

# Agenda Including Addeds

## Community Advisory Committee on Planning

2nd Meeting of the Community Advisory Committee on Planning

June 15, 2022, 5:00 PM

Advisory Committee Virtual Meeting

Please check the City website for current details

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 related to this meeting, please contact [advisorycommittee@london.ca](mailto:advisorycommittee@london.ca).

	Pages
<b>1. Call to Order</b>	
1.1. Disclosures of Pecuniary Interest	
<b>2. Scheduled Items</b>	
<b>3. Consent</b>	
3.1. 1st Report of the Community Advisory Committee on Planning	2
3.2. Public Meeting and Revised Application Notice - Official Plan and Zoning By-law Amendments - REVISED - 84-86 St. George Street and 175-197 Ann Street	6
3.3. Public Meeting Notice - Zoning By-law Amendment - 599-601 Richmond Street	12
<b>4. Sub-Committees and Working Groups</b>	
4.1. Sub-Committees Discussion	
<b>5. Items for Discussion</b>	
5.1. Designation of 6092 Pack Road under Section 29 of the Ontario Heritage Act	17
a. Laura Dent, Heritage Planner	
b. Michael Davis	
5.2. Heritage Planners' Report	
a. <i>(ADDED) Heritage Planners' Report</i>	108
<b>6. Additional Business</b>	
6.1. <i>(ADDED) Notice of Public Meeting - Western Road and Sarnia Road/Phillip Aziz Avenue Environmental Assessment</i>	110
<b>7. Adjournment</b>	

# Community Advisory Committee on Planning Report

1st Meeting of the Community Advisory Committee on Planning  
May 26, 2022  
Virtual Meeting

Attendance PRESENT: S. Bergman (Chair), S. Ashman, M. Bloxam, I. Connidis, G. de Souza Barbosa, J. Dent, A. Johnson, S. Jory, J. Metrailler, M. Rice, J. Wabegijig, M. Wallace, K. Waud, M. Whalley and M. Wojtak and J. Bunn (Committee Clerk)

ALSO PRESENT: K. Gonyou, M. Greguol and B. Westlake-Power

The meeting was called to order at 12:00 PM.

## 1. Call to Order

### 1.1 Disclosures of Pecuniary Interest

M. Wallace discloses pecuniary interests in clauses 2.3 and 3.1 of the 1st Report of the Community Advisory Committee on Planning, having to do with a Demolition Request for Non-Designated Built Resources on the Heritage Designated Property located at 850 Highbury Avenue North - the former London Psychiatric Hospital Lands by Old Oak Properties and the Public Meeting Notice - Official Plan Amendment - 850 Highbury Avenue North, by indicating that the applicant is a member of the association that employs him.

J. Dent discloses a pecuniary interest in clause 6.3 of the 1st Report of the Community Advisory Committee on Planning, having to do with the Notice of Study Commencement - Meadowlily Road Area - Municipal Class Environmental Assessment, by indicating that his employer is involved in the file.

### 1.2 Election of Chair and Vice Chair

That S. Bergman and K. Waud BE ELECTED Chair and Vice Chair, respectively, for the term ending September 30, 2022; it being noted that the Community Advisory Committee on Planning held a general discussion related to rotating the responsibility of the role and appointment of the Chair.

## 2. Scheduled Items

### 2.1 Heritage Planning Orientation

That it BE NOTED that the presentation, as appended to the Agenda, dated May 26, 2022, from K. Gonyou, M. Greguol and L. Dent, Heritage Planners, with respect to a Heritage Planning Orientation, was received.

### 2.2 Demolition Request for Heritage Listed Property located at 180 Simcoe Street by Richmond Corporate Centre Inc.

That the Planning and Environment Committee BE ADVISED that the London Community Advisory Committee on Planning (CACP) received a report, dated May 26, 2022, with respect to the Demolition Request for Heritage Listed Property located at 180 Simcoe Street by Richmond Corporate Centre Inc. and the CACP supports the staff recommendation and the findings of the Heritage Impact Assessment; it being noted that

the CACP recommends the preservation of trees to mitigate potential impacts to adjacent cultural heritage resources.

2.3 Demolition Request for Non-Designated Built Resources on the Heritage Designated Property located at 850 Highbury Avenue North - the former London Psychiatric Hospital Lands by Old Oak Properties

That the Planning and Environment Committee BE ADVISED that the London Community Advisory Committee on Planning (CACP) received a report, dated May 26, 2022, with respect to the Demolition Request for Non-Designated Built Resources on the Heritage Designated Property located at 850 Highbury Avenue North - the former London Psychiatric Hospital Lands by Old Oak Properties and the CACP supports the staff recommendation.

**3. Consent**

3.1 Public Meeting Notice - Official Plan Amendment - 850 Highbury Avenue North

That it BE NOTED that the Public Meeting Notice, dated May 11, 2022, from M. Clark, Planner I, with respect to an Official Plan Amendment related to the property located at 850 Highbury Avenue North, was received.

3.2 Public Meeting Notice - Zoning By-law Amendment - 537 Crestwood Drive

That it BE NOTED that the Public Meeting Notice, dated May 12, 2022, from A. Riley, Senior Planner, with respect to a Zoning By-law Amendment related to the property located at 537 Crestwood Drive, was received.

3.3 Public Meeting Notice - Zoning By-law Amendment - 258 Richmond Street

That it BE NOTED that the Public Meeting Notice, dated May 11, 2022, from A. Singh, Planner I, with respect to a Zoning By-law Amendment related to the property located at 258 Richmond Street, was received.

3.4 Notice of Planning Application - Zoning By-law Amendment - 6092 Pack Road

That it BE NOTED that the Notice of Planning Application, dated April 20, 2022, from S. Filson, Site Development Planner, with respect to a Zoning By-law Amendment related to the property located at 6092 Pack Road, was received.

3.5 Revised Notice of Planning Application - Zoning By-law Amendment - 599-601 Richmond Street

That it BE NOTED that the Revised Notice of Planning Application, dated May 5, 2022, from A. Riley, Senior Planner, with respect to a Zoning By-law Amendment related to the properties located at 599-601 Richmond Street, was received.

3.6 Notice of Planning Application - Official Plan and Zoning By-law Amendments - 4452 Wellington Road South

That it BE NOTED that the Notice of Planning Application, dated May 11, 2022, from N. Pasato, Senior Planner, with respect to Official Plan and Zoning By-law Amendments related to the property located at 4452 Wellington Road South, was received.

3.7 Notice of Revised Planning Application - Draft Plan of Subdivision - 723 Lorne Avenue and 25 Queens Place

That it BE NOTED that the Notice of Revised Planning Application, dated April 21, 2022, from A. Curtis, Planner I, with respect to a Draft Plan of Subdivision related to the properties located at 723 Lorne Avenue and 25 Queens Place, 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 the meeting held on April 27, 2022, was received.

**5. Items for Discussion**

5.1 Heritage Alteration Permit Application by E. Placzek at 525 Dufferin Avenue, East Woodfield Heritage Conservation District

That the Planning and Environment Committee BE ADVISED that the London Community Advisory Committee on Planning (CACP) received a report, dated May 26, 2022, with respect to a Heritage Alteration Permit Application by E. Placzek at 525 Dufferin Avenue, East Woodfield Heritage Conservation District and the CACP supports the staff recommendation.

5.2 Heritage Planners' Report

That it BE NOTED that the Heritage Planners' Report, dated May 26, 2022, from the Heritage Planners, was received.

5.3 Future Meeting Dates of the Community Advisory Committee on Planning - Discussion

That it BE NOTED that the Community Advisory Committee on Planning established a general meeting day and time of the second Wednesday of each month at 5:00 PM.

**6. Deferred Matters/Additional Business**

6.1 (ADDED) Notice of Planning Application - Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments - 954 Gainsborough Road

That it BE NOTED that the Notice of Planning Application, dated May 19, 2022, from A. Curtis, Planner I, with respect to a Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments related to the property located at 954 Gainsborough Road, was received.

6.2 (ADDED) Notice of Public Meeting - Kensington Bridge Environmental Assessment

That it BE NOTED that the Notice of Public Meeting, dated May 24, 2022, from K. Grabowski, City of London and J. Pucchio, AECOM Canada Ltd., with respect to the Kensington Bridge Environmental Assessment, was received.

6.3 (ADDED) Notice of Study Commencement - Meadowlily Road Area - Municipal Class Environmental Assessment

That it BE NOTED that the Notice of Study Commencement, dated May 3, 2022, from V. Pugliese, MTE Consultants Inc. and K. Graham, City of London, with respect to the Meadowlily Road Area Municipal Class Environmental Assessment, was received.

**7. Adjournment**

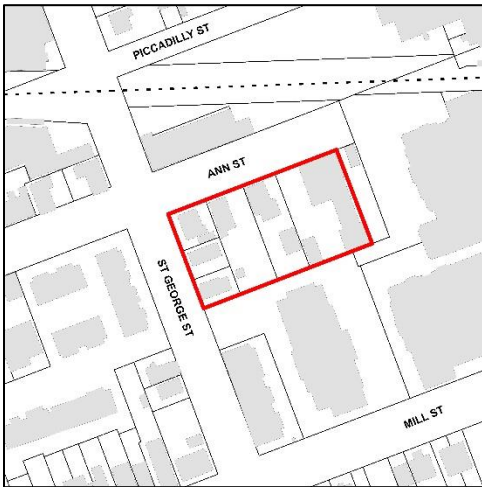
The meeting adjourned at 2:29 PM.



# PUBLIC MEETING & REVISED APPLICATION NOTICE

## Official Plan and Zoning By-law Amendments - REVISED

### 84 – 86 St. George Street and 175 – 197 Ann Street



**File: OZ-9127**

**Applicant: St. George and Ann Block Limited**

#### What is Proposed?

Official Plan and Zoning amendments to allow:

- 23 storey apartment building (84m) with 216 residential units and 180 parking spaces;
- A bonus zone to permit the increased height and density in return for bonusable features;
- A range of convenience commercial uses including the 'craft brewery' use with a maximum gross floor area of 500sqm for any one use;
- Reduced front yard depth, rear yard depth, interior side yard depth, exterior side yard depth, and landscaped open space regulations; and
- Increased lot coverage of 97%, height (84m) and density of 603 units per hectare.

## YOU ARE INVITED!

Further to the notices sent on October 10, 2019, February 10, 2020, October 7, 2020, and April 1, 2022 you are invited to a public meeting of the Planning and Environment Committee to be held:

**Meeting Date and Time:** Monday, June 20, 2022, no earlier than 5:00 p.m.

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

For more information contact:

Sonia Wise  
swise@london.ca  
519-661-CITY (2489) ext. 5887  
Planning and Development, City of London  
300 Dufferin Avenue, 6<sup>th</sup> Floor,  
London ON PO Box 5035 N6A 4L9  
File: OZ-9127

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

To speak to your Ward Councillor:

John Fyfe-Millar  
jfmillar@london.ca  
519-661-CITY (2489) ext. 4013

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

Date of Notice: June 1, 2022

# Application Details

Commonly Used Planning Terms are available at [london.ca/planapps](http://london.ca/planapps).

## Requested Amendment to the Current Official Plan

To change the designation of the western part of the property from the Multi-family, Medium Density Residential designation to the Multi-family, High Density Residential designation, and to add a Specific Area Policy to permit the requested convenience commercial uses, and to permit a mixed-use building with a maximum density of 603uph implemented by way of a bonus zone.

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

To change the existing Special Area Policy 1038C in the Neighbourhoods Place Type with revised wording to permit a mixed-use development with a maximum building height of 23 storeys, and 500 square metres of gross floor area permitted for retail, service and office use within the podium base, and add the site as being subject to a Specific Policy Area on Map 7.

## Requested Zoning By-law Amendment

To change the zoning from a Residential R9 (R9-3\*H12) Zone to a Residential R10 Special Provision/Convenience Commercial Special Provision Bonus (R10-5( )/CC4( )\*B- ) Zone. Changes to the currently permitted land uses and development regulations are summarized below. The complete Zoning By-law is available at [london.ca/planapps](http://london.ca/planapps).

### Current Zoning

**Zone:** Residential R9 (R9-3\*H12)

**Permitted Uses:** Apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, continuum-of-care facilities

**Special Provision(s):** n/a

**Residential Density:** 100 units per hectare

**Height:** 12 metres

**Bonus Zone:** n/a

### Requested Zoning

**Zone:** Residential R10/Convenience Commercial Special Provision Bonus (R10-5( )/CC4( )\*B- ) Zone

**Permitted Uses:** Apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities.

Convenience commercial uses including: convenience service establishments, convenience stores, financial institutions, personal service establishments, and craft brewery within an apartment building and all without drive-throughs.

**Special Provision(s):** To permit a maximum height of 23 storeys (84 metres) where the height is to be determined on the zone map; to permit a maximum density of 603 units per hectare, whereas 250 units per hectare maximum is permitted; to permit a reduced front and exterior side yard depth of 0m whereas 15m is required; to permit a reduced rear and interior yard depth of 0m whereas 37.2m is required; to permit a reduced landscaped open space of 0% whereas 30% is required; to permit an increase lot coverage of 97% whereas 50% maximum is permitted; to permit a minimum of 180 parking spaces whereas 225 spaces are required; and to permit a maximum commercial gross floor area of up to 500sqm for all commercial uses, and as well as for an individual commercial use.

**Residential Density:** 603 units per hectare (216 units)

**Height:** 84 metres (23 storeys)

**Bonus Zone:** Site specific development regulations are proposed to be implemented through a bonus zone and special provisions. The request for bonusing is to permit the increased height of 23 storeys (84m) and density of 603uph, and is proposed based on the provision of affordable housing.

The City may also consider the use of holding provisions for the purpose of assessing hydrogeological conditions, heritage preservation and ensuring safety mitigation measures are implemented due to the proximity of the rail corridor.

## 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 and Multi-family High Density Residential in the Official Plan. The Multi-family, Medium Density Residential designation permits multiple-attached dwellings such as row houses or cluster houses, high-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 Multi-family, High Density Residential designation permits low-rise and high-rise apartment buildings, apartment hotels, multiple-attached dwellings, emergency care facilities, nursing homes, rest homes, homes for the aged and rooming and boarding houses as the main uses. Convenience commercial uses are contemplated as secondary uses according to the policies of section 3.6.5. The lands are within the Talbot Mixed-Use Specific Policy area, and the Near Campus Neighbourhood Area.

The subject lands are in the Neighbourhoods Place Type in *The London Plan*, permitting a range of single detached, semi-detached, duplex, and converted dwellings, townhouses, secondary suites, home occupations and group homes. The lands are within the Talbot Mixed-Use Specific Policy area, the High Density Residential Overlay, the Near Campus Neighbourhood Area, and have a site-specific policy that allows greater than 12 storeys building height, along with a significant setback along St. George Street.

## How Can You Participate in the Planning Process?

You have received this Notice because someone has applied to change the Official Plan designation and the zoning of land located within 120 metres of a property you own, or your landlord has posted the 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.

### See More Information

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

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

### Attend This Public Participation Meeting

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

## What Are Your Legal Rights?

### Notification of Council Decision

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

### Right to Appeal to the Ontario Land Tribunal

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



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

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

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

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

### **Notice of Collection of Personal Information**

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

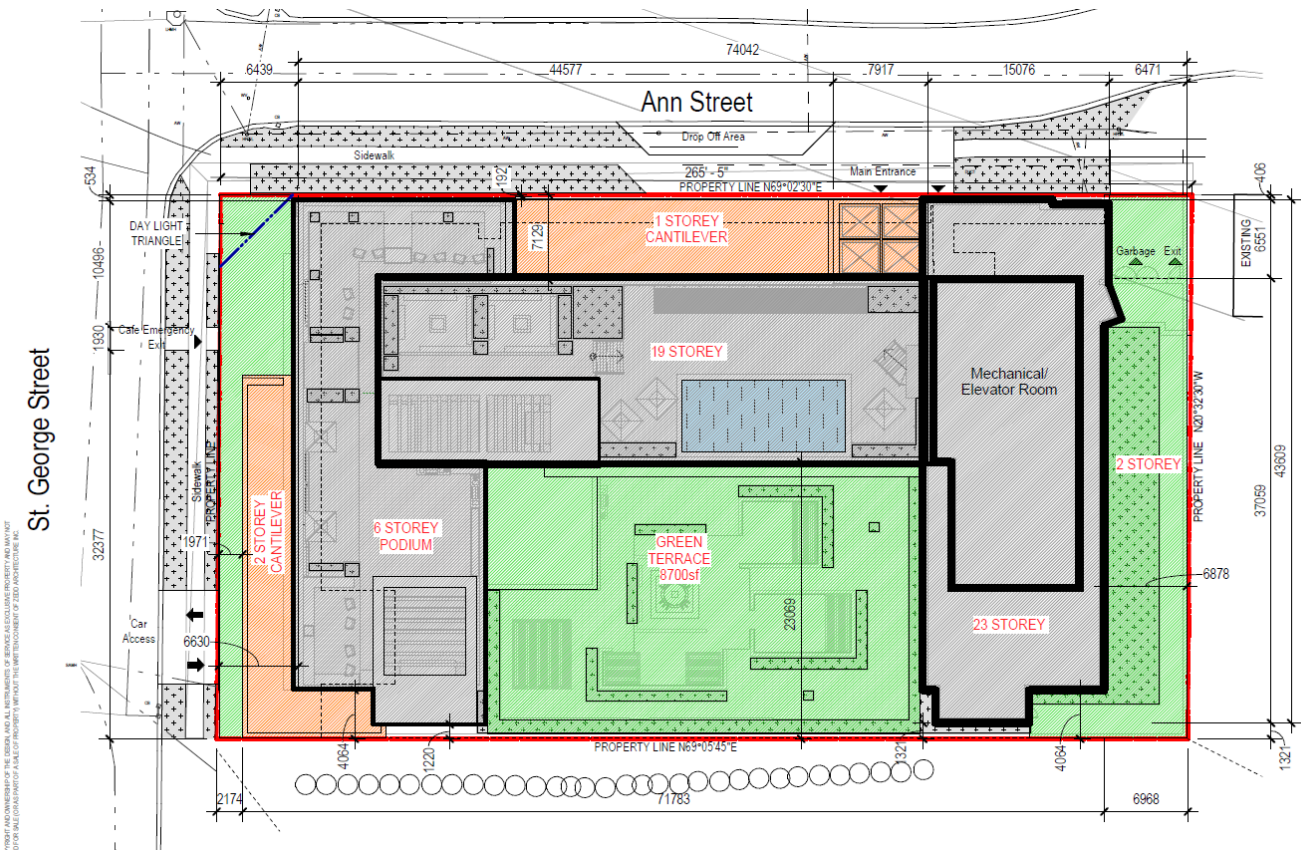
### **Accessibility**

The City of London is committed to providing accessible programs and services for supportive and accessible meetings. We can provide you with American Sign Language (ASL) interpretation, live captioning, magnifiers and/or hearing assistive (t coil) technology. Please contact us at [plandev@london.ca](mailto:plandev@london.ca) by June 13, 2022 to request any of these services.

# Building Rendering and Site Concept Plan



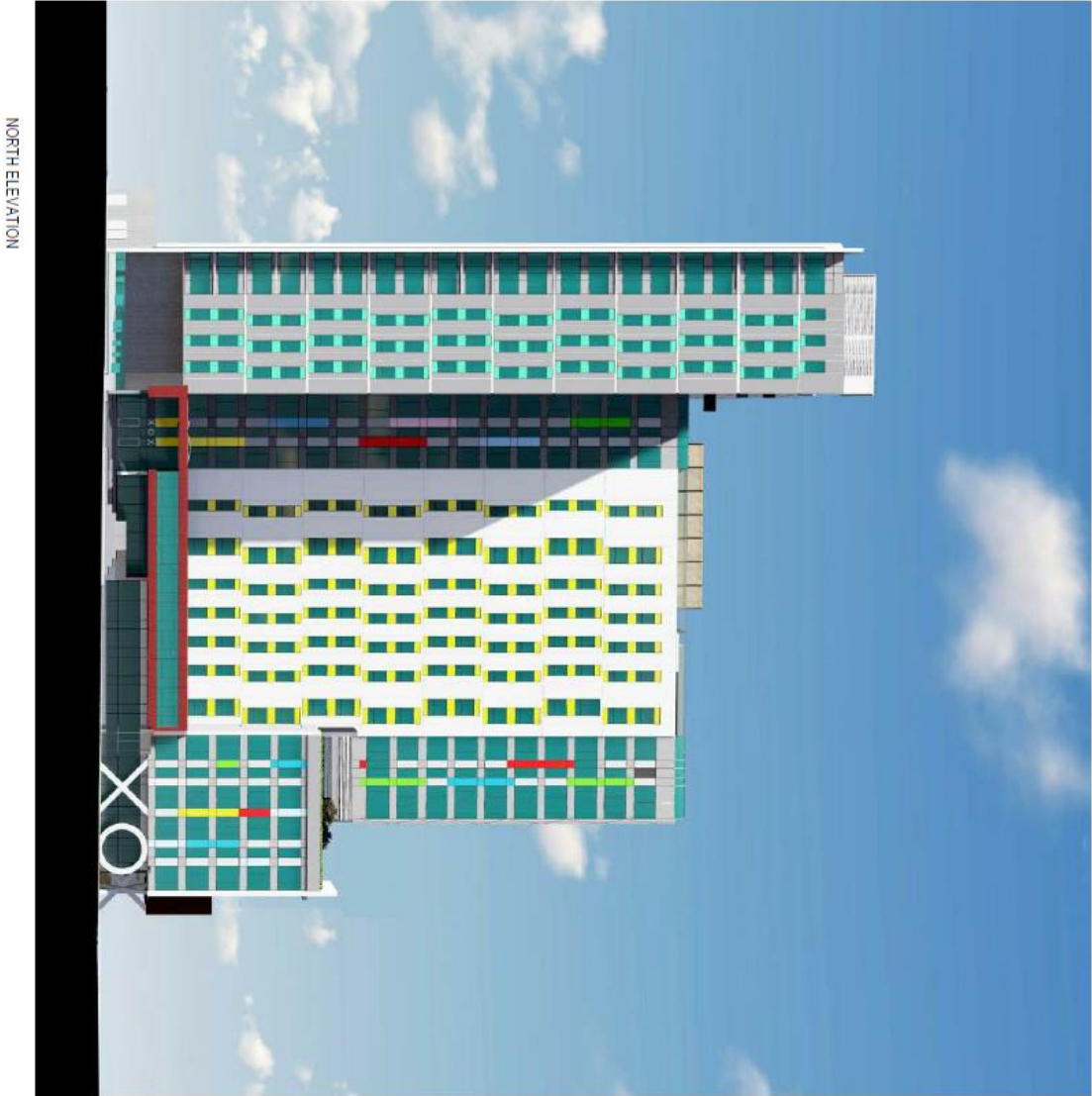
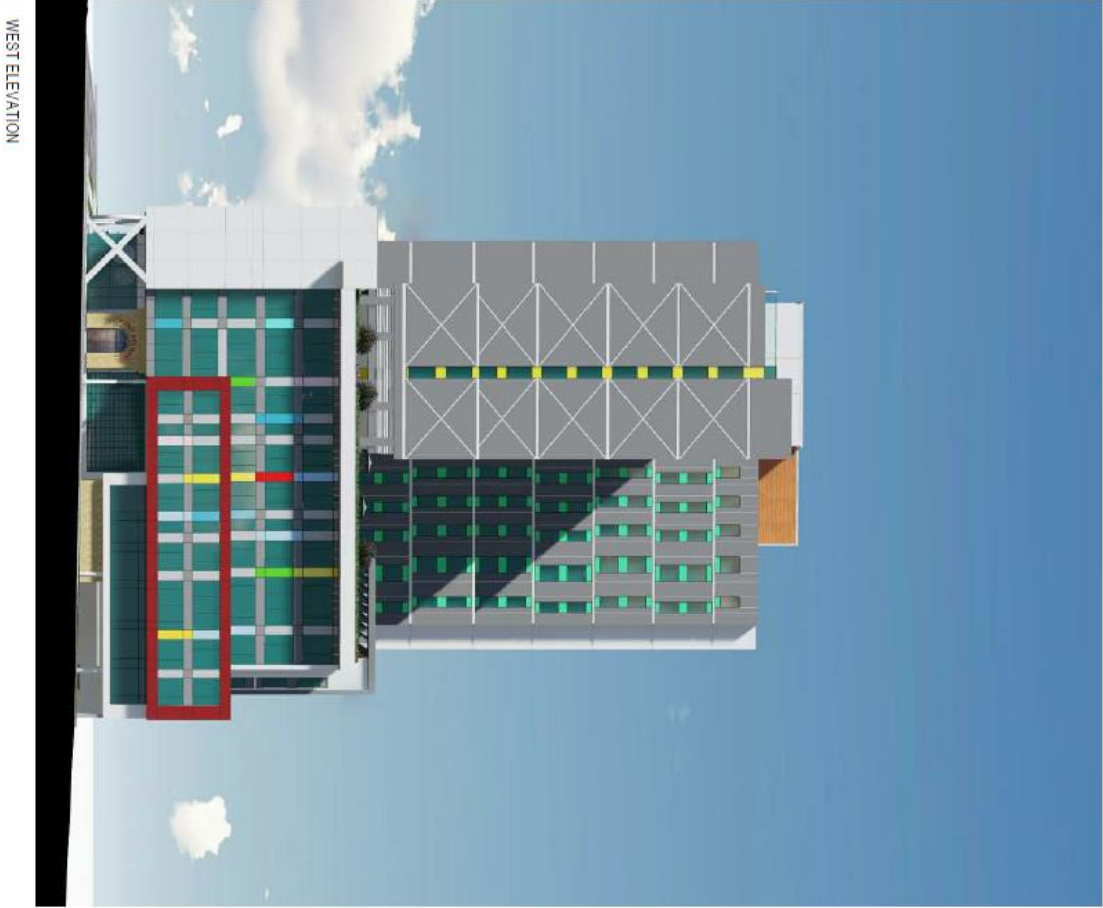
Rendering - Northwest Perspective



