avenue

Initially, the structure at 123 Queens Avenue was considered an addition to the Greene-Swift Block at 450 Talbot Street. The addition, constructed between 1916 and 1922, housed two new boilers for Greene-Swift and included a chimney, coal hopper, and boiler feed pumps (Figure 5).

Prior to the construction of the structure at present-day 123 Queens Avenue, two structures were located at 123 Queens Avenue, stables for the adjacent Queens Hotel, located on Carling Street. The Queens Hotel opened in 1871 and the stables were likely built at this time. Between 1921 and 1922 the Queens Hotel closed, and the stables became McCartney's Horse Repository (Vernon 1922: 48). The horse repository does not appear in subsequent city directory listings and, based on city directories and mapping, the stable closest to Talbot Street was likely demolished to accommodate the construction of the structure at present-day 123 Queens Avenue. The second stable was likely demolished between 1924 and 1925 as it last appeared listed in the city directory for 1924. However, the fire insurance plan of 1922 does not depict any stables in the area and depicts a structure similar in size to the northern stable as "Wood Box Manufacturing" (Underwriters Survey Bureau 1922).

The address 123 Queens Avenue was assigned to the property when CHC was created as an independent company between 1927 and 1928. Sometime between 1925 and 1940, an addition to 123 Queens Avenue was constructed at 125 Queens Avenue. The 1940 Fire Insurance Plan for London shows that 125 Queens Avenue had two boilers and a chimney and was the heating plant for CHC (Figure 6). In 1952, the original 125-foot chimney on 123 Queens Avenue was demolished and replaced with a small chimney and the interior of the building converted to office space for CHC (Western Archives 1952 and Figure 7). During this same period, 125 Queens Avenue was expanded (Plate 2 to Plate 4).

By 1958, CHC was supplying heat to the majority of downtown businesses, including the Kingsmills Department Store, Covent Garden Market, and the Simpsons Department Store (Underwriters Survey Bureau 1958). An archival photo from 1960 shows the chimney at 125 Queens Avenue bellowing smoke (Plate 5). An advertisement in the *London Free Press* from 1974 boasted that CHC heated the London Free Press building on York Street and provided a source of heating that produced minimal pollution. The business was extolled with the following statement "Ours is the modern, economical way to ensure reliable warmth through the heating season and reliable cooling throughout the summer months, without pollution" (London Free Press 1974: 68). Research indicates that CHC heating extended south to at least York Street, west to at least Ridout Street, and east to at least Waterloo Street (London Free Press 1954). The approximate northern extent of CHC's service was not determined.



HERITAGE IMPACT ASSESSMENT—123 QUEENS AVENUE, LONDON, ONTARIO

Site History

March 26, 2019



**Plate 2: 123-125 Queens Avenue, c. 1953
(Carty 1953)**



**Plate 3: 123-125 Queens Avenue, c. 1964
(Altenberg 1964)**



**Plate 4: View of front façade of 123
Queens Avenue, 1954 (London
Free Press 1954)**



**Plate 5: Smoke rising from the chimney of
CHC and 125 Queens Avenue,
1960 (London Free Press 1960)**

From the 1950s until about 1989, CHC was owned by Thomas Hayman. Hayman was born in 1924 in London. After graduating from the University of Toronto with an engineering degree and the University of Western Ontario with a B.A., Hayman worked for his father's construction company before he purchased CHC. Hayman was a noted member of the community and avid outdoorsman. He was a member of the Emily Creek Club, Upper Thames Conservation Authority, Nature London, and the London Hunt Club. He was also a columnist for the *London Free Press*, writing the "World Outdoors" column for 48 years. He also taught bird identification classes at Fanshawe College. His dedication to conservation and birding earned him an award from the Ontario Field Ornithologists in 2003 and the Conservation Award from Nature London in 2006. Hayman passed away in 2014 (Your Life Moments/London Free Press 2014).



Site History

March 26, 2019

In 1989, Hayman sold CHC to Trigen (London Free Press 2017). From 1990 to 1993, Trigen continued to use the CHC name and directories listed 123 Queens Avenue as “Trigen London District Energy and Cities Heating Company” (Vernon 1990: 330). In 1994, the CHC name was retired (Vernon 1994: 322). That same year, the plant and offices at 123 and 125 Queens Avenue were closed and a new facility running on natural gas was opened at the corner of Bathurst and Colborne Streets (London Free Press 2017). Trigen left 123 and 125 Queens Avenue in 1995 and the building has remained vacant since this time (Vernon 1995: 321). Based on Google Earth imagery, 125 Queens Avenue was demolished between 2003 and 2006. In 2010, the original east façade of 123 Queens Avenue was parged over (City of London 2010).

3.4.3 122 Carling Street

The structure at 122 Carling Street was constructed in the 1850s during the building boom following the arrival of the railway. The building was the original site of the *London Free Press* and operated from 122 Carling Street until 1871. After the departure of the newspaper, the building became the Queen's Hotel, one of London's more prestigious hostelrys described as a “landmark of London before the turn of the century” (Historic Sites Committee 2000: 10 and London Free Press 1942). The hotel was operated by James McMartin (London Free Press 1942). The Census of 1901 lists James McMartin as a 48-year-old Ontario born hotel keeper of Scottish descent. He lived with his wife Martha, age 48, son Edward, age 21, son Frank, a printer, age 19, and daughter Edith, age 17 (Library and Archives Canada 1901). Their son Frank, also known as Frederick, went on to become the night editor of the *London Free Press* (London Free Press 1942).

In 1921, the Queen's Hotel closed, and 122 Carling Street returned to its roots in the printing industry as the home of the *Farmer's Advocate*, published by the William Weld Company Limited (Plate 6). The publication was an agricultural journal that was founded in 1866 by William Weld and was Canada's longest published agricultural paper distributed throughout the United States and Canada (Historic Sites Committee 2000 and Western Archives ND.). After Weld's death, his sons and grandsons continued the operation. The paper was published on a monthly basis and contained advertisements, new ideas, and information about agricultural practices. The paper ceased publication in 1965 and since 1974 the property has been the location of the Marienbad Restaurant (Ivey Family London Room ND.).



Site History

March 26, 2019



Plate 6: 122 Carling Street, c. 1935 (Ivey Family London Room 1935)

3.4.4 126 Carling Street

The structure at 126 Carling Street was built between 1929 and 1930. Like the adjacent 122 Carling Street, the building was initially occupied by various publishers and print shops. The first occupant of the building was the Western News Company (Vernon 1930: 620). The company did not remain at 126 Carling Street for long and in 1932 the building was occupied by the London office of the Toronto based Rapid, Grip & Batten Limited (Vernon 1932: 636).

Rapid, Grip & Batten Limited was founded in Toronto in 1893 as The Grip Printing Company. The company achieved wide commercial success with their satirical periodical called *Grip*. The editor of *Grip* was J.W. Bengough, who also published work in *The Farmer's Advocate* (Spadoni 1988: 13). In about 1900, the company ended the publishing branch of their business and focused on engraving. The engraving process used metal plates to reproduce illustrations for magazines and books. Through a series of mergers and acquisitions the company was named Rapid, Grip, and Batten Limited by the time they opened their London office (Spadoni 1988: 27). The London office of the company closed around 1934.

According to a 1935 report by the Dominion Bureau of Statistics, the occupant of 126 Carling Street was Wesley Engravers and they appear as the occupant of the building in the City Directory of 1939 (Dominion Bureau of Statistics 1935: 3 and Vernon 1939: 777). Between the mid-1940s and the 1950s the occupant of the building was Artcraft Engravers, which originally had an office at 430 Richmond Street (Underwriters Survey Bureau 1940 and 1958). Wesley Engravers and Artcraft Engravers were two of 43 businesses in 1935 within Ontario that were "engaged wholly or principally in the production of printed matter by the engraving process, and the manufacture of plates, stereotypes and electrotypes for the printing trade" (Dominion Bureau of Statistics 1935: 1). The building is currently occupied by Chaucer's Pub, an affiliate of Marienbad Restaurant.



Site History
March 26, 2019

3.4.5 120 Queens Avenue

The structure at 120 Queens Avenue is known as the Lipton Building and was constructed in 1956 (Stantec 2011). From at least the 1880s until the mid-1950s, the area contained the municipal addresses 454-464 Talbot Street. The structures at this address were six attached residences. The residences were two and one half storey structures with a hip roof and dormers (Plate 7). During the 19th century these rowhouses were home to some of London's affluent citizens, including two doctors and a reverend in 1883 (London Publishing Company 1883: 34).

In 1954, the rowhouses were demolished and construction began on 120 Queens Avenue, known as the Lipton Building (Plate 8). The first occupant of the building is recorded in 1957 and was the Unemployment Insurance Commission (Vernon 1957: 686). Archival photographs show that the original façade of the Lipton building had elements of the mid-century modern design style, expressed primarily by the building's curtainwall (Plate 9 and Plate 10). For the remainder of the 20th century, the building has been used as government and municipal offices.

In 1966, the Canadian military opened the Western Ontario Division Recruiting Centre in the building (Ivey Family London Room 1971). From the 1970s to 1990s, occupants included the London and Middlesex Disaster and Emergency Planning, the Canada Employment and Immigration Commission, Human Resources Centre of Canada, Teledesk Employment Insurances, and Human Resources Development Canada (Vernon 1974, 1981, 1990, 1995, and 2000). According to the Downtown HCD Study, "the building has been completely renovated in recent years leaving no heritage elements" (Stantec 2012).



Site History
March 26, 2019

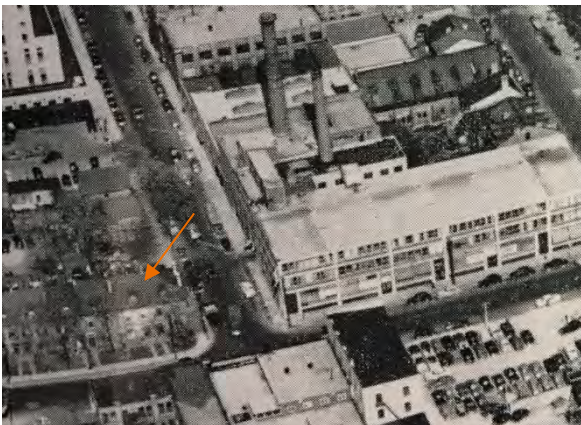


Plate 7: 454-464 Queens Avenue, bottom right of the photo, c. 1953 (Caty 1953)



Plate 8: The Lipton Building under construction, 1955 (London Free Press 1955)



Plate 9: Lipton Building, c. 1964 (Altenberg 1964)



Plate 10: Lipton Building, c. 1965 (London Free Press 1965)



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- Legend
- Study Area
 - Property Boundary

- Notes
- Coordinate System: NAD 1983 UTM Zone 17N
 - Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2019.
 - Orthoimagery © First Base Solutions, 2019. Imagery Date, 2018.



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123 QUEENS AVENUE, LONDON, ONTARIO

160940616 REVA

Figure No.
2

Title
Study Area



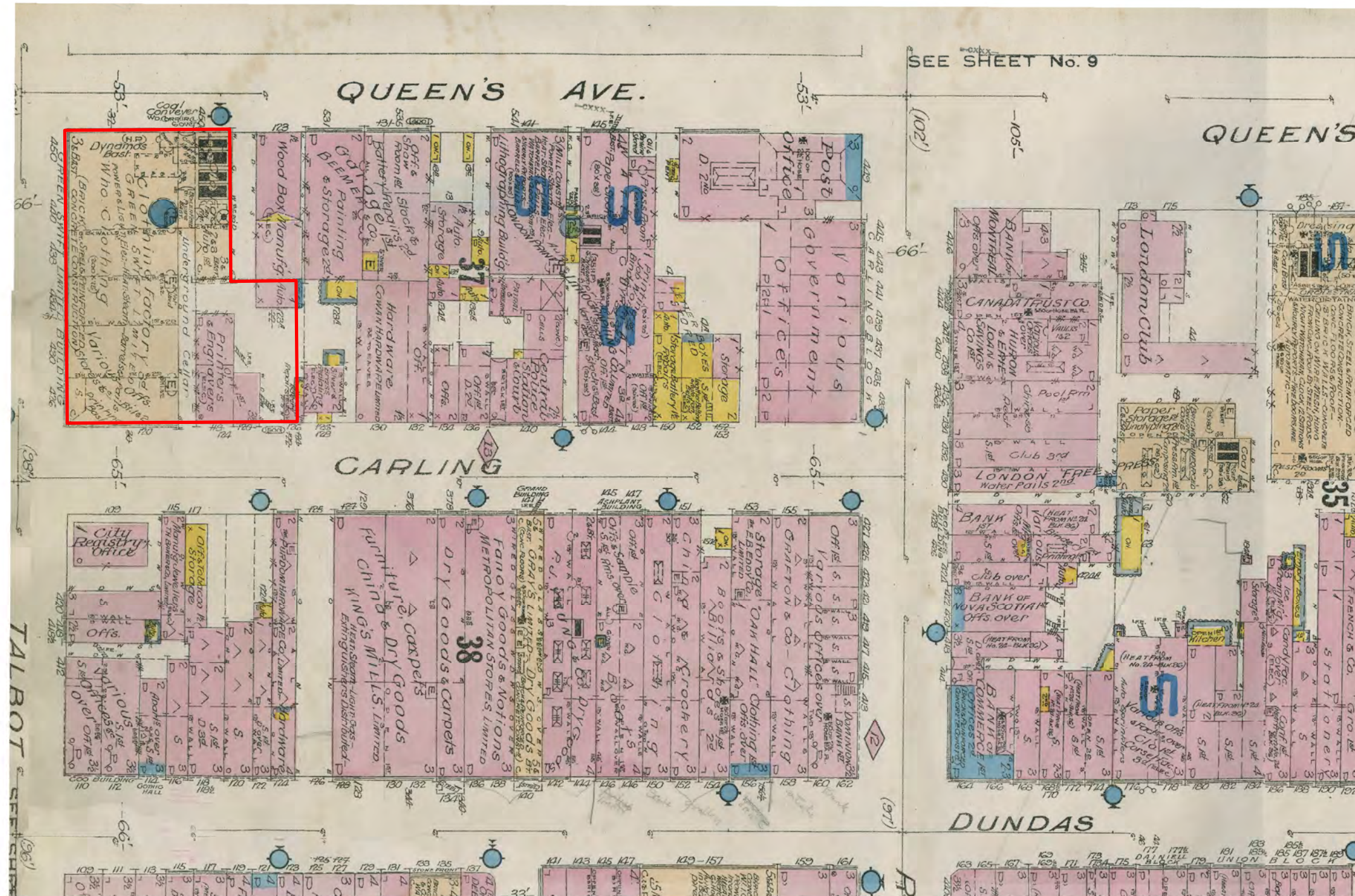
- Legend
- Study Area *

NOT TO SCALE

- Notes**
- Source: Goad, Charles E. 1915. Key Plan of the City of London Ontario. Toronto: Charles E. Goad.
- * Northern portion of the Study Area not included on this mapping.



Project Location City of London, ON		Prepared by BCC on 2019-03-15 TR by ABC on yyyy-mm-dd
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Figure No. 4		
Title 1915 Fire Insurance Plan		



Legend

 Study Area *

NOT TO SCALE

Notes
1. Source: Underwriters Survey Bureau. 1922. City of London Ontario. Toronto: Underwriters Survey Bureau.

* Northern portion of the Study Area not included on this mapping.



Project Location
City of London, ON

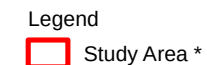
Prepared by BCC on 2019-03-15
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Client/Project 160940616 RE
2470894 ONTARIO, INC.
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123 QUEENS AVENUE, LONDON, ONTARIO

Figure No.

5

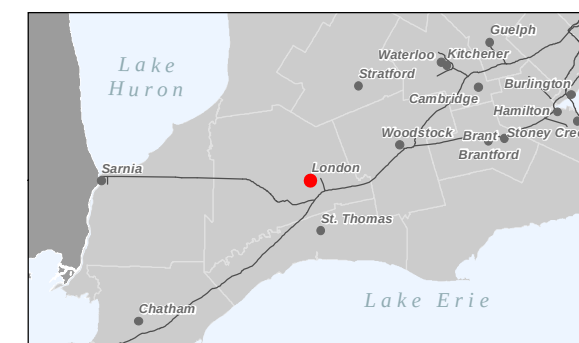
Title
1922 Fire Insurance Plan



NOT TO SCALE

Notes
1. Source: Underwriters Survey Bureau. 1940. City of London Ontario. Toronto: Underwriters Survey Bureau.

* Northern portion of the Study Area not included on this mapping.



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2470894 ONTARIO, INC.
HERITAGE IMPACT ASSESSMENT:
123 QUEENS AVENUE, LONDON, ONTARIO

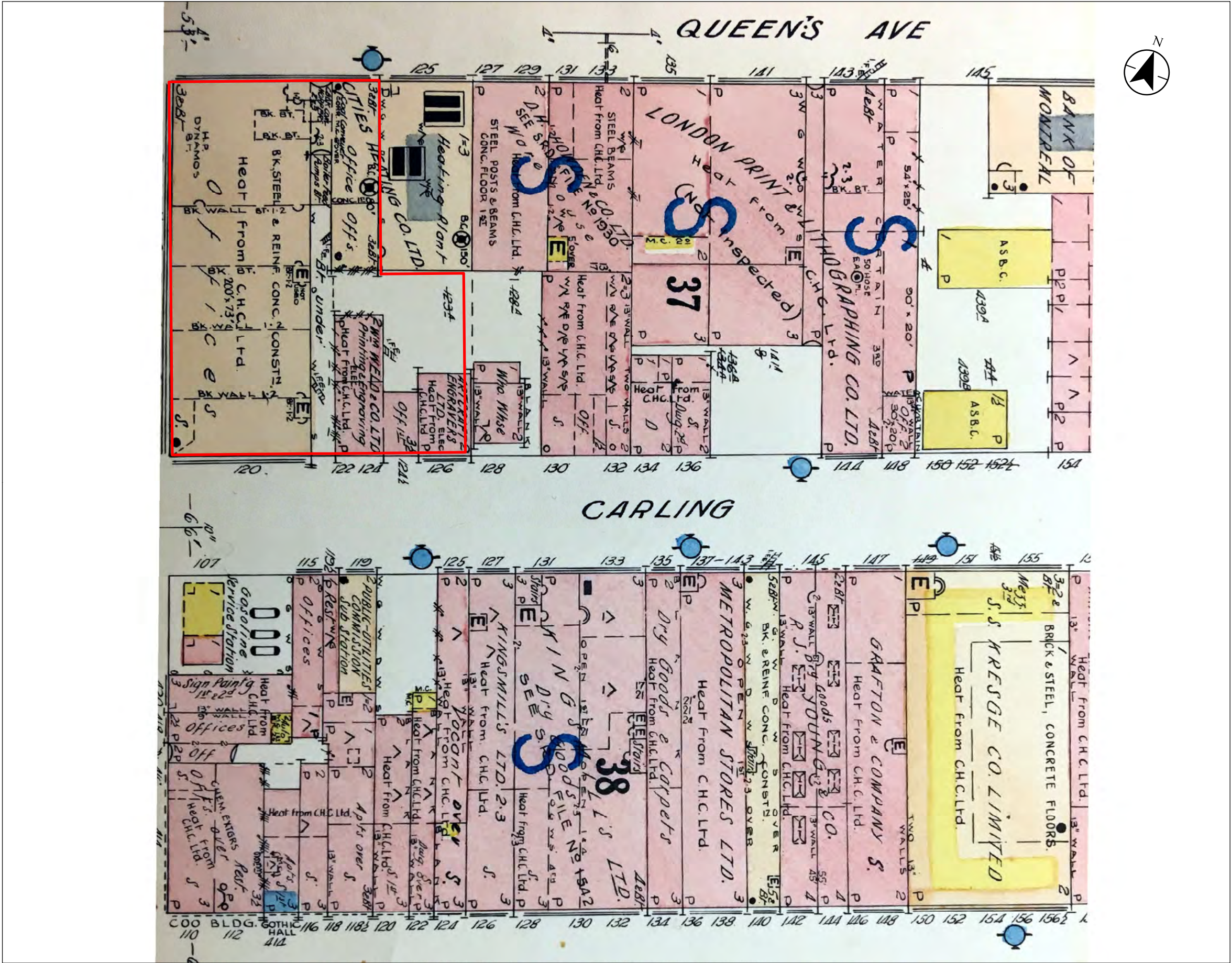
Figure No.

