

Agenda Including Addeds

Community Advisory Committee on Planning

3rd Meeting of the Community Advisory Committee on Planning

July 13, 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.

	Pages
1. Call to Order	
1.1. Disclosures of Pecuniary Interest	
2. Scheduled Items	
2.1. 5:00 PM John Pucchio (AECOM) - Western Road / Sarnia Road / Philip Aziz Avenue Environmental Assessment	3
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a. Kyle Gonyou, Heritage Planner	
b. Dawn Miskelly, Executive Director, Fanshawe Pioneer Village	
c. Tom Peace, Board Chair, Fanshawe Pioneer Village	

5.2.	Request for Designation for the property located at 514 Pall Mall Street under Part IV of the Ontario Heritage Act by J. Hassan and R. Benner	73
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5.6.	Demolition Request for Heritage Listed Property at 254 Hill Street by Level Contracting Inc.	166
a.	L. Dent, Heritage Planner	
b.	Katelyn Crowley and Matt Campbell, Zelinka Priamo Ltd.	
5.7.	Heritage Planners' Report	
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6.	Adjournment	

Western Road / Sarnia Road / Philip Aziz Avenue Environmental Assessment

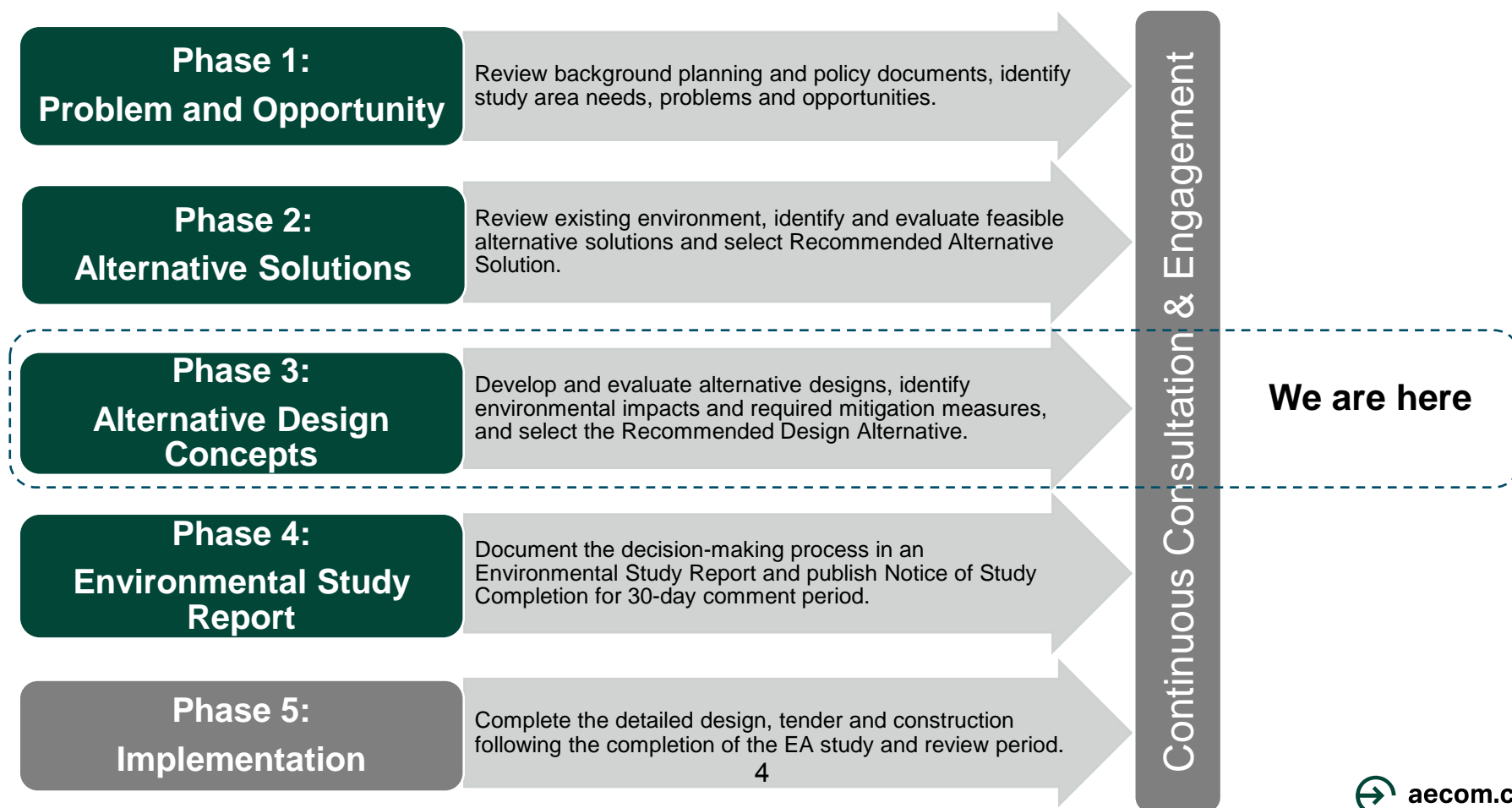


Community Advisory Committee on Planning

July 13, 2022
3

Municipal Class EA Study Process

The Class EA study will be completed in accordance with the **Ontario Environmental Assessment Act** and will fulfill the requirements of the Municipal Class EA process for **Schedule C** projects. At the end of the EA process, an **Environmental Study Report** will be prepared for public review and comment to document the planning process followed.



Additional Study Area Limits

Project Extents

- Western Rd from Huron College entry (north) to Platts Ln (south)
- Sarnia Rd / Philip Aziz Ave corridor from Sleightholme Ave (west) to the Thames River (east)
 - Coombs Ave to Sleightholme Ave was added after PIC#1
 - This additional piece of Study area allows for the existing cycling lanes to the west to be extended all the way to the East Limits of the Study Area
- Coombs Ave (previous west limits)



Problem/Opportunity Statement

Problem

- The City of London Transportation Master Plan (2030 TMP) identified the need to improve the Western Rd and Sarnia Rd/Philip Aziz Ave intersection in the next 5 years.
- This intersection accommodates pedestrians, cyclists, significant transit routes and numerous vehicles (per day).
- The intersection experiences traffic congestion, safety concerns, increased delays and decreasing levels of service for all users and this will continue if left untreated.
- The existing storm drainage in the area does not meet current design standards and requires upgrades.

Opportunity Statement

- Develop a range of planning and design alternatives that can improve pedestrian and cyclist facilities and safety, improve intersection operations, and provide additional capacity by removing constraints.
- Improve continuity with Western Road north and south of the study area, address stormwater drainage and enhance streetscape conditions.
- Consult the public and agencies and solicit feedback to select the best plan for the future.
- Follow the City of London's 'Complete Streets' guidelines, 'Urban Design' guidelines, and Western University's Master Plan Vision, to potentially create a gateway to the campus.
- Create a street/intersection that is as functional and comfortable as possible for all users (students, children, seniors, cyclists, motorists, transit users and pedestrians)

Heritage Properties in Study Area

150 Philip Aziz Avenue – Heritage Designated

- The Philip Aziz Property.

1285 Western Road – Heritage Listed

- Brescia University College.

1349 Western Road – Heritage Listed

- Huron College.

1125 & 1137 Western Road – Heritage Listed

- Althouse College.

1151 Richmond Street and 1400 Western Road– Heritage Listed

- Western University Main Campus.

Design Alternatives

Sarnia Rd

1. Maintain existing road section with sidewalks (no dedicated bicycle lanes)
2. Full Urban Cross Section with bicycle lanes extended to Sleightholme **Recommended**

Western Rd

1. Extended South bound right turn lane **Recommended**
2. Added bus bays **Recommended**
3. Active transportation improvements: **Recommended**
4. Active Transportation in Right of Way. **Recommended**

Intersection

1. Roundabout
2. Pedestrian Tunnel
3. Double left turn lane vs Single left turn lane (**Recommended**)
4. Typical Pedestrian Crossway with protected intersection design features (**Recommended**) vs Scramble

Philip Aziz Ave

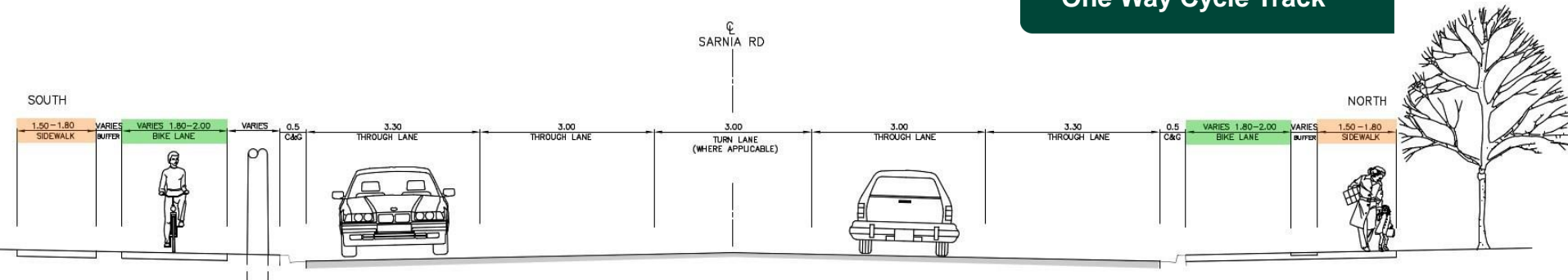
1. Full Urban Cross Section with reconstructed entrance to Philip Aziz property.
2. Full Urban Cross Section with relocated entrance to Philip Aziz property. **Recommended**

Sarnia Rd – Design Summary

- Maintain the current 4 lane configuration.
- Improve Active Transportation (extend bicycle lanes to Sleightholme Ave to connect to the existing lanes, on raised track).
- No utility relocation, except for minor work involving relocation of guy poles.
- Some (minor) loss of trees along the corridor.
- Small property taking area on north side.
- Reconstruction of bus stops (with bus pads).
- No impacts to Brescia College.