Site Concept Plan

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

# Building Renderings



Rendering – West Elevation (left) and North Elevation (right)

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

## Zoning By-law Amendment

### 599-601 Richmond Street



**File: Z-9367**

**Applicant: Westdell Development Corporation**

#### What is Proposed?

Zoning amendment to allow:

- An 8-storey mixed-use building on the rear portion of the lands with a building footprint of approximately 740m<sup>2</sup> in area and 270m<sup>2</sup> of ground floor commercial fronting onto Central Ave;
- A total of 57 residential units;
- A residential density of 519 units per residential hectare;
- Pedestrian and vehicular access fronting onto Central Ave;
- Private amenity rooms and secure bicycle storage;
- A loading area located within the building; and
- 6 parking spaces.

## YOU ARE INVITED!

Further to the Revised Notice of Application you received on April 28, 2022, you are invited to a public meeting of the Planning and Environment Committee to be held:

**Meeting Date and Time:** Monday, June 20, 2022, no earlier than 6:00p.m.

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

For more information contact:

Alanna Riley  
ariley@london.ca  
519-661-CITY (2489) ext. 4579  
Development Services, City of London, 300  
Dufferin Avenue, 6<sup>th</sup> Floor,  
London ON PO BOX 5035 N6A 4L9  
File: Z-9367

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

To speak to your Ward Councillor:

Councillor John Fyfe-Millar  
jfmillar@london.ca  
519-661-CITY (2489) ext.5095

**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

## Requested Zoning By-law Amendment

To change the zoning from a Business District Commercial Special Provision (BDC(1)) Zone **TO** Business District Commercial Special Provision Bonus (BDC( ))\*B-( )) Zone. Changes to the currently permitted land uses and development regulations are summarized below.

The Zoning By-law is available at [london.ca](http://london.ca).

### Current Zoning

**Zone:** Business District Commercial Special Provision BDC(1)

**Permitted Uses:** Animal hospitals; Apartment buildings, with any or all of the other permitted uses on the first floor; Bake shops; Clinics; Commercial recreation establishments; Commercial parking structures and/or lots; Converted dwellings; Day care centres; Dry cleaning and laundry depots; Duplicating shops; Emergency care establishments; Existing dwellings; Financial institutions; Grocery stores; Laboratories; Laundromats; Libraries; Medical/dental offices; Offices; Personal service establishments; Private clubs; Restaurants, Retail stores; Service and repair establishments; Studios; Video rental establishments; Lodging house class 2; Cinemas; Brewing on Premises Establishment; Food Store; Animal Clinic; Convenience Store; Post Office; Convenience service establishments; Dwelling units restricted to the rear portion of the ground floor or on the second floor or above with any or all of the other permitted uses in the front portion of the ground floor; Bed and breakfast establishments; Antique store; Police stations; Artisan Workshop; and Craft Brewery.

**Special Provisions:** Special provision permits BDC uses and reduced lot frontage.

### Requested Zoning

**Zone:** Business District Commercial Special Provision Bonus (BDC( ))\* B-( )) Zone

**Permitted Uses:** Same as above.

**Special Provisions:** Special Provisions for the bonus zone include a minimum front yard, a minimum side yard, and a minimum rear yard setback of 0m abutting a non-residential zone and 6m abutting a residential zone; 57 residential units; a maximum density of 519 units per hectare; a maximum height of 8-storeys(28m); ground floor commercial space consisting of 270m<sup>2</sup> for 2 commercial retail units; a maximum lot coverage of 100%; a minimum of 6 parking spaces; pedestrian and vehicular access fronting onto Central Ave; private amenity rooms and secure bicycle storage; and

**Bonus Zone:** The proposed bonus zone would permit these special provisions in return for eligible facilities, services, and matters, specifically affordable housing outlined in Section 19.4.4 of the 1989 Official Plan and policies 1638\_ to 1655\_ of The London Plan. The City is also considering adding special provisions in the zoning to implement the urban design requirements and adding holding provisions for the following: urban design, archaeological and public site plan.

## Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. These lands are currently designated as Main Street Commercial Corridor in the 1989 Official Plan, which include residential units created through the development of mixed-use buildings.

The subject lands are in the Rapid Transit Corridor Place Type in The London Plan, permitting a range of mixed-uses including residential.

## How Can You Participate in the Planning Process?

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

### **Notification of Council Decision**

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

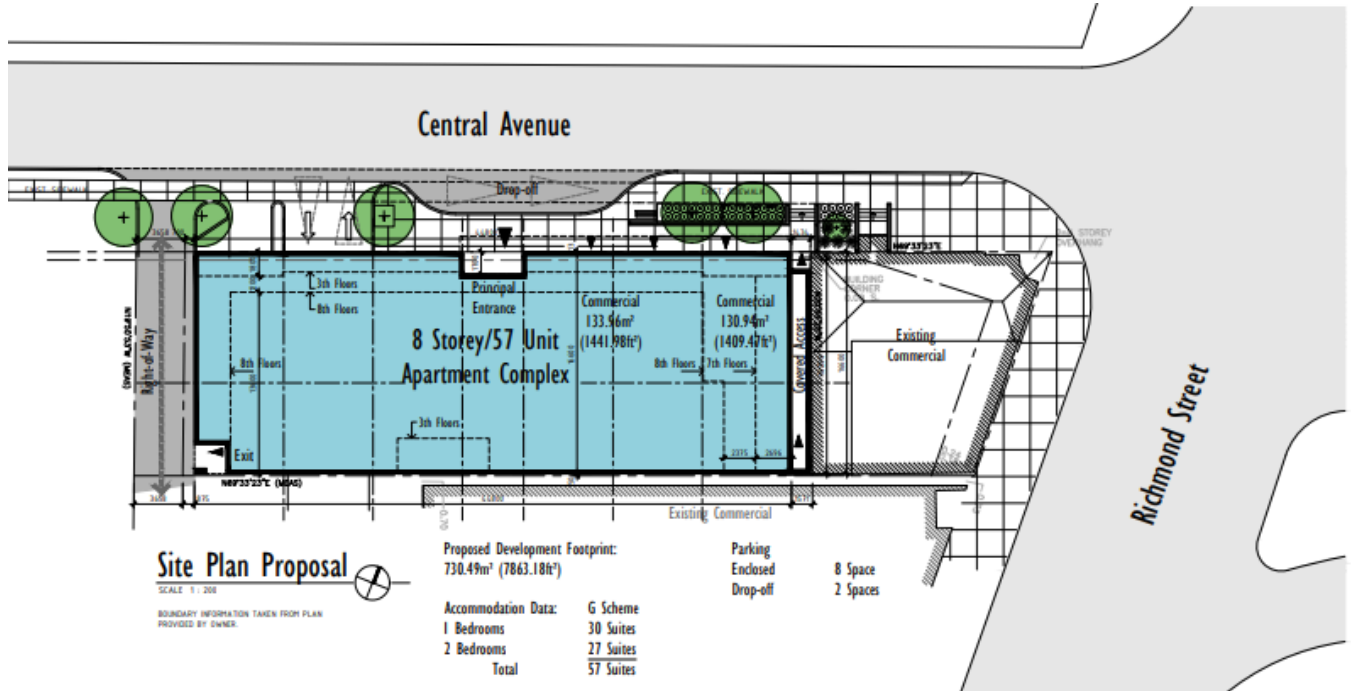
### **Notice of Collection of Personal Information**

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### **Accessibility**

Alternative accessible formats or communication supports are available upon request. Please contact [plandev@london.ca](mailto:plandev@london.ca) for more information.

# Site Concept



Site Concept Plan

# Building Renderings



Conceptual Renderings (Front)



***Conceptual Renderings (Looking from Richmond)***

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



## Report to Community Advisory Committee on Planning

**To:** Chair and Members  
Community Advisory Committee on Planning  
**From:** Jana Kelemen, M.Sc.Arch., MUDS, MCIP RPP  
Manager, Community Planning, Urban Design and Heritage  
**Subject:** Designation of 6092 Pack Road under Section 29 of the  
*Ontario Heritage Act*  
**Date:** June 15, 2022

### Summary of Recommendation

Notice of intent to designate the property located at 6092 Pack Road to be of cultural heritage value or interest pursuant to Section 29(3) of the Ontario Heritage Act, RSO 1990, c. O. 18 is being recommended for the reasons outlined in Appendix “D” of this report.

### Executive Summary

The property at 6092 Pack Road is currently a LISTED property on the City's *Register of Cultural Heritage Resources*. A development is proposed on the property which includes a mix of housing forms with retention of an existing 20th-century farmhouse on the property (Z-9493); long term conservation of the farmhouse is being sought. As a component of a complete zoning application, per *The London Plan* policy 565, a heritage impact assessment was prepared by the applicant's representative and a cultural heritage evaluation was completed using the criteria of O. Reg 9/06. The evaluation determined that the property is a significant cultural heritage resource that merits designation pursuant to Section 29 of the *Ontario Heritage Act*.

### Analysis

#### 1.0 Background Information

##### 1.1 Property Location

The subject property at 6092 Pack Road is located on the north side of Pack Road, between Regiment Road and Bostwick Road (Appendix A). Historically, the property is part of the South Half of Lot 76, in the former Westminster Township.

##### 1.2 Cultural Heritage Status

The property at 6092 Pack Road is a heritage listed property, included on the *Register of Cultural Heritage Resources*. The property is considered to be of potential cultural heritage value. The listing of the property on the *Register of Cultural Heritage Resources* came into force and effect on March 26, 2007.

##### 1.3 Description

The property at 6092 Pack Road is approximately 1 hectare (2.5 acres), with a gated entrance along Pack Road and a windbreak of spruce trees along the western edge of the property (Appendix A; Appendix B). The house on the property faces Pack Road and is accessed through the set of gates and entrance drive on the east. In addition to the house on the property, there is a contemporary garage addition at the rear, north-west corner, along with a small added rear entrance.

Several outbuildings are located on the property. There is a pool and cabana located not far from the house to the north of the property. At the north end of the property there is a metal storage/shipping container, and an outbuilding measuring (7.5m x 10m) set on concrete footings and clad in timber siding. Located southeast of the outbuilding are the ruins of a barn. The area around the former barn contains various debris and is overgrown with vegetation.

The house at 6092 Pack Road was likely built between 1900-1910 and is a two-and-a-half-storey, buff brick vernacular farmhouse exhibiting Queen Anne design elements. The footprint measures approximately 10m x 15m (33ft x 49ft). The roof is a cross-hipped roof, clad in asphalt, with a medium pitched, and with a gabled dormer on the main (south) elevation.

The house has a simple compound plan and contains a projecting bay on the east elevation. The foundation of the residence is rusticated concrete block. The main (south) elevation has a front gabled dormer, framed with bargeboard, containing fish scale shingling, and a small one pane window with a wood surround with decorative pilasters on each side. A front porch, with a rusticated concrete block surround, wraps around and returns on the east elevation. The porch is supported by classically inspired wood columns. The underside of the porch roof is finished in tongue and groove wood slats.

The main entrance to the house is located off the porch, tucked around onto the projecting east bay, and consists of a modern door with an original stained-glass transom. Near the entrance, on the east elevation, is an oval shaped stained-glass window with a buff brick window surround. Most windows openings throughout are segmental arch windows openings, with buff brick voussoirs and concrete sills. Most windows frames and doors are contemporary replacements with the exception of the decorative oval-shaped window and stained-glass transoms (all with a similar motif) located at the following: (2) on the front porch, south facing windows on the 1st floor; (1) east facing window on the 1st floor, nearest to the porch; and the entrance door transom. The basement window openings are visible on the east and west elevation and are topped with buff brick voussoirs and contain cotemporary replacement windows.

Based on the architectural style of the residence and the use of rusticated concrete block as a foundation material, the residence was likely built between 1900 and 1910 (Stantec, 2022 p30).

#### **1.4 Property History<sup>1</sup>**

The property at 6092 Pack Road is located on part Lot 76, East of Talbot Road which was granted by the Crown to Peter Swartz in 1835 (see Stantec, 2022; ONLand 2021a). Soon after Swartz obtained patent to the lot, he began to subdivide the property. In 1836, he sold 25 acres of the northwest part of the lot to Jesse Cornell, 50 acres of the northeast quarter to James Upgrove, and 50 acres of the southeast quarter – containing the current address at 6092 Pack Road – to William Adair (see Stantec, 2002; ONLand 2021a). In 1842, Adair and his wife sold the southeast quarter – containing the current address at 6092 Pack Road – to David Dale. In 1845, Upgrove sold the northeast quarter to David Dale, resulting in Dale owning the entire east half of Lot 76, East of Talbot Road (see Stantec 2022; ONLand 2021a).

David Dale was a son of Jacob Dale, an immigrant from Pennsylvania who moved to Upper Canada in 1811. The Dale family were prominent early settlers in Westminster Township and became extensive landowners. From the mid-1800s to the 1970s, the Dale family and decedents have owned property at 6092 Pack Road and the surrounding land parcels. Several Dale family members are also buried at Brick Street Cemetery on Commissioners Road (see Stantec 2002; Find-A-Grave 2021a, 2021b). Part of the township at the intersection of present-day Southdale Road and Wharncliffe Road is known as Dale's Corners (present-day Glendale) (see Stantec, 2022; WTHS 2006b:144).

## **2.0 Discussion and Considerations**

### **2.1 Legislative and Policy Framework**

Cultural heritage resources are recognized for the value and contributions that they make to our quality of life, sense of place, and tangible link to our shared past. Cultural heritage resources are to be conserved as per the fundamental policies in the *Provincial*

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<sup>1</sup> This section is excerpted from Stantec, 2022 (p15-16).

*Policy Statement (2020)*, the *Ontario Heritage Act*, *The London Plan*. It is important to recognize, protect, and celebrate our cultural heritage resources for future generations.

### **2.1.1 Provincial Policy Statement**

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

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

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

### **2.1.2 Ontario Heritage Act**

Section 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 object to a Notice of Intention to Designate (NOID) and to appeal the passing of a by-law to designate a property pursuant to Section 29 of the *Ontario Heritage Act*. Objections to a Notice of Intention to Designate are referred back to Municipal Council. Appeals to the passing of a by-law to designate a property pursuant to the *Ontario Heritage Act* are referred to the Ontario Land Tribunal (OLT).

To determine eligibility for designation under Section 29 of the *Ontario Heritage Act*, properties are evaluated using the mandated criteria of Ontario Regulation 9/06.

#### **2.1.2.1 Ontario Regulation 9/06**

The criteria of *Ontario Heritage Act* Regulation 9/06 establish criteria for determining the cultural heritage value or interest of individual properties. These criteria are reinforced by Policy 573\_ of *The London Plan*. 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*.

#### **2.1.2.2 Ontario Regulation 385/21**

Ontario Regulation 385/21 was proclaimed on July 1, 2021. This regulation prescribes certain requirements for a heritage designating by-law. The following information is a prescribed requirement of a heritage designating by-law, per Section 3(1), O. Reg. 385/21:

1. The by-law must identify the property by,

- i. The municipal address of the property, if it exists;
  - ii. The legal description of the property, including the property identifier number that relates to the property; and,
  - iii. A general description of where the property is located within the municipality, for example, the name of the neighbourhood in which the property is located and the nearest major intersection to the property.
2. The by-law must contain one or more of the following that identifies each area of the property that has cultural heritage value or interest:
  - i. A site plan.
  - ii. A scale drawing.
  - iii. A description in writing.
3. The statement explaining the cultural heritage value or interest of the property must identify which of the criteria set out in subsection 1(2) of Ontario Regulation 9/06 (Criteria for Determining Cultural Heritage Value or Interest) made under the Act are met and must explain how each criterion is met.
4. The description of the heritage attributes of the property must explain how each heritage attribute contributes to the cultural heritage value or interest of the property.

## **2.2 The London Plan**

The Cultural Heritage chapter of *The London Plan* recognizes that our cultural heritage resources define our City's unique identity and contribute to its continuing prosperity. It notes, "The quality and diversity of these resources are important in distinguishing London from other cities and make London a place that is more attractive for people to visit, live or invest in." Policies 572\_ and 573\_ of *The London Plan* enable the designation of individual properties under Section 29 of the *Ontario Heritage Act*, as well as the criteria by which individual properties will be evaluated.

## **3.0 Financial Impact/Considerations**

None

## **4.0 Key Issues and Considerations**

### **4.1 Current Proposal and Cultural Heritage Evaluation**

A development is proposed on the property at 6092 Pack Road which includes a mix of housing forms with retention of an existing 20th-century farmhouse on the property; long term conservation of the farmhouse is being sought (Appendix C). Notices of Application were circulated April 20, 2022, and May 6, 2022. As a component of a complete zoning application (Z-9493), per *The London Plan* policy 565, a heritage impact assessment was prepared by the applicant's representative and a cultural heritage evaluation was completed using the criteria of O. Reg 9/06 (Appendix E).

These criteria are:

- i. Physical or design value;
- ii. Historical or associative value; and,
- iii. Contextual value (see Section 2.1.2.1)

A property is required to meet one or more of the abovementioned criteria to merit protection under Section 29 of the *Ontario Heritage Act*. A summary of the evaluation of the property at 6092 Pack Road is highlighted in the table below:

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

Table 1: Summary of the evaluation of the property at 6092 Pack Road using the criteria of Ontario Regulation 9/06

The Heritage Planner concurs with the evaluation of the property at 6092 Pack Road by Stantec Consulting Ltd. as being a significant cultural heritage resource (Appendix E). As the property at 6092 Pack Road has met the criteria for designation, a Statement of Cultural Heritage Value or Interest and heritage attributes have been identified (Appendix D).

#### 4.1.1 Physical or Design Values

The house at 6092 Pack Road has design value as a representative example of an early 20<sup>th</sup>- century Ontario vernacular farmhouse with the use with Queen Anne design elements that were popular in the late 19th and early 20th-centuries. Vernacular elements include the use of buff brick and rusticated concrete block for the foundation and porch surround. Design elements specific to the Queen Anne style found on the farmhouse include: a 2 ½ -story structure with compound plan, hip roof, front facing gable, wrap around porch, and use of details such as voussoirs, bargeboard, fish scale shingling, stained-glass, and unique shaped window openings (i.e. oval shaped window near main entrance).

As a vernacular structure, the building materials, construction methods, and quality of craftsmanship were typical of the time. By its very nature, the house does not demonstrate a high degree of craftsmanship or a high degree of technical or scientific achievement. As well, the house is not known to demonstrate or reflect the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.

#### 4.1.2 Historical or Associate Values

The property at 6092 Pack Road is directly associated with the Dale family and was occupied by members of the Dale family from 1842 until at least the early 1970s. The Dale family in the former Westminster Township traces its origins to Jacob Dale, an early settler to Westminster Township originally from Pennsylvania. Dale and descendent became extensive landholders in Westminster Township, particularly around the intersection of present-day Southdale Road and Wharnccliffe Road. The Dale family, through their extensive landholdings have made a notable contribution to the pattern of settlement of the former Westminster Township. This area is still referred to as Glendale in recognition of the family.

The property at 6092 Pack Road is not known to demonstrate or reflect the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.

### 4.1.3 Contextual Values

The property at 6092 Pack Road is set in a landscape that remains largely rural and agricultural but is in the process of transitioning to a suburban landscape. The property consists of a house and outbuildings set on a large lot that has been severed from agricultural fields; little tangible signs remain of the former agricultural use of the property. The property at 6092 Pack Road is one of many rural properties located on the southern outskirts of London. It is not believed to be a landmark in the community.

### 4.2 Comparative Analysis

The house at 6092 Pack Road is an Ontario vernacular farmhouse which exhibits Queen Anne design elements. A comparative analysis of other properties LISTED on the City's *Register of Cultural Heritage Resources*, based on form and style, found many properties identified as "vernacular" (n=470; 7½ %) or having "Queen Anne" (n=538; 9%) styling. Although not conclusive, the house isn't considered rare or unique as many examples of Ontario vernacular farmhouses and Queen Anne houses remain in the City of London and were a common design style throughout Ontario in the late 19th to early 20th centuries.

### 4.3. Integrity

Integrity is not a measure of originality, but a measure of whether the surviving physical features (heritage attributes) continue to represent or support the cultural heritage value or interest of the property. Likewise, the physical condition of a cultural heritage resource is not a measure of its cultural heritage value. Cultural heritage resources can be found in a deteriorated state but may still maintain all or part of their cultural heritage value or interest (Ministry of Culture, 2006).