6

Title

1940 Fire Insurance Plan

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Revised: 2019-03-15 By: dworsell



Legend
 Study Area *

NOT TO SCALE

Notes
1. Source: Underwriters Survey Bureau. 1958. City of London Ontario. Toronto: Underwriters Survey Bureau.
* Northern portion of the Study Area not included on this mapping.



Project Location
City of London, ON
Prepared by BCC on 2019-03-15
TR by ABC on yyyy-mm-dd

Client/Project
2470894 ONTARIO, INC.
HERITAGE IMPACT ASSESSMENT:
123 QUEENS AVENUE, LONDON, ONTARIO
160940616 REVA

Figure No.
7

Title
1958 Fire Insurance Plan

Site Description
March 26, 2019

4.0 SITE DESCRIPTION

4.1 INTRODUCTION

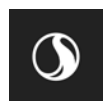
As outlined in Section 2.3, a site visit was conducted on February 22, 2019 by Meaghan Rivard, Senior Heritage Consultant, and Frank Smith, Cultural Heritage Specialist, both with Stantec. The weather conditions were cold, sunny, and calm. The site visit included a pedestrian survey of the buildings adjacent to 123 Queens Avenue and an interior site assessment of 123 Queens Avenue. Ongoing attempts to secure the building have failed and there were numerous areas where vandals have gained access to the building. The multiple forced entries, as well as attempts to secure the building from the interior, have created areas that were inaccessible. In addition, the roof is in very poor visual condition, is clad only with plywood in areas, and is absent in various areas of the third floor. The result is that water has entered the building and, given the cold conditions, large amounts of ice were found throughout the buildings, creating health and safety concerns. Areas where Stantec could not gain access due to blocked entryways or health and safety concerns are noted below.

4.2 LANDSCAPE SETTING

The Study Area consists of the property at 123 Queens Avenue, 120 Queens Avenue, 450 Talbot Street, 122 Carling Street, and 126 Carling Street. The property at 123 Queens Avenue contains an early 20th century industrial structure. The property at 120 Queens Avenue contains a mid-20th century office building. The property at 450 Talbot Street contains an early 20th century industrial structure that has been converted to commercial/office use. The property at 122 Carling Street contains a mid-19th century commercial building. The property at 126 Carling Street contains an early 20th century commercial building. Adjacent properties include a mix of commercial, civic, and educational buildings as well as surface parking lots.

Queens Avenue, within and adjacent to the Study Area, is a three-lane one-way road for westbound traffic and paved with asphalt (Plate 11 and Plate 12). Within the Study Area, Queens Avenue has concrete sidewalks. The structures on Queens Avenue between Richmond Street and Talbot Street are presently civic buildings (120 Queens Avenue and the Dominion Public Building), commercial buildings (Moxies Grill), a vacant industrial building (123 Queens Avenue), and an office building (450 Talbot Street). There are also large parking lots in the middle of the block on both the north and south sides. The roadway is lined with municipal LED streetlighting affixed to decorative octagonal poles with brackets, pedestrian streetlighting with high pressure sodium light fixtures in globes, small thornless honey locust trees, and trash receptacles. Running along the south side of Queens Avenue are grates that vent steam and the northwest corner of Queens Avenue and Richmond Street contains a manhole cover for the former CHC system (Plate 13).

Talbot Street, within and adjacent to the Study Area, is a two-lane asphalt paved road with a central turning lane for traffic turning westbound onto Queens Avenue (Plate 14 and Plate 15). Most structures are commercial or civic, including the Harrison Pensa Law Firm (450 Talbot Street) and Richard Pierpoint Building (451 Talbot Street). The roadway is lined with municipal LED streetlighting affixed to decorative



HERITAGE IMPACT ASSESSMENT—123 QUEENS AVENUE, LONDON, ONTARIO

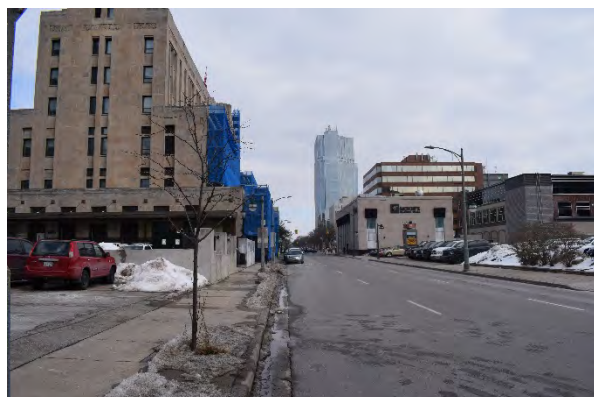
Site Description

March 26, 2019

octagonal poles with brackets, pedestrian streetlighting with high pressure sodium light fixtures in globes, concrete sidewalks, and trash receptacles.

Carling Street, within and adjacent to the Study Area, is a narrow two-lane road paved with asphalt (Plate 16 and Plate 17). Most buildings are presently commercial structures, including multiple restaurants and the recently converted Kingsmills Department Store which is home to Fanshawe College, except for the PUC substation, which is an industrial structure. There is a large parking lot in the middle of the block. Carling Street has wide sidewalks paved with interlocking brick pavers that accommodate outdoor seating areas during warmer months. The road is lined with municipal streetlighting affixed to decorative octagonal poles with brackets and contains small thornless honey locust trees.

Between 123 Queens Avenue, 450 Talbot Street, and 122 Carling Street is a narrow alleyway paved with asphalt (Plate 18). The asphalt surface is wearing in several places and the ground contains pieces of crushed bricks. The alleyway was likely built to facilitate the delivery of coal to 123 Queens Avenue.



**Plate 11: Looking east on Queens Avenue
across from 123 Queens Avenue**



**Plate 12: Looking west on Queens Avenue
across from 123 Queens Avenue**



HERITAGE IMPACT ASSESSMENT—123 QUEENS AVENUE, LONDON, ONTARIO

Site Description

March 26, 2019



Plate 13: CHC manhole cover, located outside 171 Queens Avenue



Plate 14: Looking north on Talbot Street



Plate 15: Looking south on Talbot Street



Plate 16: Looking east on Carling Street



Site Description

March 26, 2019



Plate 17: Looking west on Carling Street



Plate 18: Alleyway, looking north

4.3 123 QUEENS AVENUE

4.3.1 Exterior

The structure at 123 Queens Avenue is a former industrial building that is currently vacant. The building is a three storey structure with a flat roof and a full basement. The building is constructed of reinforced concrete, reinforced concrete masonry units, and plain concrete masonry units. It contains a front (north) façade clad in red brick, buff brick, and concrete banding with decorative concrete diamonds. The structure has a flat roof and concrete block foundation intermixed in some areas with brick.

4.3.1.1 Front (North) Façade

The front (north) façade of 123 Queens Avenue contains three storeys that are divided by horizontal concrete bands, three vertical concrete bands, and six ornamental concrete diamonds (Plate 19). The front façade is topped with a concrete parapet that has crumbled and is now in visual disrepair and uneven (Plate 20). The horizontal band between the first storey and second storey contains the faded remnants of a hand painted sign with a serif font for Cities Heating Co. The sign was partially located on the now demolished 125 Queens Avenue and only “ating Co.” remains. Directly above the hand painted sign is an orange and black triangle (Plate 21). The orange and black triangles were the logo for Cities Heating Co., as seen in a 1974 advertisement for the company.

The third and second storeys are clad in red brick with a stretcher bond. The first storey is clad in buff brick at the off-centre entrance and red brick west of the entrance. The entrance has an inset wooden door and transom with municipal address number and concrete lintel. Just west of the entrance is a boarded-up window, also known as a blind window, with a concrete sill and lintel (Plate 22). The red brick portion contains a window sill where the window has been filled in. Above this window the red brick is missing, revealing buff bricks (Plate 23). The second and third storeys are connected to the adjacent 450 Talbot Street and below the second storey is a laneway (Plate 24).



HERITAGE IMPACT ASSESSMENT—123 QUEENS AVENUE, LONDON, ONTARIO

Site Description

March 26, 2019



Plate 19: Front façade, looking south



Plate 20: Second and third storey concrete banding and concrete diamonds topped by a concrete parapet, looking south



Plate 21: Faded lettering for Cities Heating Co., looking south



Plate 22: Entrance door, transom, window, and blind window, looking south



Plate 23: Missing red brick cladding, exposing buff brick



Plate 24: Laneway, looking south



Site Description

March 26, 2019

4.3.1.2 East Façade

The east façade is clad in parged concrete (Plate 25). The second and third storey both have four window openings with no windows remaining. Three of the openings are boarded with plywood and one is open. The third storey of the east façade contains two blind windows and one closed-off doorway. The second storey contains six blind windows (Plate 26 to Plate 28). The first storey contains five window openings with no remaining windows and all the openings have been boarded with plywood. The first storey contains one blind window and a section of concrete blocks along the north end which appear to be a former opening for a shipping/receiving area (Plate 29). The parged concrete edge of one of the window openings on the first storey has eroded, exposing the buff brick exterior wall of this elevation (Plate 30). The closing of former windows and entrances were likely made when additions to 125 Queens Avenue were undertaken in the early to mid-1950s. A photograph of the east façade from about 1952 shows all the second and third storey window openings unblocked (see Plate 2, Section 3.4.2). The south portion of the east façade between the first and second storeys has a climbing plant growing on the building.



Plate 25: East façade, looking west



Plate 26: Blind and boarded windows on second and third storey on south half of east façade, looking west



HERITAGE IMPACT ASSESSMENT—123 QUEENS AVENUE, LONDON, ONTARIO

Site Description

March 26, 2019



Plate 27: Blind and boarded window and door of south half of first storey on east façade, looking west



Plate 28: Blind and boarded windows on north half of east façade, looking west



Plate 29: Concrete block wall on part of east façade, looking west



Plate 30: Eroded window opening, showing buff brick exterior, looking west



Site Description
March 26, 2019

4.3.1.3 South Façade

The south façade is clad in concrete which has weathered at the southeast corner on the second and third storeys revealing sections of the concrete reinforcing bar (rebar) (Plate 31). The third and second storeys contains six window openings with no windows remaining (Plate 32). The first storey appears to have no entrances or window openings. However, a large mound of snow obscured the southwest corner of the first storey. Much of the first storey, and part of the second storey of the south façade, is overgrown with a climbing plant (Plate 33).



Plate 31: Exposed rebar, looking north



Plate 32: Third and second storeys of south façade, looking north



Plate 33: First storey of south façade, looking north



Site Description
March 26, 2019

4.3.1.4 West Façade

The west façade is clad in parged concrete (Plate 34). Much like the other façades, parts of the concrete have failed, exposing the rebar (Plate 35). The third storey contains five window openings with concrete windowsills and what appear to be the original windows. The windows are 15-pane opaque glass windows commonly seen in early and mid-20th century industrial structures (Plate 36 and Plate 37). Six panes in the middle pivot open to allow in fresh air. The third storey also contains a metal doorway that is rusted (Plate 38). The second storey contains five window openings with concrete sills and have bricks that are either lintels or partially covered the original window opening, none of which contain windows (Plate 39 and Plate 40). The second storey also contains a metal door. The first storey contains three boarded up entrances and three window openings with metal bars and concrete sills (Plate 41 to Plate 43).

Visible when looking north along the alleyway is the connection between 123 Queens Avenue and the neighbouring structure at 450 Talbot Street (Plate 44). The connection spans the second and third storey and contains one 20 and one 25 pane opaque glass windows with concrete sills, commonly seen in early and mid-20th century industrial structures. Below the window is a large window opening with a concrete sill but no window present. The concrete underneath the second storey and visible from outside has failed and the rebar is visible (Plate 45).



Plate 34: West façade, looking north



Plate 35: Exposed rebar on west façade, looking east



HERITAGE IMPACT ASSESSMENT—123 QUEENS AVENUE, LONDON, ONTARIO

Site Description

March 26, 2019



Plate 36: Opaque glass windows on west façade, looking east



Plate 37: Opaque glass window on west façade, looking east

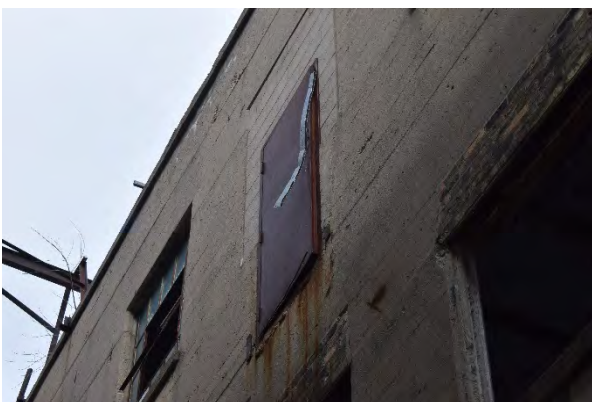


Plate 38: Metal door on west façade, looking east



Plate 39: Window openings along alleyway, looking north



Plate 40: Window openings along alleyway, looking south



Plate 41: First storey entrances on west façade, looking north



HERITAGE IMPACT ASSESSMENT—123 QUEENS AVENUE, LONDON, ONTARIO

Site Description

March 26, 2019



Plate 42: Doorway at rear of west façade, looking east



Plate 43: Windows with bars on west façade, looking east

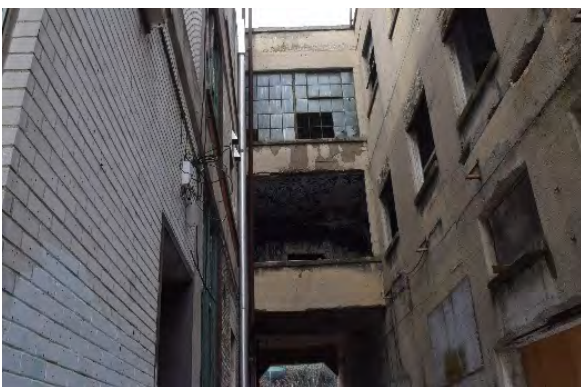


Plate 44: Corridor connection, looking north



Plate 45: Exposed rebar, looking south



Site Description
March 26, 2019

4.3.2 Interior

The interior of 123 Queens Avenue contains a ground floor, a second and third floor, and a full basement. The structure contains a steel main staircase attached to a concrete block wall that provides access from the first storey to the second storey, third storey, and roof (Plate 46 and Plate 47). Adjacent to the staircase at the east edge of the structure is an open area that spans the basement to third floor (Plate 48 and Plate 49). Based on historical images, the original stack and replacement chimney were likely located in this opening.

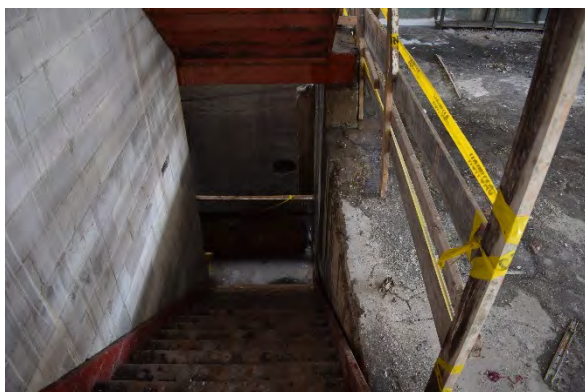


Plate 46: Steel staircase looking down from second floor

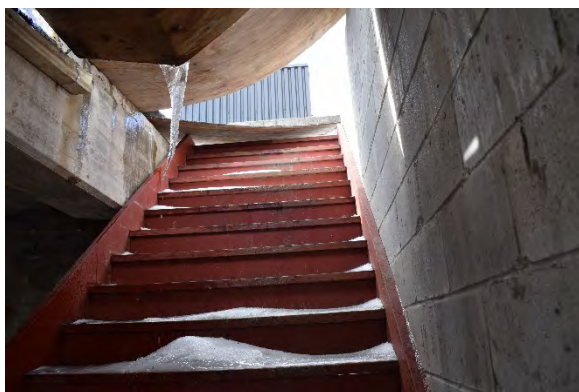


Plate 47: Steel staircase leading to the roof from the third floor



Plate 48: Open area spanning basement to third floor, viewed from first floor



Plate 49: Open area, viewed from third floor



Site Description
March 26, 2019

4.3.2.1 First Storey

The first storey contains three levels. The lowest level is located at the main entrance door and has walls of concrete and brick (Plate 50 and Plate 51). Adjacent to a bricked over window opening is an opening in the floor that leads to the basement level (Plate 52 and Plate 53). The first level contains a concrete support column.

The second level of the first storey is accessed via a wooden staircase. The east side of this staircase has decorative scrollwork, although the west side does not (Plate 54). The second level of the first storey has concrete block walls and parged concrete walls on the west wall. One of the window openings has been bricked over with buff brick. The east wall is parged with concrete (Plate 55 and Plate 56). This level contains a concrete support column with a metre labelled “Bailey Canada”. The meter has an analog dial measuring between at least 300 and 800 degrees Fahrenheit (Plate 57). The bottom of the column has three metal ladder rungs (Plate 58). Adjacent to the staircase between the first and second levels of the first storey is a pallet of buff brick (Plate 59). The bricks appear consistent with the exterior of the building. Although their origins are not known, it appears likely that they were salvaged when the adjacent building at 125 Queens Ave was taken down, as many of the windows have been bricked over with similar bricks.

The third level of the first storey was not accessed due to the corridor being blocked by security fences and debris (Plate 60). The third level contains a metal staircase that leads to a doorway boarded in plywood (Plate 61). This section has a painted green stripe on the south wall and the walls are parged concrete. With the exception of the “Bailey Canada” meter, the electrical fixtures and any equipment associated with the building's industrial history have been removed from the first storey.