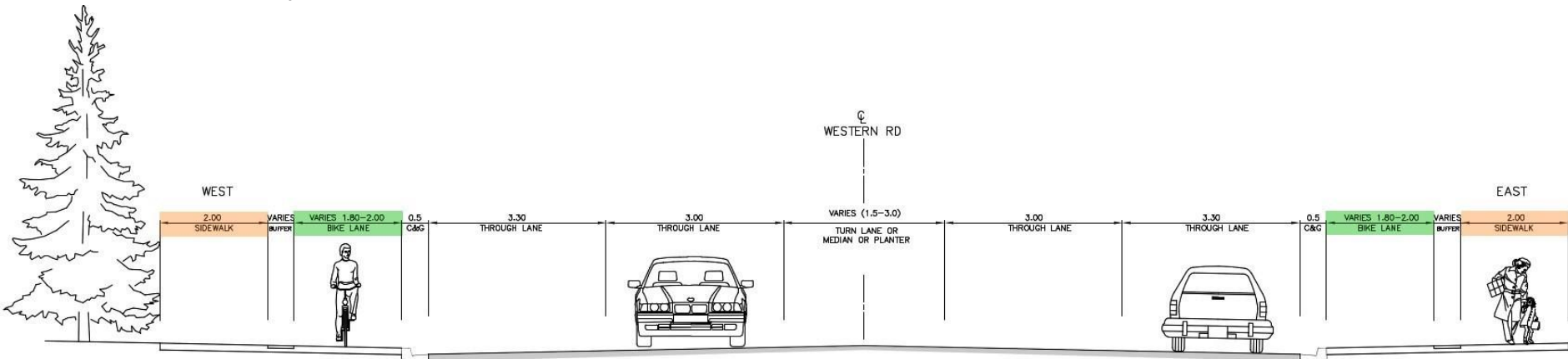
One Way Cycle Track



TYPICAL SECTION SARNIA ROAD

Western Rd – Design Summary

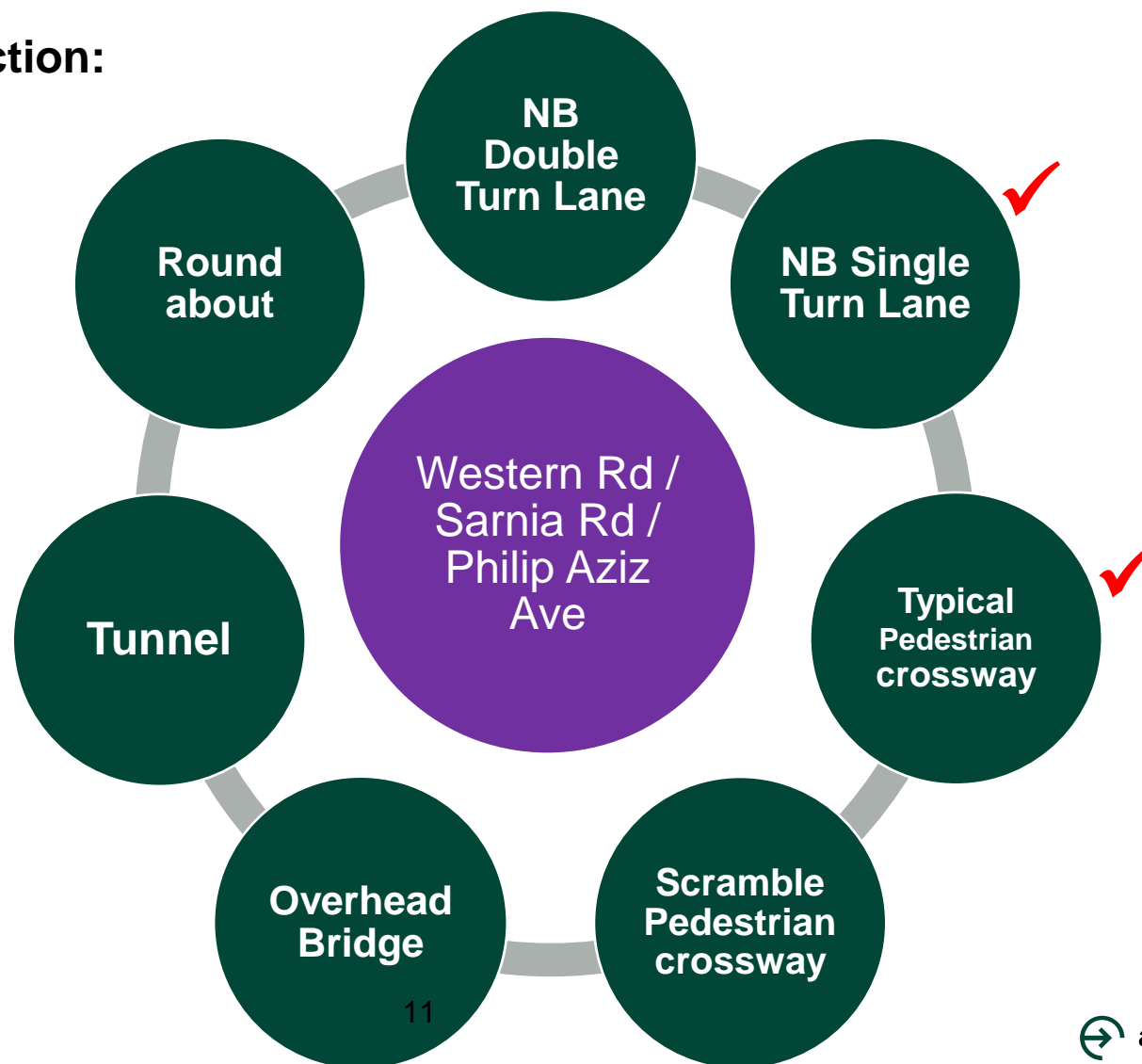
- Maintain the current 4 lane configuration with turn lanes throughout.
- Improve Active Transportation (connections with existing active-transportation facilities at the north and south ends of the project limits)
- Extended Southbound Right Turn Lane
- Adding bus bays and maintaining other bus stops
- Introduction of curb and gutter, storm sewer to meet current design standards
- Relocation of street light poles and guy poles/wires along entire length
- Hydro pole relocation – east side (from Essex Hall to Philip Aziz Ave)
- No impacts to Brescia College and Huron College. Minor property required along the road only to suit improvements.



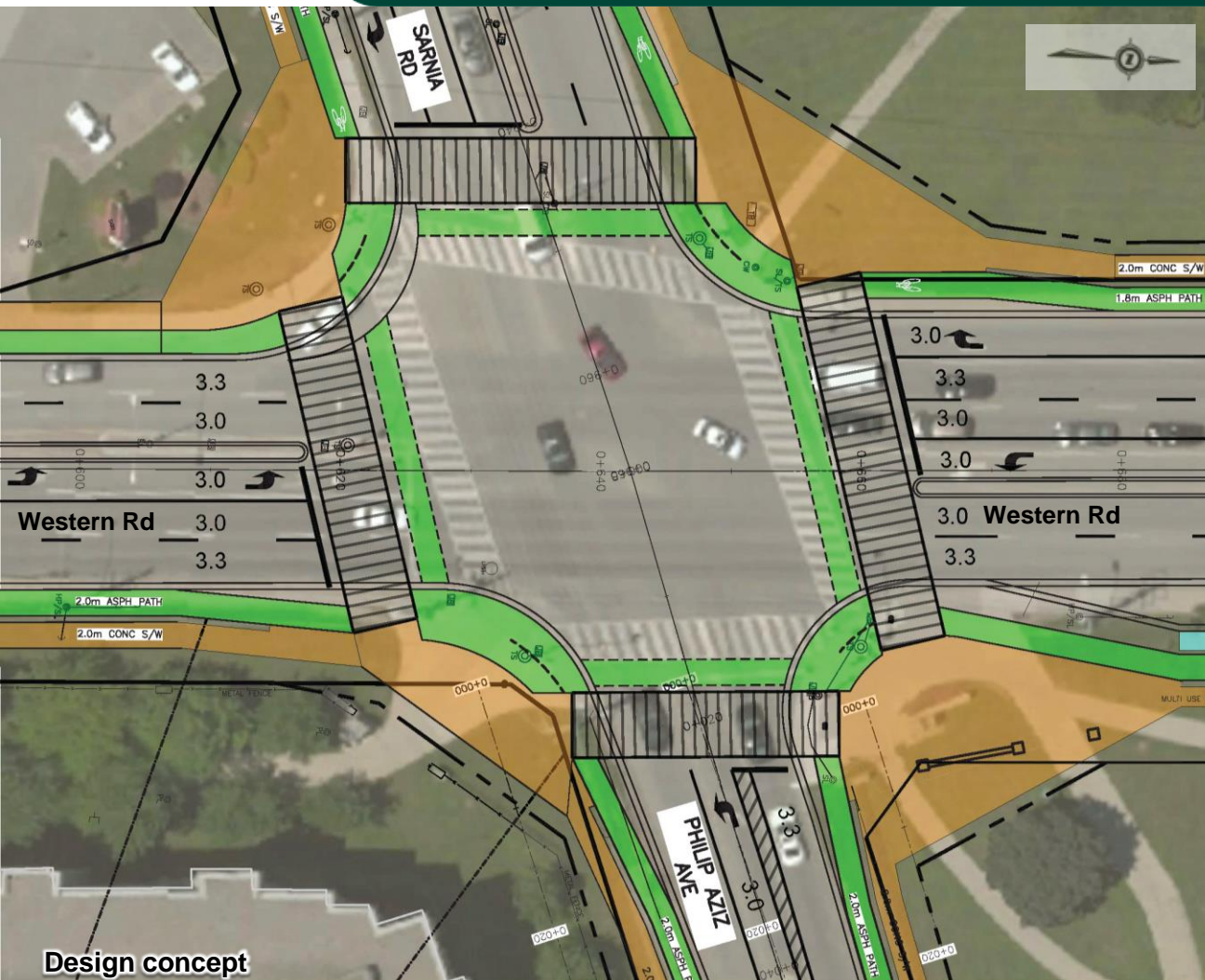
Intersection - Alternatives

Challenging Intersection:

- Many competing interests for usage
- All forms of transportation
- Very different during times of the day and during the year
- Generally constrained with different property owners/functions



Intersection – Recommended Improvements



- Pedestrians: extra wide crossings (5 m), larger waiting areas, improved sight lines
- Bicycles: improved connectivity, waiting areas, better flow and markings
- Traffic: Improved through traffic flow with bus bays, added queue length on right turn lane
- Generally designed with features to address safety concerns