The house at 6092 Pack Road demonstrates a high degree of integrity. Many of the original physical features representative of the Queen Anne style have been retained. This can be found in the retention of the wrap-around porch, exterior woodworking details on the front facing gable, and countless stained-glass transoms exhibiting a similar motif. Aside from the replacement of windows and the addition of an attached garage, the house remains relatively unmodified.

### 4.4 Consultation

In compliance with Section 29(2) of the *Ontario Heritage Act*, consultation with the Community Advisory Committee on Planning (CACCP) is required before Municipal Council may issue its notice of intent to designate the property at 6092 Pack Road pursuant to the *Ontario Heritage Act*. The CACCP will be consulted at its meeting on June 15, 2022.

## Conclusion

The evaluation of the property at 6092 Pack Road found that the property met the criteria for designation under Section 29 the *Ontario Heritage Act*. The house at 6092 Pack Road is a significant cultural heritage resource that is valued for its physical or design values and its historical or associative values. The property at 6092 Pack Road should be designated pursuant to Section 29 of the *Ontario Heritage Act* to protect and conserve its cultural heritage value for future generations.

Notice of intent to designate the property located at 6092 Pack Road to be of cultural heritage value or interest pursuant to Section 29(3) of the Ontario Heritage Act, RSO 1990, c. O. 18 is being recommended to the Planning and Environment Committee at its meeting on June 20, 2022.

**Prepared by:** Laura E. Dent, M.Arch, PhD, MCIP, RPP  
Heritage Planner

**Submitted by:** Jana Kelemen, M.Sc.Arch., MUDS, MCIP RPP  
Manager, Urban Design, and Heritage

## Appendices

Appendix A	Property Location
Appendix B	Images
Appendix C	Proposal Rendering
Appendix D	Statement of Cultural Heritage Value or Interest – 6092 Pack Road
Appendix E	Heritage Impact Assessment 6092 Pack Road, London, ON (Stantec, February 17, 2022)

## Sources

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# Appendix A – Property Location

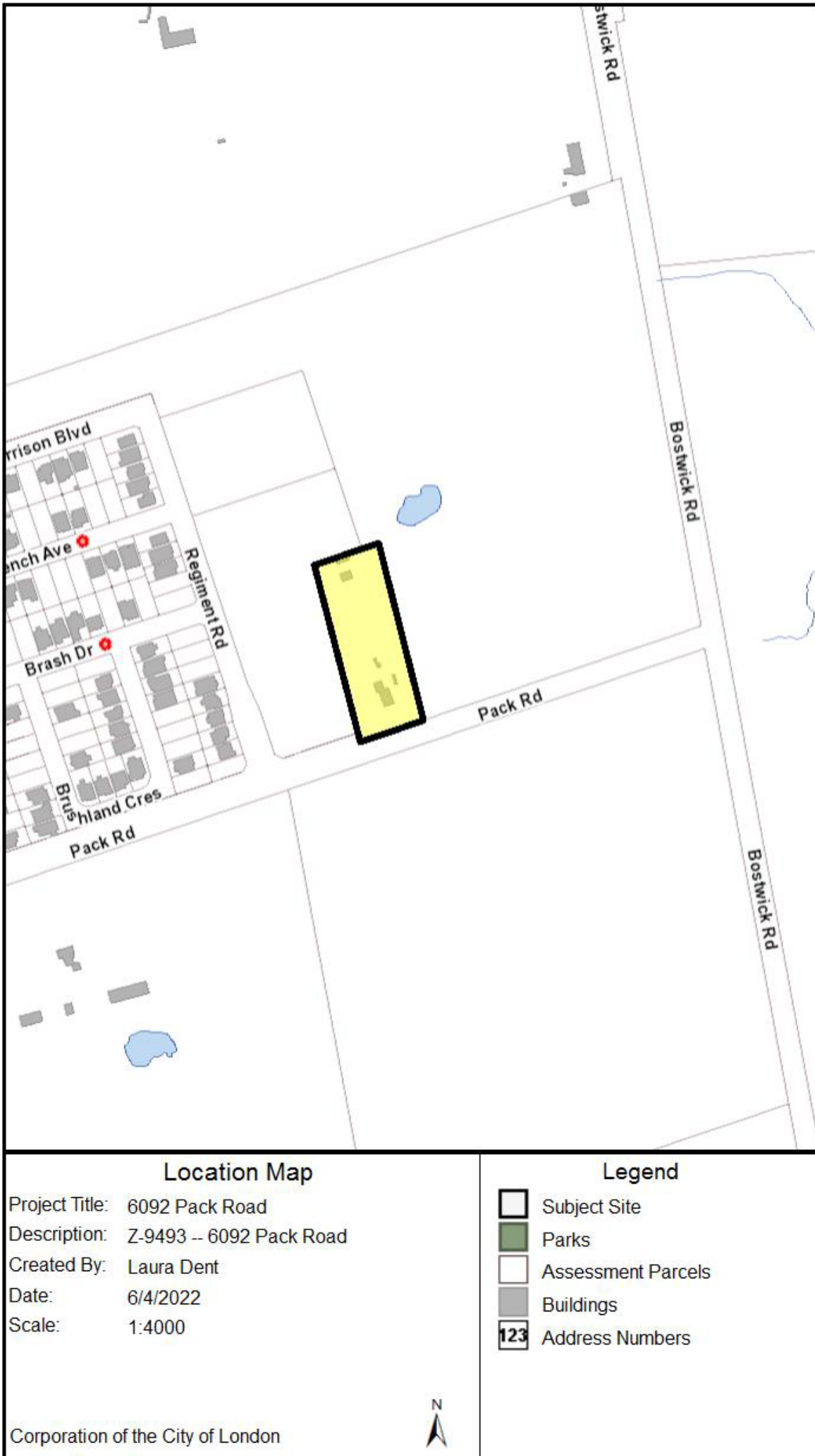


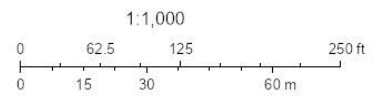
Figure 1: Property Location for 6092 Pack Rd



# Corporate City Map



6/5/2022, 3:06:45 PM



Corporation of the City of London | Produced For: Environmental & Engineering Services – Transportation Planning & Design | Produced by: Environmental & Engineering Services - Geomatics | Corporation of the City of London

Figure 2: Aerial view of property showing outbuildings

## Appendix B – Images



Image 1: Street view of property at 6092 Pack Road, as seen from Pack Road looking northeast



Image 2: South-east elevations of house on property showing wrap-around veranda and hip roof



Image 3: Front, south elevation of house with hip roof and front facing gable with decorative bargeboard



Image 4: West, side elevation of house on property



Image 5: North-west elevations of house on property showing contemporary garage addition



Image 6: Rear, north elevation of house on property showing contemporary garage additions and added rear entrance



Image 7: North-east elevations of house on property showing rear entrance addition



Image 8: East, side elevation of house on property showing wrap-around veranda



Image 9: Stained glass transom located above first storey window on east elevation



Image 10: Oval shaped stained-glass window on east elevation



Image 11: Stained glass transom located above entrance door off veranda



Image 12: Stained glass transom located above first storey window on south elevation



Image 13: Stained glass transom located above first storey window on south elevation



Image 14: Porch details showing wood columns with concrete block surround





Image 15: Row of spruce trees along western edge of property



Image 16: Outbuildings at rear of property – metal shed, barn, and storage container



Image 17: Outbuilding at rear of property – storage container



Image 18: View of rear of property pool and cabana

Appendix C – Proposal Rendering



## Appendix D – Statement of Cultural Heritage Value or Interest – 6092 Pack Road

### Legal Description

PART LOT 76 ETR WESTMINSTER, PART 1 33R19090

### PIN

08209-0008

### Description of Property

The property at 6092 Pack Road is located in the City of London on the north side of Pack Road, approximately 280 metres west of the intersection of Bostwick Road and Pack Road. Historically, the property is part of the South Half of Lot 76, in the former Westminster Township. The property contains a house, spruce windbreak, pool with cabana, outbuilding, storage container and barn ruins. The house at 6092 Pack Road was likely built between 1900-1910 and is a two-and-a-half-storey, buff brick vernacular farmhouse exhibiting Queen Anne design elements.

### Statement of Cultural Heritage Value or Interest

The property at 6092 Pack Road is of significant cultural heritage value or interest because of its physical or design values and its historical or associative values.

The house at 6092 Pack Road has design value as a representative example of an early 20th century Ontario vernacular farmhouse with the use with Queen Anne design elements that were popular in the late 19th and early 20th-centuries. Vernacular elements include the use of buff brick and rusticated concrete block for the foundation and porch surround. Design elements specific to the Queen Anne style found on the farmhouse include: a 2 ½ -story structure with compound plan, hip roof, front facing gable, wrap around porch, and use of details such as voussoirs, bargeboard, fish scale shingling, stained-glass, and unique shaped window openings (i.e. oval shaped window near main entrance).

The property at 6092 Pack Road is directly associated with the Dale family and was occupied by members of the Dale family from 1842 until at least the early 1970s. The Dale family in the former Westminster Township traces its origins to Jacob Dale, an early settler to Westminster Township originally from Pennsylvania. Dale and decedents became extensive landholders in Westminster Township, particularly around the intersection of present-day Southdale Road and Wharncliffe Road. The Dale family, through their extensive landholdings have made a notable contribution to the pattern of settlement of the former Westminster Township. This area is still referred to as Glendale in recognition of the family.

### Heritage Attributes

Heritage attributes which support and contribute to the cultural heritage value or interest of this property include:

- Representative example of an early 20th century Ontario vernacular farmhouse with Queen Anne design elements, including:
  - Two- and one-half storey structure with compound plan
  - Hip roof with brick chimney and gable dormer containing bargeboard and fish scales
  - Buff brick exterior
  - Segmental arch window openings with buff brick voussoirs and concrete sills
  - Stained glass transoms located above main entrance and first storey windows on the south and east elevations
  - Wrap around rusticated concrete block porch with classically inspired wood columns
  - Oval shaped stained-glass window on east elevation
  - Rusticated concrete block foundation

The contemporary garage and entrance addition at the rear, north elevation are not considered to be heritage attributes.

The outbuildings at the north, rear of portion of the property (including a metal shed, barn, and storage container) are not considered to be heritage attributes.

**Appendix E – Heritage Impact Assessment – 6092 Pack Road,  
London, ON (Stantec, February 17, 2022)**

Attached separately.



**Heritage Impact Assessment  
6092 Pack Road, London,  
Ontario**

FINAL REPORT

February 17, 2022

Prepared for:

2847011 Ontario Inc.  
509 Commissioners Road West  
Suite 425  
London, Ontario N6J 1Y5

Prepared by:

Stantec Consulting Ltd.  
600-171 Queens Avenue  
London, Ontario N6A 5J7

Project Number: 160940814

## **Executive Summary**

2847011 Ontario Inc. retained Stantec Consulting Ltd. (Stantec) to prepare a Heritage Impact Assessment (HIA) for the property located at 6092 Pack Road in the City of London, Ontario. In accordance with Section 27(1) of the *Ontario Heritage Act* (OHA), the City of London (the City) maintains a register of properties that are of cultural heritage value or interest (CHVI). The property at 6092 Pack Road is a listed resource and is described as a Vernacular structure built in 1900. The property was added to the register on March 26, 2007. 2847011 Ontario Inc. is proposing to redevelop the property to include 40 new units consisting of cluster townhouse units, back-to-back townhouses, and the retention of the existing residence.

The residence at 6092 Pack Road was determined to demonstrate design/physical value and historic/associative value. The residence at 6092 Pack Road has design value as a representative example of an early 20<sup>th</sup> century Ontario vernacular structure with Queen Anne design elements. The property at 6092 Pack Road is directly associated with the Dale family and was occupied by members of the Dale family from 1842 until at least the early 1970s. The Dale family were prominent early settlers in the Township of Westminster.

The proposed undertaking will conserve the built heritage resource at 6092 Pack Road. The proposed undertaking would not result in direct impacts to the property at 6092 Pack Road. The existing residence will be retained *in situ* and no heritage attributes will be altered as part of the proposed undertaking. While the existing shed roof addition and hip roof addition of the residence will be removed, both do not contain heritage attributes. No indirect impacts are anticipated from shadows, isolation, or obstruction. There may be potential for indirect impacts related to land disturbance during the construction phase that could result in vibrations that are damaging to the structure. While a change in land use is anticipated to allow for higher residential density than is currently permitted, the property will remain residential in nature and the proposed changes are not anticipated to impact the heritage attributes or heritage value of the property.

An assessment of impacts resulting from the proposed undertaking at 6092 Pack Road has determined the undertaking may possibly result in indirect impacts from land disturbance. On site construction activity could result in vibrations that have potential to affect historic foundations. Based on the impacts identified to the cultural heritage resource and the proposed undertaking, the following mitigation measure is recommended:



**Heritage Impact Assessment  
6092 Pack Road, London, Ontario**

- Retain a qualified person(s) to complete a pre-construction vibration assessment to determine acceptable levels of vibration given the site-specific conditions (including soil conditions, equipment proposed to be used, and building characteristics)
- Should the residence be determined to be within the zone of influence, additional steps should be taken to secure the building from experiencing negative vibration effects (i.e., adjustment of machinery or establishment of buffer zones)

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





## Table of Contents

<b>1.0</b>	<b>Introduction.....</b>	<b>1</b>
<b>2.0</b>	<b>Methodology .....</b>	<b>4</b>
2.1	Policy Framework.....	4
2.1.1	Planning Act .....	4
2.1.2	The 2020 Provincial Policy Statement.....	4
2.1.3	City of London Official Plan .....	5
2.2	Background History .....	5
2.3	Field Program .....	6
2.4	Evaluation of Cultural Heritage Value or Interest.....	6
2.4.1	Ontario Regulation 9/06.....	6
2.5	Assessment of Impacts .....	7
2.6	Mitigation Options.....	8
<b>3.0</b>	<b>Historical Overview .....</b>	<b>9</b>
3.1	Introduction.....	9
3.2	Physiography.....	9
3.3	Township of Westminster .....	9
3.3.1	Survey and Settlement .....	9
3.3.2	19 <sup>th</sup> Century Development.....	12
3.3.3	20 <sup>th</sup> Century Development.....	13
3.4	Property History.....	15
<b>4.0</b>	<b>Site Description .....</b>	<b>21</b>
4.1	Introduction.....	21
4.2	Landscape Setting.....	21
4.3	Residence .....	24
4.4	Outbuildings.....	28
<b>5.0</b>	<b>Comparative Analysis .....</b>	<b>30</b>
<b>6.0</b>	<b>Evaluation of Cultural Heritage Value or Interest .....</b>	<b>31</b>
6.1	Introduction.....	31
6.2	Design or Physical Value.....	31
6.3	Historic or Associative Value .....	32
6.4	Contextual Value .....	32
6.5	Summary of Evaluation .....	33
6.6	Statement of Cultural Heritage Value .....	35
6.6.1	Description of Property .....	35
6.6.2	Cultural Heritage Value .....	35
6.6.3	Heritage Attributes.....	36
<b>7.0</b>	<b>Impact Assessment.....</b>	<b>37</b>



**Heritage Impact Assessment  
6092 Pack Road, London, Ontario**

7.1	Description of Proposed Undertaking .....	37
7.2	Assessment of Impacts .....	37
7.3	Discussion of Impacts.....	39
<b>8.0</b>	<b>Mitigation.....</b>	<b>40</b>
8.1	InfoSheet #5 Mitigation Options.....	40
8.2	Mitigation Discussion.....	41
<b>9.0</b>	<b>Recommendations .....</b>	<b>42</b>
9.1	Deposit Copies .....	42
<b>10.0</b>	<b>Closure .....</b>	<b>43</b>
<b>11.0</b>	<b>References .....</b>	<b>44</b>

**List of Appendices**

- Appendix A: Concept Plan
- Appendix B: Renderings

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## **Abbreviations**

BLA	Bachelor of Landscape Architecture
CAHP	Canadian Association of Heritage Professionals
CHVI	Cultural Heritage Value or Interest
CSLA	Canadian Society of Landscape Architects
HIA	Heritage Impact Assessment
MA	Master of Arts
MHSTCI	Ministry of Heritage, Sport, Tourism and Culture Industries
OALA	Ontario Association of Landscape Architects
OHA	Ontario Heritage Act
O. Reg.	Ontario Regulation
PPS	Provincial Policy Statement
RPA	Registered Professional Archaeologist



# Heritage Impact Assessment 6092 Pack Road, London, Ontario

Introduction  
February 17, 2022

## 1.0 Introduction

2847011 Ontario Inc. retained Stantec Consulting Ltd. (Stantec) to prepare a Heritage Impact Assessment (HIA) for the property located at 6092 Pack Road in the City of London, Ontario (Figure 1 and Figure 2). In accordance with Section 27(1) of the *Ontario Heritage Act* (OHA), the City of London (the City) maintains a register of properties that are of cultural heritage value or interest (CHVI). The property at 6092 Pack Road is a listed resource and is described as a Vernacular structure built in 1900. The property was added to the register on March 26, 2007. 2847011 Ontario Inc. is proposing to redevelop the property to include 40 new units consisting of cluster townhouse units, back-to back townhouses, and the retention of the existing residence.

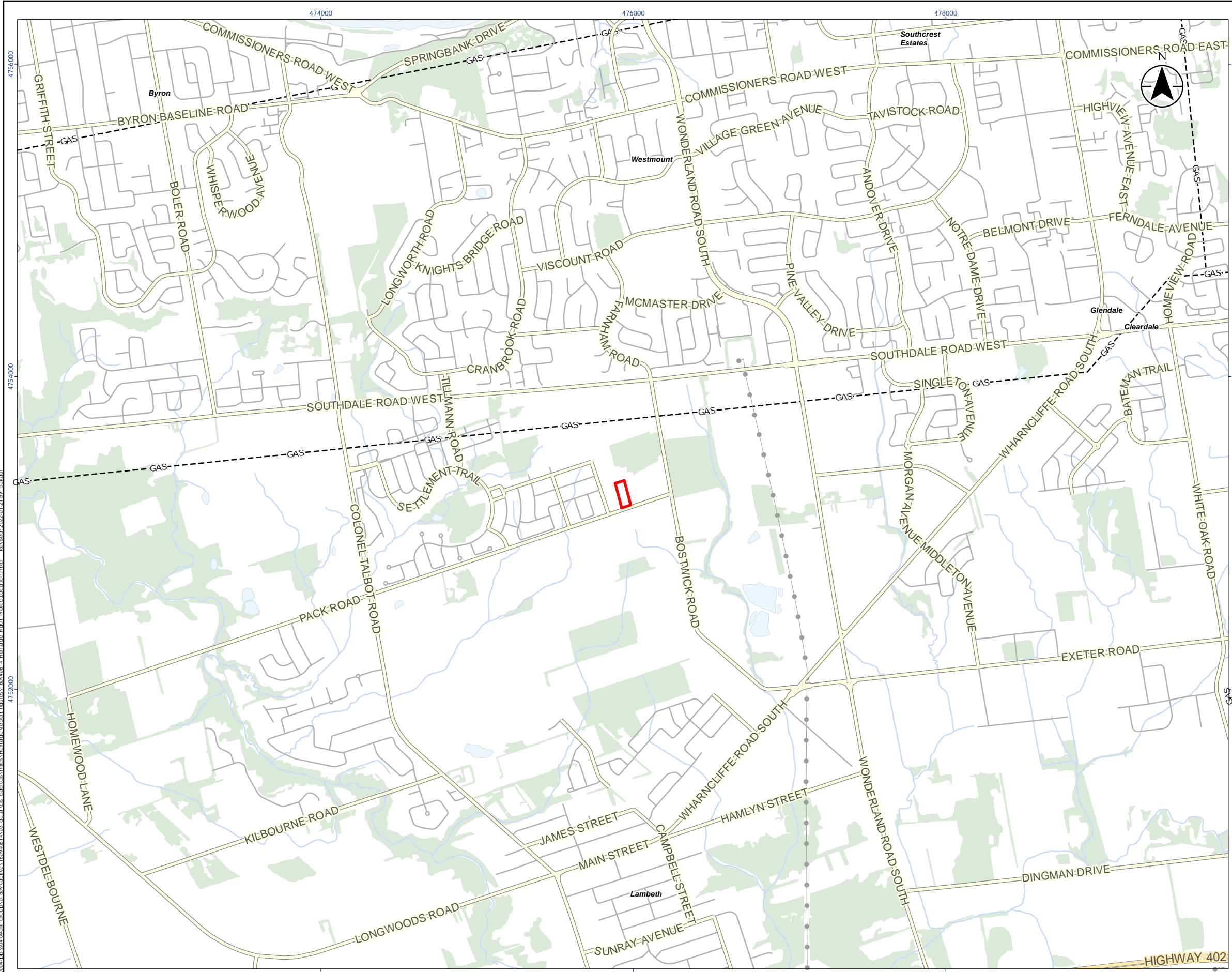
The purpose of the HIA is to respond to policy requirements regarding the conservation of cultural heritage resources in the land use planning process. Where a change is proposed within or adjacent to a protected heritage property, consideration must be given to the conservation of cultural heritage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

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

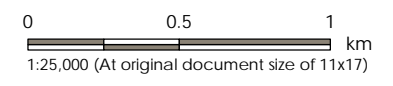
To meet these objectives, this HIA contains the following content:

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

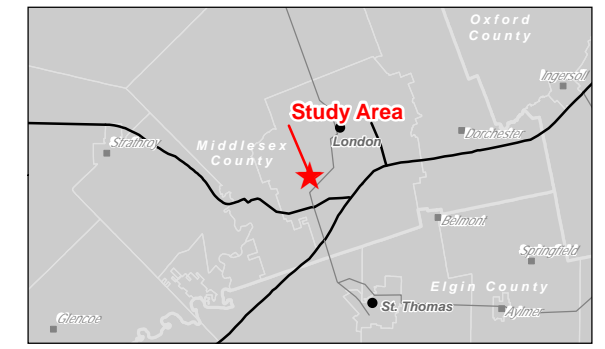




- Legend**
- Study Area
  - GAS- Gas Pipeline
  - Highway
  - Major Road
  - Minor Road
  - Hydro Line
  - Watercourse
  - Waterbody
  - Wooded Area



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



Project Location: City of London  
 Prepared by KB on 2022-01-21  
 Technical Review by DH on 2022-01-21

Client/Project:  
**MAGNIFICENT HOMES**  
 6092 PACK ROAD, LONDON, ONTARIO  
 HERITAGE IMPACT ASSESSMENT

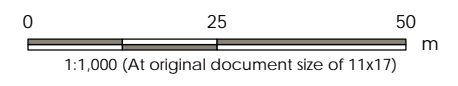
Figure No.  
**1**

Title  
**Location of Study Area**

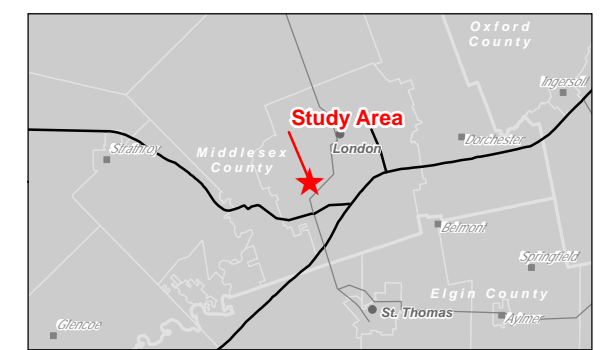
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Legend  
 Study Area



Notes  
 1. Coordinate System: NAD 1983 UTM Zone 17N  
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2022.  
 3. Orthoimagery © First Base Solutions, 2021. Imagery Date, 2020.