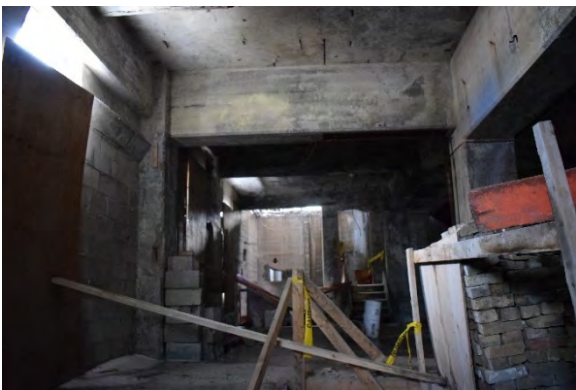


Plate 50: Level 1 of first storey, looking



Plate 51: Level 1 of first storey showing entrance



HERITAGE IMPACT ASSESSMENT—123 QUEENS AVENUE, LONDON, ONTARIO

Site Description

March 26, 2019



Plate 52: Opening to basement



Plate 53: Bricked window



Plate 54: Staircase from Level 2 with scroll detailing

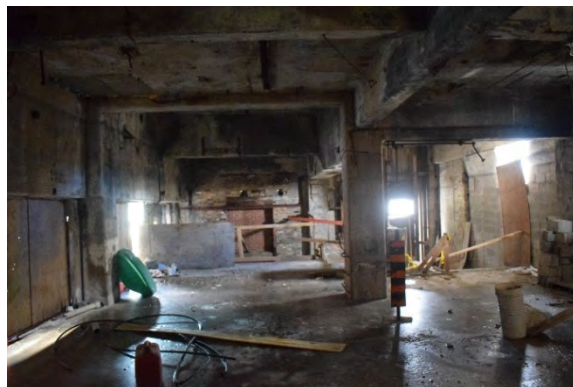


Plate 55: Level 2 of first storey, looking towards the front door

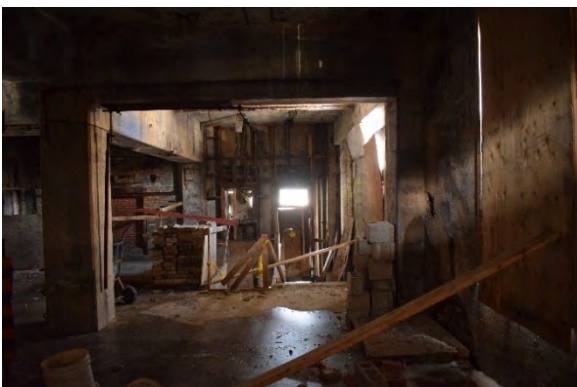


Plate 56: Level 2 level of first storey along east wall



Plate 57: Bailey Canada meter



Site Description

March 26, 2019



Plate 58: Ladder rungs



Plate 59: Pallet of buff bricks

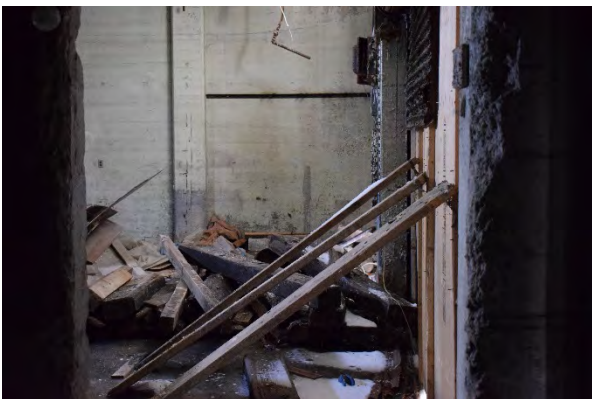


Plate 60: Debris blocking entrance to Level 3, looking south

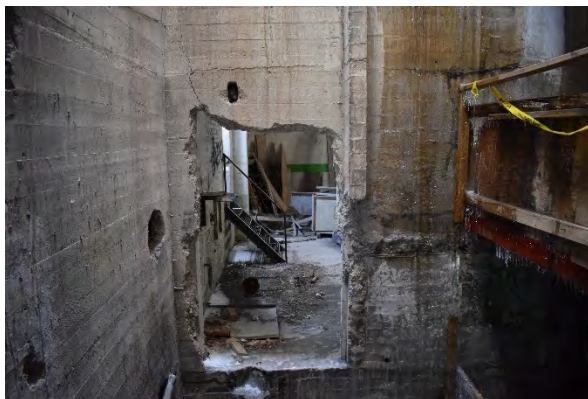


Plate 61: Staircase, looking south from Level 2

Site Description

March 26, 2019

4.3.2.2 Second Storey

The second storey is divided into a south half and north half, delineated by the steel staircase. The south section contains window openings with no windows on the south wall and west wall (Plate 62 and Plate 63). The west wall contains a metal door (Plate 64). The walls are clad in parged concrete. The east wall contains three window openings bricked over with buff brick, two window openings boarded by plywood, and one entrance (Plate 65). The southeast corner contains a former doorway that has been closed with concrete blocks and buff brick. The lower third of the wall in the south section is painted green. The ceiling contains concrete beams and rusted fluorescent light fixtures, many of which have been removed.

The north section of the second storey contains window openings with no windows and a smaller room accessed via a large opening adjacent to the northeast corner (Plate 66). The west wall in this section contains an electrical box (Plate 67). The west part of this section is connected to the adjacent 450 Talbot Street, but this connection has been closed with buff brick (Plate 68). The ceiling contains concrete beams and any lighting fixtures have been removed (Plate 69). Stantec staff did not access the entire area due to the buildup of ice on the concrete floor.



Plate 62: Southeast corner of south section, looking south



Plate 63: Southwest corner of south section, looking south



HERITAGE IMPACT ASSESSMENT—123 QUEENS AVENUE, LONDON, ONTARIO

Site Description

March 26, 2019



Plate 64: Metal door



Plate 65: Window openings bricked with buff brick



Plate 66: Second storey north section, looking north



Plate 67: Electrical box, looking west

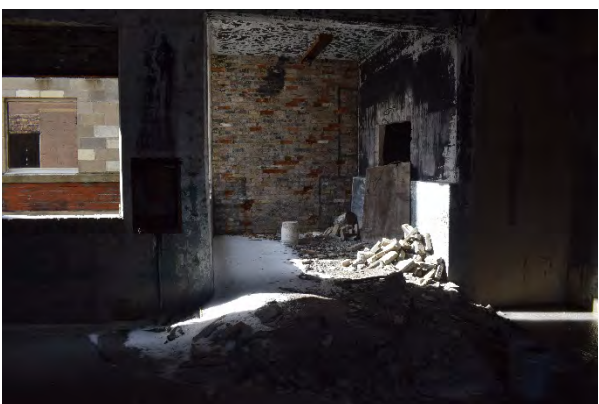


Plate 68: Former connection between 450 Talbot Street and 123 Queens Avenue, looking west



Plate 69: Wiring for light fixtures



Site Description
March 26, 2019

4.3.2.3 Third Storey

The third storey is divided into a south section and north section which, as was the case for the second storey, is delineated by the steel staircase. The staircase leads to the roof of the building and although the roof is open, access is blocked by plywood (Plate 70). The west wall contains three opaque glass panel windows. Additional window panels are located on the floor of the southwest corner. The south wall contains three window openings with no windows (Plate 71). The east wall contains several bricked-up openings that are blocked with red brick and buff brick (Plate 72). The walls of the south section are clad in parged concrete as are the ceiling and ceiling beams. No light fixtures remain.

The north section contains three rooms, the main room adjacent to the staircase and two smaller rooms which are accessed through openings in the parged concrete walls. The main room contains parged concrete walls, a concrete ceiling, and concrete beams. Towards the northwest, a metal staircase is present, which leads to roof access (Plate 73 and Plate 74). The north corner of the west wall contains a fuse box (Plate 75). West of this staircase are two metal doors which originally would have led to the adjacent 450 Talbot Street. Behind the doors, the corridor has been closed with concrete blocks (Plate 76). Just north of the doorway is a pile of bricks and concrete and a small opening into the adjacent room (Plate 77). The window openings on the west side of the south section have opaque glass panel windows (Plate 78). The north section contains three rooms at the north end. Stantec staff did not access all three rooms because of ice buildup and obstructions. The most westerly room contains angled concrete beams pointing upwards (Plate 79). The room in the middle contains a wall of concrete block on the east, concrete parged walls for the other walls, and a ceiling of parged concrete with metal beams (Plate 80). The most easterly room contains a western wall of concrete block, parged concrete for the other three walls, and a ceiling of parged concrete with concrete beams (Plate 81). No light fixtures remain in this section of the building.

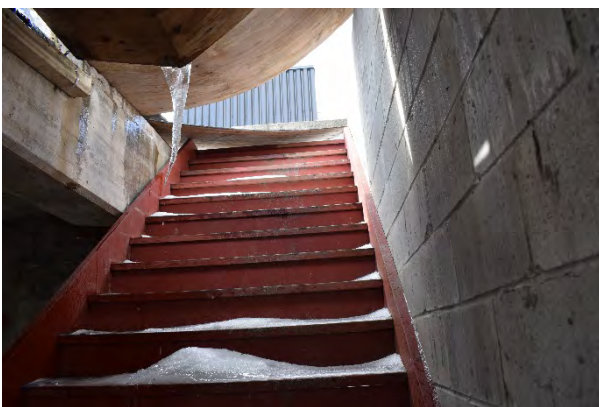


Plate 70: Access to roof, looking east



Plate 71: South and west walls, looking south



Site Description
March 26, 2019



Plate 72: South and east walls, looking south



Plate 73: Metal staircase, looking north



Plate 74: Northern room of third storey, looking south



Plate 75: Fuse box, looking west



Plate 76: Metal doors, looking west



Plate 77: Opening in concrete wall adjacent to metal doors, looking north



Site Description

March 26, 2019



Plate 78: Window in corridor connecting 123 Queens Avenue and 450 Talbot Street, looking south



Plate 79: Most westerly room, looking north



Plate 80: Middle room, looking north



Plate 81: Easterly room, looking north

4.3.2.4 Basement

The basement contains one large room and three smaller rooms, one of which was partially flooded. The main room has a mix of parged concrete and concrete block walls and the ceiling and floor of the first storey is supported by metal braces (Plate 82). The ceiling is plywood, which was likely used to form the poured concrete floor of the first storey and not removed because the metal braces also support the first storey floor (Plate 83). The concrete support beam in the main section has metal ladder rungs, indicating that the basement and first storey may have been accessible via a metal ladder on the column. The plywood adjacent to the column is a lighter color, indicating it may have been added at a later date (Plate 84). Located below the bottom ladder rung is a modern three prong power outlet.

The room at the northwest corner of the basement contains a poured concrete and concrete block wall. The south wall contains a metal closet door and a barrel drum. The west wall is painted white and gray. Two metal pipes from the ceiling have broken from their clamps and are hanging (Plate 84). The room on the southwest corner contains industrial machinery and pipes that have rusted and corroded where



HERITAGE IMPACT ASSESSMENT—123 QUEENS AVENUE, LONDON, ONTARIO

Site Description

March 26, 2019

hazardous materials have been identified. The west wall of this room is brick that has been painted green, black, and gray (Plate 86). The third room is located at the southwest section of the basement is accessed via a five-step concrete staircase. This room is partially flooded but was observed to contain pipes, concrete support columns, and a ladder (Plate 87).

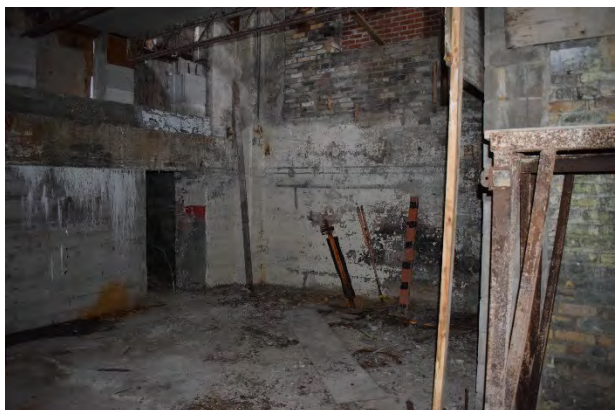


Plate 82: Main basement room, looking north



Plate 83: Metal beams in basement and plywood ceiling



Plate 84: Concrete column and ladder rungs, looking east



Plate 85: Northwest room, looking west



Site Description

March 26, 2019



Plate 86: Southwest room with machinery, looking west



Plate 87: Flooded southwest room, looking south

4.4 450 TALBOT STREET

The structure at 450 Talbot Street is a three storey commercial building with a flat roof (Plate 88). The structure has been heavily modified with modern windows and stucco cladding. The front (west) façade contains modern windows, a glass entrance atrium with parapet, a sign for “Harrison Pensa”, and an exterior clad in modern stucco. The north façade contains modern windows, a sign for “Harrison Pensa”, modern stucco, and is attached to 123 Queens Avenue at the second and third storeys. The south façade contains modern windows, an entrance, and is clad in modern stucco. The east façade is the only elevation that retains original exterior elements. The east façade is clad in white brick and has vertical and horizontal concrete banding. The exterior has modern windows with concrete sills (Plate 89). The foundation of the 450 Talbot Street is poured concrete. The current occupant of the structure is the Harrison Pensa Law firm.



HERITAGE IMPACT ASSESSMENT—123 QUEENS AVENUE, LONDON, ONTARIO

Site Description
March 26, 2019



Plate 88: 450 Talbot Street, looking southeast



Plate 89: Original exterior of 450 Talbot Street, at left, looking north



Site Description
March 26, 2019

4.5 122 CARLING STREET

The structure at 122 Carling Street is a three and one half storey commercial building with a medium pitched side gable roof with asphalt shingles, and four hip roof dormers (Plate 90). The dormers contain 4/4 windows. The exterior of the front (south) façade is clad in buff brick with a stretcher bond and has a decorative brick band just below the eaves. The second and third storeys contain 2/2 windows with brick voussoirs and keystones, modern shutters, and modern sills. The first storey contains an off-centre entrance and three fixed windows with stained glass transoms, brick voussoirs, and concrete sills. Adjacent to the entrance is a radial wave light fixture, a popular form of street lighting during the early 20th century. The west façade is clad in buff brick and red brick and is adjacent to an alleyway which leads north to Queens Avenue. The east façade is clad in buff brick and partially attached to the neighbouring 126 Carling Street. The north elevation contains two hip roof dormers, a buff brick exterior, and a shed roof addition clad in buff brick.

The structure is listed as a Priority 1 structure and vernacular in design according to the City's *Inventory of Heritage Resource*. The current occupant is the Marienbad Restaurant.



Plate 90: 122 Carling Street, looking north



Site Description

March 26, 2019

4.6 126 CARLING STREET

The structure at 126 Carling Street is a two storey commercial building with a flat roof (Plate 91). The exterior of the structure is buff brick with a common bond. The second storey contains three 15 pane glass windows with transoms and concrete lintels. The first storey contains an off-centre entrance and two 15 pane glass windows with stained glass transoms and concrete lintels. The foundation of the building is obscured. The east façade is clad in buff brick and contains a sign for Chaucers, Maienbard Restaurant, and Becks Beer. Located on the roof is a metal sculpture. The north façade is clad in buff brick and has two windows and a flat roof addition. The west façade is attached to 122 Carling Street.

The structure is listed as a Priority 3 structure and vernacular in design according to the City's *Inventory of Heritage Resource*. The current occupant on the first floor is Chaucer's Pub and the second storey is occupied by the Nest Café Student Lounge.



Plate 91: 126 Carling Street, looking north



Site Description
March 26, 2019

4.7 120 QUEENS AVENUE

The structure at 120 Queens Avenue is a three storey civic building (Plate 92). The structure has been modified with modern cladding. The structure has a flat roof with a flagpole, brick chimney, and HVAC system. All four façades contain a glass curtainwall. The main entrance to the structure is at the southwest corner of the building at the corner of Talbot Street and Queens Avenue. At the time of the site visit, the building appeared to be vacant. According to a sign on the door the last occupant may have been Service Canada.



Plate 92: 120 Queens Avenue, looking east



Heritage Evaluation
March 26, 2019

5.0 HERITAGE EVALUATION

5.1 DOWNTOWN HERITAGE CONSERVATION DISTRICT RANKINGS

Properties within the Study Area are within the Downtown London HCD. As such, they are all designated under Part V of the *Ontario Heritage Act* and have been ranked in the HCD and Plan as to their level of contribution to the HCD. Each building within the Downtown HCD was assigned a ranking and if applicable, the building's character defining elements were identified. A building's ranking is the evaluation of a building's heritage importance and attributes classified as either an A, B, or C, in descending order of value.

The structures at 123 Queens Avenue, 450 Talbot Street, and 120 Queens Avenue are all assigned a ranking of C, described in the Downtown HCD as "structure assessed as currently having any combination of the following attributes: most or all of the façade elements have been replaced; store front replaced; retains original form and massing; retains some historical significance, does not relate to streetscape; renovated using inappropriate materials or designs" (Stantec 2011).

The structures at 122 and 126 Carling Street are assigned a ranking of A, described in the Downtown HCD as "structure assessed as currently having any combination of the following attributes: all or most of the building's façade elements are intact; windows may be replaced but occupy original openings; store front retains tradition[sic] shape and some features such as windows or terrazzo pavement; previously designated; historical or landmark significance; noted architect; good or very good example of recognizable style; important to streetscape; good restorations" (Stantec 2011).

A summary of all properties within the Study Area and their assessment in the Downtown HCD is provided in Table 1.

Table 1: Cultural Heritage Resources Identified in London Downtown HCD Plan

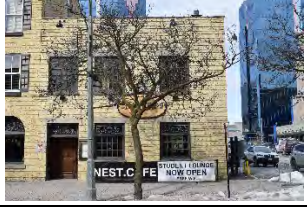
Municipal Address	Description	Ranking	Character Defining Elements	Photograph
123 Queens Avenue	N/A	C	Red brick and concrete reinforced structure connection to 450 Talbot	



HERITAGE IMPACT ASSESSMENT—123 QUEENS AVENUE, LONDON, ONTARIO

Heritage Evaluation

March 26, 2019

Municipal Address	Description	Ranking	Character Defining Elements	Photograph
450 Talbot Street	Greene-Swift Building, 1907	C	One of the City's first reinforced concrete buildings; the structure was completely renovated recently leaving one bay on the east side with original red brick and wooden sash	
122 Carling Street	Queens, Hotel c. 1890	A	- Unpainted brick with replacement windows in original openings; stain glass transoms on ground floor original from the hotel era, c. 1890 - Rebuilt dormers; period light fixture	
126 Carling Street	Print Shop, c. 1925	A	- Two storey cleaned brick - Replacement windows in original openings	
120 Queens Avenue	Lipton Building, 1956	C	This building has been completely renovated in recent years leaving no heritage elements	

5.2 DISTRICT PLAN AND STUDY

This HIA also reviewed the character statements and character elements in the Downtown HCD Study and Plan. This review was required to determine the reasons why the HCD is significant and how the proposed change interacts with the significant features or character of the HCD. The District Study and Plan provide character statements for the historic, architectural, and landscape components of the HCD, however, it does not identify a specific list of heritage attributes (Stantec 2011). As such, the following items are drawn from the heritage character statements and identified in the HCD Study as contributing to the cultural heritage value of the HCD:

- Lots originally laid out to accommodate residential and associated buildings with setbacks from the front and side lot lines, creating a landscape prominence to the street
- Original building composition of independent structures of typically two or three storeys on generous lot



HERITAGE IMPACT ASSESSMENT—123 QUEENS AVENUE, LONDON, ONTARIO

Heritage Evaluation

March 26, 2019

- Development of four to twenty storey mostly non-residential buildings that have been redeveloped but done so in a manner that respects the historic residential pattern of streetscape (e.g. Bell building, London Life, 200 Queens, the London Club)
- Rhythm of lawns, walks, tree plantings, landscaping and entrances to create interest at street level
- Streetscapes of curb, grassed and treed boulevards, walks, lawns and landscaping to building
- In commercial areas, development lots are built out to the front and side lot lines, creating a continuous street wall
- The tightness of the street is an integral part of the character
- Buildings of varying heights between two and six storey create a varied street wall profile
- Rhythm of recessed entrances and storefronts create interest at street level
- Landscape and building materials are predominantly masonry – brick, stone, and concrete – with a variety of ornamentation
- Sidewalks that are tight to the buildings, level and continuous, defined along road edge by services and signage creating a tight, busy corridor for pedestrian movement
- In the industrial/warehouse area, original building lots were built out to the front and to one of the side lot lines, creating a street wall that is interrupted by lanes and drives
- Street characterized by vehicular traffic rather than pedestrian
- Open space along the Thames River and Eldon House park land given to the city in the 1960s

(Stantec 2011; Stantec 2012)

The HCD Plan also identifies several views within the HCD that should be protected. The significant views identified are of landmark buildings and their settings. These views include:

- Views to the London Armouries building (325 Dundas Street)
- Views to the Middlesex County Courthouse (399 Ridout Street North)
- Views to the London Life building (255 Dufferin Avenue)
- Views to Eldon House (481 Ridout Street)
- Broader scenic views of the forks of the Thames from the Middlesex Courthouse promontory
- Views from Eldon House Gardens west towards the Mount Pleasant Cemetery

(Stantec 2011; Stantec 2012)



6.0 IMPACT ASSESSMENT

6.1 DESCRIPTION OF PROPOSED UNDERTAKING

The Proponent is considering removal of the structure at 123 Queens Avenue.

While no plans for development are in place at the time of writing, it is anticipated that the site will be redeveloped in the future. In the interim, the property is proposed to be used for surface parking consistent with use of the adjacent properties. Building removal activities are anticipated to be contained to the property boundaries with the exception of use of the parking lot to the east for staging purposes and equipment storage.

A detailed Building Demolition Plan (BDP) was prepared by Jonathan Velocci for the Proponent. In this BDP the following statement is made regarding anticipated methods of demolition:

Mostly all demolition of the building structure will be carried out using a 360 degree excavator equipped with auxiliary hydraulic shear and grapple bucket. Other mobile equipment will be used to sort, pile, process and load material into trucks. Manual labor will be utilized as required during the demolition activities. No blasting or implosions shall be permitted.

(Velocci 2019)

Demolition is anticipated to begin with the connecting walkway between 123 Queens Avenue and 450 Talbot Street and move from the rear of the building to the front.