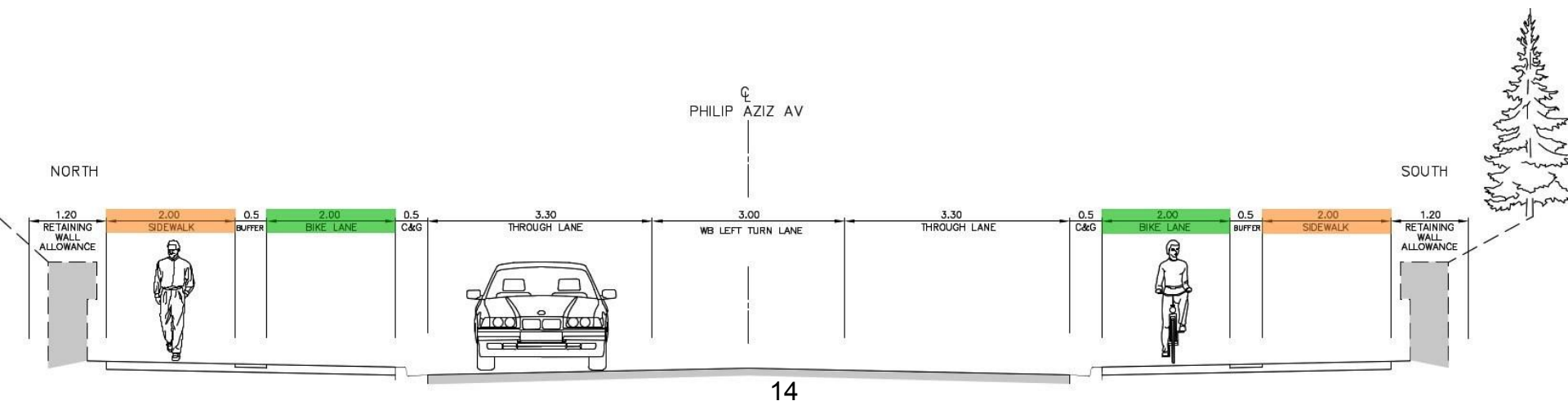
Philip Aziz Ave - Existing

- Two lanes, short left turn lane to Western Rd, no sidewalks, no bike lanes.
- Gabion wall, overhead hydro (south side), undersized storm sewer.
- Entrance to 150 Philip Aziz Avenue property

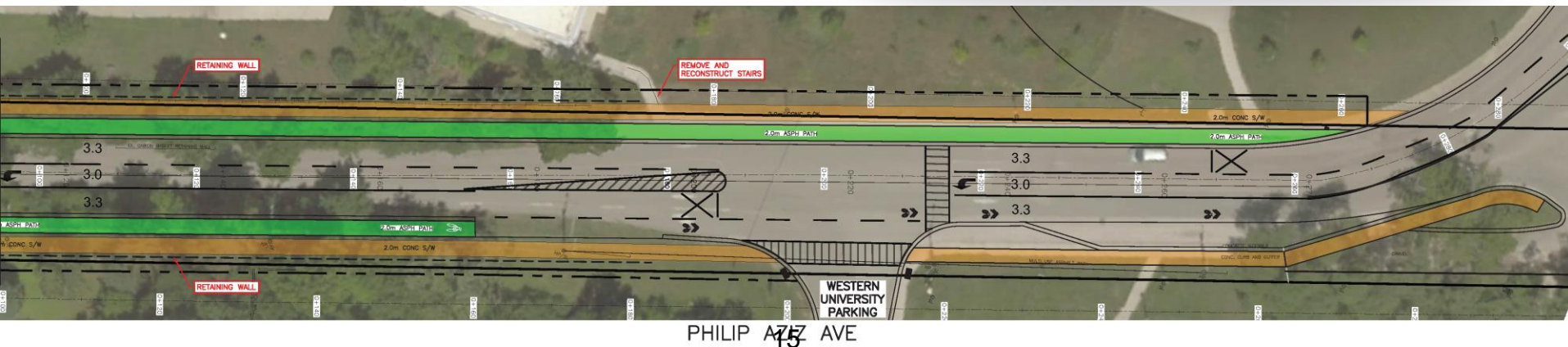


Philip Aziz Avenue – Design Summary

- Urban Cross Section (road widening) – reconstruct and realign 150 Philip Aziz Ave entrance
- Relocation Overhead hydro (south)
- Retaining walls (N+S) with fence
- Increased left turn lane length
- Loss of vegetation (no SARs)
- Property requirement
 - N+S sides of road
 - Area at Thames River
- Stormwater Outfall relocation



Philip Aziz Ave – Concept Layouts



Philip Aziz Property - 150 Philip Aziz Avenue



- Residence was constructed in 1875. Studio was constructed in 1957 using a collection of historically significant salvaged materials.
- Designated by the City of London in 2004 for its historic or contextual value or interest under Part IV of the Ontario Heritage Act.
- Heritage Attributes include:
 - Scale, massing and elevations of the residence and art studio
 - Brick walls and courtyard
 - Windows from old homes in the city
 - Fireplace with two-tone green marble from St. Peters Seminary in studio
- Property is owned by Western University

Philip Aziz Property – Court Yard and Walls



Philip Aziz Property – Court Yard and Walls



Philip Aziz Ave – Entrance Impacts & Options



- Need to maintain an entrance for property maintenance, fire access and development.
- Access/entrance alternatives reviewed
- #1 and #2 have many impacts and costly
- #3 has excessive grades / not favoured by University
- #4 **Recommended**



1. Remove/salvage gateway walls.
2. Remove/salvage low walls for driveway (3%).
3. Reconstruct Entrance feature (new materials)
4. Regrade area for improved sightline to property.
5. Construct low pillars with existing salvaged materials.



Next Steps

Summer 2022 **Collect input from PIC #2**

Receive and consider input from the public, agencies and stakeholders to confirm the preferred planning alternatives

Prepare and Submit a Heritage Impact Assessment
(Circulate draft HIA to CACP)

Summer / Fall 2022 **Environmental Study Report**

Prepare Environmental Study Report

Report will be available for Public Review for 30-Days.

If no issues are raised within the 30-day review period and subject to MECP acceptance, the City can proceed to detailed design

Community Advisory Committee on Planning Report

2nd Meeting of the Community Advisory Committee on Planning
June 15, 2022
Advisory Committee Virtual Meeting
Please check the City website for current details

Attendance PRESENT: S. Bergman (Chair), I. Connidis, J. Dent, A. Johnson, S. Jory, M. Rice, M. Wallace, M. Whalley and M. Wojtak and J. Bunn (Committee Clerk)

ABSENT: S. Ashman, M. Bloxam, G. de Souza Barbosa, J. Metrailler, K. Waud and J. Wabegijig

ALSO PRESENT: S. Corman, L. Dent, K. Gonyou, M. Greguol, J. Kelemen and A. Mustard-Thompson

The meeting was called to order at 5:03 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

M. Wallace discloses a pecuniary interest in clause 5.1 of the 2nd Report of the Community Advisory Committee on Planning, having to do with the Designation of 6092 Pack Road under Section 29 of the Ontario Heritage Act, by indicating that the applicant is a member of the association that employs him.

J. Dent discloses a pecuniary interest in clause 6.1 of the 2nd Report of the Community Advisory Committee on Planning, having to do with the Notice of Public Meeting - Western Road and Sarnia Road/Philip Aziz Avenue Environmental Assessment, by indicating that his employer is involved in the file.

2. Scheduled Items

None.

3. Consent

3.1 1st Report of the Community Advisory Committee on Planning

That it BE NOTED that the 1st Report of the Community Advisory Committee on Planning, from the meeting held on May 26, 2022, was received.

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

That the Planning and Environment Committee BE ADVISED of the following with respect to the Public Meeting and Revised Application Notice, dated June 1, 2022, from S. Wise, Senior Planner for Revised Official Plan and Zoning By-law Amendments, related to the properties located at 84-86 St. George Street and 175-197 Ann Street:

- a) the revised application does not address the outstanding heritage concerns about the site; and,
- b) the Community Advisory Committee on Planning continues to support the previous recommendation to designate the properties located at 84-86

St. George Street and 175-197 Ann Street as heritage resources under the Ontario Heritage Act.

3.3 Public Meeting Notice - Zoning By-law Amendment - 599-601 Richmond Street

That it BE NOTED that the Public Meeting Notice, dated June 2, 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.

5. Items for Discussion

5.1 Designation of 6092 Pack Road under Section 29 of the Ontario Heritage Act

That the Planning and Environment Committee BE ADVISED that the London Community Advisory Committee on Planning (CACP) received a staff report, dated June 15, 2022, with respect to the Designation of 6092 Pack Road under Section 29 of the Ontario Heritage Act and the CACP supports the staff recommendation to designate the above-noted property to be of cultural heritage value or interest.

That it BE NOTED that the following matters were not disposed of by the Committee, due to lack of quorum, and will move forward to the next meeting Agenda.

4. Sub-Committees and Working Groups

4.1 Sub-Committees Discussion

5. Items for Discussion, continued

5.2 Heritage Planners' Report

6. Additional Business

6.1 (ADDED) Notice of Public Meeting - Western Road and Sarnia Road/Phillip Aziz Avenue Environmental Assessment

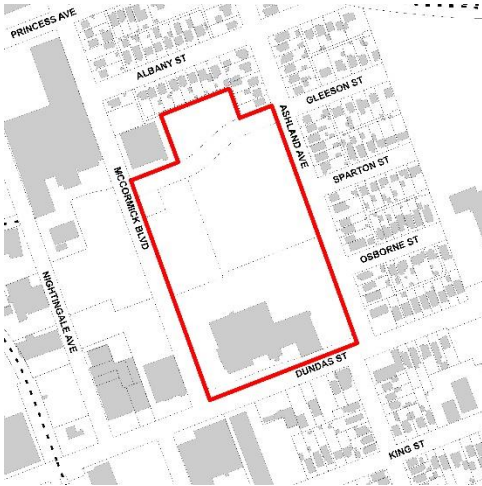
7. Adjournment

The meeting stood adjourned at 6:19 PM due to a lack of quorum.

NOTICE OF PLANNING APPLICATION

Draft Plan of Subdivision and Zoning By-law Amendment

1156 Dundas Street



File: 39T-21508 and Z-9524
Applicant: McCormick Villages Inc.

What is Proposed?