Project Location: City of London  
 Prepared by SW on 2022-01-21  
 Technical Review by DH on 2022-01-21

Client/Project: MAGNIFICENT HOMES  
 6092 PACK ROAD, LONDON, ONTARIO

Figure No.: 2  
 Title: Study Area

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## **2.0 Methodology**

### **2.1 Policy Framework**

#### **2.1.1 Planning Act**

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

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

(Government of Ontario 1990)

#### **2.1.2 The 2020 Provincial Policy Statement**

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

(Government of Ontario 2020)

Under the PPS definition, conserved means:

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

Under the PPS definition, significant means:

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





## Heritage Impact Assessment 6092 Pack Road, London, Ontario

Methodology  
February 17, 2022

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

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

(Government of Ontario 2020)

### 2.1.3 City of London Official Plan

The City of London’s Official Plan, *The London Plan*, contains the following policy regarding 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 regarding cultural heritage resources:

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

(City of London 2016)

## 2.2 Background History

To understand the historical context of the property, resources such as primary sources, secondary sources, archival resources, digital databases, and land registry records were consulted. Research was also undertaken at the London Public Library. To familiarize the study team with the Study Area, historical mapping from 1862, 1878, and 1913 was reviewed.



## **2.3 Field Program**

A site assessment was undertaken on July 19, 2021, by Frank Smith, Cultural Heritage Specialist and Lashia Jones, Heritage Consultant. The weather conditions were seasonably warm and clear. The site visit consisted of a pedestrian survey of the property. Interior access was not granted.

## **2.4 Evaluation of Cultural Heritage Value or Interest**

### **2.4.1 Ontario Regulation 9/06**

The criteria for determining CHVI is defined by *Ontario Regulation (O. Reg.) 9/06*. In order to identify CHVI 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*
  - 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 is based on the impacts defined in the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) *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 CHVI of a property by creating:

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

(Government of Ontario 2006b)

In addition to direct impacts related to destruction, this HIA also evaluated the potential for indirect impacts resulting from the vibrations of construction and the transportation of project components and personnel. This was categorized together with land disturbance. Although the effect of traffic and construction vibrations on historic period structures is not fully understood, vibrations may be perceptible in buildings with a setback of less than 40 metres from the curbside (Crispino and D'Apuzzo 2001; Ellis 1987; Rainer 1982; Wiss 1981). For the purposes of this study, a 50-metre buffer is used to represent a conservative approach to delineate potential effects related to vibration. The proximity of the proposed development to heritage resources was considered in this assessment.



## **2.6 Mitigation Options**

In addition to providing a framework to assess the impacts of a proposed undertaking, the MHSTCI Infosheet #5 also provide methods to minimize or avoid impacts on cultural heritage resources. These include, but are not limited to:

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

(Government of Ontario 2006b)



## **3.0 Historical Overview**

### **3.1 Introduction**

The Study Area is located at 6092 Pack Road, between the intersections of Regiment Road and Bostwick Road. The legal description of the property is 'CON ETR PT LOT 76 REG 2.46 AC 200.00FR 536.26D.' Historically, the Study Area is located on part of Lot 76, East of Talbot Road in the former Township of Westminster. The following sections outline the historical development of the Study Area from the period of colonial settlement to the present-day.

To understand the historical context of the property, resources such as primary sources, secondary sources, archival resources, digital databases, and land registry records were consulted. Due to COVID-19 pandemic restrictions, access to some sources was limited or unavailable.

### **3.2 Physiography**

The Study Area is situated within the “Mount Elgin Ridges” physiographic region (Chapman and Putnam 1984: 144-146). The region is located between the Thames Valley and Norfolk Sand Plain and consists of a succession of ridges and vales. The southern portions of the region drain to Lake Erie via Kettle, Catfish, and Otter Creeks. Northerly parts of the region drain to the Thames River. The two landforms of the region contain contrasting soils. The ridges contain well drained soil while the hollows contain poor drainage. In general, low-lying land in this region is used for pasture while the rolling hills are cultivated. Corn is the most important crop grown in the region and other crops include wheat, grain, and oats. The Mount Elgin Ridges is also considered one of the most prosperous dairy and livestock regions in Ontario (Chapman and Putnam 1984: 145).

### **3.3 Township of Westminster**

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

The former Township of Westminster and City of London is located on the traditional territory of the Attawandaron, Anishinaabeg, Haudenosaunee, and Lunaapeewak Indigenous peoples (City of London 2021). From the 17<sup>th</sup> century until 1763, southwestern Ontario was part of the sprawling colony of New France. The French colony was ceded to the British and Spanish following their victory in the Seven Years War in 1763. Much of this new British territory was administered as the Province of Quebec. In 1783, Great Britain recognized the independence of the United States and



## Heritage Impact Assessment 6092 Pack Road, London, Ontario

Historical Overview  
February 17, 2022

about 50,000 Loyalists left the fledgling republic for British lands, including Canada (Craig 1963: 3). 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 be implemented 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 desired to “inculcate British customs, manners, and principles in the most trivial as well as serious matters” in the new colony (Craig 1963: 20-21). Simcoe intended to populate the new colony with Loyalists and new immigrants from the United States (Taylor 2007: 4-5).

The survey of the Township of Westminster began in 1810 under the direction Deputy Surveyor Simon Zelotes Watson. He began a preliminary survey of the township on May 27, 1810, and the following day started the survey in the northeast corner of the township south of the Thames River. The first line across the township that Watson surveyed was referred to as the baseline and roughly follows the present-day alignment of Baseline Road East (Baker and Neary 2003: 12). Watson was authorized to place settlers along the road and recruited about 300 Americans for settlement. However, Watson’s plans were blocked by Colonel Thomas Talbot, causing considerable acrimony between the two men (Paddon 1976: 45).

The overall settlement of Westminster Township during much of the first half of the 19<sup>th</sup> century was under the superintendence of Colonel Thomas Talbot. He was responsible for the settlement of 26 townships in southwestern Ontario. Talbot had the reputation as a strict superintendent and vigorously enforced the requirement which stipulated that all settlers clear and open at least half of the roadway along their lot. Settlers who ignored the requirement often had their right to settle on their land revoked (Westminster Township Historical Society (WTHS) 2006: 395).

In 1811, Provincial Land Surveyor Mahlon Burwell, a close associate of Colonel Talbot, began to survey additional sections of Westminster Township. He laid out the north branch of Talbot Road (present-day Colonel Talbot Road) to just north of present-day Lambeth, south of the Study Area. Shortly before the war of War of 1812, the former Indigenous trail now called Commissioner’s Road, located about 2.4 kilometres north of the Study Area, was widened and improved. Burwell’s survey of the remainder of Westminster Township was put on hold during the War of 1812 (Baker and Neary 2003: 28).



## Heritage Impact Assessment 6092 Pack Road, London, Ontario

Historical Overview  
February 17, 2022

The War of 1812 caused considerable disruption to the settlement of southwestern Ontario and Westminster Township. Until the War of 1812, the majority of immigrants to Upper Canada, including Westminster Township, were from the United States. Many of these immigrants arrived from New England and New York. Other early settlers to Westminster Township included Scottish immigrants (Miller 1992: 5). Some colonial officials expressed their wariness towards American settlers, with Colonel Talbot writing in 1800 that American immigrants were largely “enticed by a gratuitous offer of land, without any predilection on their part, to the British constitution” (Taylor 2007: 28). During the War of 1812, American settlers were perceived by Loyalists and the British military as disloyal or apathetic towards the war effort. There was some truth to this perception in Westminster Township, and several prominent settlers defected to American forces, including Simon Zelotes Watson (Hamil 1955: 76). After the war, the policy of encouraging immigration from the United States was largely abandoned and British administrators clamped down on granting land to American settlers (Taylor 2007: 31).

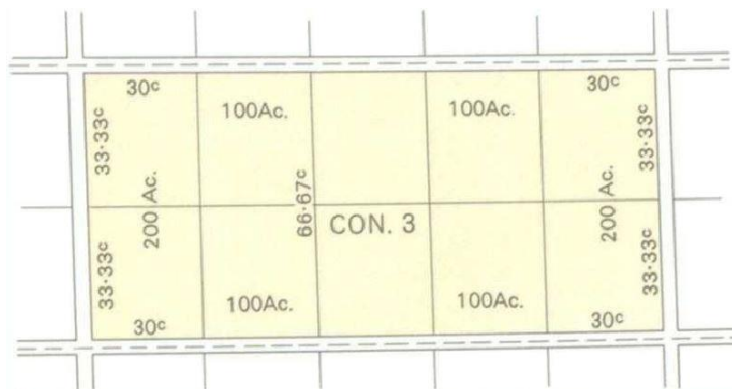


# Heritage Impact Assessment

## 6092 Pack Road, London, Ontario

Historical Overview  
February 17, 2022

The survey of Westminster Township resumed in August 1816 with Burwell laying out a northern extension of the Talbot Road between Lots 42 and 43, Concession 1. The Talbot Road served as a direct link between the Township of Westminster and the main Talbot Road to the south. The last portion of the survey, Concessions 3 to 9, was completed between 1819 and 1821 by Deputy Land Surveyor John Bostwick (St. Denis 1985: 19-20). The township was surveyed using the double-front system, with most lots being 200 acres in size (Plate 1). Properties north of Baseline Road on the Broken Front concession were irregularly sized due to the meandering path of the Thames River. The Township was named in for the City of Westminster, the site of the British Parliament. The name was likely chosen because the township was bordered on the north by London Township (Gardiner 1899: 314).



**Plate 1: Double Front Survey System (Dean 1969)**

### 3.3.2 19<sup>th</sup> Century Development

The first administrative meeting for the United Townships of Westminster, Delaware, and Dorchester was held on March 4, 1817, in Archibald McMillan's tavern. In 1817, the township had a population of 428 people in 107 houses. The township had two schools and two mills. The average price of land in 1817 was 20 shillings per acre (Brock and Moon 1972:568). An article published in the Montreal Gazette in June 1831 described the first concession of the Township of Westminster as being settled primarily by Americans and that "many of the farms are extensive and tolerably well cultivated, having good framed barns, fine promising young orchards, and comfortable dwellings" (Brock 1975: 65).

The first post offices were established in Westminster Township in 1840. One was located in present-day Lambeth and another in present-day Byron (WTHS 2006:393). The fertile soil of the township made it agriculturally very productive. In 1849, the township's farmers produced 57,600 bushels of wheat, 54,000 bushels of oats, 12,000 bushels of peas, 22,000 pounds of wool, and 36,000 pounds of butter (WTHS 2006a: 69). The value of cleared land in the township had increased to 60 shillings an acre.





## **Heritage Impact Assessment 6092 Pack Road, London, Ontario**

Historical Overview  
February 17, 2022

Many farmers in the township also produced maple syrup if the wood lots on their farm had maple trees (WTHS 2006a:114). Between 1851 and 1861 the population of Westminster Township increased from 5,069 to 6,285. By this time the population of the township consisted primarily of native-born Canadians, British immigrants, and a small but notable American population (Board of Registrations and Statistics 1853; Board of Registration and Statistics 1863). Railway service entered the township in 1853 when the London and Port Stanley Railway was constructed through the township. The railway linked to the Great Western Railway in London (Port Stanley Terminal Rail 2021).

Hamlets developed throughout the township including Hall's Mills (later Byron), Lambeth, Belmont, Nilestown, Ponds Mills, and Glanworth. Lambeth, located just south of the Study Area, became a major village in Westminster Township (WTHS 2006a: 88-89). Lambeth developed at the intersection of Colonel Talbot and Longwoods Road (WTHS 2006a: 143-144). By the 1880s, Lambeth had several stores, taverns, and a steam spoke factory and had a population of about 200 (Page 1878: vi).

To the north of Westminster Township, the City of London was incorporated in 1855, with a population of 10,000 (Armstrong 1986:68). The development of London and Westminster Township would become increasingly intertwined during the late 19<sup>th</sup> century as suburban development and the City's infrastructure began to encroach upon Westminster Township. The City constructed a waterworks in the township in 1878, which eventually became part of the popular Springbank Park (McTaggart and Merrifield 2010:17-18). Suburban development also began in an area known as London South, which was eventually annexed by the City in 1890 (Flanders 1977:3). As a result of the annexation, the population of Westminster Township decreased from 7,892 in 1881 to 6,335 in 1891 (Dominion Bureau of Statistics 1953).

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

Westminster Township remained predominantly agricultural during the first half of the 20<sup>th</sup> century and the community of Lambeth remained clustered along the intersection of Colonel Talbot Road and Longwoods Road. In 1920, Colonel Talbot Road was incorporated into King's Highway 4. This north-south road ran through much of Southwestern Ontario and was eventually expanded to run from Elgin County to Bruce County (Bever 2021a). The population of Westminster Township in 1921 was 5,687, an increase of 668 people since 1911 (Dominion Bureau of Statistics 1953). In 1921, a total of 31,254 acres of land were under cultivation in the township, the second highest total in Middlesex County (Dominion Bureau of Statistics 1925 :408).



## Heritage Impact Assessment 6092 Pack Road, London, Ontario

Historical Overview  
February 17, 2022

While the First World War and Great Depression curtailed major growth of the City of London, the postwar building boom led to the suburbanization of swaths of Westminster Township during the 1950s. Between 1951 and 1956, the population of Westminster Township increased 45%. In 1951, 1954, and 1959, the township allowed several parts of the township east of the Study Area to be annexed into the City to improve municipal services to the newly suburbanized areas (Meligrana 2000:14; Miller 1992: 212-213).

However, the City soon proposed a more ambitious annexation that would more than double the size of the City by incorporating additional lands from Westminster and London Townships. The townships opposed this plan and the Township of Westminster argued that much of the proposed land to be annexed was rural. Representatives of Westminster Township explained they had amicably agreed with the City about ceding suburbanized lands but expressed the belief that rural land did not belong in a City (Meligrana 2000:14). In May 1960, the Ontario Municipal Board ruled in favour of the City and, in 1961, portions of Westminster Township and London Township were annexed. The Study Area remained outside the newly annexed lands.

Another major postwar development in the township was the construction of King's Highway 401 and King's Highway 402. Highway 401, which runs from Windsor to the Quebec/Ontario border was constructed in phases through Southwestern Ontario in the 1960s (Bever 2021b). Highway 402, which runs from Sarnia to London, was constructed in phases during the 1970s and early 1980s. In 1981, the final stretch of Highway 402 was completed and Highways 401 and 402 merged in Westminster Township (Bever 2021c).

By the early 1980s, the City of London required more land for future industrial development. The City of London wanted to annex the Highway 401/402 corridor in the Township of Westminster, ideally located for industrial development and just outside of city limits. In 1988, Westminster Township was incorporated as the Town of Westminster, partially in response to London's annexation attempts (WTHS 2006a: 73). Despite the incorporation of the Town of Westminster, in 1992 the province approved an annexation that saw the City of London triple in size (Sancton 1994: 28-29). Effective January 1, 1993 the entire Town of Westminster, including the Study Area, was annexed into the City of London. Also included in the 1993 annexation were portions of London, Delaware, North Dorchester, and West Nissouri Townships (Middlesex County 2016). The population of London in 2016 was 383,822, an increase of 4.8% since 2011 (Statistics Canada 2019).



Historical Overview  
February 17, 2022

### **3.4 Property History**

Lot 76, East of Talbot Road was granted by the Crown to Peter Swartz (also spelled Swarts) in 1835 (ONLand 2021a). Peter was the son of Henry Swartz, a United Empire Loyalist who initially settled in Thorold Township in Niagara and later relocated to Westminster Township. As the son of a Loyalist, Peter was entitled to his own land grant upon reaching the age of maturity (United Empire Loyalists' Association of Canada 2021; Library and Archives Canada 1830). He likely settled on the lot around 1830 and fulfilled the settlement obligations to obtain patent to the lot in 1835. Settlement obligations typically included clearing a specified amount of land and building a house. Upon completion of these duties, a settler received a patent (Archives of Ontario 2020).

Soon after he obtained patent to the lot, Swartz began to subdivide the property. In 1836, he sold 25 acres of the northwest part of the lot to Jesse Cornell, 50 acres of the northeast quarter to James Upgrove, and 50 acres of the southeast quarter, containing the Study Area, to William Adair (ONLand 2021a). William Adair resided on Gore Road and likely held the southeast quarter of the lot in speculation. He was born in 1796 in Grimsby and later moved to Westminster Township (WTHS 2006b: 4). In 1842, Adair and his wife sold the southeast quarter, containing the Study Area, to David Dale. In 1845, Upgrove sold the northeast quarter to David Dale, resulting in Dale owning the entire east half of Lot 76, East of Talbot Road (ONLand 2021a). David Dale was a son of Jacob Dale, an immigrant from Pennsylvania who moved to Upper Canada in 1811. The Dale family were prominent early settlers in Westminster Township and became extensive landowners, resulting in a part of the township at the intersection of present-day Southdale Road and Wharncliffe Road becoming known as Dale's Corners (present-day Glendale) (WTHS 2006b: 144).

The Census of 1851 lists David Dale as a 40-year-old farmer born in Canada. He lived with his wife Eliza, age 28; son John, age 11; son Caleb, age 9; daughter Anne, age 7; daughter Elizabeth, age 5; daughter Eliza, age 4; and daughter Mary, age 2. The Agricultural Census of 1851 lists David Dale as owning land in Lot 35, Concession 1 and Lot 76, East of Talbot Road. He owned a total of 190 acres of land and had 90 acres under cultivation. The acres under cultivation included 72 acres of crops, 15 acres of pasture, and three acres of gardens or orchards (Library and Archives Canada 1851). The Census of 1861 lists the Dale family as residing in a one- and one-half storey brick house. It is likely Dale and his family resided on Lot 35, Concession 1 as the agricultural return for the Census of 1861 lists Dale with other residents along Concession 1 (Library and Archives Canada 1861). However, historical mapping from 1862 does not show a structure on either of the lots owned by David Dale (Figure 3). David Dale died in 1878 and is buried at Brick Street Cemetery on Commissioners Road (Find-A-Grave 2021a).

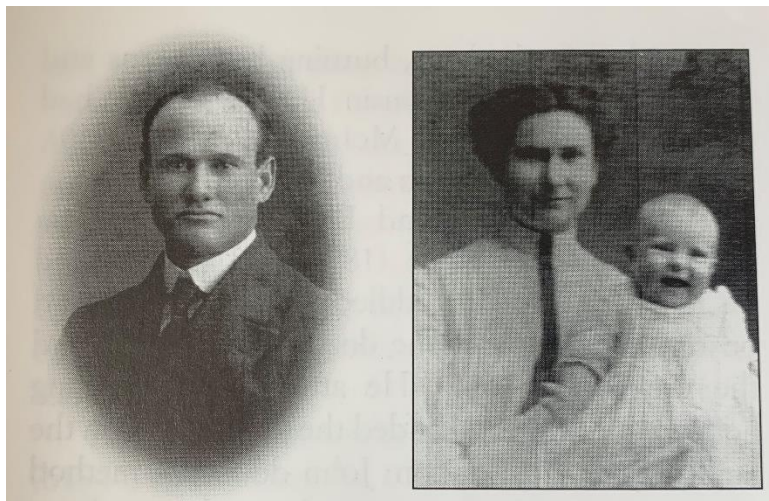


## Heritage Impact Assessment 6092 Pack Road, London, Ontario

Historical Overview  
February 17, 2022

Following David's death, the Study Area was conveyed via probate to John Dale, the eldest son (ONLand 2021b). Historical mapping from 1878 depicts John Dale as the owner of the property and shows a residence and orchard at the approximate location of present-day 6092 Pack Road (Figure 4). The Census of 1891 lists John Dale as a 49-year-old farmer born in Ontario. He lived with his wife Delaney, age 41; son Robert, age 18; and son John H., age 16 (Library and Archives Canada 1891). Topographic mapping depicts the present-day residence at 6092 Pack Road and depicts the surrounding area as rural (Figure 5). John Dale died in 1927 and is also buried at Brick Street Cemetery (Find-A-Grave 2021b). Following his death, the property was sold to John Henry Dale (ONLand 2021b).

John Henry Dale and his wife Mary (née Grive) lived on Lot 76, East Talbot Road (Plate 2). In 1934 he leased part of his property to the Hydro Electric Power Commission of Ontario for the erection of transmission lines and in 1939 he leased the oil and gas rights of the property to Luke Smith (ONLand 2021b). Aerial photography from 1942 shows the present-day residence and a barn located at the northeast corner of the property (Figure 6). John H. Dale died around 1962 and Mary Dale died around 1966. Their son Norman took up residence on the property after their deaths. Norman married Marilyn (née Wild) and together they had James Robert, Caroline Susan, Mary Angela, and Lori-Anne (WTHS 2006b: 146-147). Norman Dale and his wife continued to reside on the east half of the Study Area into the 1970s (ONLand 2021b). Lot 76, East of Talbot Road, including the Study Area, remained rural and agricultural into the early 21<sup>st</sup> century. According to aerial photography, suburban development on the lot began around 2006 near Colonel Talbot Road.



**Plate 2: John Henry Dale and Mary Dale (WTHS 2006b: 146)**





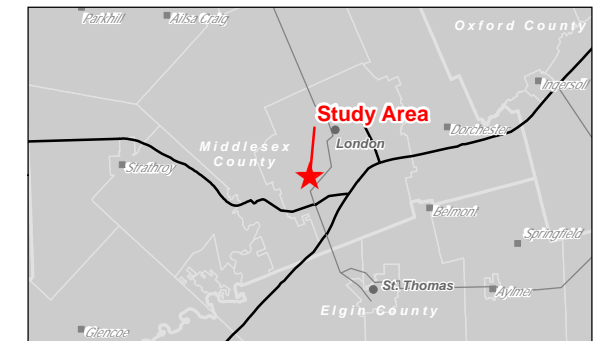
Legend

Study Area (approximate)



Figure Not to Scale

Notes  
 1. Source: Tremaine, George R. 1862. Tremaine's Map of the County of Middlesex, Canada West. Toronto: George R. & G.M. Tremaine.