6.2 ASSESSMENT OF IMPACTS

The following sections outline the potential impacts on all cultural heritage resources described in Section 4.0. These impacts are summarized in Tables 2 and 3. Where impacts to identified cultural heritage resources are anticipated, 'A' is listed in the column. Where there may be potential for indirect impacts, 'P' is listed in the column. Where no impacts to cultural heritage resources are anticipated, 'N' is listed in the column. Where impacts are identified, discussion follows in Section 6.3.



HERITAGE IMPACT ASSESSMENT—123 QUEENS AVENUE, LONDON, ONTARIO

Impact Assessment
March 26, 2019

Table 2: Potential Impacts to Cultural Heritage Resources

Municipal Address	Potential for Direct Impact		Potential for Indirect Impact					Discussion
	Destruction	Alteration	Shadows	Isolation	Obstruction	Change in Land Use	Land Disturbances	
123 Queens Avenue	A	N	N	N	N	A	A	The building will be removed as part of the proposed undertaking, resulting in destruction. Therefore, measures must be prepared to mitigate potential direct impacts.
450 Talbot Street	N	A	N	N	N	N	P	The heritage resource is attached to the building proposed for removal, resulting in direct impacts to the east façade. The building is also positioned within 50 metres of project activities. This suggests the potential for indirect impacts resulting from vibrations. This is categorized as land disturbance during demolition activities. Therefore, measures must be prepared to mitigate potential direct and indirect impacts.
122 Carling Street	N	N	N	N	N	N	P	The building is positioned within 50 metres of project activities. This suggests the potential for indirect impacts resulting from vibrations. This is categorized as land disturbance during demolition activities. Therefore, measures must be prepared to mitigate potential indirect impacts.
126 Carling Street	N	N	N	N	N	N	P	The building is positioned within 50 metres of project activities. This suggests the potential for indirect impacts resulting from vibrations. This is categorized as land disturbance during demolition activities. Therefore, measures must be prepared to mitigate potential indirect impacts.
120 Queens Avenue	N	N	N	N	N	N	P	The building is positioned within 50 metres of project activities. This suggests the potential for indirect impacts resulting from vibrations. This is categorized as land disturbance during demolition activities. Therefore, measures must be prepared to mitigate potential indirect impacts.

HERITAGE IMPACT ASSESSMENT—123 QUEENS AVENUE, LONDON, ONTARIO

Impact Assessment

March 26, 2019

Table 3: Potential Impacts on Heritage Attributes of the Downtown London Heritage Conservation District

Attribute	Potential for Direct Impact		Potential for Indirect Impact					Discussion
	Destruction	Alteration	Shadows	Isolation	Obstruction	Change in Land Use	Land Disturbances	
Lots originally laid out to accommodate residential and associated buildings with setbacks from the front and side lot lines, creating a landscape prominence to the street	N	N	N	N	N	N	N	The proposed undertaking will result in the demolition of 123 Queens Avenue. The demolition of the structure will not alter street setback or lot lines. Therefore, no mitigation measures are required.
Original building composition of independent structures of typically two or three storeys	A	A	N	N	N	N	N	The proposed undertaking will result in the demolition of 123 Queens Avenue, an original three storey structure. Therefore, measures must be prepared to mitigate direct impacts.
Development of four to twenty storey mostly non-residential buildings that have been redeveloped but done so in a manner that respects the historic residential pattern of streetscape (e.g. Bell building, London Life, 200 Queens, the London Club)	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as the residential pattern of the streetscape is not present within the Study Area. Therefore, no mitigation measures are required.
Rhythm of lawns, walks, tree plantings, landscaping and entrances to create interest at street level	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as removal of the building at 123 Queens Avenue will not alter lawns, walks tree plantings, landscaping or street level entrances. Therefore, no mitigation measures are required.

HERITAGE IMPACT ASSESSMENT—123 QUEENS AVENUE, LONDON, ONTARIO

Impact Assessment
March 26, 2019

Table 3: Potential Impacts on Heritage Attributes of the Downtown London Heritage Conservation District

Attribute	Potential for Direct Impact		Potential for Indirect Impact					Discussion
	Destruction	Alteration	Shadows	Isolation	Obstruction	Change in Land Use	Land Disturbances	
Streetscapes of curb, grassed and treed boulevards, walks, lawns and landscaping to building	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as Study Area the Study Area does not contain these landscape features along Queens Avenue where change will be experienced. Therefore, no mitigation measures are required.
In commercial areas, development lots are built out to the front and side lot lines, creating a continuous street wall	N	A	N	N	N	N	N	The demolition of 123 Queens Avenue will reduce the size of the street wall on Queens Avenue between Talbot Street and Richmond Street from approximately 75 metres to 62 metres. This includes a gap of more than 90 metres where street level parking is currently situated. Although the majority of the street is street level parking (90 metres of street frontage on the south and 55 metres on the north), the current building does reach to the lot line at the front of the property and its removal will alter the current street wall. Therefore, measures must be prepared to mitigate impacts.
The tightness of the street is an integral part the character	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as Queens Avenue in the vicinity of the Study Area is not considered to be 'tight'. Therefore, no mitigation measures are required.
Buildings of varying heights between two and six storey, create a varied street wall profile	N	A	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as there is not considered to be a varied street wall profile within the Study Area. The building at 123 Queens Avenue is

HERITAGE IMPACT ASSESSMENT—123 QUEENS AVENUE, LONDON, ONTARIO

Impact Assessment
March 26, 2019

Table 3: Potential Impacts on Heritage Attributes of the Downtown London Heritage Conservation District

Attribute	Potential for Direct Impact		Potential for Indirect Impact					Discussion
	Destruction	Alteration	Shadows	Isolation	Obstruction	Change in Land Use	Land Disturbances	
								consistent in height with the adjacent building at 450 Talbot Street. Therefore, no mitigation measures are required.
Rhythm of recessed entrances and storefronts create interest at street level	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as this attribute relates to traditional commercial storefronts not found in this area of the HCD. Therefore, no mitigation measures are required.
Landscape and building materials are predominantly masonry – brick, stone, and concrete – with a variety of ornamentation	A	N	N	N	N	N	N	The existing building materials at 123 Queens Avenue will be removed as a result of the proposed undertaking. Therefore, measures must be prepared to mitigate impacts.
Walkways that are tight to the buildings, level and continuous, defined along road edge by services and signage creating a tight, busy corridor for pedestrian movement	N	N	N	N	N	N	N	It is not anticipated that walkways will be altered as a result of the proposed undertaking. Therefore, no mitigation measures are required.
In the industrial/warehouse areas, original building lots were built out to the front and to one of the side lot lines, creating a street wall that is interrupted by lanes and drives	A	N	N	N	N	N	N	Although not part of the industrial/warehouse area, the demolition of 123 Queens Avenue will result in the removal of the laneway in between 123 Queens Avenue and 450 Talbot Street. This is a relatively unique characteristic in this portion of the Downtown HCD. Therefore, mitigation measures are required.

HERITAGE IMPACT ASSESSMENT—123 QUEENS AVENUE, LONDON, ONTARIO

Impact Assessment

March 26, 2019

Table 3: Potential Impacts on Heritage Attributes of the Downtown London Heritage Conservation District

Attribute	Potential for Direct Impact		Potential for Indirect Impact					Discussion
	Destruction	Alteration	Shadows	Isolation	Obstruction	Change in Land Use	Land Disturbances	
Street characterized by vehicular traffic rather than pedestrian	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as the removal of the building at 123 Queens Avenue will not alter street traffic. Therefore, no mitigation measures are required.
Open space along the river and Eldon House park land given to the City in the 1960s	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as the removal of the building at 123 Queens Avenue will not alter open space. Therefore, no mitigation measures are required.
Views to the London Armories building (325 Dundas Street)	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as the removal of the building at 123 Queens Avenue will not alter views. Therefore, no mitigation measures are required.
Views to the Middlesex County Courthouse (399 Ridout Street North)	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as the removal of the building at 123 Queens Avenue will not alter views. Therefore, no mitigation measures are required.
Views to the London Life building (255 Dufferin Avenue)	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as the removal of the building at 123 Queens Avenue will not alter views. Therefore, no mitigation measures are required.
Views to St. Paul's Cathedral (472 Richmond Street)	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as the removal of the building at 123 Queens Avenue will not alter views.

HERITAGE IMPACT ASSESSMENT—123 QUEENS AVENUE, LONDON, ONTARIO

Impact Assessment

March 26, 2019

Table 3: Potential Impacts on Heritage Attributes of the Downtown London Heritage Conservation District

Attribute	Potential for Direct Impact		Potential for Indirect Impact					Discussion
	Destruction	Alteration	Shadows	Isolation	Obstruction	Change in Land Use	Land Disturbances	
								Therefore, no mitigation measures are required.
Views to Eldon House (481 Ridout Street)	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as the removal of the building at 123 Queens Avenue will not alter views. Therefore, no mitigation measures are required.
Broader scenic views of the forks of the Thames from the Middlesex Courthouse promontory	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as the removal of the building at 123 Queens Avenue will not alter views. Therefore, no mitigation measures are required.
Views from Eldon House Gardens west towards the Mount Pleasant Cemetery	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as the removal of the building at 123 Queens Avenue will not alter views. Therefore, no mitigation measures are required.

6.3 DISCUSSION OF IMPACTS

Both direct and indirect impacts are anticipated as a result of the proposed development. Direct impacts include the demolition of the structure at 123 Queens Avenue. This is an irreversible impact and contrary to the policies of the Downtown London HCD, which discourages demolition of heritage buildings. A change in land use is expected for the property at 123 Queens Avenue as the site would change from former industrial use to commercial use as a parking lot.

Direct impacts are also anticipated for heritage attributes of the Downtown London HCD, including the existing building materials where demolition is required, alteration of the existing streetscape along Queens Avenue, and the removal of the laneway connecting Talbot Street and Queens Avenue. These impacts primarily stem from a change in the existing patterns of the building, lot, and landscape fabric that would be removed and replaced with an empty lot.

Indirect impacts include the potential for vibration on adjacent buildings within 50 metres of the Study Area. Vibrations may be caused from demolition activities. These potential effects are generally limited to the demolition period, and as such are temporary in nature. However, effects from vibrations, if unmonitored, have the potential for longer term impact to built heritage resources, particularly masonry materials that may shift or be damaged if the appropriate vibration levels are exceeded.

In several cases, impacts are not anticipated, particularly shadows, obstruction of views, isolation of a heritage resource and changes in land use. Views at the Study Area or the surrounding streetscape were not identified as heritage attributes in the Downtown London HCD Plan, and as such significant views will not be altered. The proposed undertaking is limited to three parcels for the building footprint and an additional parcel for driveway access and is not anticipated to isolate heritage resources from their surroundings, as the property parcels of adjacent buildings will remain unchanged. A change in land use is not anticipated for adjacent properties, as the proposed development does not utilize the adjacent parcels.



7.0 MITIGATION, IMPLEMENTATION, AND MONITORING

7.1 POTENTIAL MITIGATION MEASURES

The proposed undertaking will result in indirect and direct impacts to heritage resources, including heritage structures and character defining attributes of the Downtown HCD. As such, mitigation measures are required.

The study area generally, and 123 Queens Avenue specifically, has a different character than much of the surrounding HCD. As described in Section 4.2, 123 Queens Ave is the only building to front on to this section of Queens Avenue between Richmond and Talbot Streets. Much of the street wall along the south side of the street contains a surface parking lot, as does the north portion of the street. The result is a disjointed street wall that does not communicate the history of the property. Furthermore, the concrete parking on the east façade of 123 Queens removes the historical context of the space. Therefore, in many cases anticipated alterations to the existing features of the study area have the potential to be mitigated and result in beneficial impacts that are sympathetic to the heritage character and attributes of the HCD.

In addition to opportunities to enhance the character of the area, it should also be noted that within the HCD Plan exceptions relating to removal are acknowledged. As outlined in Section 2.1.4, demolition may be necessary where redevelopment is in keeping with appropriate City policies. Given this understanding, there exists the opportunity for this site to be incorporated into a larger development of the block between Queens Avenue and Richmond, Carling, and Talbot Streets that may be in keeping with wider City policies related to the downtown as well as the Downtown HCD.

Through discussion of available mitigation options recommendations will be made to lessen the effects of building removal. Table 4 provides a summary of options available.

7.2 MITIGATION DISCUSSION

The Impact Assessment identified four primary impacts; the potential for vibration effects resulting from demolition, the removal of a heritage property (123 Queens Avenue), the alteration of a heritage property (450 Talbot Street), and the change in streetscape at the Study Area. The impacts resulting from the proposed development are addressed below.

7.2.1 Vibration

Some impacts, such as the potential for vibration on properties within 50 metres of the proposed undertaking, can be mitigated with further assessments to identify whether vibration from demolition activities are anticipated to effect buildings within the study area. Where vibration levels are identified to interact with surrounding buildings, demolition monitoring will be required. A typical approach to mitigating the potential for vibration effects is twofold. First, a pre-demolition vibration assessment can be completed to determine acceptable levels of vibration given the site-specific conditions (including soil conditions,



equipment proposed to be used, and building characteristics). Second, depending on the outcome of the assessment, further action may be required in the form of site plan controls, site activity monitoring, or avoidance. For the purposes of this HIA, completing a pre-demolition vibration assessment will determine the need for additional assessment which should be considered prior to any site activity.

7.2.2 123 Queens Avenue

The existing structure at 123 Queens Avenue is being considered for removal as a result of the proposed redevelopment into a parking lot. The structure, a former heating plant, has been altered over the years but retains much of its original front façade and is ranked as a category C building within the Downtown London HCD. The HCD Plan strongly discourages the demolition of heritage properties, though it does recognize that demolition may be permitted in the cases of fire, structural instability, or occasionally for redevelopment purposes that are in keeping with the City's policies. The following alternatives and mitigation measures are typically explored when a structure has been identified to contain cultural heritage value or interest and demolition is proposed:

- Retention of the building *in situ*
- Relocation of the structure
- Documentation and salvage and commemoration

Generally, retention *in situ* is the preferred option when addressing any structure where cultural heritage value or interest has been identified, even if limited, particularly in an HCD where demolition is discouraged. The benefits of retaining a structure, or structures, must be balanced with site specific considerations. Not only must the level of cultural heritage value or interest be considered, so too must the structural condition of the heritage resource, the site development plan, and the context within which the structure, or structures, would be retained.

In the case of 123 Queens Avenue, the demolition of the building is being proposed due to health and safety concerns. Despite best efforts to secure the site, the building has been repeatedly broken into and represents a substantial safety hazard to any unauthorized occupants. Not only is the building in very poor visual condition due to years of vacancy, the nature of the industrial design of building, including large window openings to facilitate light, creates a risk to the public.

As discussed previously, the structure does not contribute significantly to the streetscape as the portion of Queens Avenue within which the building is situated is comprised primarily of street level parking. Furthermore, the streetscape along Queens Avenue between Richmond and Talbot Streets does not contain building frontages with the exception of 123 Queens Avenue; all of the buildings along this portion of the block are side building façades. Although a remnant of a former building block, 123 Queens Avenue does not communicate this history due to the significant modifications in the front façade, including windows that have been closed in with bricks.



Mitigation, Implementation, and Monitoring
March 26, 2019

When balancing retention *in situ* with the health and safety concerns, as well as the current historical context of the block, this HIA finds that retention is not a preferred option. Therefore, consideration should be given to other mitigation methods that may seek to retain or enhance the cultural heritage value of the area.

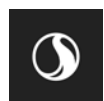
When retention *in situ* is determined to be either infeasible or unwarranted, relocation is often the next mitigation option considered. In the case of 123 Queens Avenue, relocation is not considered a preferred option due largely to the history of the site. While structural integrity may also be considered a factor in this decision, a structural assessment of the building has not been completed. Clear indications of concrete failure are apparent throughout the building, as seen by spalling concrete surrounding the rebar. In addition, relocation of 123 Queens Avenue would sever its historical link with the City's steam heating system and remove its historical connection as a former addition of 450 Talbot Street and the Greene-Swift Company. The importance of the building lies largely in its historical context; relocation would alter this relationship.

Detailed documentation and salvage is often the preferred mitigation strategy where retention or relocation is not feasible or warranted. Documentation creates a public record of the structure, or structures, which provides researchers, and the general public, with a land use history, construction details, and photographic record of the resource. Through the selective salvage of identified heritage attributes and other materials, the cultural heritage value or interest of the property can be retained, if in a different context. Documentation and salvage acknowledges the heritage attributes in their current context and, where feasible, allows for reuse. In addition, documentation and salvage can act as the foundation upon which commemoration activities can be built.

In the case of 123 Queens Avenue, opportunities exist to commemorate the structure and therefore documentation and salvage should be considered. Materials identified within the building, including buff bricks, windows, and small mechanical remnants of past industrial activities, present a unique opportunity to incorporate the history of the site in future development plans. Although development plans are not yet available, undertaking documentation and salvage activities will allow for retention of the cultural heritage value or interest of the property before further deterioration of the structure occurs. While the impetus for the removal of the building is health and safety concerns, vacant buildings also erode the history of a place. Should the building be deemed unsafe to enter, the history would be lost as would opportunities to incorporate selected salvage materials in future developments. Given the absence of detailed site plans for the future development, the opportunity exists now to salvage important historical materials that may be commemorated and help to tell a unique story of a centralized steam heating plan in the City's core and its role in the development of downtown London. Furthermore, given its decades of vacancy, there may be a public interest in the history of the building which could be commemorated should documentation and salvage occur.

7.2.3 450 Talbot Street

Direct impacts are anticipated for 450 Talbot Street as 123 Queens Avenue is partially attached to the east façade of the building. The extent of these impacts are unknown, although it is anticipated to be minimal given the current closure between the two buildings. Mitigation strategies may include site plan



controls that would protect the building. Specifically, consideration may be given to a monitoring program as part of the BDP.

While removal of 123 Queens Avenue may affect 450 Talbot Street, it should also be noted that the east façade of the building is the only façade not clad in stucco. The red brick is exposed along the east façade as is painted white brick and some original windows, in wood casing, have been identified along this wall. This was noted in the HCD Plan and removal of 123 Queens Avenue represents an opportunity to expose this east façade. This would help to tell the story of the original building and communicate to the public part of the history of the site. Consideration of the interpretive potential of exposing original building materials could be combined with the commemoration opportunities discussed in Section 7.2.2.

7.2.4 Heritage Conservation District

Impacts associated with the Downtown HCD relate largely to modification of the current streetscape. The current building at 123 Queens Avenue is consistent with the character of the district in scale, three storeys in height, and position, built out to the boundary of the building lot. While Queens Avenue between Richmond and Talbot Streets deviates from the general character of the Downtown HCD in its street level parking and lack of building frontages, it is considered part of the district and changes to it should be in keeping with district guidelines. Therefore, in the absence of a structure to replace the current building, mitigating this impact is challenging. The use of the property as a parking lot does not allow for the impact to be lessened with replacement of the building with a similar scaled or positioned structure. Nor does a parking lot allow for similar materials to be used or the laneway to be incorporated.

While short term mitigation measures appear unavailable for the impact on the Downtown HCD, longer term measures should be considered. Each impact can be mitigated through future development that is sensitive to the historical context of the property and the Downtown HCD Plan. For example, creating a street wall that is consistent with the current three storeys would mitigate the loss of the current building on the property. Furthermore, by constructing buildings adjacent to properties where there are currently no buildings, the streetwall would be enhanced. Materials that speak to the current building, specifically concrete and red and buff brick, would further enhance the characteristics of the district. Finally, incorporating a laneway into future development plans in the same position as the current laneway would mitigate the loss of the laneway as part of the proposed undertaking.

As discussed in relation to 450 Talbot Street, removal of 123 Queens Avenue should also be understood in relation to the exposure of the original façade of 450 Talbot Street. This façade would speak to all four heritage attributes of the Downtown HCD where impacts have been identified. Exposing the façade would communicate the three storey building composition, show buildings of varying height when comparing 450 Talbot to the Carling Street properties, exhibit brick and concrete masonry with a variety of ornamentation, and speak to the industrial/warehouse areas where buildings were constructed on the entire property parcel. Although the removal of 123 Queens Avenue does have negative effects in the context of a discussion regarding Downtown HCD heritage attributes, it also has positive effects and presents an opportunity to uncover part of London's past that has been obstructed since the early 20th century.