Draft Plan of Subdivision and Zoning amendment to allow:

- one (1) medium density residential/commercial block
- three (3) medium density residential blocks
- one (1) park block
- one (1) future road block
- one (1) road reserve block
- all serviced by the extension of Gleeson Street

LEARN MORE & PROVIDE INPUT

Please provide any comments by **July 29, 2022**

Mark Johnson

mjohnson@london.ca

519-661-CITY (2489) ext. 6276

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

File: 39T-21508 / Z-9524

london.ca/planapps

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

Jesse Helmer

jhelmer@london.ca

519-661-CITY (2489) ext. 4004

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

Application Details

Requested Draft Plan of Subdivision

Consideration of a Draft Plan of Subdivision consisting of one (1) medium density residential/commercial block, three (3) medium density residential blocks, one (1) park block, one (1) future road block, and one (1) road reserve block; serviced by the extension of Gleeson Street.

Requested Zoning By-law Amendment

To change the zoning by shifting the zone lines to match the blocks within the proposed draft plan of subdivision, amend the Holding Residential R6 (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41)) Zone to permit a maximum height of 13.5 metres whereas a maximum height of 12 metres is currently permitted, amend the Holding Residential R6 (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41)•H15) Zone to permit a maximum height of 21 metres and a maximum density of 150 units per hectare whereas a maximum height of 15 metres and a maximum density of 125 units per hectare is currently permitted, and amend the Holding Residential R1 (h-67•h-202•h-203•h-205•R1-2) Zone which permits single detached dwellings to a Holding Residential R4 (h-67•h-202•h-203•h-205•R4-3) Zone to permit street townhouse dwellings. Changes to the currently permitted land uses and development regulations are summarized below.

The Zoning By-law is available at london.ca.

Requested Zoning (Please refer to attached map)

- **Holding Business District Commercial (h-5•h-67•h-120•h-149•h-204•h-205•BDC2(11)•H35•D150) Zone (Block 1)** - to permit 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, 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, craft brewery, assembly halls, places of worship, community centres, funeral homes, institutions, schools, fire halls, together with a special provision for additional permitted uses: senior citizen apartment buildings, and minimum front yard depth of 9 metres, building setback of 3.0 metres above the height of the building as existing on the date of the passage of this by-law, parking standard for office uses of minimum 1 parking space per 90 m², parking standard for senior citizen apartment buildings of minimum 0.25 spaces per unit, parking standard for apartment buildings of minimum 1 parking space per unit, and maximum density of 150 units per hectare and maximum height of 35 metres;
- **Holding Residential R6 (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41)•H13.5) Zone (Block 2)** - to permit single detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings, townhouse dwellings, stacked townhouse dwellings, apartment buildings, fourplex dwellings, together with a special provision for additional permitted uses: continuum-of-care facility, retirement homes, and senior citizen apartment buildings, and parking standard for senior citizen apartment buildings of minimum 0.25 spaces per unit, parking standard for cluster townhouses of minimum 1 parking space per unit, parking standard for apartment buildings of minimum 1 parking space per unit, and maximum density of 125 units per hectare and maximum height of 13.5 metres;
- **Holding Residential R6 (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41)•H21•D150) Zone (Block 3)** - to permit single detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings, townhouse dwellings, stacked townhouse dwellings, apartment buildings, fourplex dwellings, together with a special provision for additional permitted uses: continuum-of-care facility, retirement homes, and senior citizen apartment buildings, and parking standard for senior citizen apartment buildings of minimum 0.25 spaces per unit, parking standard for cluster townhouses of minimum 1 parking space per unit, parking

standard for apartment buildings of minimum 1 parking space per unit, and maximum density of 150 units per hectare and maximum height of 21 metres;

- **Holding Residential R4 (h-67•h-202•h-203•h-205•R4-3) Zone (Block 4)** - to permit street townhouse dwellings on lots with a minimum lot area of 200 square metres and minimum lot frontage of 5.5 metres per unit; and,
- **Open Space (OS1) Zone (Park Block)** - to permit conservation lands, conservation works, golf courses, public and private parks, recreational buildings associated with conservation lands and public parks, campgrounds, and managed forests.

The City may also consider applying holding provisions in the zoning to ensure adequate provision of municipal services, that a subdivision agreement or development agreement is entered into, and to ensure completion of noise assessment reports and implementation of mitigation measures for development adjacent arterial roads.

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 in the Rapid Transit Corridors Place Type in The London Plan, permitting a range of residential, retail, service, office, cultural, recreational, and institutional uses, and in the Neighbourhoods Place Type, permitting a range of uses including single detached, townhouses and low rise apartments.

How Can You Participate in the Planning Process?

You have received this Notice because someone has applied for a Draft Plan of Subdivision and to change the zoning of land located within 120 metres of a property you own, or your landlord has posted the notice of application in your building. The City reviews and makes decisions on such planning applications in accordance with the requirements of the Planning Act. The ways you can participate in the City's planning review and decision making process are summarized below.

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
- Opportunities to view any file materials in-person by appointment can be arranged through the file Planner.

Reply to this Notice of Application

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

Attend a Future Public Participation Meeting

The Planning and Environment Committee will consider the requested Draft Plan of Subdivision and zoning changes on a date that has not yet been scheduled. The City will send you another notice inviting you to attend this meeting, which is required by the Planning Act. You will also be invited to provide your comments at this public participation meeting. 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](https://neighbourgood.ca) website. The Planning and Environment Committee will make a recommendation to Council, which will make its decision at a future Council meeting. The Council Decision will inform the decision of the Director, Planning & Development, who is the Approval Authority for Draft Plans of Subdivision.

What Are Your Legal Rights?

Notification of Council and Approval Authority's Decision

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

written request to the City of London for conditions of draft approval to be included in the Decision.

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

Right to Appeal to the Ontario Land Tribunal

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

If a person or public body does not make oral submissions at a public meeting, if one is held, or make written submissions to the City of London in respect of the proposed plan of subdivision before the approval authority gives or refuses to give approval to the draft plan of subdivision, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of London to the 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 add the person or public body as a party.

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.

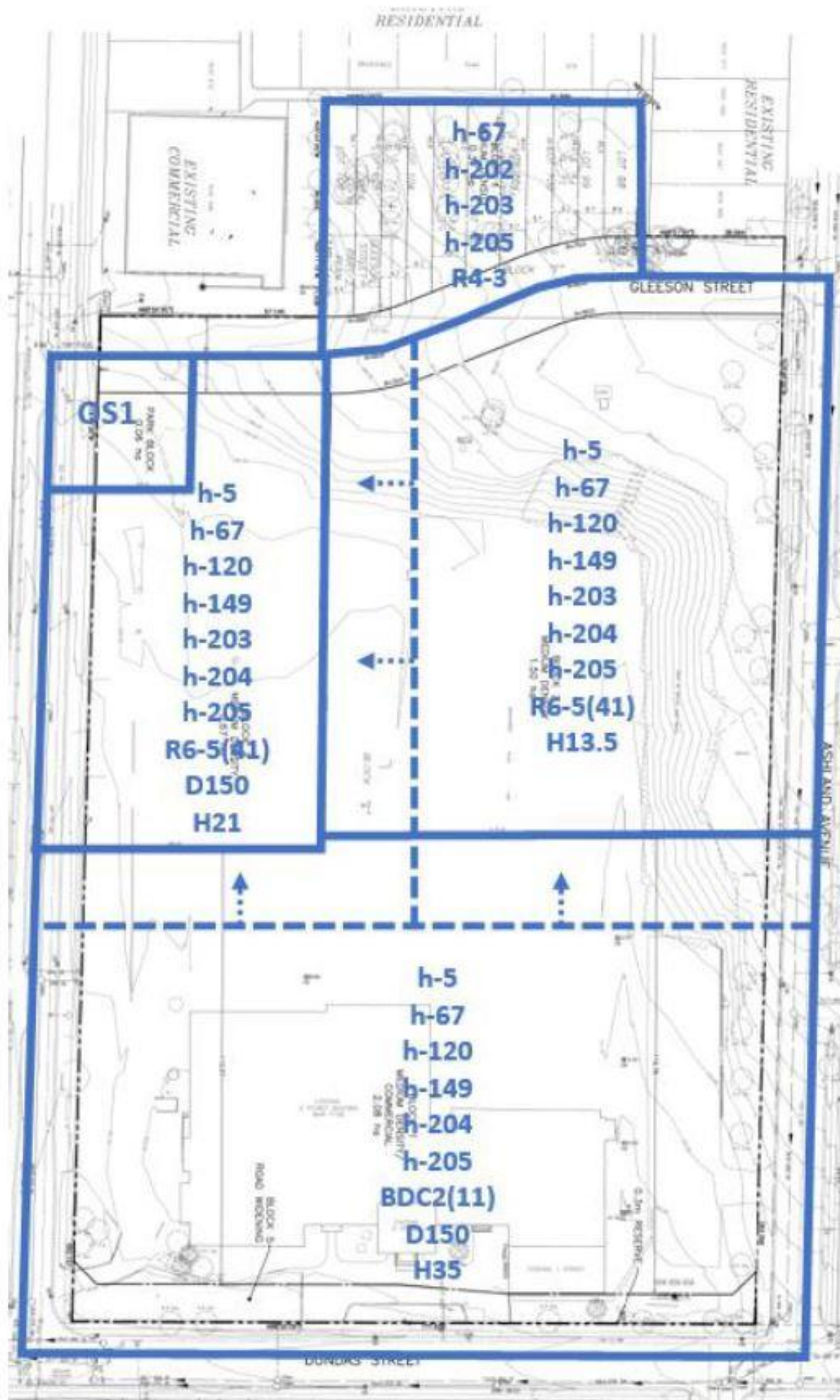
Accessibility

Alternative accessible formats or communication supports are available upon request. Please contact plandev@london.ca for more information.

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



Requested Zoning



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

Good afternoon

Thank you for again allowing me the opportunity to submit important information for the committee to take into consideration when moving forward with several items on today's agenda.

I'd like to begin by referencing a few of the planning applications on today's agenda. Specifically consent item 3.2 - 1156 Dundas Street as well as consent item 3.3 - 2331 Kilaly Street and 1588 Clarke Road. I see in these proposed developments there will be a variety of single and multi-residential Rental Properties. These developments COULD be a significant help towards easing the rental cost and homeless crisis, London is currently facing. I stress that they COULD be a significant help, but only if London develops, and enforces some form of "rent safe" program. This program must also include a set of standards for the required 5% of their total units, which must be offered at affordable cost. This standard must be based on current incomes of lower income earning citizens and basic need costs. These figures should be updated accordingly to the fluctuation of inflation. While I understand it is not right to demand property owners offer "federally defined affordable prices", it is fully within the power of council to ensure a property owner's idea of affordable is truly affordable to the citizens of London. If council continues to deny the need for this program, property owners will continue to rob renters blind even when it comes to the 5% of their units that must be rented as affordable.