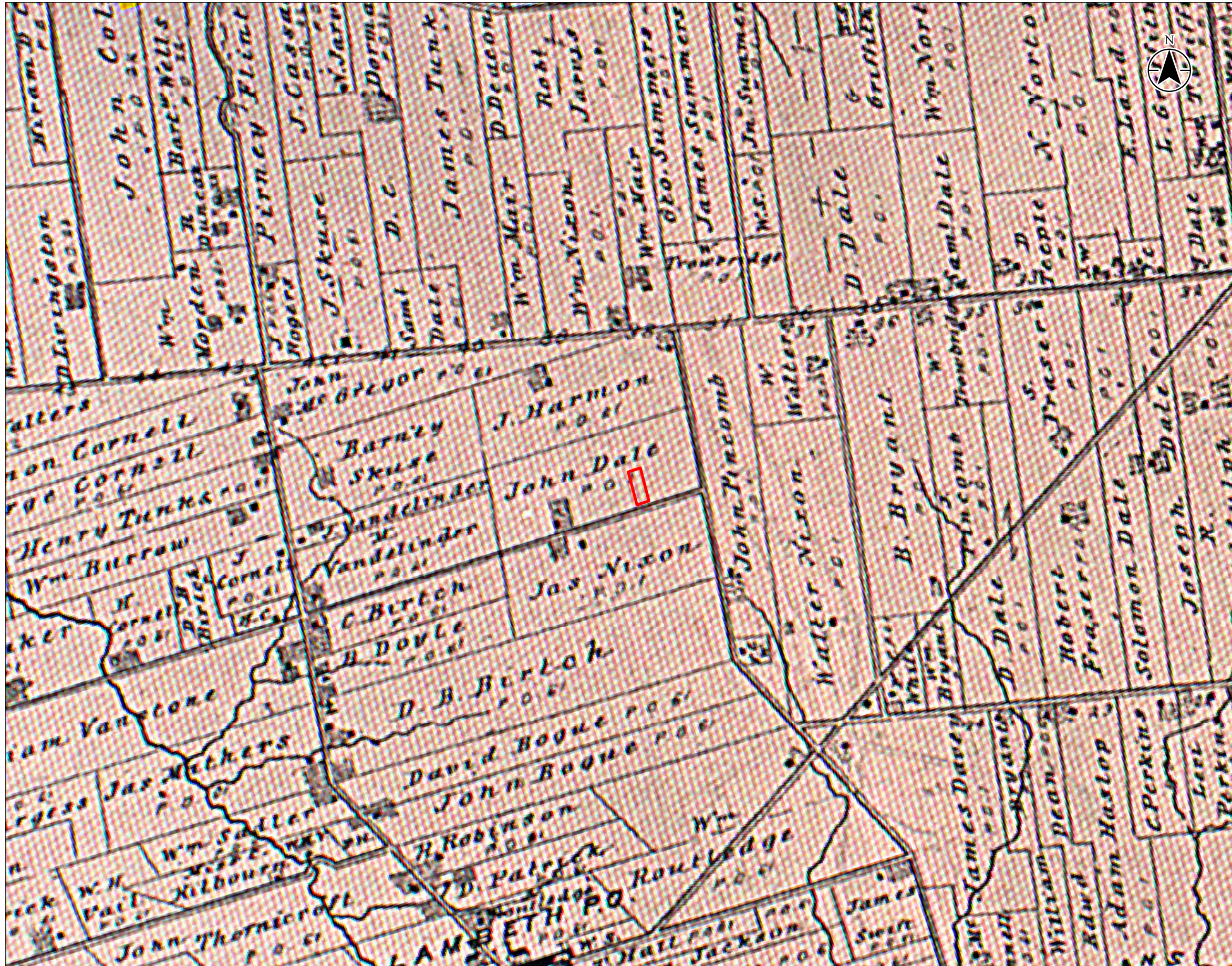
Project Location: Ottawa Division  
 Prepared by KB on 2022-01-21  
 Technical Review by DH on 2022-01-21

Client/Project: MAGNIFICENT HOMES  
 6092 PACK ROAD, LONDON, ONTARIO  
 HERITAGE IMPACT ASSESSMENT

Figure No. 3

Title: Historical Mapping, 1862

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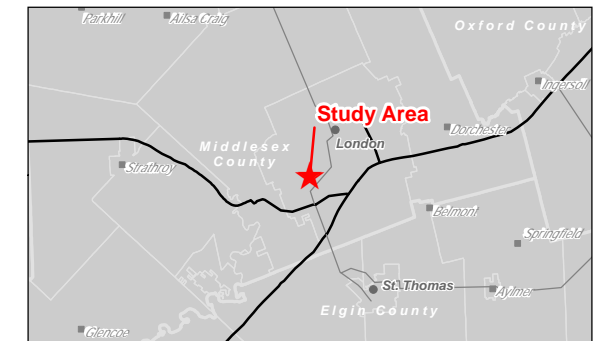


Legend  
 Study Area (approximate)



Figure Not to Scale

Notes  
 1. Source: Page, H.R. 1878. Illustrated Historical Atlas of the County of Middlesex, ONT. Toronto: H.R. Page & Co.



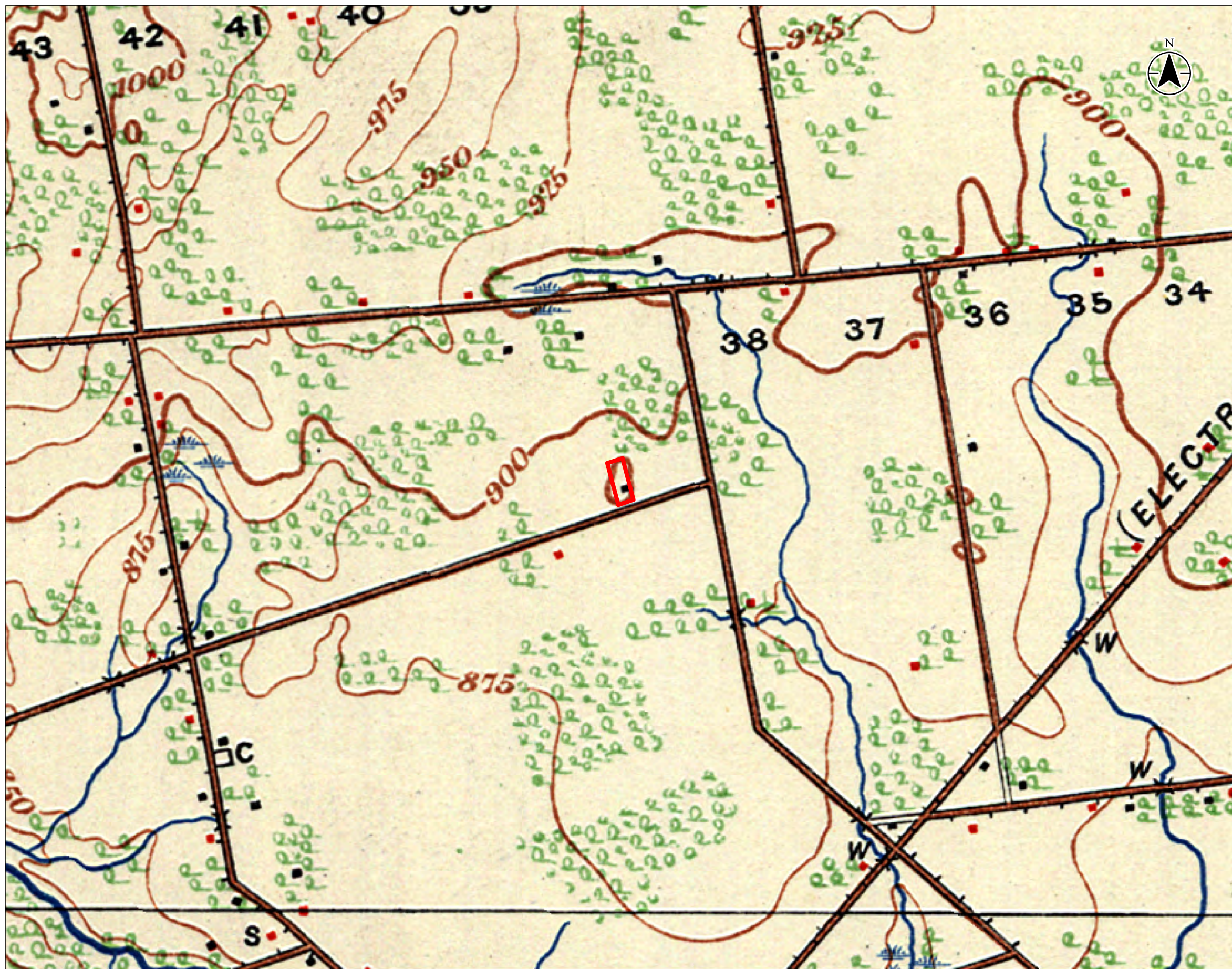
Project Location: City of London  
 160840814 REVA  
 Prepared by KB on 2022-01-21  
 Technical Review by DH on 2022-01-21

Client/Project  
 MAGNIFICENT HOMES  
 6092 PACK ROAD, LONDON, ONTARIO  
 HERITAGE IMPACT ASSESSMENT

Figure No.  
 4

Title  
 Historical Mapping, 1878

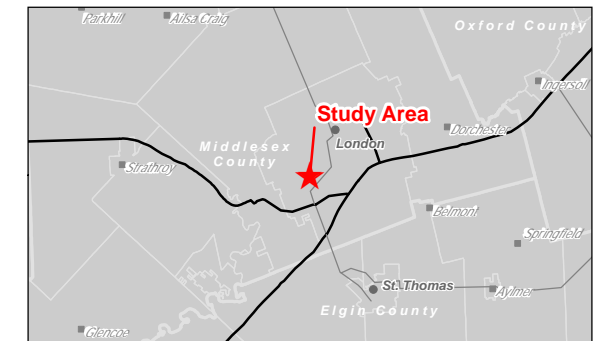
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Legend  
 Study Area (approximate)

Figure Not to Scale

Notes  
 1. Source: Department of Militia and Defence. 1913. St. Thomas, Ontario.



Project Location: City of London  
 160940814 REVA  
 Prepared by KB on 2022-01-21  
 Technical Review by DH on 2021-01-21

Client/Project  
 MAGNIFICENT HOMES  
 6092 PACK ROAD, LONDON, ONTARIO  
 HERITAGE IMPACT ASSESSMENT

Figure No.  
 5

Title  
 Topographic Mapping, 1913

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\\ca0004.rnd.sda\work\_group\01\_609\_active\160940814\03\_data\08\_cad\08\mxd\Heritage\Report\_Figures\160940814\_Heritage\_Fig06\_1942Aerial.mxd Revised: 2022-01-21 By: bkanr



Legend


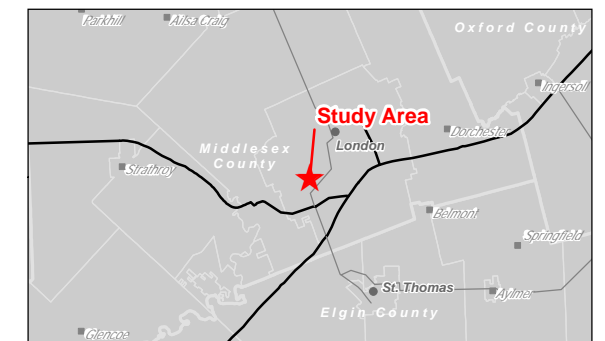
 Study Area (approximate)

Figure Not to Scale

Notes

- 1. Source: Department of Lands and Forests. 1942. Line 19, Photo 22.



Project Location: City of London  
160940814 REVA  
Prepared by KB on 2022-01-21  
Technical Review by DH on 2022-01-21

Client/Project: MAGNIFICENT HOMES  
6092 PACK ROAD, LONDON, ONTARIO  
HERITAGE IMPACT ASSESSMENT

Figure No.

6

Title

Aerial Photo, 1942



## **4.0 Site Description**

### **4.1 Introduction**

As outlined in Section 2.3, a site visit was undertaken on July 19, 2021 by Lashia Jones and Frank Smith, both Cultural Heritage Specialists with Stantec. The weather conditions were sunny and seasonably warm. The site visit consisted of a pedestrian survey of the property. Interior access was not granted. Photographs were taken on Nikon D5300 at a resolution of 300 dots per inch and 6000 by 4000 pixels.

### **4.2 Landscape Setting**

The Study Area is located on the north side of Pack Road, approximately 280 metres west of the intersection of Bostwick Road and Pack Road. Pack Road is a two-lane asphalt paved roadway with narrow gravel shoulders. The roadway contains no sidewalks and utility poles run along the north side of the road. West of the Study Area, the south side of the roadway is lined with municipal streetlighting affixed to wooden poles (Plate 3). The Study Area is set is transitioning from a rural and agricultural streetscape to a suburban streetscape. The south side of Pack Road and immediately east of the Study Area remain a rural and agricultural landscape (Plate 4 and Plate 5). West of the Study Area, new detached residences are being constructed adjacent to an existing residential subdivision (Plate 6).

The property at 6092 Pack Road is accessed via two gated entrances located off Pack Road. The primary entrance contains a gravel driveway connected to Pack Road while a secondary entrance is surrounded by lawn (Plate 7 and Plate 8). The property boundary is delineated by post and wire fencing and sections of timber rail fencing (Plate 9). The south border of the property is landscaped with a row of small and intermediate sized cedar hedges while the east and west borders are landscaped with windbreaks of mature Norway spruce trees (Plate 10 to Plate 12). The property is landscaped with a lawn and landscaping along the residence includes cedar bushes, a small Japanese maple tree, and various ornamental perennial plantings (Plate 13). Located to the north of the residence is a deck and pool (Plate 14).



**Heritage Impact Assessment  
6092 Pack Road, London, Ontario**

Site Description  
February 17, 2022



**Plate 3: Looking west on Pack Road showing roadway, shoulders, and utility poles**



**Plate 4: Looking south on Pack Road**



**Plate 5: Looking east on Pack Road towards Bostwick Road**



**Plate 6: Looking west at new residential construction**



**Heritage Impact Assessment  
6092 Pack Road, London, Ontario**

Site Description  
February 17, 2022



**Plate 7: Main entrance, looking southeast**



**Plate 8: Secondary entrance, looking north**



**Plate 9: Looking north at section of post and wire and split rail fencing**



**Plate 10: Cedar hedge, looking south**



**Heritage Impact Assessment  
6092 Pack Road, London, Ontario**

Site Description  
February 17, 2022



**Plate 11: East and west windbreaks, looking south**



**Plate 12: Details of west windbreak, looking northwest**



**Plate 13: Lawn, shrubs, and perennials, looking north**



**Plate 14: Deck and pool, looking northeast**

### **4.3 Residence**

The residence at 6092 Pack Road is a two- and one-half storey structure with a medium pitched cross hip roof with a gable dormer on the main (south) elevation. The roof is clad in asphalt shingles and contains a brick chimney. The residence has a simple compound plan and contains a projecting bay on the east elevation (Plate 15). The exterior of the residence is buff brick with a Flemish bond pattern (Plate 16). The foundation of the residence is rusticated concrete block (Plate 17).

The main (south) elevation contains a gable dormer with bargeboard, fish scales, and a small one pane window with a wood surround. The second storey contains two modern



## Heritage Impact Assessment 6092 Pack Road, London, Ontario

Site Description  
February 17, 2022

1/1 windows with segmental arch window openings, buff brick voussoirs, and concrete sills (Plate 18). The first storey contains a rusticated concrete block front porch which wraps around to part of the east elevation. The porch is supported by classically inspired wood columns. The first storey contains a modern horizontal sliding window with a segmental arch window opening, buff brick voussoir, concrete sill, and stained-glass transom (Plate 19). Just east of this window is a modern 1/1 window with a segmental arch window opening, buff brick voussoir, concrete sill, and stained-glass transom (Plate 20). The main entrance is located on projecting bay and consists of a modern door with a stained-glass transom and buff brick voussoir (Plate 21).

The second storey of the east elevation contains two modern 1/1 windows with segmental arch window openings, buff brick voussoirs, and concrete sills. The northeast corner of the second storey contains a modern commercial light fixture. Utility conduits run between the windows of the second and first storeys. The first storey contains two modern windows with segmental arch openings, buff brick voussoirs, concrete sills, and stained-glass transoms. To the north of these windows is a modern entrance door with a buff brick voussoir and small light fixture (Plate 22). Located to the south of these windows is a oval shaped stained-glass window with a buff brick window surround (Plate 23). The basement contains two modern horizontal sliding windows with buff brick voussoirs.

The north elevation contains one modern 1/1 window with a segmental arch opening, buff brick voussoir, and concrete sill in the second storey near the northwest corner and one modern 1/1 window with a segmental arch opening, buff brick voussoir, and concrete sill near the northeast corner. A utility conduit is located just east of the first storey window (Plate 24). A shed roof addition leading to a hip roof garage is attached to the north elevation. The addition and garage are clad in shingle siding and contains a metal roof. The garage doors are composite wood (Plate 25).

The second storey of the west elevation contains a modern door that does not lead to a porch or staircase. Above the door is a buff brick voussoir. To the south of this door is a modern 1/1 window with a buff brick voussoir and concrete sill and a commercial light fixture. The first storey contains three modern 1/1 windows with buff brick voussoirs and concrete sills. The basement contains three horizontal sliding windows with buff brick voussoirs (Plate 26).



**Heritage Impact Assessment  
6092 Pack Road, London, Ontario**

Site Description  
February 17, 2022



**Plate 15: Looking north showing two and one half storey structure, hip roof, brick chimney, gable dormer, and projecting east bay**



**Plate 16: Flemish brick bond pattern**



**Plate 17: Looking west at foundation**



**Plate 18: Looking north at gable dormer and second storey windows**



**Heritage Impact Assessment  
6092 Pack Road, London, Ontario**

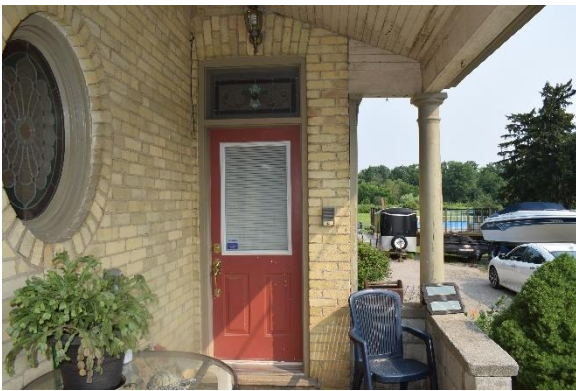
Site Description  
February 17, 2022



**Plate 19: Looking north at first storey**



**Plate 20: Stained glass transom, looking north**



**Plate 21: Main entrance, looking north**



**Plate 22: East elevation, looking west**



**Plate 23: Oval window, looking west**



**Plate 24: North elevation, looking south**



**Heritage Impact Assessment  
6092 Pack Road, London, Ontario**

Site Description  
February 17, 2022



**Plate 25: Additions, looking south**



**Plate 26: West elevation, looking east**

## 4.4 Outbuildings

An outbuilding approximately 10 metres in length is located at the north end of the property. The outbuilding is a gable roof structure with metal roof cladding (Plate 27). The outbuilding is clad in timber siding and rests on concrete footings (Plate 28). The main (east) elevation contains a modern garage door and modern metal door. The north, south, and west elevations contain no entrances or windows.

Located southeast of the outbuilding are the ruins of a barn. Based on a review of aerial photography, the barn collapsed or was demolished between 1968 and 2006. The area around the former barn contains various debris and is overgrown with vegetation (Plate 29). However, sections of concrete and stone foundations are visible (Plate 30).



**Plate 27: Gable roof outbuilding, east elevation looking west**



**Plate 28: Concrete footing, looking south**





**Heritage Impact Assessment  
6092 Pack Road, London, Ontario**

Site Description  
February 17, 2022



**Plate 29: Barn ruins area, looking northeast**



**Plate 30: Remaining stone foundation, looking southwest**



## **5.0 Comparative Analysis**

The property at 6092 Pack Road is listed on the City's Register as a "vernacular" building constructed in 1900. It was added to the Register on March 26, 2007. The City of London defines vernacular architecture as "a term which relies on the common architectural influences of a building's period of construction; exhibiting local design characteristics and uses easily available building materials. May be influenced by, but not necessarily defined by, a particular architectural style. A building considered to be reflective of its time" (City of London 2019). The property at 6092 Pack Road is one of 469 properties in the City classified as vernacular on the Register. The Register contains 5,948 properties and vernacular structures account for 7.8% of all listed and designated properties.

Based on historical research and the site investigation, the residence at 6092 Pack Road is an Ontario vernacular structure which exhibits Queen Anne design elements. Vernacular design elements of 6092 Pack Road include the use of buff brick, rusticated concrete block, and its incorporation of Queen Anne design elements, which was a popular design style in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries.

Within southwestern Ontario, buff brick was one of the most readily available building materials in the 19<sup>th</sup> and early 20<sup>th</sup> centuries. Buff brick is comprised of Erie Clay, which gives the bricks their distinctive buff colouring. Due to the high costs associated with transporting such a heavy material, buff brick was prevalent in southwestern Ontario due to its local availability (Tausky and DiStefano 1986: 90). Rusticated concrete block, also called rock faced concrete block, was developed during the 1890s and popularized in 1900 when Harmon S. Palmer received a United States patent for a machine that produced hollow concrete blocks. Rusticated concrete block quickly became a popular and low-cost building material and was most prevalently used between 1905 and 1930 (Simpson 1989:108-109). In London, cement blocks became widespread in the first decade of the 20<sup>th</sup> century, and the first blocks were manufactured in London starting in 1907 (Tausky and DiStefano 1986:97).

Queen Anne design elements of 6092 Pack Road include the use of bargeboard and fish scales in the gable dormer, the use of stained glass, including the oval window, and the compound plan. The Queen Anne design style was popular in Ontario from about 1880 to 1910 (Blumenson 1990: 102-103). Based on the architectural style of the residence and the use of rusticated concrete block as a foundation material, the residence was likely built between approximately 1900 and 1910. It likely replaced an earlier residence on the site built in the 1870s. The residence retains a high degree of integrity and aside from the replacement of windows and the addition of an attached garage, remains relatively unmodified.



## **6.0 Evaluation of Cultural Heritage Value or Interest**

### **6.1 Introduction**

The criteria for determining CHVI is defined by O. Reg. 9/06. If a property meets one or more of the criteria it is determined to contain, or represent, a cultural heritage resource. A summary statement of cultural heritage value will be prepared, and a list of heritage attributes which define the CHVI identified. The evaluation of 6092 Pack Road according to O. Reg. 9/06 is provided in subsequent sections below.

### **6.2 Design or Physical Value**

The residence at 6092 Pack Road has design value as a representative example of an early 20<sup>th</sup> century Ontario vernacular structure with Queen Anne design elements. Vernacular design elements of 6092 Pack Road include the use of buff brick, rusticated concrete block, and its incorporation of Queen Anne design elements, which was a popular design style in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The Queen Anne design elements of 6092 Pack Road include the use of bargeboard, fish scales, stained glass, an oval shaped window, and the compound plan of the residence. The residence retains a high degree of integrity and aside from the replacement of windows and the addition of an attached garage, remains relatively unmodified. The residence cannot be considered rare or unique as many examples of Ontario vernacular structures and Queen Anne structures remain in the City of London and were a common design style throughout Ontario in the late 19<sup>th</sup> to early 20<sup>th</sup> centuries. As a vernacular structure, the building materials, construction methods, and quality of craftsmanship were typical and industry standard at the time of the construction of the residence. Therefore, the residence does not demonstrate a high degree of craftsmanship or a high degree of technical or scientific achievement.

The outbuildings do not demonstrate physical or design value. The gable roof outbuilding has been modified with modern doors, including a garage door. Its current configuration reflects a modern garage, not an outbuilding associated with agricultural activity. The barn has collapsed or was demolished, and little tangible signs remain visible aside from small sections of foundation.