8.0 SUMMARY STATEMENT AND CONSERVATION RECOMMENDATIONS

The building at 123 Queens Avenue is an early 20th century industrial building constructed of concrete and brick. It was built to house boilers for the Cities Heating Company, which supplied heat to much of London's downtown throughout the first half of the 20th century. It experienced a second life as an office space for CHC during the latter part of the 20th century. The building has been vacant since 1995 and was recently purchased by JAM Properties Inc. In 2012, the Downtown HCD was created, providing a tool to manage change in the historic downtown. This district includes 123 Queens Avenue. Due to challenges securing the site and safety concerns, demolition of the building is proposed. It is acknowledged that the Downtown HCD strongly discourages demolition of buildings within the district unless under exceptional circumstances.

Removing the building at 123 Queens Avenue has the potential to affect the adjacent buildings and represents a change to the heritage attributes of the Downtown HCD. Therefore, recommendations have been prepared to mitigate the impact of this proposed change and create opportunities for conservation of key elements of the history of the site. In addition, recommendations for future site development are proposed. While it is understood that in the absence of a development application these recommendations are not binding, the position of the study area within an HCD requires development applications be subject to approval by City of London staff and the London Advisory Committee on Heritage. As such, it is anticipated that these recommendations will be incorporated into future plans for the site to make clear that heritage is a priority in the design of future site plans.

In order to mitigate the impacts identified resulting from removal of the building at 123 Queens Avenue, the following recommendations are made:

- Vibration Assessment
 - A pre-demolition vibration assessment should be completed to establish a baseline for vibration levels in advance of demolition activities
 - Should any properties within the study area be determined to be within the zone of influence, additional steps should be taken to secure the buildings from experiencing negative vibration effects (i.e. adjustment of machinery or establishment of buffer zones)
- Demolition Plan
 - The existing Building Demolition Plan prepared by Jonathan Velocci, P. Eng., should be updated to consider ways to safeguard 450 Talbot Street where it is attached to 123 Queens Avenue
 - Depending on the findings, additional monitoring during demolition activities by a qualified building condition specialist may be required
- Documentation and Salvage
 - The site assessment completed for this HIA identified numerous safety concerns associated with ice cover in the building that restricted access to the entirety of the building; however, should



HERITAGE IMPACT ASSESSMENT—123 QUEENS AVENUE, LONDON, ONTARIO

Summary Statement and Conservation Recommendations

March 26, 2019

- safer access be feasible, a site plan should be prepared, additional photography undertaken, and 3D scanning considered
- The location of the alleyway should be recorded and georeferenced to allow for recreation in any future development
- Salvage of all materials related to the history of the site should be undertaken under the supervision of a heritage professional
- Materials salvaged should be stored offsite in a secured location for use in a future development
- Commemoration
 - A commemoration plan should be prepared which will provide guidance to future development of the site
 - The commemoration plan should include:
 - o A site-specific history including the results of Documentation and Salvage activities
 - o Specific approaches to commemorating the site (interpretive signage, material reuse, etc.) that will be required in any future development
 - o General design guidelines for future development
 - o Consultation with the London Heritage Advisory Committee regarding the history of the site, potential interpretive approaches, and design guidelines



Closing
March 26, 2019

9.0 CLOSING

This report has been prepared for the sole benefit of JAM Properties, and may not be used by any third party without the express written consent of Stantec Consulting Ltd. Any use which a third party makes of this report is the responsibility of such third party.

We trust this report meets your current requirements. Please do not hesitate to contact us should you require further information or have additional questions about any facet of this report.

Yours truly,

STANTEC CONSULTING LTD.



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Adam Jean

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April 2, 2019

Krista Gowan
City Planning – Urban Regeneration, City of London
300 Dufferin Avenue
London, Ontario
N6A 4L9

Dear Ms. Gowan,

RE: Demolition of 123 Queens Avenue

We are writing on behalf of Harrison Pensa LLP, located at 450 Talbot Street. Our office is adjacent to the property at 123 Queens Avenue and employs approximately 60 lawyers and 100 staff.

We wish to express our strong support for the demolition of the derelict building located at 123 Queens Avenue. The building is not representative of our city and the revitalization of the downtown core and is a hindrance to other positive developments that are occurring in the area. The building has been uninhabited for many years with boarded up windows and doors and a decaying concrete exterior and roof. The building continues to deteriorate and it is putting it politely to say that it is an eyesore to an area of downtown that is otherwise being revitalized. The issue is amplified because it is located in a high-traffic area of the downtown core, particularly with the new Fanshawe College campus; the heavy traffic that drives along Queen Street; and pedestrians walking to Budweiser Gardens and Dundas Place for the many events.

Not only is the building derelict, but it should be a safety concern for the city from both a personal and property perspective. It is a safety risk from the standpoint of physical deterioration including debris that has previously landed on cars in the parking lot below. It is also a safety risk due to the unlawful activity that the uninhabited building attracts to the area and the risks posed to pedestrians passing by or even to trespassers in and around the building due to its condition.

Despite the best efforts of the previous and current owners, the plywood barriers blocking entrances to the windows and doors are frequently broken into and the building is often used as a home for unlawful behaviour, including significant drug and alcohol use, amongst others. There is also a connecting piece to the roof of our building that has been used by criminals to access our roof and even break in to our building through the elevator shaft previously. The issues extend to the alley between 123 Queens Avenue and 450 Talbot Street because of the physical barrier the derelict building provides. It is common to find used needles, other unsanitary items and garbage discarded in the area surrounding the building. This alley is not only adjacent to our building, but also adjacent to the parking lot many Fanshawe College students and visitors use

HARRISON PENSA LLP
Lawyers

226

when attending the new downtown campus or where participants park to attend to downtown events.

We fully support and commend the efforts of the new owners of 123 Queens Avenue to remove the building in a safe and expedient manner so that the property can better reflect the downtown core, remove the safety hazards that exist, and be put to a productive use. We strongly encourage those overseeing approval processes on behalf of the City to do the same.

Yours very truly on behalf of,

HARRISON PENZA ^{LLP}



Adam Jean, Chief Operating Officer

cc: Harrison Pensa LLP Partnership Board

Report to London Advisory Committee on Heritage

To: Chair and Members
London Advisory Committee on Heritage
From: John M. Fleming
Managing Director, Planning and City Planner
Subject: Demolition Request for Heritage Listed Property at 3303 Westdel Bourne by Carvest Properties Ltd.
Meeting on: Wednesday May 8, 2019

Recommendation

That, on the recommendation of the Managing Director, Planning & City Planner, with the advice of the Heritage Planner, with respect to the request for the designation of the heritage listed property at 3303 Westdel Bourne, that the following actions **BE TAKEN**:

- a) 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 to be of cultural heritage value or interest for the reasons outlined in Appendix F of this report; and,
- b) Should no appeal be received to the notice of intent to designate, a by-law to designate the property at 3303 Westdel Bourne to be of cultural heritage value or interest for the reasons outlined in Appendix F of this report **BE INTRODUCED** at a future meeting of Municipal Council immediately following the end of the appeal period.

IT BEING NOTED that should an appeal to the notice of intent to designate be received, the City Clerk will refer the appeal to the Conservation Review Board.

Executive Summary

Summary of Request

A demolition request for the heritage listed property located at 3303 Westdel Bourne was received on March 25, 2019.

Purpose and the Effect of Recommended Action

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

Rationale of Recommended Action

Staff completed an evaluation of the property at 3303 Westdel Bourne using the criteria of Ontario Regulation. 9/06 and found that the property has significant cultural heritage value and merits designation under the *Ontario Heritage Act*.

Analysis

1.0 Background

1.1 Property Location

The property at 3303 Westdel Bourne is located on the west side of Westdel Bourne, north of Deadman’s Road (Appendix A).

1.2 Cultural Heritage Status

The property at 3303 Westdel Bourne has been included on the *Inventory of Heritage Resources* since 1997. The property was added when the City of London annexed part of Delaware Township (Appendix B). The *Inventory of Heritage Resources* was adopted as the Register pursuant to Section 27 of the *Ontario Heritage Act* in 2007. The property at 3303 Westdel Bourne is considered to have potential cultural heritage value or interest

1.3 Description

The property at 3303 Westdel Bourne includes a farmhouse, three barns, and a shed.

Farmhouse

The farmhouse located at 3303 Westdel Bourne was built in 1877 in the Italianate style. The farmhouse is a two storey, buff brick, asymmetrical farmhouse, with a complex massing. The farmhouse has one projecting and one recessed bay and a one storey buff brick wing in the rear (Appendix C, see Farmhouse). The building is capped by a hipped roof that form a flat roof at its peak. Two single-stacked buff brick chimneys flank the north and west slopes of the roof. The two storey portion of the house has return eaves as well as tongue and groove soffits. Decorative paired brackets, that are a defining element of the Italianate style, are found around the entire house.

The building has an asymmetrical façade that is comprised of one recessed bay and one projecting bay. The projecting bay is highlighted by the decorative bargeboard on the front gable and an oculus window in the gable's centre. On the main floor, an entry door is located in the recessed bay. The door itself has been replaced, but the original opening has been retained. Two fixed windows in the central bay are now in the place of the original door, and the segmented arch transom with decorative etched glass. The etched glass shows a floral motif surrounding a bird.

Brick voussoirs with contrasting mortar appear above every original window and door opening. Many of the windows are tall, narrow and in pairs with segmented arch openings. Although all the windows appear to have been replaced; the replacement windows are wood and maintain their openings. The original cast stone sills can still be found below each window.

The buff brick is laid in a common bond pattern and the foundation is field stone with coursing detail. Although it has not been confirmed, the field stone in the foundation appear to be similar to the "glacial erratics" fieldstone used to build the Kilworth United Church (2442 Oxford Street West), which is approximately 6km away.

The ell shaped wrap-around verandah is covered by a hipped roof and supported by decorative chamfered posts. The chamfered posts are connected to a concrete base with pressed design and are topped with capitals connected to fluted brackets. Each fluted bracket connects to a pierced panels supported by a decorative bracket. Spandrels extend around the verandah with a centre decorative bracket attached below.

Barn 1

Barn 1 is the largest of the barns located on the property at 3303 Westdel Bourne. Barn 1 is in the Bank Barn style as the lower level housed animals and the upper level served as storage. The foundation of the barn has been parged in concrete and has a number of openings for multi-pane windows. The barn is a timber frame with a gable roof covered in corrugated metal and vertical barn board siding. The beams in the barn are a mix of hand hewed and machine cut with a typical diagonal post and beam brace connection. The beams are connected to the post with mortise-and-tenon joints. The beams on the first level are notched into the top of the foundation wall. A reinforced concrete silo is connected to the north façade of the barn.

A barn hill is connected to the east façade of Barn 1. The barn hill appears to have a root cellar that has been parged and altered. An open space in the middle – known as a "walk way", and field stones make up the rest of the barn hill.

Barn 2

Barn 2 is just south west of the large barn. Similar to the largest barn, the barn is also a timber frame with a gable roof and vertical barn board siding (Appendix C, see Barn 2). The beams in the barn are a mix of hand hewed and machine cut with a typical diagonal post and beam brace connection. The beams are connected to the post with mortise-and-tenon joints.

Barn 3

Barn 3 is directly west of the second barn. Barn 3 sits on top of concrete piers is also a timber frame with a gable roof and vertical barn board siding (Appendix C, see Barn 3). The inside was unable to be viewed as the door was pad locked shut, so the construction method of the barn was unable to be confirmed.

Shed

The shed is a vernacular in form with timber framing and a corrugated metal roof. What is suspected to be a dog house is connected to the south façade.

1.4 Property History

The Euro-Canadian history of the property located at 3303 Westdel Bourne begins in 1843 when Joseph Steinhoff purchased Lot 5 Concession 4, from the Canada Company. The 1861 Census, Joseph Steinhoff and his family members were noted to be living in a 1 ½ story log dwelling. The property did not become an Ireland family farm until 1877 when George Ireland purchased the property located a Lot 5 Concession 4 from Joseph Steinhoff's son, Samuel Steinhoff.

The Land Registry records show that George Ireland purchased the 48 acre property located at 3303 Westdel Bourne in 1877 (Appendix D, see Figure 8) and the 1878 tax assessment rolls indicate that Walter Ireland was the householder of the property (Appendix D, see Figure 10). The change in "Total Value of Real Property" in the 1878 tax assessment rolls is also notable.

In the 1876 tax assessment rolls, Joseph Steinhoff had a combined Total Value of Real Property of \$2250.00, which included a 96 acres property and a 48 acres property in Lot 5 Concession 4 (Appendix D, see Figure 9). In 1878, a year after Walter Ireland was occupying the property, the 48 acres property had a Total Value of Real Property of \$1200.00 (Appendix D, see Figure 10). Although the increase in value of the 48 acres property cannot be confirmed due to the missing 1877 tax assessment rolls, it can be suggested that \$1200.00 is high for a 48 acres property and may indicate the construction of a new house. The change in the Total Value of Real Property for George Ireland's property (48 acres in Lot 4 Concession 4 and 18 acres in Lot 5 Concession 4) adds to this speculation. George Ireland's Total Value of Real Property almost doubled in 1878. In 1876 George Ireland's Total Value of Real Property was \$1000, but in 1878 the value has increased to \$1800 (Appendix D, see Figure 9).

A construction date of 1877 for the farmhouse corresponds with the 1878 *Illustrated Historical Atlas of the County of Middlesex*. The farmhouse located at 3303 Westdel Bourne is shown on the 1878 *Illustrated Historical Atlas of the County of Middlesex* (Appendix D, see Figure 5). The 1878 *Illustrated Historical Atlas* combined with the suspected increase in Total Value of Real Property in the tax assessment rolls, and construction of the house, dates the house to 1877.

The 48 acres property located at 3303 Westdel Bourne is historically associated with the Ireland family, as it was an Ireland family farm for 141 years. In 2018, Richard Ireland passed away and the current property owner purchased the property.

The Ireland Family

The Ireland family is significant to the Euro-Canadian settlement of Delaware Township as the Ireland family is one of the earliest settlers to the area. George Ireland immigrated to Canada from Scotland with his parents, Walter and Janet Ireland, around 1834 (Grainger 2006, 282). In 1850, George Ireland married Clementine Schram and soon after purchased a part of Lot 4 Concession 4 in Delaware Township (property located at located at 3208 Woodhull Road) (Grainger 2006, 283). George and Clementine were farmers and together had 8 living children: Walter, William, Janet Ann, John, Harriet, Ferguson, Pauline, and George Stillman. George and Clementine Ireland were active members of the Kilworth United Church (2442 Oxford Street). In 1876, George was on the list of donations for stained glass renovations at the church (Woodhull and Harris, 1974).

Walter Ireland, the eldest son of George and Clementine, married Janet Hanger, and together they lived with their three children, Angus, Frank, and William at 3303 Westdel Bourne (Grainger 2006, 283). Walter and his family were known for growing vegetables and apples and selling their produce at the Covent Garden Market in London (Grainger 2006, 283).

Frank Ireland, son of Walter and Janet, married Maggie Colvin in 1918 and they had one son, Gordon Ireland (Grainger 2006, 283). Together they continued farmed the property located at 3303 Westdel Bourne. Maggie was an active member of the Women’s Institute and competed in Western Fair Quilt competitions (Grainger 2006, 283).

Gordon Ireland, son of Frank and Maggie, married Marian T. Glover in 1945 and together they has four sons, David, Richard, Ross, and Russell (Grainger 2006, 283). In 1967 they moved back to 3303 Westdel Bourne and continued to farm the land (Grainger 2006, 283). Marian was also involved in the Women’s Institute (Grainger 2006, 283). Richard Ireland lived at the 3303 Westdel Bourne until he passed away in 2018.

1.5 Italianate Architectural Style

The Italianate style was popular architectural style in Ontario between 1860 and 1890 (Mikel 2004, 65). The Italianate was a style of elements and is typically characterized as stoic simplicity contrasting to exuberance. The most defining element of the Italianate style is highly decorated paired brackets (Mikel 2004, 65). Other elements of the Italianate style include: projecting bay with gable, oculus window, tall and narrow segmentally arched windows, paired windows, moulded window surrounds, or heads, quoins, hipped rood, wide overhanging eaves, and cupolas or belvederes (Mikel 2004, 65).

One of the most common Italianate forms was the simple square hipped roof house (Mikel 2004, 66). However Robert Mikel, in *Ontario House Styles: The distractive architecture of the province’s 18th and 19th century homes*, notes that ell-shaped, with big wings extending at the back, were also popular in Western Ontario (2004, 72). Mikel also notes that porch decoration and complicated turnings on the verandahs became more common by the 1870’s (2004, 72)

The page for 3303 Westdel Bourne from the 1997 Inventory of Heritage Resources notes that the architectural style is “High Victorian” (Appendix B). Victorian architecture broadly refers to a building or style that was constructed during Queen Victoria’s reign (1837-1901). Many styles and sub-styles were created during Queen Victoria’s reign because the period is so long, however, one of the most prevalent style found during the Victorian age is Italianate.

The farmhouse located on the property at 3303 Westdel Bourne displays many of the elements commonly found on building in the Italianate style, including the most defining element of the style, paired brackets. The farmhouse also has narrow segmented arched windows, paired windows, hipped roof, wide overhanging eaves, and a projecting bay with gable and oculus window. These elements include the most defining element of the style, paired brackets, as well as narrow segmented arched windows, paired windows, and wide overhanging eaves. Although the form of the farmhouse is not a common Italianate form as there is a recessed and projecting bay, there is a wing extending at the back.

2.0 Legislative and Policy Framework

2.1 Provincial Policy Statement

Section 2.6.1 of the Provincial Policy Statement (2014) directs that “significant built heritage resources and significant cultural heritage landscapes shall be conserved.”

“Significant” is defined in the Provincial Policy Statement (2014) as, in regards to cultural heritage and archaeology, “resources that have been determined to have

cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, and event, or a people.”

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

2.2 Ontario Heritage Act

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

The only cultural heritage protection afforded to heritage listed properties is a 60-day delay in the issuance of a demolition permit. During this time, Council Policy directs that the London Advisory Committee on Heritage (LACH) is consulted, and a public participation meeting is held at the Planning and Environment Committee.

Section 29 of the *Ontario Heritage Act* enables municipalities to designate properties to be of cultural heritage value or interest. Section 29 of the *Ontario Heritage Act* also establishes consultation, notification, and process requirements, as well as a process to appeal the designation of a property. Appeals to the Notice of Intent to Designate a property pursuant to Section 29 of the *Ontario Heritage Act* are referred to the Conservation Review Board (CRB). Owner consent is not required for designation under the *Ontario Heritage Act*.

2.3 The London Plan

The policies of The London Plan articulate the contributions that our cultural heritage resources make to our community. Our cultural heritage resources distinguish London from other cities, and made London a more attractive place for people to visit, live, or invest. Importantly, “our heritage resources are assets that cannot be easily replicated and they provide a unique living environment and quality of life. By conserving them for future generations, and incorporating, adapting, and managing them, London’s cultural heritage resources define London’s legacy and its future” (Policy 552_, The London Plan). With the cultural heritage policies of The London Plan, we will (Policy 554_):

1. Promote, celebrate, and raise awareness and appreciation of London’s cultural heritage resources.
2. Conserve London’s cultural heritage resources so they can be passed onto our future generations.
3. Ensure that new development and public works are undertaken to enhance and be sensitive to our cultural heritage resources. Generally, the policies of The London Plan support the conservation and retention of significant cultural heritage resources

Applicable policies include:

- Policy 566_ Relocation of cultural heritage resources is discouraged. All options for on-site retention must be exhausted before relocation may be considered.
- Policy 567_ In the event that demolition, salvage, dismantling, relocation or irrevocable damage to a cultural heritage resource is found necessary, as determined by City Council, archival documentation may be required to be undertaken by the proponent and made available for archival purposes.

- Policy 568_: Conservation of whole buildings on properties identified on the Register is encouraged and the retention of facades alone is discouraged. The portion of a cultural heritage resource to be conserved should reflect its significant attributes including its mass and volume.
- Policy 569_ Where, through the 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.