This is already happening across London, not only with outside investors, but sadly with local property owners as well. One example of such a property owner is the person who has put forth the application which was in the June 15th agenda under consent item 3.2 - 84-86 St. George Street and 175-197 Ann Street. In addition to the properties mentioned in the application, this applicant also owns the number of buildings along John Street. All of which he focuses on renting to college and university students. I have a family member who has been a long-term tenant for a number of years now, during which time she has watched as he raises the rental prices with each new set of students. He is very tardy and negligent in terms of maintenance and repair and has been overheard saying things like "they are only students no need to rush."

During a recent conversation between the property owner and my family member, the property owner mentioned his plans for the proposal before you today. He stated that he had "agreed" to rent 20 of the new units at affordable prices. When asked if he was explaining this as an offer for my family member to have first chance of a new unit at affordable price, he replied by pointing out that she currently has possibly one of the lowest rents in the area. He then explained that he plans to rent his market priced units starting at \$1700, and the 20 "affordable units" he will be starting at \$1300. These units are generally quite a bit smaller than an average single bedroom apartment making it impossible for students to share the accommodations as well as the cost. His reason for such excessively high rent is nothing more than "it's the downtown core, you want cheap rent, live outside the core".

The current average cost for a decent sized single bedroom unit in London starts at around \$1380, but as long as council refuses to set, and enforce standards that benefit the tax paying citizens but chooses to continue to focus on the cost to property owners so they will, "keep building here", property owners such as this will continue to push rental prices higher and higher while incomes remained stagnant.

If council wants to make accommodations for developers so they will continue to build here, they need to focus on the developers who want to develop large higher wage paying companies. Give them all the allowances they need. Hopefully, it will lead to better paying job opportunities. But please, the low-income citizens of London, who are currently struggling to keep a home and have their basic daily needs, are begging you to please get control of London's Rental Properties.

I have mentioned in a past council meeting that a study has shown many young adults, after completing their postsecondary educations at one of the many great colleges and universities here in London, are finding it too difficult to obtain high enough paying employment to be able to afford to live in London. Therefore, they're taking their newly acquired educations and skills and leaving London to find better paying employment and affordable housing costs elsewhere.

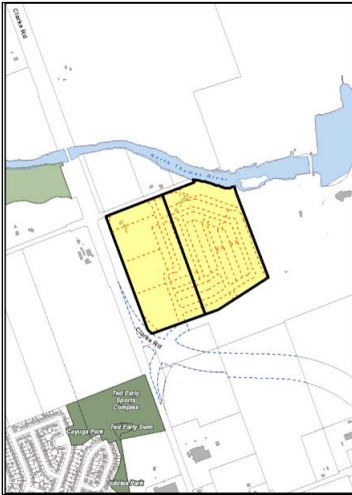
With that said, I hope I have manage to provide enough solid reasons to help you all fully understand why it is so important for council to start putting the needs of our citizens as your priority, over worrying about the cost to the greedy property owners, or even the initial administration costs to begin and enforce a rent safe program. Costs that will be offset once a program is up and running, provided London is accountable in enforcing the program on a daily basis.



NOTICE OF PLANNING APPLICATION

Revisions to Application for Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments

2331 Kilally Road and 1588 Clarke Road



File: 39T-20502 / OZ-9244

Applicant: Sifton Properties Limited

What is Proposed?

Draft Plan of Subdivision, Official Plan and Zoning amendments to allow:

- A residential subdivision consisting of low density single detached dwellings, medium density cluster dwellings, street townhouse dwellings, low-rise apartment buildings, neighbourhood facilities, parks, open spaces, multi-use pathways and stormwater management facility; served by seven (7) public streets.

LEARN MORE & PROVIDE INPUT

Please provide any comments by **July 21, 2022**

Larry Mottram

lmottram@london.ca

519-661-CITY (2489) ext. 4866

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

File: 39T-20502 / OZ-9244

london.ca/planapps

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

Councillor Mohamed Salih

msalih@london.ca

519-661-2489 ext. 4003

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

Application Details

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

Requested Revisions to Draft Plan of Subdivision

Previous notices were sent out by mail on August 18, 2020 and July 6, 2021 advising of the application for Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments. Further revisions to the proposed subdivision design have been submitted by the applicant and are summarized as follows:

- Subdivision's internal road network has been modified to include a neighbourhood connector road (Street A) between Kilally Road to the north and an access block for a future road connection to lands to the south;
- Provision of a second public road (Street B) connection to Kilally Road to the north, and a temporary construction access and future temporary right-in/right-out access to the south;
- Stormwater Management (SWM) block has shifted back towards the middle of the site, with the proposed size and location generally aligning with the SWM block shown in the Kilally South, East Basin EA;
- Provision of a dual-zoned, Medium Density Residential / Neighbourhood Facility block to permit either residential uses or possible future elementary school; and,
- Reconfigured parkland and open space blocks.

Consideration of a Draft Plan of Subdivision consisting of 14 low density residential blocks (Blocks 1-14); four (4) medium density residential street townhouse blocks (Blocks 15-18); two (2) medium density residential blocks (Blocks 19-20); one (1) medium density/neighbourhood facility block (Block 21); four (4) park blocks (Blocks 22-25); two (2) blocks for Stormwater Management (SWM) Pond and Sanitary Pump Station (Blocks 26-27); three (3) road widening and reserve blocks (Blocks 28-30); one (1) public road access block (Block 31); one (1) open space buffer block (Block 32); and one (1) open space block (Block 33), served by a neighbourhood connector and several neighbourhood streets (Streets A, B, C, D, E, F & G). (please refer to attached draft plan)

Requested Official Plan Amendments

Possible Amendments to The London Plan:

- Map 5 – Natural Heritage to revise the limits of the ESA to reflect the findings of the Environmental Impact Study (EIS) completed in support of the proposed Draft Plan of Subdivision application.
- Map 6 – Hazards and Natural Resources to redesignate the Maximum Hazard Line.

Requested Zoning By-law Amendment

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

Requested Zoning (Please refer to attached map)

Possible Amendment to Zoning By-law Z.-1 to change the zoning from an Urban Reserve UR4 Zone, an Urban Reserve UR4/Temporary (T-56) Zone, a Holding Urban Reserve (h-2•UR4), and an Open Space OS5 Zone to:

- Residential R1 (R1-3) Zone – to permit single detached dwellings on lots with a minimum lot area of 300 square metres and minimum lot frontage of 10 metres;
- Residential R1 (R1-4) Zone - to permit single detached dwellings on lots with a minimum lot area of 360 square metres and minimum lot frontage of 12 metres;
- Residential R1 Special Provision (R1-4(21)) Zone – to permit single detached dwellings on lots with a minimum lot area of 360 square metres and minimum lot frontage of 12 metres, together with a special provision for a dwelling setback from a high pressure pipeline of 20 metres (minimum);
- Residential R1 (R1-10) Zone – to permit single detached dwellings on lots with a minimum lot area of 925 square metres and minimum lot frontage of 22 metres (Applies to the existing dwelling at 2331 Kilally Road which will remain on its own lot with the draft plan of subdivision);
- Residential R1/Residential R4 Special Provision (R1-1/R4-6(*)) Zone – to permit single detached dwellings on lots with a minimum lot area of 250 square metres and minimum lot frontage of 9 metres, and to permit street townhouses with a minimum lot area of 145 square metres per unit and a minimum lot frontage of 5.5 metres per unit, together with a special provision for a lot coverage of 50 percent (maximum);

- Residential R5/Residential R6/Residential R7/Residential R8 (R5-7/R6-5/R7•H13•D75/R8-4) Zone – to permit such uses as townhouses and stacked townhouses up to a maximum density of 60 units per hectare and maximum height of 12 metres; various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, stacked townhouse, and apartment buildings up to a maximum density of 35 units per hectare and maximum height of 12 metres; senior citizen apartment buildings, handicapped persons apartment buildings, nursing homes, retirements lodges, continuum-of-care facilities, and emergency care establishments up to a maximum density of 75 units per hectare and maximum height of 13 metres;
- Residential R5/Residential R6/Residential R7/Residential R8/Neighbourhood Facility (R5-7/R6-5/R7•H13•D75/R8-4/NF) Zone – to permit neighbourhood facilities such as places of worship, elementary schools, and day care centres, in addition to the uses, maximum densities and heights listed above;
- Open Space OS1 Zone – to permit such uses as conservation lands, conservation works, golf courses, public and private parks, recreational buildings associated with conservation lands and public parks, campgrounds, and managed forests;
- Open Space OS1(3) Special Provision Zone – to permit conservation lands, conservation works, golf courses, public and private parks, recreational buildings associated with conservation lands and public parks, campgrounds, and managed forests, together with a special provision for no minimum lot frontage or minimum lot area requirement; and,
- Open Space OS5(3) Special Provision Zone – to permit conservation lands, conservation works, passive recreation uses which include hiking trails and multi-use pathways, and managed woodlots, together with a special provision for no minimum lot frontage or minimum lot area requirement.

An amendment to Subsection 4.21 of the Zoning By-law General Provisions is also requested to amend the street classification of Kilally Road, 200 metres east of Clarke Road, from a 'Proposed Arterial' to 'Local Road', and amend the road allowance limit as measured from the centre line from 18 metres to 10 metres to reflect existing conditions (the steep slopes and vegetation on the north side of Kilally Road will impede any road-widening plans), and to be consistent with the transportation network vision established in The London Plan.

The City may also consider applying holding provisions in the zoning to ensure adequate provision of municipal services, that a subdivision agreement or development agreement is entered into, and to ensure completion of noise assessment reports and implementation of mitigation measures for development in proximity to arterial roads.

An Environmental Impact Study (EIS) report prepared by AECOM, dated March 2020, and an Environmental Impact Study (EIS) Addendum, dated March 2021, were submitted with the application for draft plan of subdivision. The EIS reports are available by contacting the City's Planner listed on the first page of this notice.

Planning Policies

Any change to the Zoning By-law must conform to the policies of The London Plan, London's long-range planning document. The subject lands are in the "Neighbourhoods" Place Type in The London Plan permitting a range of housing including single detached dwellings, townhouses and low rise apartments; and "Green Space", permitting a range of public and private open space, parks, recreation, floodplain and conservation uses.