## **Heritage Impact Assessment 6092 Pack Road, London, Ontario**

Evaluation of Cultural Heritage Value or Interest  
February 17, 2022

### **6.3 Historic or Associative Value**

The property at 6092 Pack Road is directly associated with the Dale family and was occupied by members of the Dale family from 1842 until at least the early 1970s. The Dale family in the former Westminster Township traces its origins to Jacob Dale, an early settler to Westminster Township from Pennsylvania. Dale and his children became extensive landholders in Westminster Township, particularly around the intersection of present-day Southdale Road and Wharncliffe Road. This area is still referred to as Glendale in recognition of the family. The Study Area was occupied by four generations of the Dale family, including David Dale (a son of Jacob Dale), John Dale, John Henry Dale, and Norman Dale. The Dale family, through their extensive landholdings have made a notable contribution to the pattern of settlement of the former Westminster Township, most notably demonstrated by the continued use of the name Glendale within London.

The property contains a residence, outbuilding, Norway spruce windbreaks, and the ruins of a barn. These property components do not offer or potentially offer new knowledge that can contribute to a greater understanding of the former Township of Westminster or City of London. The architect or designer of the residence at 6092 Pack Road is unknown.

### **6.4 Contextual Value**

The property is set in a landscape that remains largely rural and agricultural but is in the process of transitioning to a suburban landscape. The property consists of a residence and small outbuilding and while set on a large lot, has been severed from agricultural fields and little tangible signs remain of the former agricultural use of the property. Therefore, 6092 Pack Road does not contribute to the agricultural character of the area. While it is a rural property, suburban subdevelopment is encroaching upon this character from the west, giving Pack Road an increasingly mixed streetscape. The property is set in the broader context of an area transitioning from a rural to a suburban landscape. The property is no longer used for agricultural purposes and no physical, functional, or visual link to its past agricultural use exists on the property or within the broader context of the area.

The property at 6092 Pack Road is one of many rural properties located on the southern outskirts of London. The property is not located on a main road and is not particularly memorable or easily discernible from a wayfinding perspective. Therefore, the property is not considered to be a landmark.



**Heritage Impact Assessment  
6092 Pack Road, London, Ontario**

Evaluation of Cultural Heritage Value or Interest  
February 17, 2022

## 6.5 Summary of Evaluation

Table 1 provides a summary of the findings of CHVI based on an evaluation according to O. Reg. 9/06.

**Table 1 Evaluation of 6092 Pack Road according to O. Reg. 9/06**

	<b>Criteria of O. Reg. 9/06</b>	<b>Yes/No</b>	<b>Comments</b>
<b>Design or Physical Value</b>	Is a rare, unique, representative, or early example of a style, type, expression, material, or construction method	Yes	The residence at 6092 Pack Road has design value as a representative example of an early 20 <sup>th</sup> century Ontario vernacular structure with Queen Anne design elements. Vernacular design elements of 6092 Pack Road include the use of buff brick, rusticated concrete block, and its incorporation of Queen Anne design elements, which was a popular design style in the late 19 <sup>th</sup> and early 20 <sup>th</sup> centuries. The Queen Anne design elements of 6092 Pack Road include the use of bargeboard, fish scales, stained glass, an oval shaped window, and the compound plan of the residence.
	Displays a high degree of craftsmanship or artistic merit	No	The craftsmanship and artistic merit of the property is typical and industry standard for the early 20 <sup>th</sup> century.
	Demonstrates a high degree of technical or scientific achievement	No	As a vernacular structure, the building materials, construction methods, and quality of craftsmanship were typical and industry standard at the time of the construction of the residence.



**Heritage Impact Assessment  
6092 Pack Road, London, Ontario**

Evaluation of Cultural Heritage Value or Interest  
February 17, 2022

	<b>Criteria of O. Reg. 9/06</b>	<b>Yes/No</b>	<b>Comments</b>
<b>Historic or Associative Value</b>	Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community	Yes	The property at 6092 Pack Road is directly associated with the Dale family and was occupied by members of the Dale family from 1842 until at least the early 1970s. The Dale family in the former Westminster Township traces its origins to Jacob Dale, an early settler to Westminster Township from Pennsylvania. Dale and his children became extensive landholders in Westminster Township, particularly around the intersection of present-day Southdale Road and Wharncliffe Road. This area is still referred to as Glendale in recognition of the family.
	Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	No	The property contains a residence, outbuilding, Norway spruce windbreaks, and the ruins of a barn. These property components do not offer or potentially offer new knowledge that can contribute to a greater understanding of the former Township of Westminster or City of London.
	Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community	No	The architect or builder is unknown.
<b>Contextual Value</b>	Is important in defining, maintaining, or supporting the character of an area	No	The property is set in a landscape that remains largely rural and agricultural but is in the process of transitioning to a suburban landscape, resulting in Pack Road having an increasingly mixed streetscape.
	Is physically, functionally, visually, or historically linked to its surroundings	No	The property is set in the broader context of an area transitioning from a rural to a suburban landscape. The property is no longer used for agricultural purposes and no physical, functional, or visual link to its past agricultural use exists on the property or within the broader context of the area.



**Heritage Impact Assessment  
6092 Pack Road, London, Ontario**

Evaluation of Cultural Heritage Value or Interest  
February 17, 2022

	<b>Criteria of O. Reg. 9/06</b>	<b>Yes/No</b>	<b>Comments</b>
	Is a landmark	No	The property at 6092 Pack Road is one of many rural properties located on the southern outskirts of London. The property is not located on a main road and is not particularly memorable or easily discernible from a wayfinding perspective.

## **6.6 Statement of Cultural Heritage Value**

### **6.6.1 Description of Property**

The property at 6092 Pack Road is located in the City of London on the north side of Pack Road, approximately 280 metres west of the intersection of Bostwick Road and Pack Road. The property contains a residence, Norway spruce windbreak, outbuilding, and barn ruins. The residence was built between approximately 1900 and 1910 and is an example of an Ontario vernacular structure with Queen Anne design elements.

### **6.6.2 Cultural Heritage Value**

The residence at 6092 Pack Road has design value as a representative example of an early 20<sup>th</sup> century Ontario vernacular structure with Queen Anne design elements. Vernacular design elements of 6092 Pack Road include the use of buff brick, rusticated concrete block, and its incorporation of Queen Anne design elements, which was a popular design style in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The Queen Anne design elements of 6092 Pack Road include the use of bargeboard, fish scales, stained glass, an oval shaped window, and the compound plan of the residence.

The property demonstrates historical and associative value through its four-generation connection to the Dale family. The Dale family in the former Westminster Township traces its origins to Jacob Dale, an early settler to Westminster Township from Pennsylvania. Dale and his children became extensive landholders in Westminster Township, particularly around the intersection of present-day Southdale Road and Wharncliffe Road. This area is still referred to as Glendale in recognition of the family. The property at 6092 Pack Road was occupied by David Dale, John Dale, John Henry Dale, and Norman Dale. The Dale family, through their extensive landholdings have made a notable contribution to the pattern of settlement of the former Westminster Township, most notably demonstrated by the continued use of the name Glendale within London.



## **Heritage Impact Assessment 6092 Pack Road, London, Ontario**

Evaluation of Cultural Heritage Value or Interest  
February 17, 2022

### **6.6.3 Heritage Attributes**

- Representative example of an early 20<sup>th</sup> century Ontario vernacular structure with Queen Anne design elements, including:
  - Two- and one-half storey structure with compound plan
  - Hip roof with brick chimney and gable dormer containing bargeboard and fish scales
  - Buff brick exterior
  - Segmental arch window openings with buff brick voussoirs and concrete sills
  - Stained glass transoms located above main entrance and first storey windows on the south and east elevations
  - Wrap around rusticated concrete block porch with classically inspired wood columns
  - Oval shaped stained-glass window on east elevation
  - Rusticated concrete block foundation





## 7.0 Impact Assessment

### 7.1 Description of Proposed Undertaking

2847011 Ontario Inc. is proposing to redevelop the property at 6092 Pack Road. The concept plan envisions the development of a mix of housing forms on the site including 33 two and one half storey cluster townhouse units, six three and one half storey back-to-back townhouse units, and the retention of the original part of the existing early 20<sup>th</sup> century residence. The proposed undertaking includes the removal of the shed roof and hip roof additions on the north elevation of the residence. Each townhouse unit and the existing residence will contain two parking spots. A vision brief of the proposed redevelopment is contained in Appendix A. The six three and one half storey back-to-back townhouse units will be located just west of the existing early 20<sup>th</sup> century residence. Renderings of the proposed back-to-back townhouse units are contained in Appendix B.

### 7.2 Assessment of Impacts

The residence at 6092 Pack Road has CHVI since it meets two criteria for determining CHVI in O. Reg 9/06. Accordingly, an assessment of potential impacts is limited to the heritage attributes of 6092 Pack Road (see Section 6.6.3). Impacts are defined by Info Sheet #5 (Section 2.5). Table 2 and Table 3 contains an assessment of impacts.

**Table 2: Evaluation of Potential Direct Impacts**

<b>Direct Impact</b>	<b>Impact Anticipated</b>	<b>Relevance to 745 Waterloo Street</b>
<b>Destruction</b> of any, or part of any, <i>significant heritage attributes</i> or features.	No	The proposed undertaking would not result in the demolition of any heritage attributes at 6092 Pack Road. <b>Therefore, no mitigation measures are required.</b>
<b>Alteration</b> that is not sympathetic, or is incompatible, with the historic fabric and appearance.	No	The proposed undertaking would not result in alteration that is unsympathetic or incompatible with the historic fabric and appearance of 6092 Pack Road. While the rear shed roof and hip roof additions will be removed, these additions contain no heritage attributes and include a modern garage clad in shingles. <b>Therefore, no mitigation measures are required.</b>



**Heritage Impact Assessment  
6092 Pack Road, London, Ontario**

Impact Assessment  
February 17, 2022

**Table 3: Evaluation of Potential Indirect Impacts**

Indirect Impact	Impact Anticipated	Relevance to 745 Waterloo Street
<b>Shadows</b> created that alter the appearance of a <i>heritage attribute</i> or change the viability of a natural feature or plantings, such as a garden	No	No natural features were identified as heritage attributes at 6092 Pack Road. <b>Therefore, no mitigation measures are required.</b>
<b>Isolation</b> of a <i>heritage attribute</i> from its surrounding environment, context, or a <i>significant</i> relationship	No	No contextual relationships were identified as heritage attributes at 6092 Pack Road. <b>Therefore, no mitigation measures are required.</b>
<b>Direct or indirect obstruction</b> of <i>significant</i> views or vistas within, from, or of built and natural features	No	Views at the Study Area or the surrounding streetscape were not identified as heritage attributes. As such, significant views will not be obstructed by the proposed undertaking. <b>Therefore, no mitigation measures are required.</b>
<b>A change in land use</b> such as rezoning a battlefield from open space to residential use, allowing new <i>development</i> or <i>site alteration</i> to fill in the formerly open spaces	No	The property is currently zoned as Urban Reserve, which provides for and regulates existing uses on lands which are primarily undeveloped for urban uses. Permitted uses for Urban Reserve zoned lands includes the use of existing dwellings. The proposed undertaking will result in a rezoning to allow for medium density residential development. Development on the site will continue to be residential in nature, and while density on the site will increase, it will not result in a change in land use that impacts the heritage attributes of the property. <b>Therefore, no mitigation measures are required.</b>
<b>Land disturbances</b> such as a change in grade that alters soil, and drainage patterns that adversely affect an <i>archaeological resource</i>	Possible	Typically, indirect impacts resulting from land disturbances apply to archaeological resources, which are beyond the scope of this report. No further consideration to archaeological resources is provided in this report. However, land disturbance from construction (e.g., site grading and related construction activities) may also have the potential to impact built heritage resources through temporary vibrations during the construction period that may cause shifts in foundations or masonry structures that can



**Heritage Impact Assessment  
6092 Pack Road, London, Ontario**

Impact Assessment  
February 17, 2022

Indirect Impact	Impact Anticipated	Relevance to 745 Waterloo Street
		impact the heritage resource. <b>Therefore, mitigation measures are required.</b>

### 7.3 Discussion of Impacts

The proposed undertaking would not result in direct impacts to the property at 6092 Pack Road. The existing residence will be retained *in situ* and no heritage attributes will be altered as part of the proposed undertaking. While the existing shed roof addition and hip roof addition of the residence will be removed, both do not contain heritage attributes.

No indirect impacts are anticipated from shadows, isolation, or obstruction. There may be potential for indirect impacts related to land disturbance during the construction phase that could result in vibrations that are damaging to the structure. While a change in land use is anticipated to allow for higher density than is currently permitted, the property will remain residential in nature and the proposed changes are not anticipated to impact the heritage attributes or heritage value of the property.

While impacts of vibration on heritage buildings are not well understood, studies have shown that impacts may be perceptible in buildings 40 metres from the curbside when heavy traffic is present (Ellis 1987). Construction of the proposed undertaking may involve heavy vehicles on site to grade, excavate, or pour foundations, which may result in vibrations that have potential to affect the historic foundations of 6092 Pack Road. If left unaddressed, these could result in longer-term issues for the maintenance, continued use, and conservation of the building.



## 8.0 Mitigation

The property at 6092 Pack Road was determined to contain CHVI as it meets two criteria of O. Reg 9/06. As identified in Table 2 and Table 3, the proposed undertaking has the potential to result in an indirect impact to 6092 Pack Road as on site construction activity could result in vibrations that have potential to affect historic foundations. Accordingly, the mitigation options identified in InfoSheet #5 Mitigation Options (see Section **Error! Reference source not found.**) have been explored below.

### 8.1 InfoSheet #5 Mitigation Options

**Alternative development approaches:** The proposed development will retain the existing residence and its heritage attributes *in situ*. Alternative development approaches to isolate the residence from land disturbance is not feasible given the size of the property and the proposed residential intensification. Therefore, to retain the residence *in situ*, construction activity will be required within 50 metres of the property and this mitigation measure is not feasible.

**Isolating development and site alteration from significant built and natural features and vistas:** The proposed development has isolated new structures from the existing residence and its heritage attributes. The existing residence will be retained *in situ* and all heritage attributes will remain visible. As such, this mitigation measure has already been implemented in the proposed development.

**Design guidelines that harmonize, mass, setback, setting, and materials:** The proposed undertaking includes design guidelines that harmonize mass, setback, setting and materials. The six townhomes proposed just west of the existing residence contain a massing, setback, setting, and materials that is sympathetic to the existing residence. The massing of these six townhomes are similar to the existing two and one half storey residence. In addition, the main elevation of the six townhomes contains projecting gable bays complimentary to the massing and form of the existing residence. The setback and setting of the six new townhomes has been designed to be in-line with the existing residence, and current concept plans indicate that the setback difference between the new townhomes and existing residence will be 2.1 metres (6 feet 8 inches). Materials selected for the six new townhomes are sympathetic to the existing residence and include the use of buff brick. As such, this mitigation measure has already been implemented in the proposed development.

**Limiting height and density:** The height and density of the proposed development has been designed to not overshadow the existing residence and to provide open common amenity areas near the existing residence. Therefore, the proposed undertaking contains considerations to limit height and density in relation to the existing residence.



## Heritage Impact Assessment 6092 Pack Road, London, Ontario

Mitigation  
February 17, 2022

**Allowing only compatible infill:** Redevelopment at the property is to be residential in nature and retain the existing residence *in situ*. The six townhomes proposed just west of the existing residence contain a massing, setback, setting, and materials that is sympathetic to the existing residence. The townhomes to be located north of the existing residence will be two and one half storeys, a height compatible with the massing of the existing residence. Therefore, this mitigation measure has been implemented in the proposed development.

**Reversible alterations:** Given that the proposed development retains the residence *in situ* and does not directly impact the heritage attributes, reversible alterations are not required.

**Buffer zones, site plan control, and other planning mechanisms:** The proposed development may result in the potential for land disturbance during the construction phase of the project. As such, planning mechanisms and site plan controls may be considered at this phase of study to avoid impacts to the built heritage resource. Site plan controls and planning mechanisms may be used to identify appropriate thresholds for vibration or zones of influence related to construction activity. Construction activity should be planned to minimize vibrations on built heritage resources. Therefore, this mitigation measure is appropriate for the proposed development.

## 8.2 Mitigation Discussion

Based on the discussion of Mitigation Options in Section 8.1, it has been determined that planning mechanisms and site plan controls are appropriate mitigation measures. These measures are intended to lessen the impact on identified heritage attributes resulting from the potential for land disturbance due to temporary vibrations during the construction phase of the project..

A typical approach to mitigating the potential for vibration effects is twofold. First, a pre-construction 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. This should be considered prior to the commencement of any construction activities onsite.



## **9.0 Recommendations**

The proposed undertaking will conserve the built heritage resource at 6092 Pack Road. An assessment of impacts resulting from the proposed undertaking at 6092 Pack Road has determined no direct impacts are anticipated and the undertaking may possibly result in indirect impacts from land disturbance due to temporary vibrations during the construction phase of the project. Based on the impacts identified to the cultural heritage resource and the proposed undertaking, the following mitigation measure is recommended:

- Retain a qualified person(s) to complete a pre-construction vibration assessment to determine acceptable levels of vibration given the site-specific conditions (including soil conditions, equipment proposed to be used, and building characteristics)
- Should the residence be determined to be within the zone of influence, additional steps should be taken to secure the building from experiencing negative vibration effects (i.e., adjustment of machinery or establishment of buffer zones)

### **9.1 Deposit Copies**

To assist in the retention of historic information, copies of this report should be deposited with local repositories of historic material as well as with municipal and regional planning staff. Therefore, it is recommended that this report be deposited at the following location:

**London Public Library**  
251 Dundas Street  
London, ON N6A 6H9



**Heritage Impact Assessment  
6092 Pack Road, London, Ontario**

Closure  
February 17, 2022

## **10.0 Closure**


This report has been prepared for the sole benefit of 2847011 Ontario Inc. 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.

### **Stantec Consulting Ltd.**

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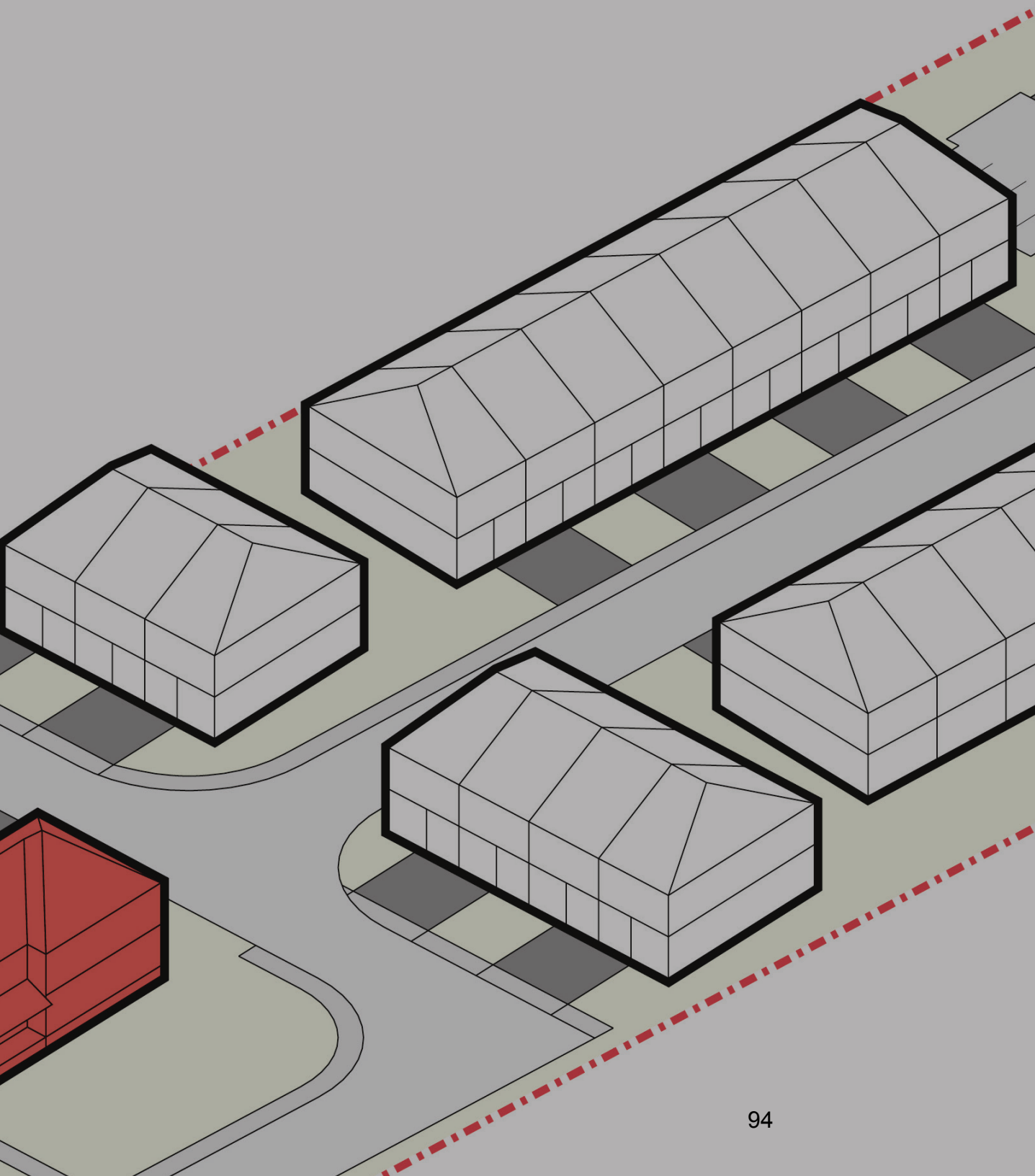
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# **Appendix A**

## **Concept Plan**





# VISION BRIEF

**Client**

2847011 Ontario Inc. 6092 Pack Road / London / ON.

**Project Site**

**Description**

Background Info and Summary of Development Vision

**09.21.2021**

**Contact**

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# CONTENTS

<b>S1: Background</b>	<b>01</b>
<b>S2: Planning Intelligence</b>	<b>05</b>
<b>S3: Design Considerations</b>	<b>07</b>
<b>S4: Design Principles</b>	<b>09</b>
<b>S5: Zoning Approach</b>	<b>11</b>
<b>S6: Preliminary Concept</b>	<b>13</b>
<b>S7: Planning Issues</b>	<b>17</b>

## ABOUT THIS REPORT

This brief has been prepared by Siv-ik Planning and Design Inc. for 2847011 Ontario Inc. as part of Phase 2 of our **EXPLORE** process. The brief contains background information about the project site, an overview of the key design considerations, a description of our preliminary design principles and highlights of the preliminary development concept. The brief is meant to articulate our understanding of, and vision for, the site in a manner that supports preliminary stakeholder consultation for the proposed development of 6092 Pack Road.

Siv-ik's focus on research allows us to see innovative solutions and strategies where others can't. From concept to reality, our commitment to explore drives success.

[www.siv-ik.ca](http://www.siv-ik.ca)

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Siv-ik Planning and Design Inc.