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

2.4 Register (Inventory of Heritage Resources)

Municipal Council may include properties on the Register (*Inventory of Heritage Resources*) that it “believes to be of cultural heritage value or interest.” These properties are not designated, but are considered to have potential cultural heritage value or interest. The property at 3303 Westdel Bourne considered to have potential cultural heritage value or interest as a heritage listed property.

3.0 Demolition Request

Written notice of the intention to demolish the single resident building located at 3303 Westdel Bourne was received on March 25, 2019. The letter of intent noted that the request to demolish the single residential building is related to the deterioration and presence of mold in the farmhouse.

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

The 60-day period for the demolition request for the farmhouse on the property at 3303 Westdel Bourne expires on May 24, 2019.

Staff undertook a site visit of the property, accompanied by a representative of the property owner, on April 8, 2019. The site visit included an interior and exterior inspection of existing farmhouse, however, only an exterior inspection of the barns as many of the doors had been locked. Some interior photos of the barns were able to be taken through window openings.

Consultation

Pursuant to Council Policy for the demolition of heritage listed properties, notification of the demolition request was sent to 5 property owners within 120m of the subject property on April 23, 2019, as well as community stakeholders including the Architectural Conservancy Ontario – London Region, London & Middlesex Historical Society, the Urban League, and the Middlesex Centre Archives. Notice was also published in The Londoner on April 25, 2019. At the time of writing, no replies have been received regarding this demolition request.

4.0 Comparative Analysis

Farmhouse

The property at 3303 Westdel Bourne includes a farmhouse, which is a representative example of the Italianate style in London. Many of the elements commonly found on buildings in the Italianate style are found on the farmhouse. These elements include:

paired brackets, paired windows, segmented arched windows, hipped roof, wide overhanging eaves, and a projecting bay with gable and oculus window.

While the Italianate style is popular in London, the farmhouse located at 3303 Westdel Bourn is a unique type of the Italianate style. On the Register (*Inventory of Heritage Resources*), only 23 properties are identified as Farmhouses in the Italianate Style, and of the 23, only 16 are two storeys. These properties are:

1. 3087 Colonel Talbot Road - c1870
2. 2552 Dingman Drive - c1865
3. 518 Fanshawe Park Road East – c.1870
4. 224 Greenwood Avenue - c1890
5. 1656 Hyde Park Road - c.1880
6. 969 Manning Drive – c.1873
7. 4598 Murray Road – c.1880
8. 1896 Sunningdale Road E– date unconfirmed
9. 2100 Sunningdale Road E– date unconfirmed
10. 1744 Sunningdale Road W – date unconfirmed
11. 2420 Westdel Bourne - c1870
12. 4775 Westdel Bourne – c.1875
13. 1291 Westminster Drive - c1870
14. 1544 Westminster Drive – c.1875
15. 6295 Westminster Drive – c.1880
16. 7673 Westminster Drive – c.1875

However, the only other properties that are located in the former Delaware Township, in addition to 3303 Westdel Bourne, are 2420 Westdel Bourne and 4775 Westdel Bourne.

The farmhouse at 2420 Westdel Bourne is unable to be seen from the street, but by viewing the property on Google Street view, the farmhouse appears to have a projecting gable with decorative bargeboard and two small windows at the centre (Appendix E). The windows appear to be single hung windows. The existence of brackets, brick voussoirs, and decorative porch details cannot be confirmed.

The farmhouse at 4775 Westdel Bourne is visible from the street, but difficult to determine the features due to the farmhouse's distance from the street. The farmhouse has a projecting gable with decorative bargeboard and two small windows at the centre (Appendix E). Many of the windows appear to be single hung windows and the wrap-around veranda appears to have minimal decorative elements. The existence of brackets, and brick voussoirs cannot be confirmed.

Although many of the features of the two properties cannot be confirmed due to their location to the street, the features that are able to be confirmed, are not representative of the Italianate style.

The property at 3303 Westdel Bourne includes a farmhouse which is a representative example of a farmhouse in Italianate style within the former Delaware Township. The farmhouse displays many of the elements commonly found on building in the Italianate style, including the most defining element of the style, paired brackets. The farmhouse also has narrow segmented arched windows, paired windows, hipped roof, wide overhanging eaves, and a projecting bay with gable and oculus window. The decorative details of the wrap-around verandah details displays a high degree of craftsmanship when comparing two other Italianate style farmhouses in the former Delaware Township (Appendix E).

Barn 1

Barn 1 (the largest barn) located on the property at 3303 Westdel Bourne is a rare and representative example of the bank barn. Many of the elements commonly identified in a bank barn style can be found in Barn 1. These elements include: a two level, timber frame structures, with mortise and tenon joints, gable roof, vertical "barn board" cladding, concrete foundation, and a ramp into the upper level of the barn often for

straw or hay storage (McIlwraith 1997, 179). Barn 1 is also rare because it retains its barn hill, which has a suspected root cellar and a walk way underneath the barn hill.

While rural properties, which may include barns, are included on the Register (*Inventory of Heritage Resources*), only a small number include a direct reference to the barns on the property. These include:

- 3544 Dingman Drive (ell-shaped bank barn with a gable roof, built circa 1870)
- 5406 Highbury Avenue South (type unclear but has a gable roof, no barn hill, built circa 1870)
- 5617 Highbury Avenue South (T-shaped bank barn with gable roof and a barn hill, built circa. 1900)
- 2240 Manning Drive (noted as “early barns” but details unclear, no barn hill)
- 4335 Murray Road (T-shaped bank barn with gambrel roof, no barn hill, circa 1870)
- 2012 Oxford Street West (type unclear, but could be English style, no barn hill, built circa 1865)
- 2154 Richmond Street (bank barn with gable roof, no barn hill, 1865)
- 1383 Scotland Drive (T-plan bank barn with gable roof, no barn hill, 1865)
- 3583 Westminster Drive (bank barn with gable roof, no barn hill, circa 1865)

When reviewing the above properties, only one other property was identified as having barn hill. The property located at 5617 Highbury Avenue South has a barn hill on the north façade, however it does not have a walk way underneath. Whether the barn hill also has a root cellar has not been determined.

A root cellar and a walk way are rare attributes for barn hill, however, the walk way underneath is particularly unique due to the maintenance required to maintain its structural integrity. It could be suggested that a member of the Ireland family determined that the having a walk way in their barn hill was worth the maintenance. This walk way may have been used as a passage way for livestock to go through, instead of herding the livestock around the barn hill. Not only is the walkway rare and unique, its design is directly associated to the function of the barn.

Farmhouses and barns are becoming rarer as residential development begins to expand into agricultural areas. The area of the former Delaware Township is evolving and developing with modern residential developments to the north and south of the subject property. The farmhouse and Barn 1 are important in defining and maintaining the historic agricultural character of the area that developed in the early to late nineteenth century. Retaining the farmhouse and Barn 1 provides a tangible link to the historic agricultural character of this area. The prominent design values of the farmhouse and Barn 1 allows it to define this character. The farmhouse and Barn 1 communicates the history of a family who immigrated to Delaware Township, farmed their property, and sold their produce at the Covent Garden Market in London. The property at 3303 Westdel Bourne is important in defining the character of the Delaware Township area.

5.0 Cultural Heritage Evaluation

4.1 Criteria for Determining Cultural Heritage Value or Interest

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

1. Physical or design value:
 - i. Is a rare, unique, representative or early example of a style, type, expression, material or construction method;
 - ii. Displays a high degree of craftsmanship or artistic merit; or,
 - iii. Demonstrates a high degree of technical or scientific achievement.
2. Historical or associative value:
 - i. Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;
 - ii. Yields, or has the potential to yield, information that contributes to an understanding of a community or culture; or,

- iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
- 3. Contextual value:
 - i. Is important in defining, maintaining or supporting the character of an area;
 - ii. Is physically, functionally, visually or historically linked to its surroundings; or,
 - iii. Is a landmark.

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

4.2 Evaluation

Table 1: *Evaluation of the property at 3303 Westdel Bourne using the criteria of O. Reg. 9/06.*

Criteria		Heritage Planner Evaluation	Does the property Meet the Criteria?
A property may be designated under Section 29 of the <i>Ontario Heritage Act</i> if it meets one or more of the following criteria for determining cultural heritage value or interest:			
1. The property has design value or physical value because it,	a. Is a rare, unique, representative or early example of a style, type, expression, material or construction method,	The property at 3303 Westdel Bourne includes a farmhouse which is a representative example of a farmhouse in Italianate style within the former Delaware Township. The farmhouse displays many of the elements commonly found on building in the Italianate style, including the most defining element of the style, paired brackets. The farmhouse also has narrow segmented arched windows, paired windows, hipped roof, wide overhanging eaves, and a projecting bay with gable and oculus window. The decorative details of the wrap-around verandah details displays a high degree of craftsmanship when comparing two other Italianate style farmhouses in the former Delaware Township (Appendix E). Barn 1 (the largest barn) located on the property at 3303 Westdel Bourne is a rare and representative example of the bank barn. Many of the elements commonly identified in a bank barn style can be found in Barn 1. These elements include: a two level, timber frame structure, with mortise and tenon joints; gable roof; vertical “barn board” cladding; concrete foundation, and a barn hill providing access to the second level of the barn. Barn 1 is rare because it retains its barn hill, which has a suspected root cellar and a walk way underneath the ball hill.	Yes

	b. Displays a high degree of craftsmanship or artistic merit, or	The farmhouse on the property located at 3303 Westdel Bourn displays a high degree of craftsmanship. Elements that display a high degree of craftsmanship include, the contrasting mortar in the brick voussoirs, the etched glass transom window, but particularly, elements of the verandah. The ell shaped wrap-around verandah is covered by a hipped roof and supported by decorative chamfered posts. The chamfered posts are connected to a concrete base with pressed design and are topped with capitals connected to fluted brackets. Each fluted bracket connects to a pierced panels supported by a decorative bracket. Spandrels extend around the verandah with a centre decorative bracket attached below.	Yes
	c. Demonstrates a high degree of technical or scientific achievement.	While the barn hill has a walk way, the barns and farmhouse do not demonstrate a high degree of technical or scientific achievement	No
2. The property has historical value or associative value because it,	a. Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,	The property located at 3303 Westdel Bourne is significantly associated with the Ireland family. The Ireland family is one of the earliest settlers to the Delaware Township area and the property was farmed by the family for 141 years. The Ireland's were active community members throughout the 141 years. George and Clementine Ireland were active members of the Kilworth United Church (2442 Oxford Street). Walter Ireland and his family were known for growing vegetables and apples, which they sold at the Covent Garden Market in London (Grainger 2006, 283). Also, Maggie Ireland and Marian Ireland were active member of the Women's Institute	Yes
	b. Yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or	The farmhouse and barns located on 3303 Westdel Bourne are not believed to yield or have the potential to yield, information that contributes to the understanding of a community or culture.	No
	c. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	Although it is suspected that members of the Ireland Family were involved in building the farmhouse and barns, it has not been confirmed.	No
3. The property has contextual value because it,	a. Is important in defining, maintaining or supporting the character of an area,	The area of the former Delaware Township is evolving and developing with modern residential developments to the north and south of the subject property. The farmhouse and Barn 1 are important in defining and maintaining the historic agricultural character of the area that developed in the early to late nineteenth century. Retaining the farmhouse and Barn 1 provides a tangible link to the historic agricultural character of this area.	Yes

		The prominent design values of the farmhouse and Barn 1 allows it to define this character. The farmhouse and Barn 1 communicates the history of a family who immigrated to Delaware Township, farmed their property, and sold their produce at the Covent Garden Market in London. The property at 3303 Westdel Bourne is important in defining the character of the Delaware Township area.	
	b. Is physically, functionally, visually, or historically linked to its surroundings, or,	The property located at 3303 Westdel Bourne is not physically, functionally, visually, or historically linked to its surroundings	No
	c. Is a landmark.	While certainly recognizable, it is not conclusive if the farmhouse and the barns are a landmark in the context of their community	No

5.0 Conclusion

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

The evaluation of the property at 3303 Westdel Bourne found that the property meets the criteria for designation under Section 29 of the *Ontario Heritage Act* (see Statement of Cultural Heritage Value or Interest in Appendix F).

To ensure the conservation of this significant built heritage resource, the property at 3303 Westdel Bourne should be designated under Part IV of the *Ontario Heritage Act*.

Prepared by:	Krista Gowan, Heritage Planner
Submitted by:	Gregg Barrett, AICP Manager, Long Range Planning and Sustainability
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	

May 2, 2019
kg/KAG

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Westdel Bourne final.docx

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Appendix A - Location

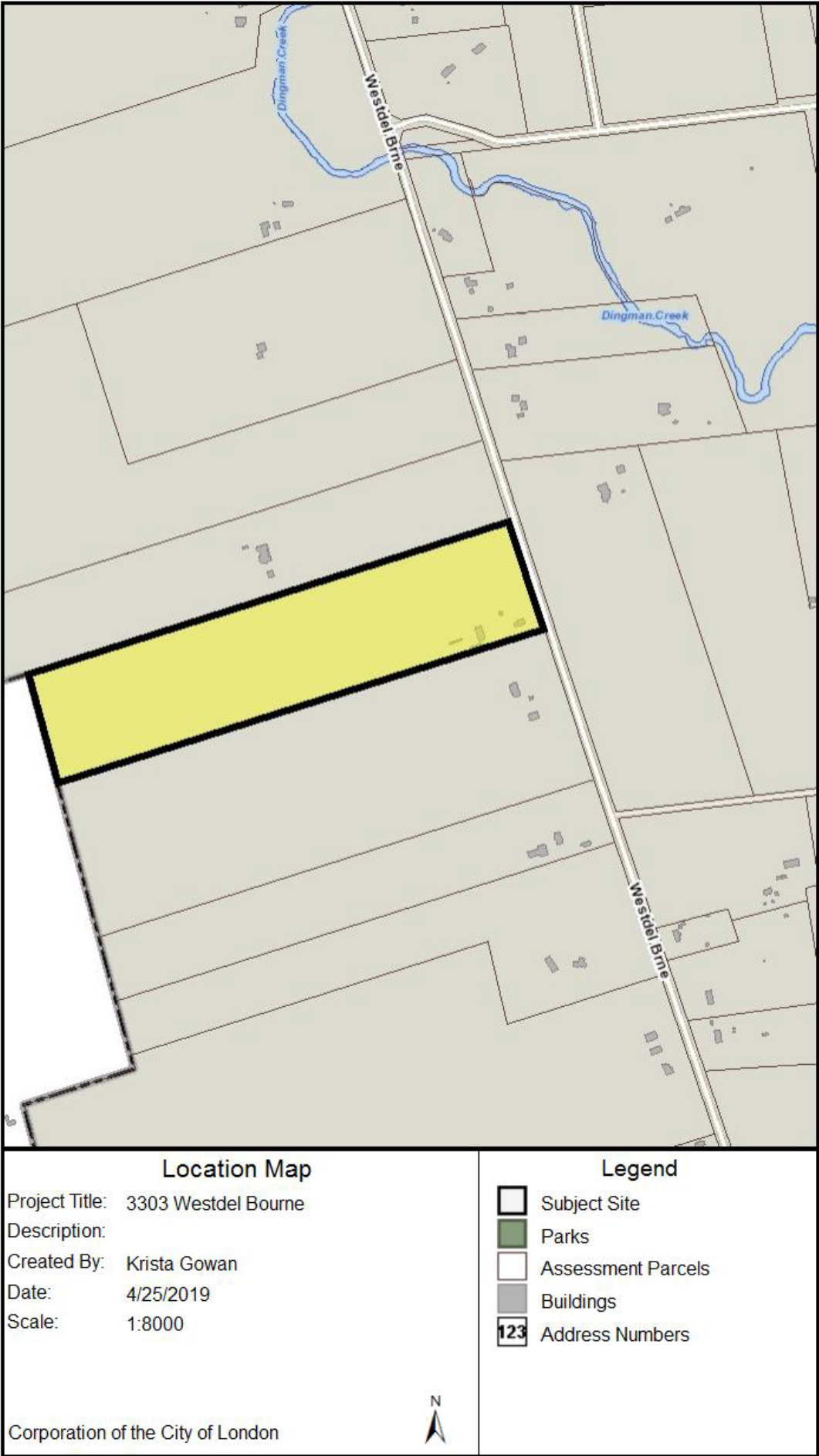


Figure 1: Property location of 3303 Westdel Bourne

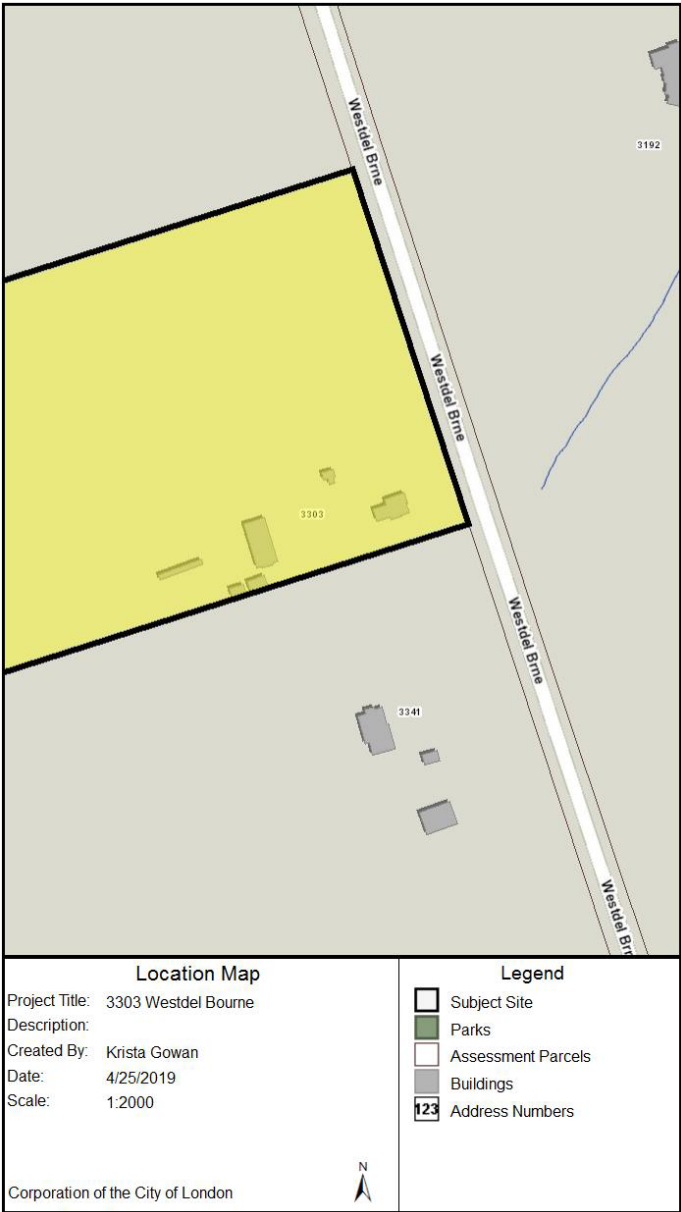


Figure 2: Plan view showing buildings at 3303 Westdel Bourne



Figure 3: Aerial image of property located at 3303 Westdel Bourne. Courtesy of Google Street view (2019)

Appendix B – Heritage Status

CITY OF LONDON
HERITAGE PROPERTY INQUIRY

Property Location: Westdel Road
Lot Number: 5
Concession: 4

Township: Delaware

Construction Year: c1875

Registered Plan:

Designated Date:
Designation Stage: 1
Grant Amount:

Heritage Act Part:
Priority: 1

Census Tract:
Architectural Style: High Victorian
Building Name:

Roll Number:

Historical Reasons:

Architectural Reasons: Two storey High Victorian home.Detailed bargeboards,eaves, and verandah.

Upgrade:



Appendix C – Images



Image 1. Front façade of the farmhouse located 3303 Westdel Bourne. The largest barn and the barn hill seen in the rear, looking west. Date unknown.



Image 2. Front façade of the farmhouse located 3303 Westdel Bourne. The largest barn and the barn hill seen in the rear, looking west. April 2019.



Image 3. Front façade of the farmhouse located 3303 Westdel Bourne. The largest barn and the barn hill seen in the rear, looking northwest. April 2019.