How Can You Participate in the Planning Process?

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

See More Information

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

- contacting the City's Planner listed on the first page of this Notice; or

- viewing the application-specific page at london.ca/planapps.
- Opportunities to view any file materials in-person by appointment can be arranged through the file Planner

Reply to this Notice of Application

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

Attend a Future Public Participation Meeting

The Planning and Environment Committee will consider the requested Draft Plan of Subdivision, Official Plan and zoning changes on a date that has not yet been scheduled. The City will send you another notice inviting you to attend this meeting, which is required by the *Planning Act*. You will also be invited to provide your comments at this public participation meeting. The Planning and Environment Committee will make a recommendation to Council, which will make its decision at a future Council meeting. The Council Decision will inform the decision of the Director, Planning and Development, who is the Approval Authority for Draft Plans of Subdivision.

What Are Your Legal Rights?

Notification of Council and Approval Authority's Decision

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

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

Right to Appeal to the Local Planning Appeal Tribunal

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

If a person or public body does not make oral submissions at a public meeting, if one is held, or make written submissions to the City of London in respect of the proposed plan of subdivision before the approval authority gives or refuses to give approval to the draft plan of subdivision, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of London to the 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, or before the zoning by-law amendment 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 proposed official plan amendment is adopted, or before the zoning by-law amendment 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 add the person or public body as a party.

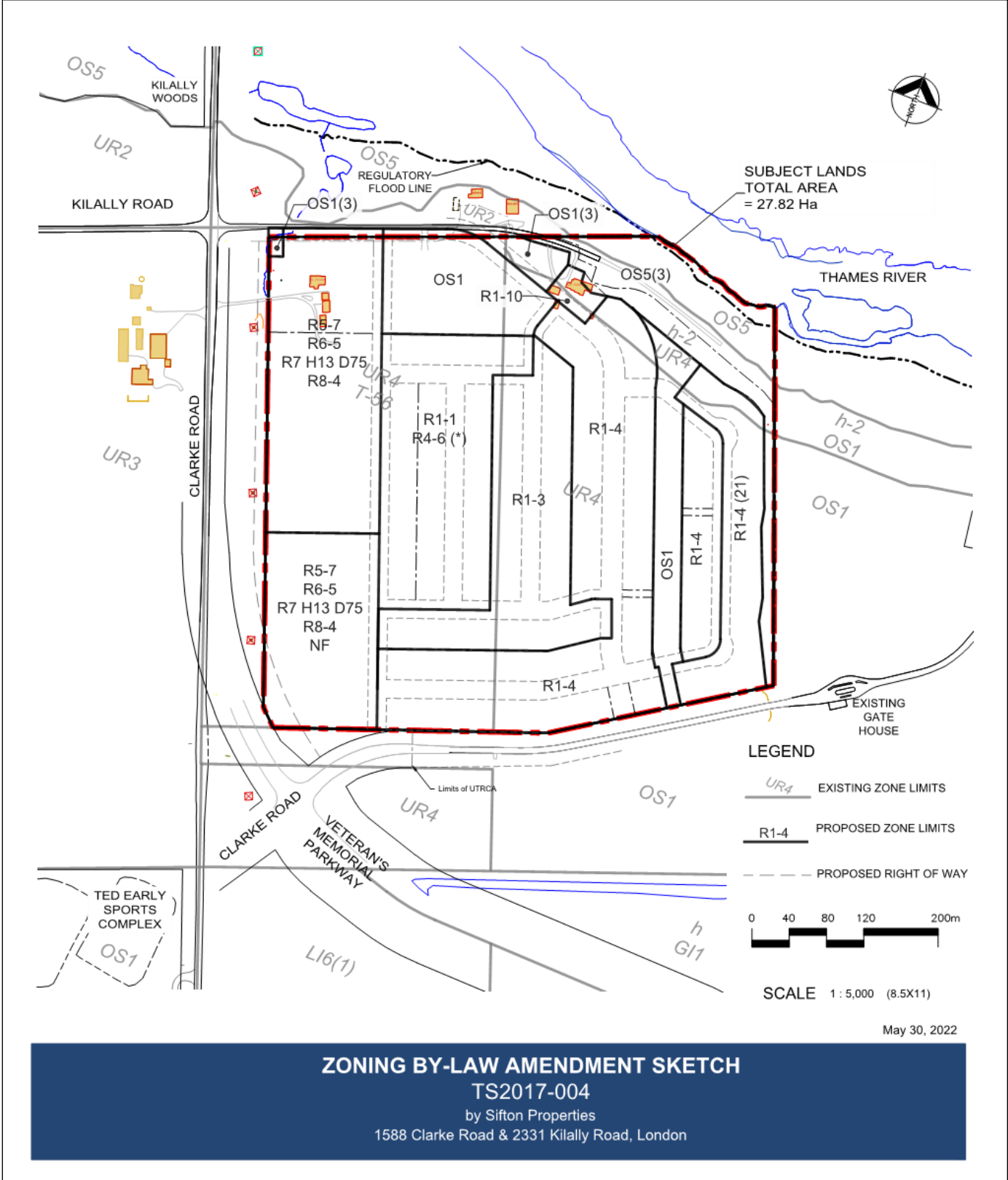
For more information go to <https://olt.gov.on.ca/appeals-process/forms/>.

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 Michael Schulthess, City Clerk, 519-661-CITY(2489) ext. 4937.

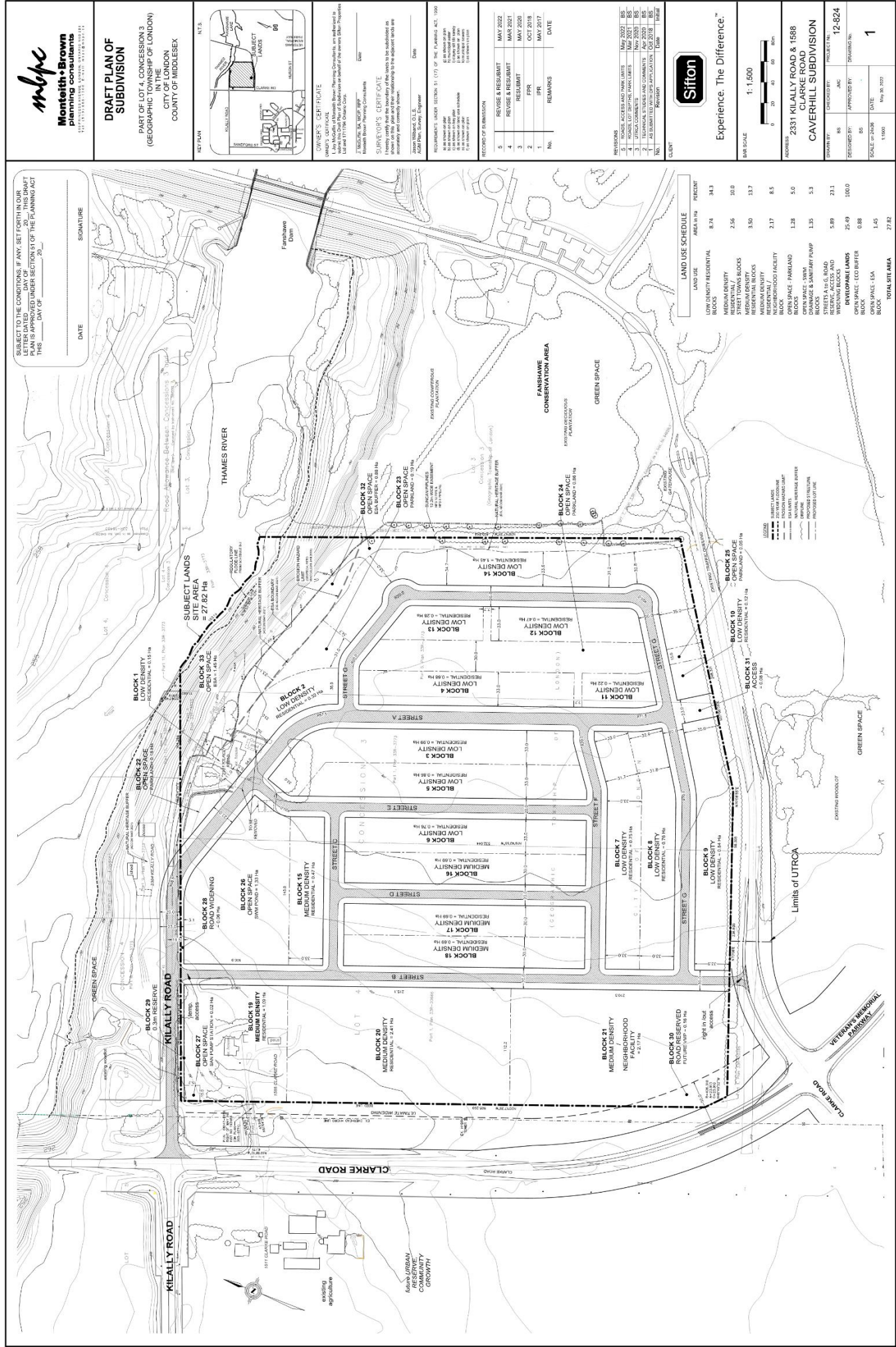
Accessibility – Alternative accessible formats or communication supports are available upon request. Please contact developmentservices@london.ca for more information.

Requested Zoning



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

Requested Draft Plan of Subdivision



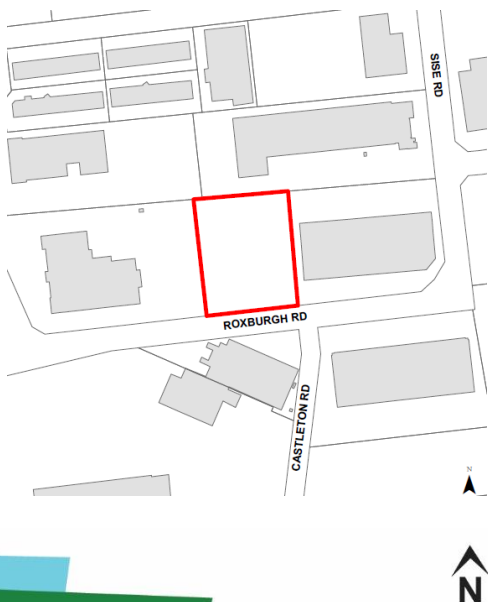
The above image represents the applicant's proposal as submitted and may change.