## PREPARED FOR

2847011 Ontario Inc.

## VERSION 1.0

## ISSUED

09.21.2021

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# S1: BACKGROUND

## S1.1 Introduction

6092 Pack Road (the project site) is a remnant “rural residential” parcel located in the southwest quadrant of London, on the north side of Pack Road and approximately 275 metres (~2.5 minute walk) west of Bostwick Road. The project site is located in the North Talbot Community which encompasses the area generally bounded by Southdale Road to the north, Bostwick Road to the east, Pack Road to the south and Colonel Talbot Road to the west. The site contains an existing 20th-Century Farm Dwelling with an added attached garage and an outbuilding in the rear yard. None of the land is actively farmed and it is of sufficient size and shape to accommodate urban residential development. With the site being located in proximity to municipal services and the planned urbanization of the broader area, 2847011 Ontario Inc. is exploring a residential development project to implement the planned intent of the North Talbot Community Plan.

## S1.2 Project Site

### At-A-Glance

SITE AREA	FRONTAGE	DEPTH	EXISTING USE
.996 Hectares	60.9 Metres	163.45 Metres	Residential 20th-Century Farm Dwelling

**SERVICING**  
Municipal Services  
Available Nearby



Fig 1. The Project Site



### S1.3 Neighbourhood Spatial Analysis

Figure 2 shows the physical and spatial characteristics of the lands surrounding the project site. The lands on the west side of Regiment Road form part of an actively developing residential subdivision (see City of London Staff Report 39T-14506/Z-8436 for further details). The lands are comprised primarily of 2.5-storey single detached dwellings. The dwellings sited along Regiment Road face directly onto Regiment Road with individual driveway accesses to the street. For the dwellings sited along Pack Road, the subdivision pattern is varied including a mix of “side-lotting” conditions onto Pack Road as well as intervening “window-streets” which allow for the dwellings to face Pack Road without having individual driveway accesses connecting them to Pack Road.

Immediately west of the subject site is a planned school site. The school block was planned and zoned through the subdivision planning process for the lands to the west. The size and shape of the school block was confirmed through the same process. A detailed site design for the adjacent school site is not currently available, however, it is anticipated that the school building and corresponding vehicular access would be oriented towards Regiment Road, with the project site being in the “rear yard” of the school.

Lands to the east of the site are designated for a mix of residential uses with medium density residential uses in proximity to Pack Road and Bostwick Road and low density residential uses in interior portions of that future subdivision. Lands to the south will be comprised of a similar mix of residential uses, with medium density residential uses also focused along Pack Road.



Fig 2. Neighbourhood Spatial Context (400m)

# S2: PLANNING INTELLIGENCE

## S2.1 City Planning Policy

**Figure 3** provides visual context for the site's positioning relative to London's city-structure. Of note, the site is located within a planned *Neighbourhood* area. Also highlighted in **Figure 3** is London's network of major streets. The project site contains direct frontage on Pack Road, identified as a *Civic Boulevard* by the London Plan.

The site is located within an actively developing residential area outside of the *Primary Transit Area*. It's relationship to the overall structure of London, as laid out in the London Plan, provides a framework for how development policies are to be viewed and applied in relation to this site. The following key characteristics of the site provide context for how the site is to be considered from a London Plan perspective:

- » Neighbourhoods Place Type
- » Outside of Primary Transit Area
- » Frontage on Civic Boulevard

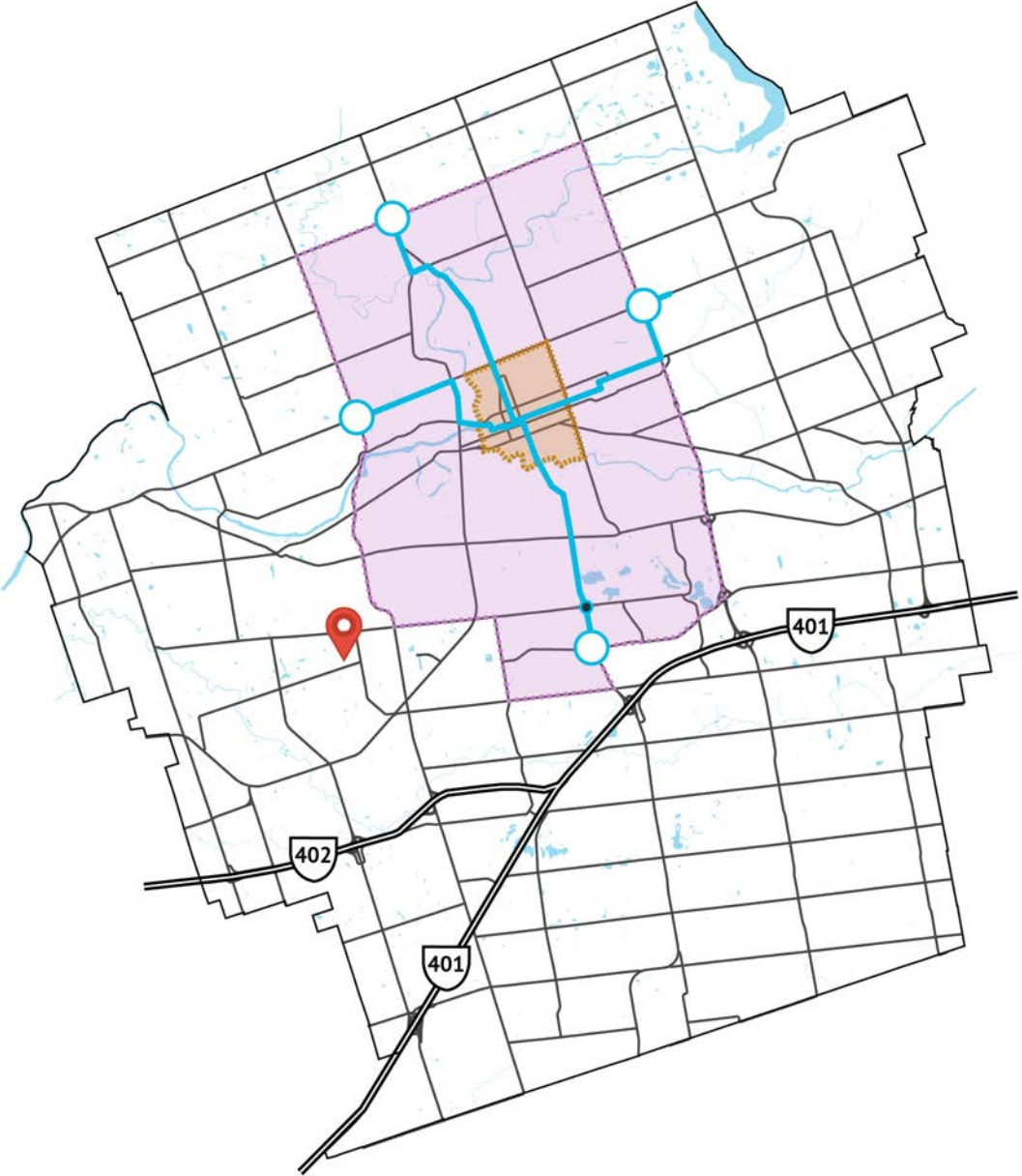
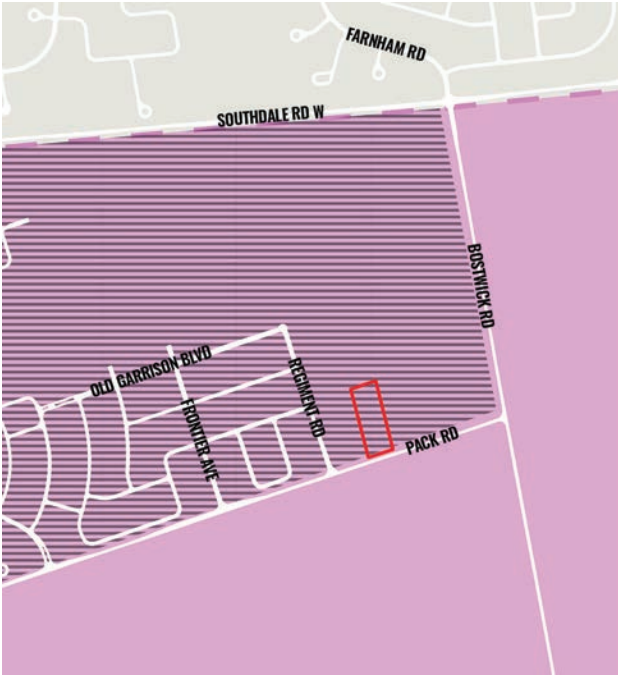


Fig 3. City-Wide Context

### 1 Southwest Area Sec. Plan

The project site is within the boundaries of the Southwest Area Secondary Plan (SWAP). Section 20.5.1.5 of the SWAP explains that some areas of the plan are also subject to pre-existing "Area Plans". Where conflicts arise between the general policies of the SWAP and the approved Area Plan policies, the Area Plan prevails. In this case, the lands are subject to the North Talbot Community Area Plan. Relevant policy direction is contained in Section 3.5.11 of the 1989 Official Plan.



- Subject to SWAP
- Not Subject to SWAP
- North Talbot Community

### 2 1989 Official Plan

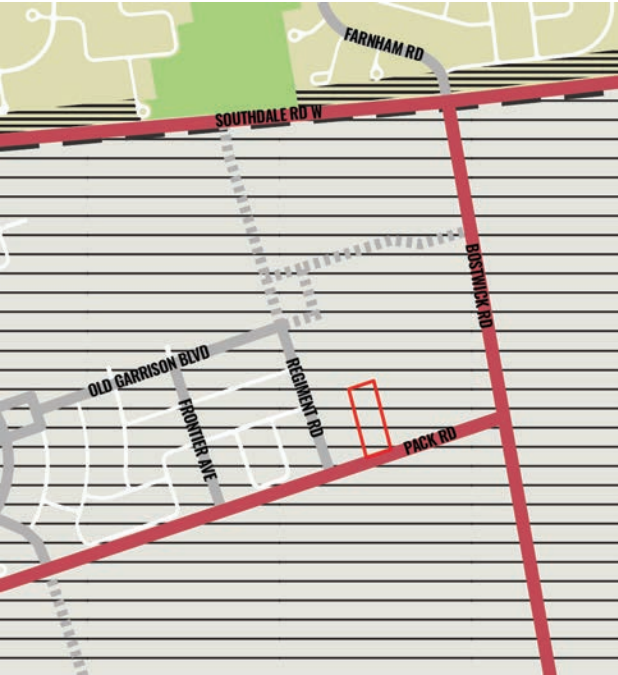
The project site is designated Multi-Family, Medium Density Residential and Low Density Residential in accordance with the 1989 City of London Official Plan. The MFMDR designation permits multiple-unit residential developments having a low-rise profile, with a maximum density of 75 units per hectare (uph). Permitted uses include multiple-attached dwellings, such as apartments, row houses or cluster houses. These areas may include single-detached, semi-detached and duplex dwellings. The site is also subject to Section 3.5.11 which provides specific policies for the North Talbot Community.



- Open Space
- Low Density Res.
- Medium Density Res.
- High Density Res.

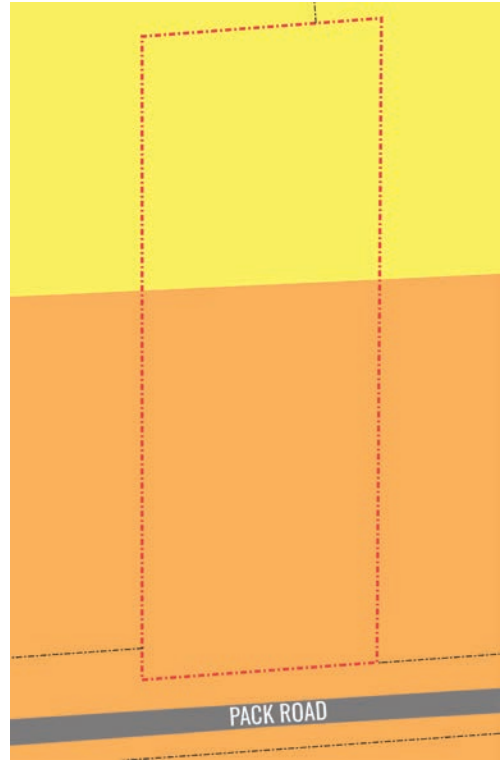
### 3 The London Plan

Map 7 - Policies for Specific Areas - of the London Plan identifies the project site as being within a Secondary Plan Area (SWAP) and the North Talbot Community Plan Area. Much of the land north of the project site are within the Neighbourhoods Place Type in accordance with Map 1. Pack Road is identified as a Civic Boulevard on Map 3 of the London Plan while Regiment Road is identified as a Neighborhood Connector Street. Policies 994-999 of the London Plan provide specific guidance that carry through the objectives of the Area Plan.



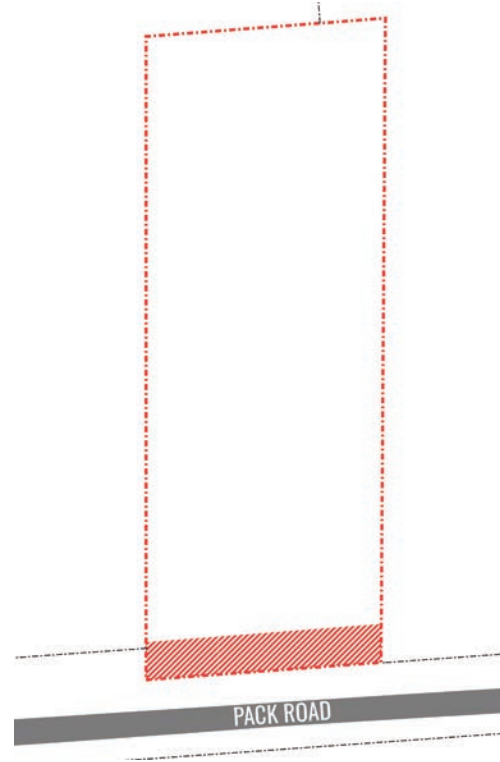
- Open Space
- Neighbourhoods
- Specific Area Policy
- Civic Boulevard
- Neighbourhood Connector
- Special Permissions

# S3: DESIGN CONSIDERATIONS



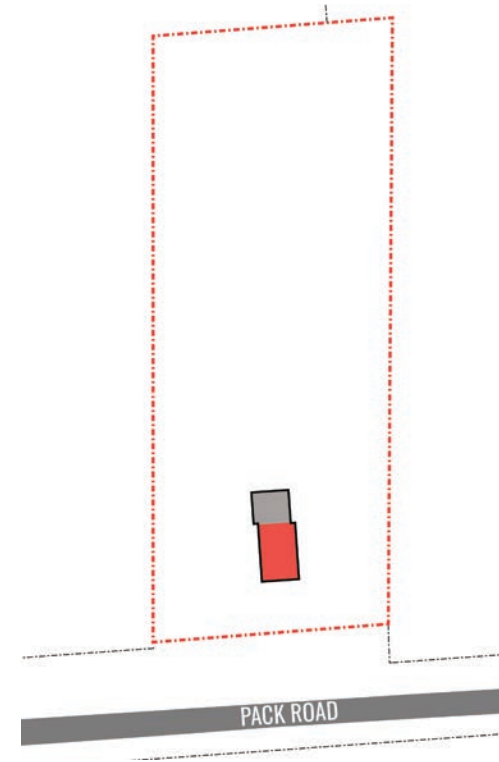
## 1 Official Plan Interpretation

The project site is identified on Schedule A - Land Use of the Official Plan as being within both the Medium Density Residential and Low Density Residential designations. Section 19.1.1 of the Official Plan explains that the boundaries of the designations are not meant to be rigid except in cases where they align with distinct physical features. In this case, given that the site bounds a school site and future development lands to the east, and can be developed on its own, it is reasonable to interpret the entire parcel as being within the Medium Density Residential Designation.



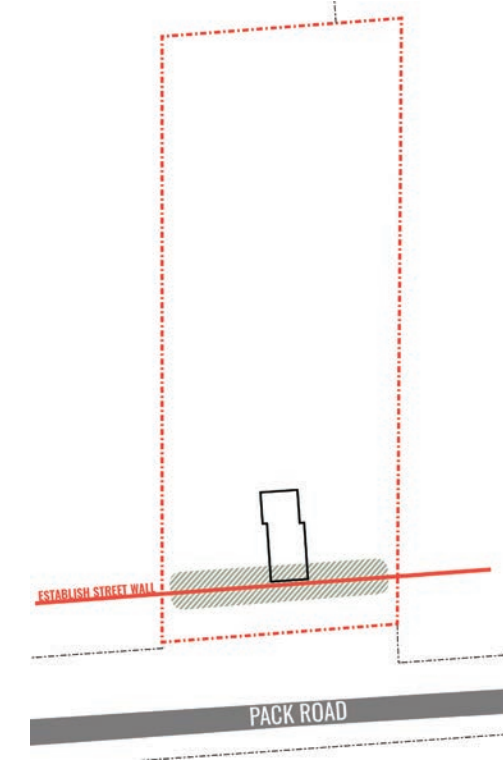
## 2 Road Widening

A road widening dedication of 8.0 metres from the existing front lot line along the Pack Road right-of-way is anticipated. This portion of the site will need to be left free and clear of new built form. Pack Road is currently not developed to an urban cross-section but will be urbanized and widened to a 4-lane cross section with an anticipated 36.0 metre ROW through the Bradley Avenue Extension project. Timing for the improvements is currently unknown.



## 3 Built Heritage

6092 Pack Road is listed on the City of London's register of properties that are of cultural heritage value or interest (CHVI). Demolition is generally not supported by the City and heritage resources/attributes are encouraged to be incorporated into new development. In this regard, the project will seek to retain the existing 20th-Century Farmhouse. It is assumed that the attached garage, which formed an addition to the dwelling at some point in time, does not possess cultural heritage value and may be removed as part of the site's redevelopment.



## 4 Edge Conditions

All new buildings on the site in proximity in Pack Road should be oriented such that the primary building frontages face Pack Road. Further, the existing heritage building on the site establishes the "streetwall". In this regard, new buildings should generally be setback from Pack Road in-line with the front face of the existing heritage building. Edge conditions to the west, north and east are currently undefined as there are no specific plans available for the development of the adjacent sites. However, some measure of sensitivity should be paid so as to not hinder future development of those sites.

# S4: DESIGN PRINCIPLES

## S4.1 Key Design Principles

The applicable policies of the SWAP, 1989 Official Plan and the London Plan allow for and encourage a mix of residential dwelling types to be developed at 6092 Pack Road. The form-based policies for new development in this area requires a detailed understanding of the context of the site with regard for issues such as fit and compatibility. It is expected that new development will have regard for and respond to it's context. The detailed urban design analysis that follows interprets the form-based policies of the applicable policy framework in a tangible way to shape a realistic design outcome that could be implemented through a rezoning application. The following urban design principles are critical in the context of 6092 Pack Road and should be maintained in any specific development concept contemplated for the project site:

- 1 **Mixed Housing Development:** the MFMDR policies allow for a range of housing forms including multiple-attached dwellings, such as apartments, row houses or cluster houses. These areas also allow for single-detached, semi-detached and duplex dwellings. Building heights are generally limited to 4-storeys and densities of up to 75 units per hectare are allowable.
- 2 **Account for the Road Widening:** An approximately 8.0 metre road right-of-way widening will be required to be dedicated to the City of London along the frontage of the project site. This reduction in land area must be accounted for in the development design.
- 3 **Retain the Heritage:** An important principle of new development on the site is to ensure retention of any significant cultural heritage resources. This goal will be achieved through full retention of the original volume of the 20th-Century Farmhouse. The concept plan involves removal of some minor, more recent, building additions but retains the full volume of the original building. The proposed new building forms do not alter the appearance, proportions or heritage attributes of the heritage structure from the street.
- 4 **Plan for Access:** New development will require a new 6.5 metres access/driveway from Pack Road. In order to allow for the preservation of the heritage farmhouse and visual exposure of the wraparound porch, the new site access should occur on the east side of the site.
- 5 **Shape Massing to Respect Context:** The orientation, setbacks and massing of new buildings should have regard for neighbouring uses. In this regard, the side and rear yard setbacks should vary based on building orientation to accommodate appropriate facing distances based on the type of orientation (e.g., side-to-rear, front-to-rear) and the design features (e.g., windows or no windows). The front yard setback should recognize the setback of the heritage farmhouse and generally be in-line with that building to preserve it's contextual relevance along Pack Road.
- 6 **Animate Pack Road:** New buildings adjacent to Pack Road should be oriented such that primary building frontage faces towards Pack Road with principal unit entrances and walkways directly to the City sidewalk and no parking located between the building nearest to the street and the street itself.

## S4.2 Shaping the Zoning Box

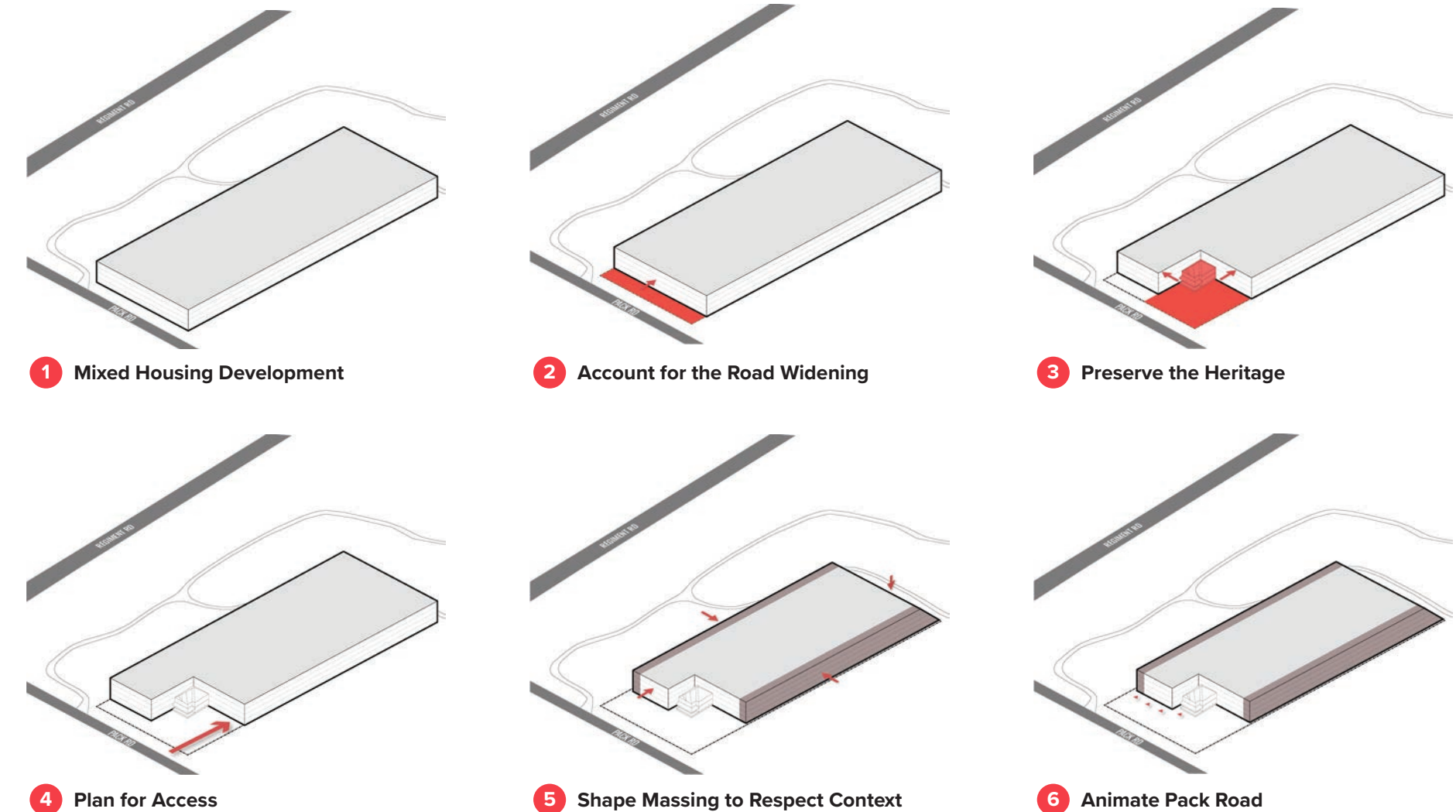


Fig 4. Visualizing the Design Principles

# S5: ZONING APPROACH

## S5.1 Proposed Zoning By-law Amendment

To support the development vision for 6092 Pack Road and implement the applicable planning policies, we propose to rezone the site from the Urban Reserve (UR3) Zone to a Residential R6 Special Provision (R6-5(\_)) Zone. The proposed zone will provide a framework for medium density residential development in various housing forms of cluster housing from single detached dwellings to townhouses and stacked townhouses up to a maximum of 12.0 metres in height (4-storeys). The proposed zone includes special regulations to account for the unique context of the project site and implement applicable form-based policy directions of the Official Plan and North Talbot Community Plan. The proposed zone and special regulations are structured to facilitate a range of desirable site design outcomes and are not tied to a specific development design.