Farmhouse

 <i>Image 4. Front and north façade of the farmhouse located at 3303 Westdel Bourne. April 2019.</i>	 <i>Image 5. North façade of the farmhouse located at 3303 Westdel Bourne. April 2019.</i>
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Image 6. Rear façade of the farmhouse located at 3303 Westdel Bourne. April 2019.



Image 7. Rear façade of the farmhouse located at 3303 Westdel Bourne. April 2019.



Image 8. South façade of the farmhouse located at 3303 Westdel Bourne. April 2019.



Image 9. South façade of the farmhouse located at 3303 Westdel Bourne. April 2019.



Image 10. Front façade of the farmhouse located at 3303 Westdel Bourne. April 2019.



Image 11 Window example, front façade of the farmhouse located at 3303 Westdel Bourne. April 2019.



Image 12. Window example, front façade of the farmhouse located at 3303 Westdel Bourne. April 2019.



Image 13. Window example, south façade of the farmhouse located at 3303 Westdel Bourne, looking west. April 2019.



Image 14. Example of the paired brackets at the farmhouse located at 3303 Westdel Bourne. April 2019.



Image 15. Field Stone foundation, north façade of the farmhouse located at 3303 Westdel Bourne. April 2019.



Image 16. Original front door opening, front façade of the farmhouse located at 3303 Westdel Bourne. April 2019.



Image 17. Etched glass above original front door opening. Interior photo of the farmhouse located at 3303 Westdel Bourne. April 2019.



Image 18. Front façade of the farmhouse located at 3303 Westdel Bourne. April 2019.



Image 19. Front façade of the farmhouse located at 3303 Westdel Bourne, looking west. April 2019.



Image 20. Close up of verandah detail. Front façade of the farmhouse located at 3303 Westdel Bourne. April 2019.



Image 21. Close up of verandah detail. Front façade of the farmhouse located at 3303 Westdel Bourne. April 2019.



Image 22. Close up of verandah detail. Front façade of the farmhouse located at 3303 Westdel Bourne. April 2019.



Image 23. Close up of verandah details. Front façade of the farmhouse located at 3303 Westdel Bourne. April 2019.



Image 24. Verandah concrete base. Front façade of the farmhouse located at 3303 Westdel Bourne. April 2019.



Image 25. Close of up of the concrete base of the verandah. Front façade of the farmhouse located at 3303 Westdel Bourne. April 2019.

Barn 1



Image 26. View of Barn Hill, east façade of Barn 1 located at 3303 Westdel Bourne, looking west. April 2019.



Image 27. West façade of Barn 1 located at 3303 Westdel Bourne, looking east. April 2019.



Image 28. Window example. Barn 1 located at 3303 Westdel Bourne. April 2019.



Image 29. Parged concrete foundation. Barn 1 located at 3303 Westdel Bourne. April 2019.



Image 30. Interior of Barn 1 located at 3303 Westdel Bourne. April 2019.



Image 31. Interior of Barn 1 located at 3303 Westdel Bourne. April 2019.



Image 32. Photo of the Barn Hill. Barn 1 located at 3303 Westdel Bourne. April 2019.



Image 33. North façade of Barn 1 located at 3303 Westdel Bourne. April 2019.

Barn 2



Image 34. East façade of Barn 2 located at 3303 Westdel Bourne. April 2019.



Image 35. Interior of Barn 2 located at 3303 Westdel Bourne. April 2019.

Barn 3



Image 36. West façade of Barn 3 located at 3303 Westdel Bourne. April 2019.



Image 37. Close up of concrete pillars. Barn 3 located at 3303 Westdel Bourne. April 2019.

Appendix D – Background Research

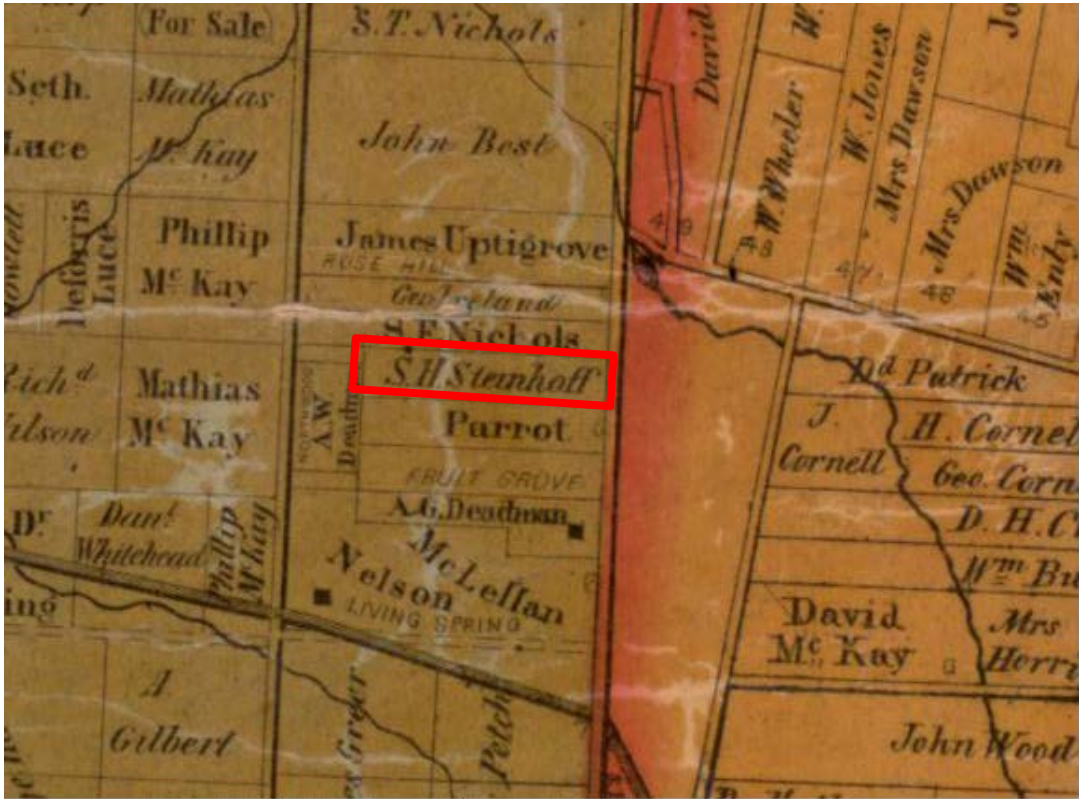


Figure 4 - 1862 Tremaines' Map of the County of Middlesex, Canada West. Location of 3303 Westdel Bourne in red box.



Figure 5 - 1878 Illustrated Historical Atlas of the County of Middlesex. Location of 3303 Westdel Bourne in red box.



Figure 6 – Picture of Floy Ireland, dated 1919. The south façade, particularly the verandah, of the farmhouse located at 3303 Westdel Bourn is seen in the background. Courtesy of the Middlesex Centre Archives.



Figure 7– Picture of Ireland family standing in front of 3303 Westdel Bourne in 1919. Back row left to right – Walter Ireland; Frank Ireland, Stan Cornish, Margaret, Will Ireland. Front row left to right Thelma, Floy and Bessie Courtesy of Middlesex Centre Archives.

PLAN 423 DELAWARE

NUMBER	INSTRUMENT	DATE OF INSTRUMENT	DATE OF REGISTRATION	GRANTOR	GRANTEE	AREA	CONVEYANCE	REMARKS
5867	Deed	16 Jan 1840		YVES GOSPE	CANADA COMPANY	300 ACRES		ALL
5868	R & S	26 May 1840	21 Oct 1842	Canada Company	Benjamin Van Winkle			ALL
5922	R & S	12 Oct 1842	21 Oct 1842	Benjamin Van Winkle	Langdon Case			West end
108	D & S	3 Jan 1843	7 Jan 1843	Benjamin Van Winkle	Joseph Steinboff, Jr.			Lot 5 except 90 acres sold
212	R & S	15 Mar 1851	15 Mar 1851	Langdon Case & wife	George S. Rogers			West end
284	R & S	9 Dec 1851	9 Dec 1851	George S. Rogers & wife	Arthur W. Deedman			West end
284	R & S	27 Feb 1852	29 Oct 1852	Joseph Steinboff & wife	Samuel Steinboff			West end
764	R & S	26 Mar 1852	26 Mar 1852	Joseph Steinboff & wife	Abiel G. Deedman			Westbury NE corner
1066	R & S	9 June 1860	11 Jun 1860	Arthur W. Deedman & wife	George Ireland			SE pt. & other lands
1068	Mortgage	11 Jun 1860	15 Jun 1860	Arthur W. Deedman & wife	Samuel Nelson			E pt. of West end
1069	R & S	11 Jun 1860	15 Jun 1860	Arthur W. Deedman & wife	George S. Rogers	970.00		Middle pt. of West end
1079	R & S	15 Oct 1860	29 Oct 1860	Abiel G. Deedman & wife	George S. Barrett			South pt. of West end
1113	R & S	4 Mar 1861	12 Mar 1861	George S. Rogers & wife	William McEllan			SE
1387	Conveyance	23 May 1863	30 May 1863	Arthur W. Deedman & wife	William McEllan			SW corner & other lands
1400	R & S	12 Sep 1863	3 Oct 1863	Geo. S. Barrett & wife	Abiel G. Deedman			E pt. of West end
1520	R & S	29 Apr 1867	4 May 1867	George S. Barrett & wife	Henry J. Deedman			SE pt.
1972	Conveyance	19 May 1868	2 Dec 1868	Henry J. Deedman	Wm. H. Deedman			SE & E & M halves
2434	Deed	6 Nov 1872	7 Nov 1872	Mary Ann Palford, et al.	William Boulton			Seg Deed
2512	Mortgage	4 Mar 1873	14 Jun 1873	Jane M. Deedman, widow	Burns & Erie Loan & Savings Society			Und. 1/3 pt. of Middle pt. of W end
2513	Conveyance	2 Mar 1873	26 Jun 1873	A.G. Deedman & Henry J. Deedman	Jane M. Deedman, widow	\$600.00		Middle pt. of West end
				Estate of Arthur William Deedman				Middle pt. of West end
2514	O.C. Deed	1 Mar 1873	26 Jun 1873	William Palford	Jane M. Deedman			
2829	Deed	19 Nov 1873	23 Nov 1873	Henry J. Deedman & wife	William H. Deedman			Middle pt. of West end
3012	Conveyance	17 Mar 1877	20 Mar 1877	Samuel Steinboff & wife, et al.	George Ireland			NE angle
3197	Conveyance	29 Mar 1877	27 Jun 1878	William Boulton	Jane M. Deedman			Middle pt. of West end
3198	Conveyance	21 Jun 1878	27 Jun 1878	Martha & D. McEllan	Jane M. Deedman			Middle pt. of West end
3396	Conveyance	14 Oct 1879	16 Oct 1879	Jane M. Deedman, widow	William A. Pike			Middle pt. of West end
3430	Conveyance	7 Jan 1883	9 Jan 1883	George Ireland & wife	Walter Ireland			Middle pt. of West end subj. to M
3563	Conveyance	22 May 1889	27 May 1889	Abiel Deedman & wife	Alfred Deedman			Comm. NE angle
4586	Declaration	22 Jun 1890	27 Aug 1890	Declaration of Elizabeth Ireland under Devolution of Estates Act				SE pt.
4688	Conveyance	23 Aug 1890	3 Sep 1890	James Brady, Jnr.	Harriet Ireland			North pt. of W end & other land
4756	Conveyance	8 Mar 1895	14 Mar 1895	William H. McEllan & wife	James H. McEllan			North pt. of West end
6028	Conveyance	6 Apr 1903	8 Apr 1903	William A. Pike & wife	Eliza Ann Pike			SW corner & other land of charged
6029	Wife Lease	5 Apr 1903	8 Apr 1903	William A. Pike	Eliza Ann Pike			Middle pt. of West end
6221	Conveyance	3 Nov 1904	26 Nov 1904	William Pike				Middle pt. of West end

Previous 2 of 50 Next

Figure 8– Image of land registry records for Plan 423, Lot 5 Concession 4. Records related to 3303 Westdel Bourne highlighted in yellow. Courtesy of Ontario Land Registry Access

ASSESSMENT ROLL FOR THE Township of Delaware 1876

Roll	NAME OF PROPERTY OR FARM	SECTION	ACRES	VALUATION	ASSESSED	PAID	REMARKS
254	Branding Station	5	40	100.00	1	1	
255	Branding Station	5	16	40.00	1	1	
256	Branding Station	5	40	100.00	2	2	
257	Branding Station	5	40	100.00	2	2	
258	Branding Station	5	40	100.00	3	3	
259	Branding Station	5	40	100.00	4	4	
260	Branding Station	5	40	100.00	5	5	
261	Branding Station	5	40	100.00	6	6	
262	Branding Station	5	40	100.00	7	7	
263	Branding Station	5	40	100.00	8	8	
264	Branding Station	5	40	100.00	9	9	
265	Branding Station	5	40	100.00	10	10	
266	Branding Station	5	40	100.00	11	11	
267	Branding Station	5	40	100.00	12	12	
268	Branding Station	5	40	100.00	13	13	
269	Branding Station	5	40	100.00	14	14	
270	Branding Station	5	40	100.00	15	15	
271	Branding Station	5	40	100.00	16	16	
272	Branding Station	5	40	100.00	17	17	
273	Branding Station	5	40	100.00	18	18	
274	Branding Station	5	40	100.00	19	19	
275	Branding Station	5	40	100.00	20	20	

Figure 9– Image of 1876 Tax Assessment Rolls for Township of Delaware. Tax assessment related to 3303 Westdel Bourne highlighted in yellow. Courtesy of Western Archives.

[illegible]

Figure 10– Image of 1878 Tax Assessment Rolls for Township of Delaware. Tax assessment related to 3303 Westdel Bourne highlighted in yellow. Courtesy of Western Archives.

Appendix E – Comparative Properties	
 Image 38 – 2420 Westdel Bourne, c. 1875. South façade. Property not able to be seen from the street. Heritage listed property. Photo courtesy of Google Streetview.	 Image 39 – 2420 Westdel Bourne, c. 1875. East façade. Property not able to be seen from the street. Heritage listed property. Photo courtesy of Google Streetview.
 Image 40 – 4775 Westdel Bourne, c. 1875. Front façade. Property difficult to see from the street. Heritage listed property. Photo courtesy of Google Streetview.	 Image 41 – 4775 Westdel Bourne, c. 1875. Front façade. Property difficult to see from the street. Heritage listed property. Photo courtesy of Google Streetview.
 Image 42 – 5617 Highbury Avenue South, c. 1900. North façade. Property not visible from the street. Heritage listed property. Photo courtesy of Google Streetview.	 Image 43 – 5617 Highbury Avenue South, c. 1900. East façade. Property not visible from the street. Heritage listed property. Photo courtesy of Google Streetview.

Appendix F – Statement of Cultural Heritage Value or Interest

Legal Description

LT 22 RCP 423; DELAWARE TWP

Roll Number

3303 Westdel Bourne: 090110081000000

Description of Property

3303 Westdel Bourne is located on the west side of Westdel Bourne, North of Deadman's Road in London, Ontario. The property at 3303 Westdel Bourne includes a farmhouse, three barns, and a shed.

The farmhouse located at 3303 Westdel Bourne was built in 1877 in the Italianate style. The farmhouse is a two storey, buff brick, asymmetrical farmhouse, with a complex massing. The farmhouse has one projecting and one recessed bay and a one storey buff brick wing in the rear. The building is capped by a hipped roof that form a flat roof at its peak. Two single-stacked buff brick chimneys flank the north and west slopes of the roof. The two storey portion of the house has return eaves as well as tongue and groove soffits. Decorative paired brackets, that are a defining element of the Italianate style, are found around the entire house.

The building has an asymmetrical façade that is comprised of one recessed bay and one projecting bay. The projecting bay is highlighted by the decorative bargeboard on the front gable and an oculus window in the gable's centre. On the main floor, an entry door is located in the recessed bay. The door itself has been replaced, but the original opening has been retained. Two fixed windows in the central bay are now in the place of the original door, and the segmented arch transom with decorative etched glass. The etched glass shows a floral motif surrounding a bird.

Brick voussoirs with contrasting mortar appear above every original window and door opening. Many windows tall, narrow and in pairs with segmented arch openings. Although all the windows appear to have been replaced, the replacement windows are wood and maintain their openings. The original cast stone sills can be found below each window. The buff brick is laid in a common bond pattern and the foundation is field stone with coursing detail.

The ell shaped wrap-around verandah is covered by a hipped roof and supported by decorative chamfered posts. The chamfered posts are connected to a concrete base with pressed design and are topped with capitals connected to fluted brackets. Each fluted bracket connects to a pierced panels supported by a decorative bracket. Spandrels extend around the verandah with a centre decorative bracket attached below.

Barn 1

Barn 1 is the largest of the barns located on the property at 3303 Westdel Bourne. Barn 1 is in the Bank Barn style as the lower level housed animals and the upper level served as storage (Appendix C, see Barn 1). The foundation of the barn has been parged in concrete and has a number of openings for multi-pane windows. The barn is a timber frame with a gable roof covered in corrugated metal and vertical barn board siding. The beams in the barn are a mix of hand hewed and machine cut. The beams in the barn are a mix of hand hewed and machine cut with a typical diagonal post and beam brace connection. The beams are connected to the post with mortise-and-tenon joints. The beams on the first level are notched into the top of the foundation wall. A reinforced concrete silo is connected to the north façade of the barn.

A barn hill is connected to the east façade of Barn 1. The barn hill appears to have a root cellar that has been parged and altered, an open space in the middle – known as a “walk way”, and field stones making up the rest of the barn hill.

Barn 2 & 3

Barn 2 and Barn 3 is just south west of the Barn 1. Similar to Barn 1 the barns are also a timber frame with a gable roof and vertical barn board siding. The beams in the barn

are a mix of hand hewed and machine cut with a typical diagonal post and beam brace connection. The beams are connected to the post with mortise-and-tenon joints. The only difference is that Barn 3 sits on top of concrete piers.

Shed

The shed is a vernacular in form with timber framing and a corrugated metal roof. What is suspected to be a dog house is connected to the south façade.

Statement of Cultural Heritage Value or Interest

The property at 3303 Westdel Bourne includes a farmhouse which is a representative example of a farmhouse in Italianate style within the former Delaware Township. The farmhouse displays many of the elements commonly found on building in the Italianate style, including the most defining element of the style, paired brackets. The farmhouse also has narrow segmented arched windows, paired windows, hipped roof, wide overhanging eaves, and a projecting bay with gable and oculus window. The decorative details of the wrap-around verandah details displays a high degree of craftsmanship when comparing two other Italianate style farmhouses in the former Delaware Township.

Barn 1 (the largest barn) located on the property at 3303 Westdel Bourne is a rare and representative example of the bank barn as it has a timber frame structure with mortise and tenon joints, a gable roof, concrete foundation, and has vertical “barn board” cladding. Barn 1 is rare because it retains its barn hill, which has both a root cellar and a walk way underneath the ball hill.

The farmhouse on the property located at 3303 Westdel Bourn displays a high degree of craftsmanship. Elements that display a high degree of craftsmanship include, the contrasting mortar in the brick voussoirs, the etched glass transom window, but particularly, elements of the verandah. The ell shaped wrap-around verandah is covered by a hipped roof and supported by decorative chamfered posts. The chamfered posts are connected to a concrete base with pressed design and are topped with capitals connected to fluted brackets. Each fluted bracket connects to a pierced panels supported by a decorative bracket. Spandrels extend around the verandah with a centre decorative bracket attached below.

The property located at 3303 Westdel Bourne is significantly associated with the Ireland family. The Ireland family is one of the earliest settlers to the Delaware Township area and the property was farmed by the family for 141 years. The Ireland’s were active community members throughout the 141 years. George and Clementine Ireland were active members of the Kilworth United Church (2442 Oxford Street). Walter Ireland and his family were known for growing vegetables and apples, which they sold at the Covent Garden Market in London (Grainger 2006, 283). Also, Maggie Ireland and Marian Ireland were active member of the Women’s Institute

The area of the former Delaware Township is evolving and developing with modern residential developments to the north and south of the subject property. The farmhouse and Barn 1 are important in defining and maintaining the historic agricultural character of the area that developed in the early to late nineteenth century. Retaining the farmhouse and Barn 1 provides a tangible link to the historic agricultural character of this area. The prominent design values of the farmhouse and Barn 1 allows it to define this character. The farmhouse and Barn 1 communicates the history of a family who immigrated to Delaware Township, farmed their property, and sold their produce at the Covent Garden Market in London. The property at 3303 Westdel Bourne is important in defining the character of the Delaware Township area.