NOTICE OF PLANNING APPLICATION

Zoning By-Law Amendment

2810 Roxburgh Road



File: Z-9525

Applicant: Harpreet Singh (2309529 Ontario Inc.)

What is Proposed?

Zoning amendment to:

- To permit an outdoor storage depot/ transport terminal

LEARN MORE & PROVIDE INPUT

Please provide any comments by **July 20, 2022**

Anusha Singh

asingh@london.ca

519-661-CITY (2489) ext. 7153

Planning & Development, City of London

300 Dufferin Avenue, 6th Floor,

London ON PO Box 5035 N6A 4L9

File: Z-9525

london.ca/planapps

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

Steven Hillier

shillier@london.ca

519-661-CITY (2489) ext. 4014

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

Date of Notice: June 29, 2022

Application Details

Requested Zoning By-law Amendment

To change the zoning from a Light Industrial (LI2) Zone to an LI6 Zone to permit an outdoor storage depot/transport terminal. Changes to the currently permitted land uses and development regulations are summarized below.

The Zoning By-law is available at london.ca.

Current Zoning

Zone: Light Industrial (LI2) Zone

Permitted Uses: Bakeries; Business service establishments; Laboratories; Manufacturing and assembly industries; Offices support; Paper and allied products industries excluding pulp and paper and asphalt roofing industries; Pharmaceutical and medical product industries; Printing, reproduction and data processing industries; Research and development establishments; Warehouse establishments; Wholesale establishments; Custom workshop; Brewing on premises establishments; Service Trade; Existing Self-storage Establishments; Artisan Workshop; Craft Brewery; Tow Truck Business; Dry cleaning and laundry plants; Food, tobacco and beverage processing industries excluding meat packaging; Leather and fur processing excluding tanning; Repair and rental establishments; Service and repair establishments; Service trades; Textile processing industries.

Requested Zoning

Zone: Light Industrial (LI6) Zone

Permitted Uses: Bakeries; Business service establishments; Laboratories; Manufacturing and assembly industries; Offices support; Paper and allied products industries excluding pulp and paper and asphalt roofing industries; Pharmaceutical and medical product industries; Printing, reproduction and data processing industries; Research and development establishments; Warehouse establishments; Wholesale establishments; Custom workshop; Brewing on premises establishments; Service Trade; Existing Self-storage Establishments; Artisan Workshop; Craft Brewery; Tow Truck Business; Dry cleaning and laundry plants; Food, tobacco and beverage processing industries excluding meat packaging; Leather and fur processing excluding tanning; Repair and rental establishments; Service and repair establishments; Service trades; Textile processing industries; Any use permitted in the LI1 Zone variation; Any use permitted in the LI2 Zone variation; Building or contracting establishments; Storage depots; Terminal centres; Transport terminals.

The City may also consider additional special provisions.

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. The subject lands are located in the Light Industrial Place Type of The London Plan as within the City's Southwest Area Secondary Plan. The Light Industrial Place Type is intended to facilitate a broad range of industrial uses that are unlikely to impose significant impacts on surrounding light industrial land uses due to their emissions such as noise, odour, particulates, and vibration. The Southwest Area Secondary Plan is intended to will allow for the shift in market demand from industrial to residential uses over the long term, yet still allow the existing industrial properties to continue to develop as light industrial uses over the short term.

How Can You Participate in the Planning Process?

You have received this Notice because someone has applied to change the zoning of land located within 120 metres of a property you own, or your landlord has posted the notice of application in your building. The City reviews and makes decisions on such planning applications in accordance with the requirements of the Planning Act. The ways you can participate in the City's planning review and decision-making process are summarized below.

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
- Opportunities to view any file materials in-person by appointment can be arranged through the file Planner.

Reply to this Notice of Application

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

Attend a Future Public Participation Meeting

The Planning and Environment Committee will consider the requested zoning changes on a date that has not yet been scheduled. The City will send you another notice inviting you to attend this meeting, which is required by the Planning Act. You will also be invited to provide your comments at this public participation meeting. 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](#) 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 zoning by-law amendment, you must make a written request to the City Clerk, 300 Dufferin Ave., P.O. Box 5035, London, ON, N6A 4L9, or at docservices@london.ca. You will also be notified if you speak to the Planning and Environment Committee at the public meeting about this application and leave your name and address with the Secretary of the Committee.

Right to Appeal to the Ontario Land Tribunal

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

If a person or public body does not make oral submissions at a public meeting, if one is held, or make written submissions to the City of London in respect of the proposed plan of condominium before the approval authority gives or refuses to give approval to the draft plan of condominium, 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/>.

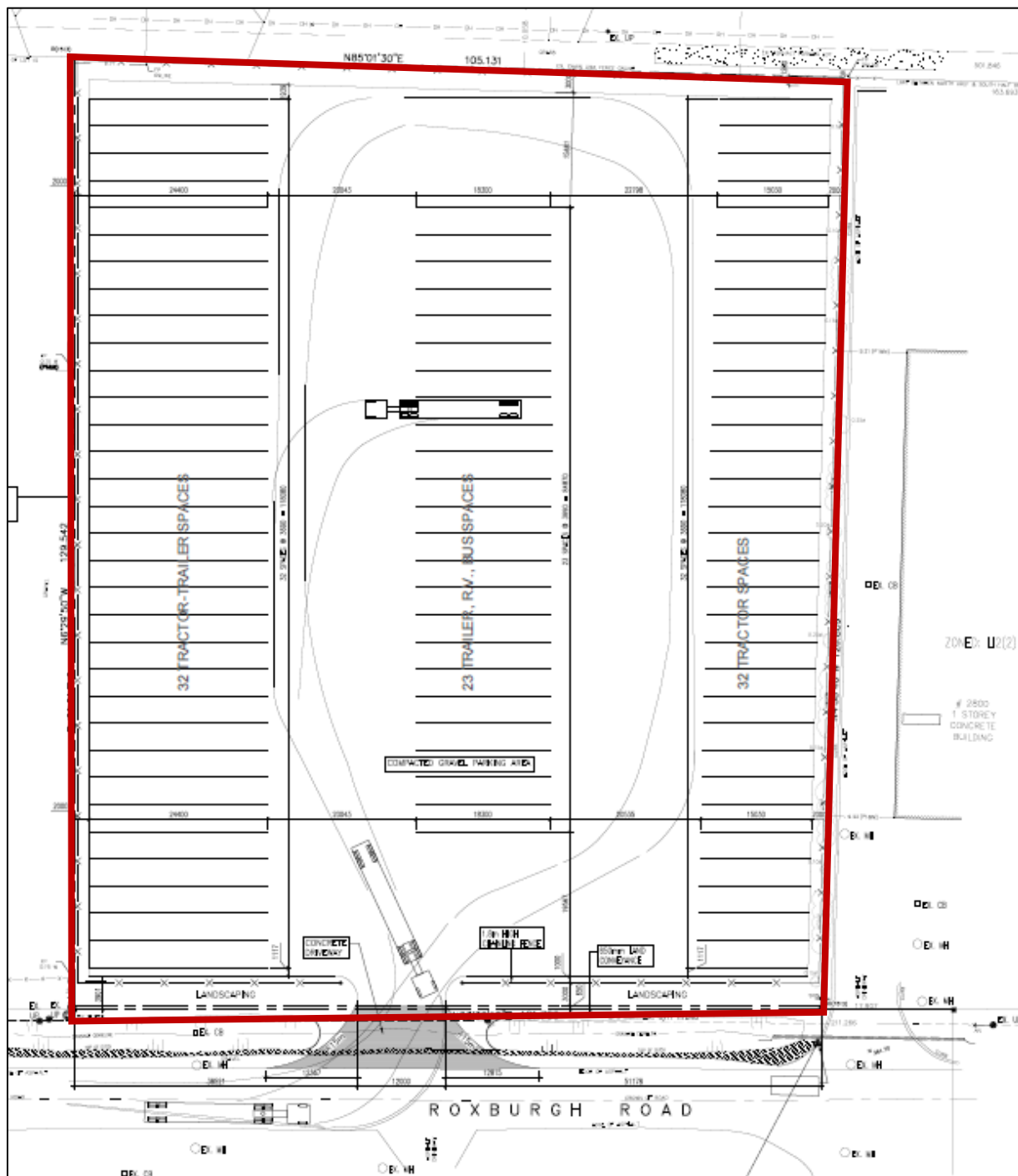
Notice of Collection of Personal Information

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

Alternative accessible formats or communication supports are available upon request. Please contact plandev@london.ca for more information.

Site Concept



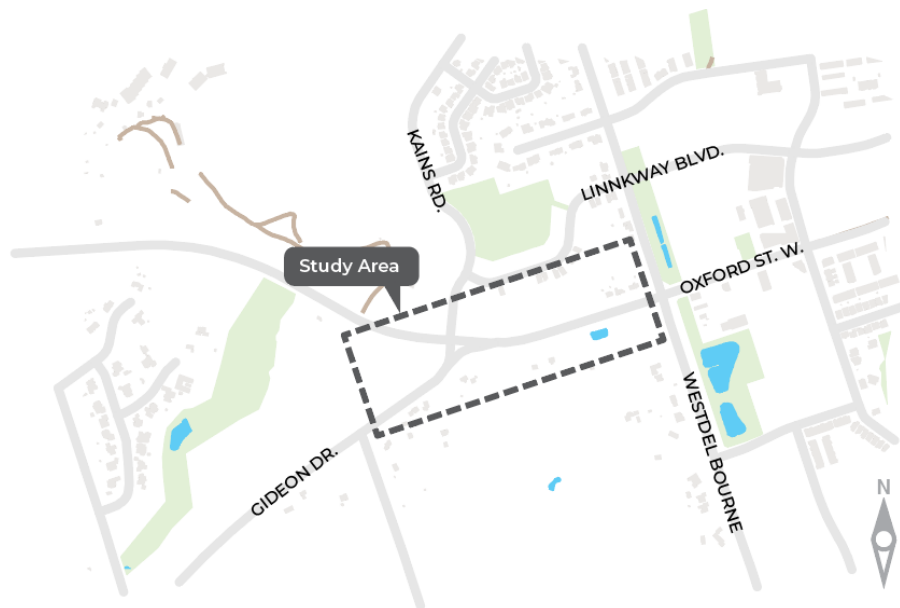
The above image represents the applicant's proposal as submitted and may change

Notice of Study Completion

Oxford Street West and Gideon Drive Intersection Improvements

The City of London has completed a Municipal Class Environmental Assessment study for improvements to the Oxford Street West, Gideon Drive and Kains Road intersection. The purpose of the study was to address the need for operational and safety improvements at the intersection in consideration of future development and associated traffic demands, as well as upgrades and replacement of underground services (watermain, storm and sanitary sewer) as required.