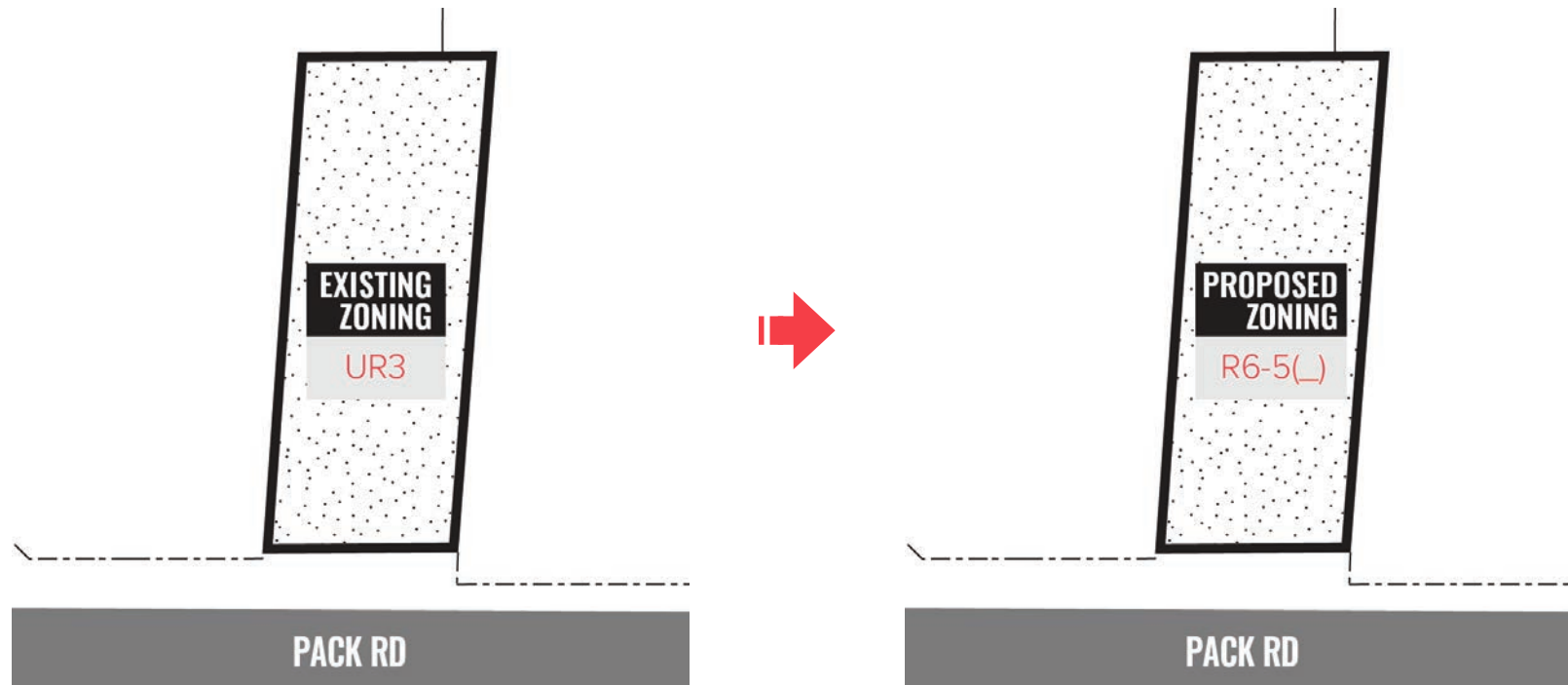


Fig 5. Proposed Rezoning

## S5.2 Proposed Special Regulations

6092 Pack Road Zoning			
Regulation		R6-5	Proposed R6-5(_)
Permitted Uses		Section 10.2	Notwithstanding Section 10.2, Apartment Buildings shall not be permitted.
Lot Area (min.)		850m <sup>2</sup>	-
Lot Frontage (min.)		10.0m	-
Front and Exterior Side Yard Depth (min.)	Arterial	8.0m	10.0m
Interior and Rear Yard Depth (min.)		0.4 metres (1.3 feet) per 1 metre (3.28 feet) of main building height or fraction thereof, but in no case less than 3 metres (9.8 feet) when the end wall of a unit contains no windows to habitable rooms, or 6.0 metres (19.7ft.) when the wall of a unit contains windows to habitable rooms.	1.8 metres (5.9 feet) when the end wall of a unit contains no windows to habitable rooms, or 6.0 metres (19.7ft.) when the wall of a unit contains windows to habitable rooms.
Landscaped Open Space (min.)		30%	-
Lot Coverage (max.)		45%	-
Height (max.)		12.0m	-
Density (max.)		35uph	45uph
Parking		1.5/unit	-
Orientation		n/a	The front face and primary entrance of all dwellings units located in new buildings adjacent to Pack Road shall be oriented to Pack Road.

Fig 6. Special Regulations Overview

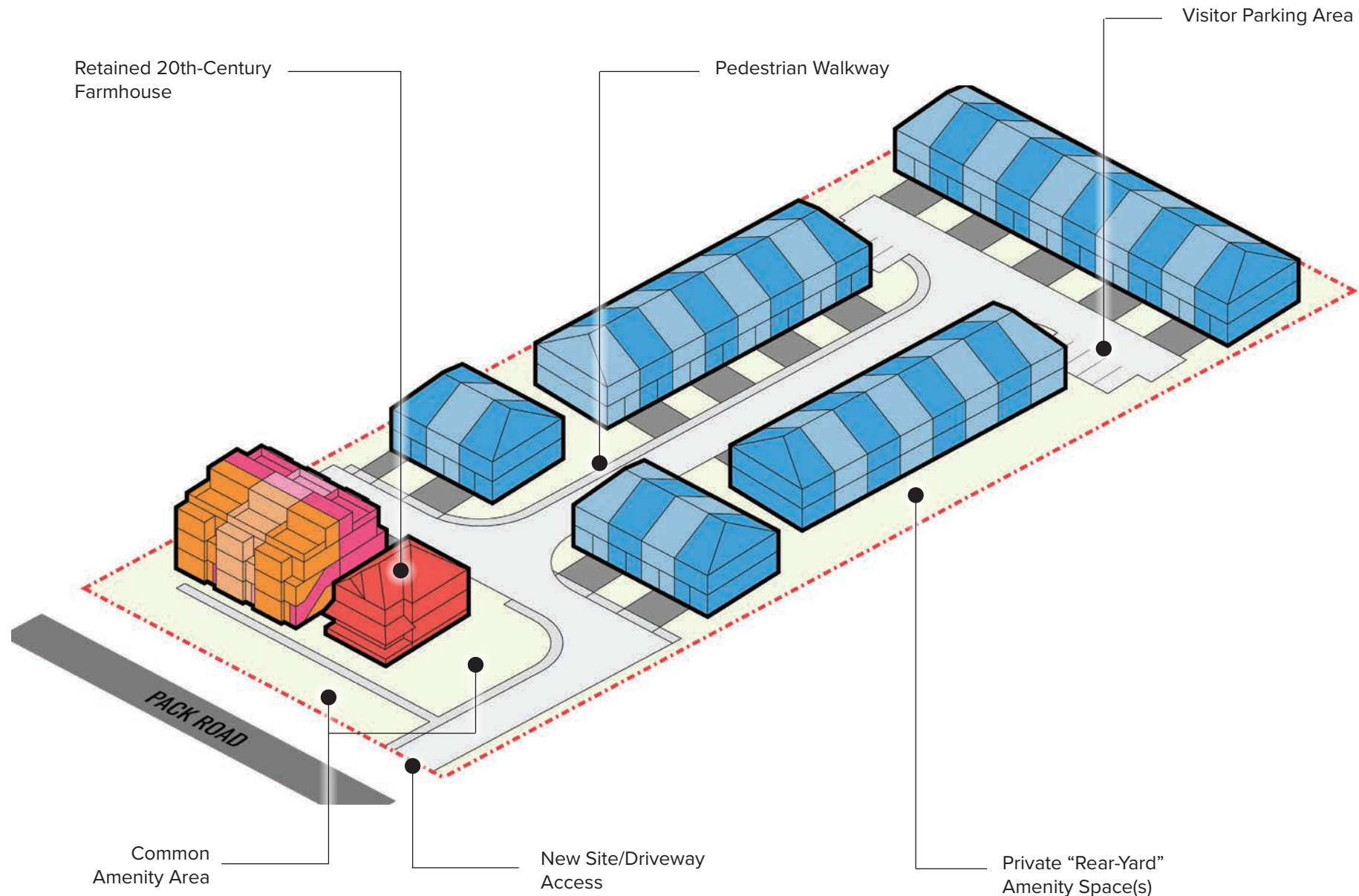
- : No change

## S6: PRELIMINARY DEVELOPMENT CONCEPT

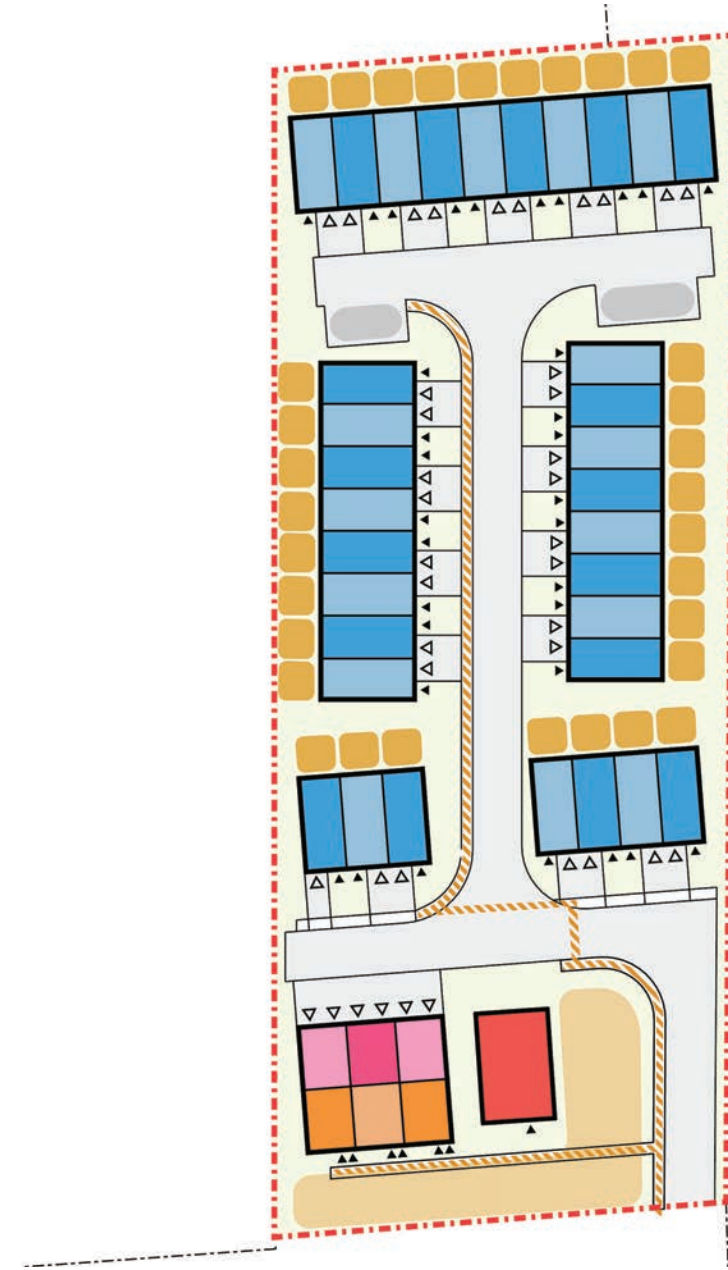
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### **/ Mixed Towns + Heritage Farmhouse**

The preliminary concept plan illustrated on page 15-16 of this brief envisions the development of a mix of housing forms on the site including thirty-three (33) 2.5-storey cluster townhouse units, six (6) 3.5-storey back-to-back townhouse units and the retention of the existing 20th-Century Farmhouse as a single detached unit. In total, the proposed development includes 40 residential units. The proposed building heights and densities are within the standard limits for site's in the MFMDR designation. All of the required vehicular parking will be provided in surface form with this concept, within integrated/attached garages and individual driveways. The conceptual site design allows for the creation of 9 visitor parking stalls in addition to the resident parking. The preliminary concept plan represents a desirable implementation of the proposed Zoning By-law Amendment outlined in Section 5 of this Vision Brief.



Perspective 1: View looking northwest



Conceptual Site Plan

## HIGHLIGHTS

### Performance Metrics

<b>Units</b>	Towns	33
	Back-to-Back	6
	Heritage Dwelling	1
	<b>Total</b>	<b>40</b>
<b>Density</b>	40.2 uph	
<b>Building Height</b>	7.5-12.0m	
<b>Parking</b>	Towns	2/unit
	Back-to-Back	2unit
	Heritage Dwelling	2/unit
	Visitor	9
<b>Yard Depth</b>	Front	10.9m
	East	1.9m-8.7m
	West	1.9m-6.0m
	North	6.0m
<b>LOS</b>	43.5%	
<b>Lot Coverage</b>	30.6%	

### LEGEND

<span style="color: #e91e63;">●</span> Back-to-Backs (rear)	<span style="color: #ffc107;">●</span> Private Amenity Space (at-grade)
<span style="color: #ff9800;">●</span> Back-to-Backs (front)	<span style="color: #ccc;">▨</span> Landscaped Area
<span style="color: #2196f3;">●</span> Towns	<span style="color: #ffc107;">▨</span> Pedestrian Walkway
<span style="color: #f44336;">●</span> Heritage Dwelling	<span style="color: #ccc;">△</span> Garage Entrances
<span style="color: #9e9e9e;">●</span> Parking Area	<span style="color: #ccc;">▲</span> Principal Entrances
<span style="color: #ffc107;">●</span> Shared Amenity Space	

# S7: PLANNING ISSUES

## S7.1 Applications Required

It is anticipated that the following *Planning Act* applications will be required in order to implement the planned vision for the project site:

1. **Zoning By-law Amendment:** To rezone the site from Urban Reserve (UR3) Zone to a Residential R6 Special Provision R6-5( ) Zone, with special provisions to address the site context and applicable policy framework.
2. **Site Plan Control:** To implement the specific development design envisioned in the preliminary development concept illustrations.
3. **Draft Plan of Condominium (Optional):** To establish tenure for the proposed residential units and common ownership for various physical elements of the site (e.g., common amenity space, surface parking areas, etc.).

## S7.2 Issues for Clarification

From the proponent's perspective, the following attributes are critical to the success of the development vision. As such, the project team would appreciate any specific insights that City Staff are able to offer on the following:

1. The City's desired route/process for implementing the proposed heritage retention (e.g., Planning Act, Ontario Heritage Act, etc.).
2. Exploration of access opportunities and/or limitations along Pack Road (e.g., left turn lane warrant, RIRO access, etc.).
3. Staff's perspective on the proposed interpretation of the MFMDR designation applying across the entire parcel.



## REFERENCES

1. City of London, Southwest Area Secondary Plan (2014)
2. 1989 City of London Official Plan
3. The London Plan
4. City of London Comprehensive Zoning By-law Z.-1.
5. H-8968 City of London Staff Report, dated November 12, 2018.
6. 39T-14506/Z-8436 City of London Staff Report, dated May 19, 2015.
7. City of London, London CityMap (Last updated October 1, 2020).





## **Appendix B Renderings**





## Heritage Planners' Report to CACP: June 15, 2022

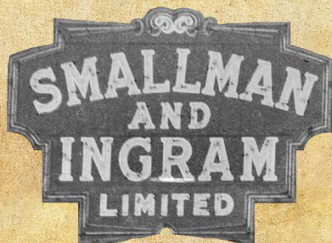
1. Heritage Alteration Permits processed under Delegated Authority By-law:
  - a) 20 Cathcart Street (WV-OS HCD) – façade alterations
  - b) 6 Napier Street (B/P HCD) – attached garage to non-contributing resource
  - c) 869 Hellmuth Avenue (BH HCD) – porch step replacement
  - d) 39 Carfrae Street (Part IV and HEA) - fence

## Upcoming Heritage Events

- Mount Pleasant Cemetery and Oakland Cemetery, Historic Walking Tour, “Movers and Shakers: Influential People from London’s Past”, Saturday June 18, 2022, 1:00pm (see attached)
- Eldon House Summer Market, Sunday June 26, 2022, 10:00am-4:00pm. More information: [www.eldonhouse.ca/events/](http://www.eldonhouse.ca/events/)
- Eldon House Summer Tea. Wednesdays – Sundays. More information: [www.eldonhouse.ca/events/](http://www.eldonhouse.ca/events/)
- National Trust for Canada Conference, October 20-22, 2022, Toronto, Ontario. More information: [www.nationaltrustconference.ca](http://www.nationaltrustconference.ca)
- Association for Preservation Technology International Conference, November 7-12, 2022 in Detroit, Michigan. More information: [www.eventscribe.net/2022/APTDetroit](http://www.eventscribe.net/2022/APTDetroit)
- Canadian Baseball History Conference, November 12-13, Windsor, Ontario: <https://baseballresearch.ca/upcoming-conference/>

# MOUNT PLEASANT Cemetery & Oakland Cemetery **Historic Walking Tour**

*Movers and Shakers:  
Influential People from  
London's Past*



**Join us to learn about the  
people who shaped  
London's past!**

- Saturday June 18th, 2022  
@1:00 pm
- Meet in front of the office at:  
303 Riverside Dr, London,  
ON N6H 1G2
- Bring sturdy walking shoes



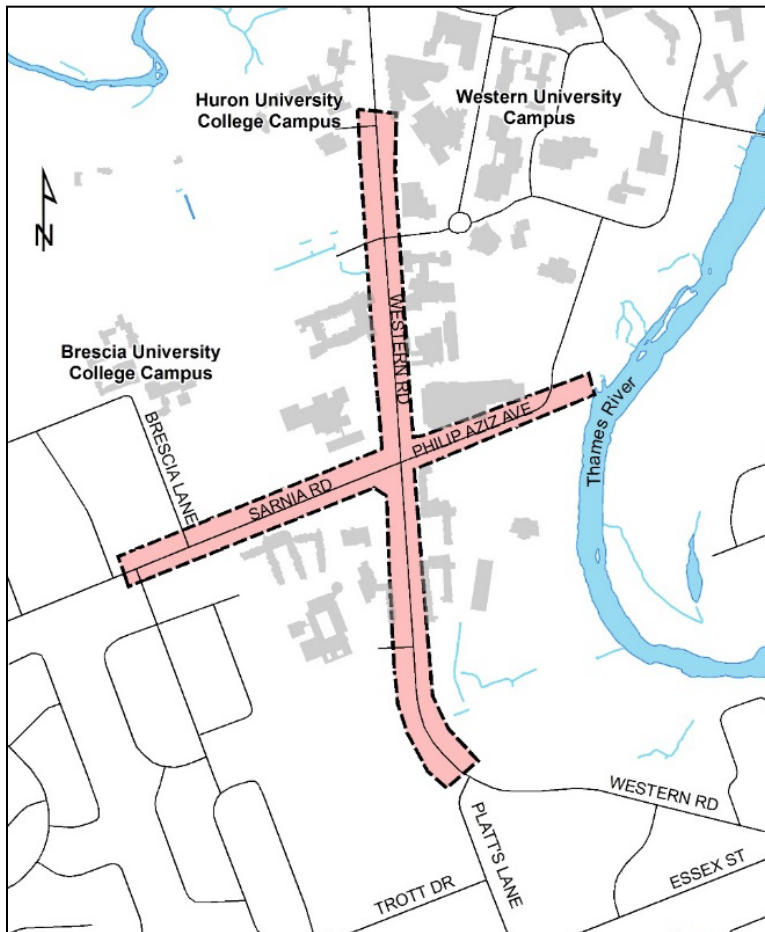
## Notice of Public Meeting

June 6, 2022

### Western Road and Sarnia Road / Phillip Aziz Avenue Environmental Assessment

The City of London is completing a Municipal Class Environmental Assessment (MCEA) study for the Western Road and Sarnia Road / Phillip Aziz intersection to address pedestrian, cyclist, vehicular safety concerns and improve road width constraints along Phillip Aziz Avenue.

The study area includes Western Road from Platts Lane to Huron University College and Sarnia Road/Phillip Aziz Avenue from Sleightholme Ave east to the Thames River.



A second and final PIC will be held for this project to present the preliminary recommended design including the alternatives considered and impacts to be addressed, for the intersection and the associated roadways approaching it.



London  
CANADA

## Upcoming Public Information Session

When: Thursday, June 23<sup>rd</sup>, 2022 from 6-8 p.m. (up to two hours)

Format: Virtual (Zoom webinar)

Registration required: Yes - visit [getinvolved.london.ca/westernsarnia](https://getinvolved.london.ca/westernsarnia) to register

Recording: Yes - the webinar will be available on [getinvolved.london.ca/westernsarnia](https://getinvolved.london.ca/westernsarnia)

Purpose: To review the study progress, present the evaluation of alternative design concepts including the preliminary recommendation, solicit feedback, and present the next steps in the process.

## Project Updates

Visit the study webpage ([getinvolved.london.ca/westernsarnia](https://getinvolved.london.ca/westernsarnia)) to view the status of the study, submit comments, share feedback or sign up for project updates.

## About Environmental Assessments

A Municipal Class Environmental Assessment (MCEA) is a process designed to predict environmental effects of proposed initiatives before they are carried out to protect the natural, cultural, social and economic environment. This project is being completed as a Schedule “C” project which includes the construction of new facilities and major expansions to existing facilities. Consultation with people impacted by the project is mandatory. Following the Public Information Session, feedback will be collected and reviewed by the project team.

## Contact Information

The City wants to hear from you now and throughout the process. If you would like to ask a question, give input, or add your name to the contact list to receive updates, please reach out to the City Project Manager.

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