Heritage Attributes

The heritage attributes which support or contribute to the cultural heritage value or interest of the property at 3303 Westdel Bourne include:

Farmhouse

- Form, scale, and massing of the two storey buff brick farmhouse
- Setback of the farmhouse from Westdel Bourne;

- Orientation of the farmhouse with its broadest façade towards Westdel Bourne;
- Buff brick in a common bond pattern;
- Two stacked buff brick chimneys;
- Asymmetrical, staggered three-bay façade;
- Hipped roof with front gable ;
- Decorative bargeboard on the front gable and an oculus window in the gable's centre of the projecting bay ;
- Paired wood brackets at the eaves;
- Wood soffits
- Segmented arch window openings with brick voussoirs with contrasting red mortar;
- Original main door opening with a segmented arch transom with decorative etched glass with floral and bird motif;
- Cast stone sills;
- Field stone foundation with coursing detail;
- The ell shaped wrap around verandah is covered by a hipped roof and supported by decorated chamfered posts;
 - o The posts are topped with capitals that connect to fluted brackets;
 - o Connected to each bracket is a pierced panel with an out bracket below;
 - o A spandrel, with a decorative bracket attached below in the centre, connects the pierced panels together;
 - o The base of the verandah is concrete with a pressed design

Barn 1

- Form, scale, and massing of the two level, timber frame barn;
- Relationship to the farmhouse;
- Parged concrete foundation with a number of openings for multi-pane windows;
- Gable roof covered in corrugated metal;
- Vertical barn board siding;
- Mix of hand hewed and machine cut beams connected to the post with mortise-and-tenon joints;
- A reinforced concrete silo is connected to the north façade of the barn;
- A barn hill is connected to the east façade;
 - o The form, scale, and massing;
 - o Suspected root cellar that has been parged on the exterior; and
 - o An open space in the middle of the barn hill – known as a “walk way”.

Report to London Advisory Committee on Heritage

To: Chair and Members
London Advisory Committee on Heritage
From: John M. Fleming
Managing Director, City Planning and City Planner
Subject: Heritage Alteration Permit Application by 1025123 Ontario Inc., 371 Dufferin Avenue, West Woodfield Heritage Conservation District
Meeting on: May 8, 2019

Recommendation

That, on the recommendation of the Managing Director, City Planning and City Planner, with the advice of the Heritage Planner, the application under Section 42 of the *Ontario Heritage Act* to permit the existing signage at 371 Dufferin Avenue, West Woodfield Heritage Conservation District, **BE PERMITTED** with the terms and conditions that internal illuminations be prohibited.

Executive Summary

The property at 371 Dufferin Avenue, located within the West Woodfield Heritage Conservation District, was converted from a residential dwelling into office space and apartments. The previous sign was removed in 2015 and replaced in 2016 without Sign Permit or Heritage Alteration Permit approval. The existing sign is sufficiently compliant with the guidelines of the *West Woodfield Heritage Conservation District Plan*.

Analysis

1.0 Background

1.1 Property Location

The property at 371 Dufferin Avenue is located on the south side of Dufferin Avenue between Waterloo Street and Colborne Street. The property has a frontage of 17.46m (57.29') and a depth of 45.72m (150').

1.2 Cultural Heritage Status

The property at 371 Dufferin Avenue is located within the West Woodfield Heritage Conservation District, designated under Part V of the *Ontario Heritage Act*. The property at 371 Dufferin Avenue is a B-rated property by the *West Woodfield Heritage Conservation District Plan*, meaning that the property contributes to the heritage character of the West Woodfield Heritage Conservation District.

1.3 Description

The building located at 371 Dufferin Avenue was built in 1914 for D. H. Howden. David H. Howden was the President of the D. H. Howden & Co. wholesale hardware company. The home may be the work of William George Murray, architect, who also designed a warehouse for D. H. Howden & Co. at 200 York Street (built 1905; demolished), however this has not been confirmed.

The building is a two and half storey, square plan residential-type building. The building is clad in an ochre-coloured brick set on a cast stone-clad foundation. The symmetrical building features a main, central entryway, flanked by a triplet of windows to either side, on the ground storey. This is matched on the second storey by a central balcony doorway flanked by two small windows, with a pair of windows to either side. A broad verandah spans the façade, with central steps providing access to the main entryway. The verandah's shed roof and upper balcony are supported by end brick piers and

central columns. A metal balustrade has been installed on the verandah. The hipped roof is now clad in a metal roof, replaced in 2017-2018.

The building has been converted offices and apartments.

The building is set back from Dufferin Avenue, consistent with its neighbouring properties to either side. A driveway on the east side of the property provided access to rear yard parking; there is no front yard parking on this property. The building is set nearly at the property line, with the front yard of the property being located in the municipal boulevard. The building is set about 16m (52.5”) from the curb of Dufferin Avenue.

2.0 Legislative/Policy Framework

2.1 Provincial Policy Statement

Heritage conservation is a matter of provincial interest (Section 2.d, *Planning Act*). The *Provincial Policy Statement* (2014) promotes the wise use and management of cultural heritage resources and directs that “significant built heritage resources and significant cultural heritage landscapes shall be conserved.”

2.2 Ontario Heritage Act

Section 42 of the *Ontario Heritage Act* requires that a property owner not alter, or permit the alteration of, the property without obtaining Heritage Alteration Permit approval. The *Ontario Heritage Act* enables Municipal Council to give the applicant of a Heritage Alteration Permit:

- 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 a request for a Heritage Alteration Permit application (Section 42(4), *Ontario Heritage Act*).

2.3 The London Plan

The policies of *The London Plan* found in the Cultural Heritage chapter support the conservation of London’s cultural heritage resources. Policy 554_ of *The London Plan* articulates on of the primary initiatives as a municipality to “ensure that new development and public works are undertaken to enhance and be sensitive to our cultural heritage resources.” To help ensure that new development is compatible, Policy 594_ (under appeal) of *The London Plan* provides the following direction:

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

2.4 West Woodfield Heritage Conservation District

Section 9.3.5 of the *West Woodfield Heritage Conservation District Plan* provides guidelines on signage. The *West Woodfield Heritage Conservation District Plan* notes that the conversion of housing stock into commercial or office space prompts the introduction of signage within West Woodfield Heritage Conservation District. It includes the following guidelines:

- *Wall-mounted signs should not exceed the height of the building cornice/*
- *Freestanding signs should not be of a design and size so as to impede views to the building.*
- *Sign materials should be complementary or compatible to those of the building. Painted wood or metal are particularly encouraged because of their historic use as signage materials.*

- *Ideally, sign designs will be based upon design that is contemporary with the building itself.*
- *The use of internally lit, neon or plastic signage is strongly discouraged.*
- *Spotlighting that enhances the visibility of the sign, as well as the architectural character of the building is encouraged.*
- *Sandwich-board style signs that are put onto the sidewalk itself during the day and removed after hours should also be complementary to the building itself. Signs should not be of a size that impedes pedestrian traffic or visual sightlines along the street.*

3.0 Heritage Alteration Permit Application

A Heritage Alteration Permit application was submitted by a representative of the property owner and received on April 8, 2019. The property owner has applied for a Heritage Alteration Permit to:

- Allow the existing sign, with the following details:
 - Freestanding on a 33cm/4” metal pole (1.88m/74” high, 1.37m/54” wide) set on a base plate;
 - Coloured plexiglass sign (72cm/28.5” high, 1.19m/47” wide) set in a metal frame;
 - Located on the municipal boulevard (4.01m/13’2” from the sidewalk); and,
 - No electrical (therefore, not illuminated).

The existing sign was installed in 2016 without Sign Permit or Heritage Alteration Permit approval. Because of this, this Heritage Alteration Permit application has met the conditions for referral requiring consultation with the London Advisory Committee on Heritage (LACH) and a decision by Municipal Council.

Per Section 42(4) of the *Ontario Heritage Act*, the 90-day timeline for this Heritage Alteration Permit application will expire on July 7, 2019.

4.0 Analysis

Approximately since the building has been converted into office space, a sign has been located on the property. City records indicate that a sign has been located on the property since at least 1984. In 2016, a former sign on the property was replaced with the present sign without Sign Permit or Heritage Alteration Permit approval.

The previous sign located at 371 Dufferin Avenue appears to have existed prior to the designation of West Woodfield as a Heritage Conservation District pursuant to Part V of the *Ontario Heritage Act* in 2008. The previous sign was a larger, low sign with brick ends (to match the building) and a metal cap with what appears to be plexiglass signage (see Image 1, Appendix B). This previous sign was removed in about 2015.

In 2016, the existing sign was installed. It is smaller than the previous sign and has no brick detailing. The plexiglass sign is set in a metal frame. This is less visually obtrusive in the historic environment of the West Woodfield Heritage Conservation District. The existing sign does not obstruct the view of the building. The metal material of the sign frame is compatible, particularly with the metal balustrade of the verandah on the building. The existing sign is not illuminated. The plexiglass material is not noted as a compatible material by the guidelines of Section 9.3.5 of the *West Woodfield Heritage Conservation District Plan*, but appears to be consistent with the previous sign. Generally, the existing sign is compliant with the guidelines of the *West Woodfield Heritage Conservation District Plan*. The installation of the existing sign has had no direct impact on the built heritage resource at 371 Dufferin Avenue.

A license agreement, registered on the title of the property, will be required to permit a permanent accessory ground sign on the municipal boulevard in front of 371 Dufferin Avenue.

5.0 Conclusion

The existing sign is compliant with the guidelines of the *West Woodfield Heritage Conservation District* should be permitted. Should the existing sign be replaced in the future, a metal or painted wood sign would be more compatible with the heritage character of the West Woodfield Heritage Conservation District.

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

May 2, 2019
kg/KAG

- Appendix A Property Location
- Appendix B Images
- Appendix D Proposed Pocket Park Design Detail

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Appendix A – Property Locations

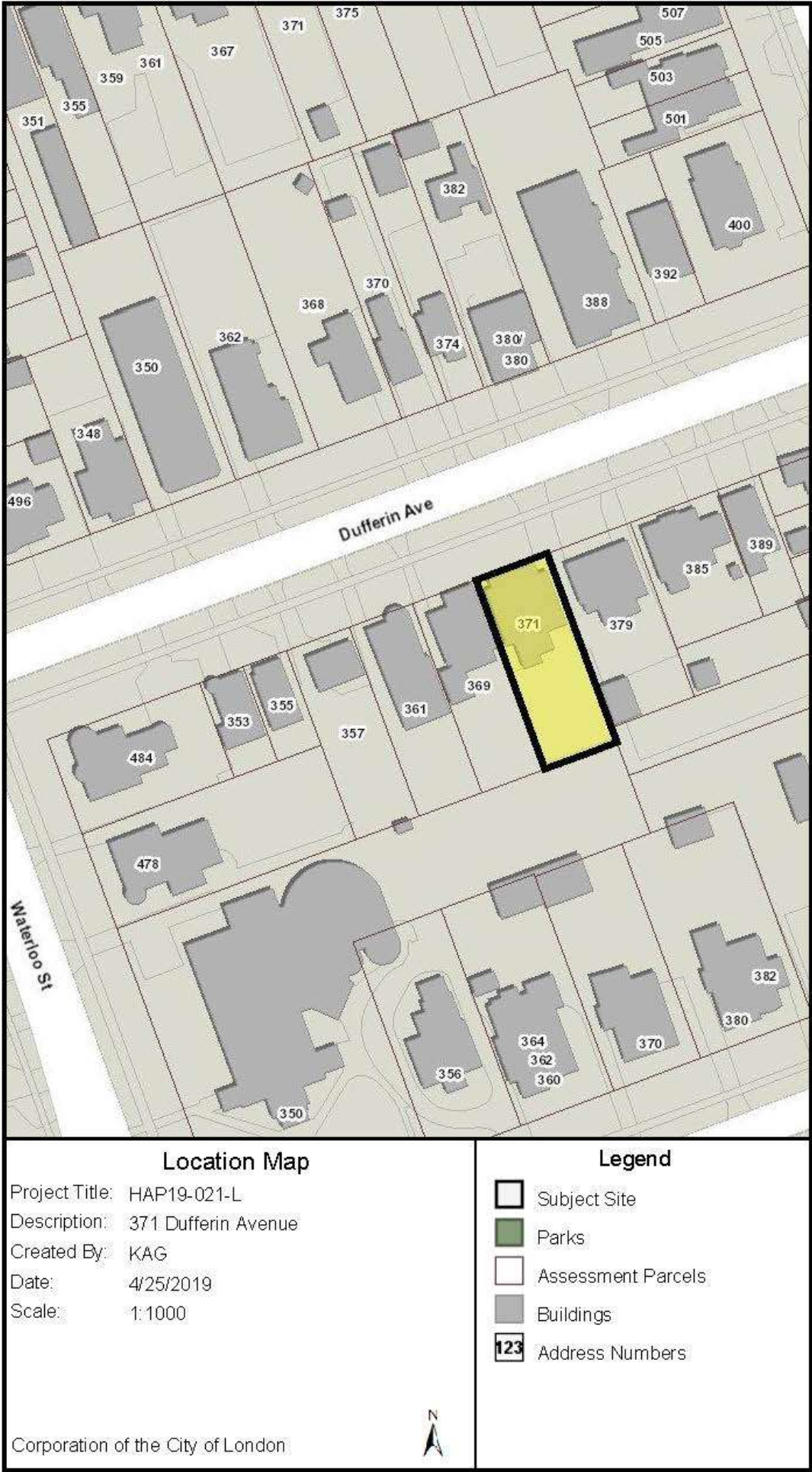


Figure 1: Location of the property at 371 Dufferin Avenue.

Appendix B – Images



Image 1: Property at 371 Dufferin Avenue in July 2009. Note the former sign on the front lawn. Courtesy Google Streetview.



Image 2: Property at 371 Dufferin Avenue in September 2015. Note the absence of a sign on the front lawn. Courtesy Google Streetview.



Image 3: Property at 371 Dufferin Avenue in July 2016. Note the existing sign on the front lawn. Courtesy Google Streetview.



Image 4: Property at 371 Dufferin Avenue on April 25, 2019.



Image 5: Property at 371 Dufferin Avenue.



Image 6: Detail of the metal balustrade of the verandah on the building located at 371 Dufferin Avenue.



Image 7: Existing sign installed on the front yard of the property at 371 Dufferin Avenue. Note the square detailing in the metal frame of the sign, inspired by the metal railing of the balustrade.



Image 8: The existing sign in the front lawn of the property at 371 Dufferin Avenue.

Appendix C – Sign Details

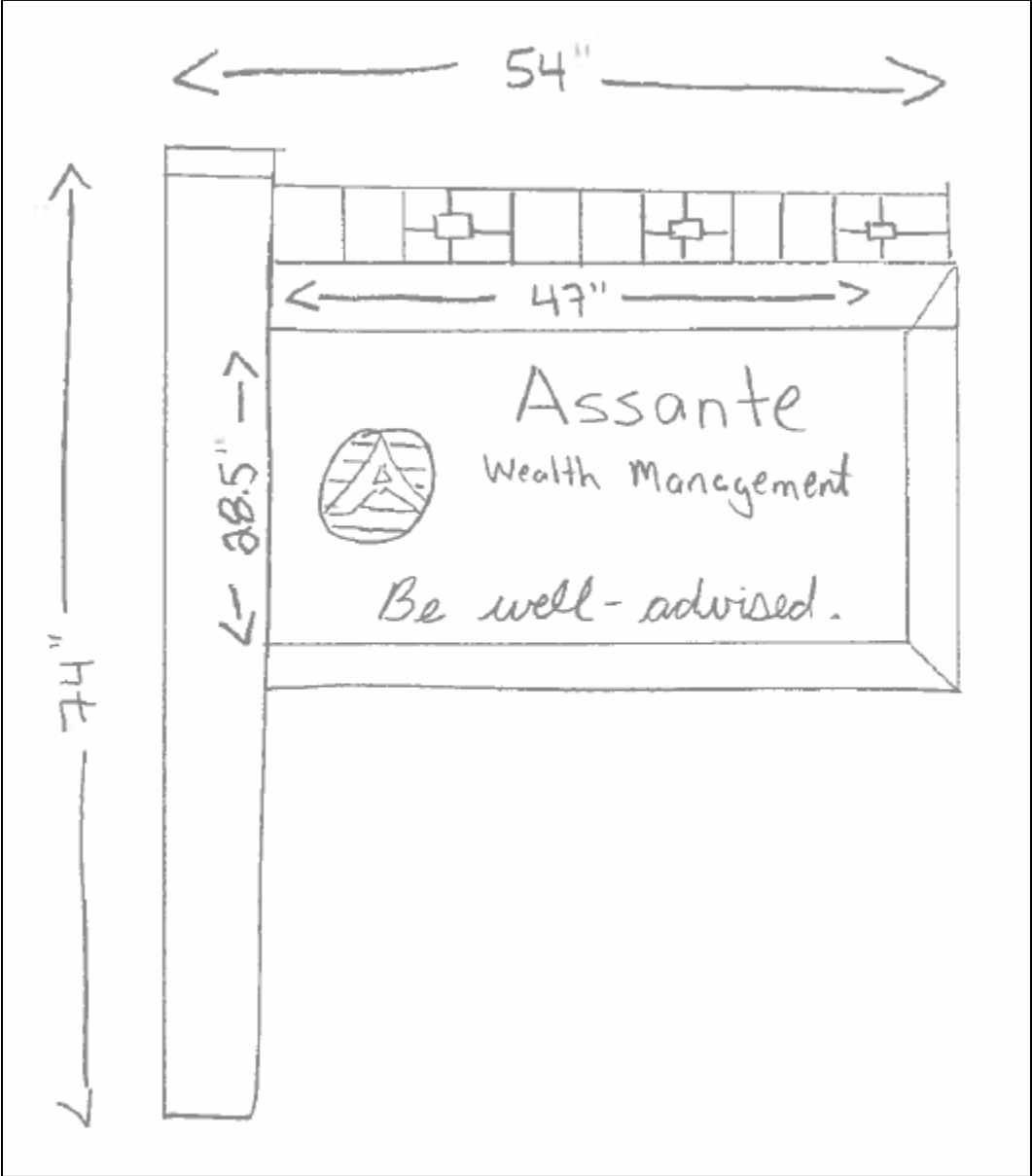


Figure 2: Sketch of existing sign installed at 371 Dufferin Avenue, with measurements, provided by the agent for the property owner.

Dear Municipal Heritage Committee Chairperson,

Pleased see the following announcement regarding proposed amendments to the *Ontario Heritage Act*.

Regards,

Bert

Bertrand (Bert) Dudos
Heritage Outreach Consultant
Libraries, Arts and Heritage Services Unit
Ministry of Tourism, Culture and Sport
401 Bay Street, Suite 1700
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Tel: 416-314-7154
Fax: 416-212-1802

Ensuring the Past~Enlightening the Present~Enriching the Future

I am working with OPSEU and Proud to Serve You

From: Beaudin, Lisa (MTCS) **On Behalf Of** Finnerty, Kevin (MTCS)

Sent:

To:

Cc:

Subject: Proposed Amendments to the Ontario Heritage Act

Hello,

It was announced May 2, 2019, that the Minister of Tourism, Culture and Sport is proposing amendments to the Ontario Heritage Act to support the Housing Supply Action Plan.

The proposed amendments will improve transparency and efficiency in municipal decision-making, while continuing to protect the cultural heritage resources that communities' value.

Key proposed changes would bring improvements to the designation and listing processes; facilitate timely and transparent decision-making; and provide for consistency in appeals processes.

Full details of the proposed amendments are posted on the provincial Environmental Registry for public review until June 1, 2019, at <https://ero.ontario.ca/notice/019-0021>. We invite you to provide comments through this website.

Further opportunities to provide input on the development of regulations and guidance that support the proposed amendments will be available later this year.

Thank you,

Kevin Finnerty
Assistant Deputy Minister
Culture Division