The project was completed in accordance with Schedule 'B of the Municipal Class Environmental Assessment (*October 2000, as amended in 2007, 2011 & 2015*). As such, consultation with the public, technical agencies and Indigenous communities played a key role in developing the study recommendations.



Public Review

A Project File Report (PFR) documenting the planning process undertaken, details of the study recommendations as well as potential impacts and mitigation measures, has been completed and by this Notice is being placed in the public record for review.

The PFR will be available for review for 30 days, until July 23, 2022, on the City's website (london.ca/oxfordgideon), at the London City Hall – City Clerk 3rd Floor (300 Dufferin Ave) during regular hours of operation Monday to Friday, and at the London Public Library – Byron Branch (1295 Commissioners Rd W) during regular hours of operation.



London
CANADA

Contact Information

Interested persons may provide comments to the project team through your preferred means of communication. All comments and concerns should be sent directly to the Project Managers listed below.

Kathleen Johnson, EIT

Project Manager

City of London

kajohnso@london.ca

226-973-8538

Henry Huotari, P.Eng.

Project Manager

R.V. Anderson Associates Limited

hhuotari@rvanderson.com

519.681-9916 x 5027

In addition, a request may be made to the Ministry of the Environment, Conservation and Parks for an order requiring a higher level of study (i.e. requiring an individual/comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g. require further studies), only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. Requests should include the requester contact information and full name for the ministry.

Requests should specify what kind of order is being requested (request for additional conditions or a request for an individual/comprehensive environmental assessment), how an order may prevent, mitigate or remedy those potential adverse impacts, and any information in support of the statements in the request. This will ensure that the ministry is able to efficiently begin reviewing the request. The request should be sent in writing or by email to:

Minister of the Environment,
Conservation and Parks
Ministry of Environment, Conservation
and Parks

777 Bay Street, 5th Floor

Toronto ON M7A 2J3

minister.mecp@ontario.ca

Director, Environmental Assessment
Branch

Ministry of Environment, Conservation
and Parks

135 St. Clair Ave. W, 1st Floor

Toronto ON, M4V 1P5

EABDirector@ontario.ca

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.

This notice was first issued June 23, 2022.

**Stewardship Sub-Committee
Report**

Wednesday June 29, 2022

Location: Zoom
6:30pm

Present: J. Hunten, T. Regnier, M. Rice, B. Vazquez; M. Greguol, K. Gonyou, L. Dent (staff)

Agenda Items

1. Request for Designation: 514 Pall Mall Street

The Stewardship Sub-Committee received a brief verbal report from K. Gonyou, and reviewed a Statement of Cultural Heritage Value or Interest for the property at 514 Pall Mall Street.

Motion: The Stewardship Sub-Committee supports the designation of the property at 514 Pall Mall Street pursuant to Section 29 of the Ontario Heritage Act. Moved: J. Hunten; Seconded: T Regnier. Passed.

2. Request to Remove the Fugitive Slave Chapel from the Heritage Designated Property at 432 Grey Street

The Stewardship Sub-Committee received a brief verbal report from K. Gonyou, and reviewed a Structural Engineering Report regarding the relocation of the Fugitive Slave Chapel.

Motion: The Stewardship Sub-Committee supports the relocation of the Fugitive Slave Chapel from the property at 432 Grey Street for its relocation to Fanshawe Pioneer Village. Moved: J. Hunten; Seconded: M. Rice. Passed.

3. Demolition Request for Heritage Listed Property at 254 Hill Street

The Stewardship Sub-Committee received a brief verbal report from L. Dent and reviewed the Heritage Impact Assessment for 254 Hill Street.

The Stewardship Sub-Committee expressed concern regarding what appears to be demolition by neglect and regrets to see a request for demolition of the property, and the loss of a piece of SoHo's residential heritage at 254 Hill Street.

4. Demolition Request for Heritage Listed Property at 672 Hamilton Road

The Stewardship Sub-Committee reviewed the Heritage Impact Assessment submitted as part of the demolition request for the heritage listed property at 672 Hamilton Road. The Stewardship Sub-Committee was disappointed with the lack

of historical research presented in the Heritage Impact Assessment, particularly the absence of property specific information prior to 1971.

The Stewardship Sub-Committee noted examples of Dutch Colonial and/or residential buildings with gambrel roofs in London.

The Stewardship Sub-Committee encouraged the salvage of elements from the building prior to demolition. Carved wood details, columns between the windows (muntins); woodwork in the gable above the porch, and the other woodworking elements.

The Stewardship Sub-Committee does not recommend the designation of the property at 672 Hamilton Road under the Ontario Heritage Act.

5. Referred by the LACH from its meeting on February 9, 2022 – properties identified in the Cultural Heritage Report – Oxford Street West/Gideon Drive Environmental Assessment

Note: Documents were circulated to the Stewardship Sub-Committee at its February 2022 meeting; discussion held, but was deferred to a future meeting

a. 14 Gideon Drive

- i. CHR Oxford-Gideon EA – 14 Gideon Drive (extracts)
- ii. HIA OZ-9295 – 14 Gideon Drive (extracts)

b. 80 Gideon Drive

- i. CHR Oxford-Gideon EA – 80 Gideon Drive (extracts)

c. 2085 Oxford Street West

- i. CHR Oxford Gideon EA – 2085 Oxford Street West (extracts)

d. References:

- i. Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment – Oxford Street West and Gideon Drive Intersection Improvements Environmental Assessment (Golder Associates, February 1, 2022) [CHR Oxford-Gideon EA]
- ii. Heritage Impact Assessment – 14 Gideon Drive and 2012 Oxford Street West (Stantec, February 28, 2020) [HIA OZ-9295]

Report to Community Advisory Committee on Planning

To: Chair and Members
Community Advisory Committee on Planning
From: Jana Kelemen, M.Sc.Arch., MUDS, RPP, MCIP
Manager, Urban Design and Heritage
Subject: Request to Remove the Fugitive Slave Chapel from the
Heritage Designated Property at 432 Grey Street to the
Fanshawe Pioneer Village
Date: July 13, 2022

Summary of Recommendation

Consent under Section 34, *Ontario Heritage Act*, to remove the Fugitive Slave Chapel building from the heritage designated property at 432 Grey Street and relocate the building to the Fanshawe Pioneer Village. A Conservation Plan articulating how the heritage attributes of the Fugitive Slave Chapel are conserved is required as a term and condition.

Executive Summary

The Fugitive Slave Chapel is a significant cultural heritage resource. The Fugitive Slave Chapel is a physical, tangible evidence of the past for an underrepresented community in London. The conservation of the Fugitive Slave Chapel is vitally important.

The current location of the Fugitive Slave Chapel at 432 Grey Street is designated under the *Ontario Heritage Act*. To prevent its demolition, the Fugitive Slave Chapel was relocated in 2014 to 432 Grey Street, a property owned by the British Methodist Episcopal Church.,

While some preliminary restoration activities have been initiated, it has not been possible to carry out the extensive restoration that the Fugitive Slave Chapel requires. In 2021, the British Methodist Episcopal Church and the Fanshawe Pioneer Village announced that they entered discussion to explore the feasibility of relocating the Fugitive Slave Chapel to the Fanshawe Pioneer Village.

Following a year of due diligence and fundraising, the Fanshawe Pioneer Village has accepted the gift of the Fugitive Slave Chapel from the British Methodist Episcopal Church with conditions. As outlined in its application, the Fanshawe Pioneer Village is committed to the conservation of the Fugitive Slave Chapel. Technical studies have been completed to demonstrate confidence that the building can be relocated one more time. Fanshawe Pioneer Village proposes to restore the Fugitive Slave Chapel to its appearance circa 1850, when it was most heavily used by the community and best reflects its cultural heritage value.

At this time, relocation of the Fugitive Slave Chapel to the Fanshawe Pioneer Village is the best approach to conserve this significant cultural heritage resource for future generations.

Analysis

1.0 Background Information

1.1 Property Location

The Fugitive Slave Chapel is located at 432 Grey Street. The property is located on the north side of Grey Street between Colborne Street and Maitland Street (Appendix A) and it is owned by the British Methodist Episcopal Church. The British Methodist Episcopal Church also owns the adjacent heritage designated property at 432 Grey Street, Beth Emanuel Church.

The property at 432 Grey Street is in the SoHo neighbourhood. Historically, the SoHo area has been associated with Black settlement in London, the former South Street hospital complex, early mills and industry, and has historic associations with other ethnic communities in London.

1.2 Cultural Heritage Status

The property at 432 Grey Street is designated under Part IV of the *Ontario Heritage Act* by By-law No. L.S.P.-3480-98 (Appendix B). Notice of Intent to Designate was issued on November 26, 2018, and the heritage designating by-law passed in 2019. The heritage designating by-law for the property at 423 Grey Street is registered on the title of the property. The Fugitive Slave Chapel is the primary heritage attribute of the heritage designated property at 432 Grey Street (see Appendix B).

The property at 275 Thames Street on which the Fugitive Slave Chapel was formerly located was previously designated under the *Ontario Heritage Act* prior to the building's relocation to the property at 432 Grey Street in 2014. Preceding its designation, the property was listed on the *Inventory of Heritage Resources* since 1987. In 1986, the London Public Library's Historic Sites Committee marked the property with a plaque (see Image 2, Appendix C).

1.3 Description

The Fugitive Slave Chapel is a one-storey, wood-framed structure built in the vernacular style (Appendix C). The building was constructed in approximately 1848. The building originally functioned as a place of worship for the congregation of the African Methodist Episcopal Church (later renamed the British Methodist Episcopal Church) at its original location at 275 Thames Street. The building was sold in 1869 when the congregation moved to the Beth Emanuel Church (430 Grey Street). The building was subsequently converted to residential purposes.

The Fugitive Slave Chapel has been vacant since its relocation to the property at 432 Grey Street in 2014.

1.4 History

For a detailed history of the Fugitive Slave Chapel and its former location at 275 Thames Street, please refer to the history in Appendix D of this report courtesy of historian Hilary Bates Neary.

1.4.1 Recent History

In 2013, Aboutown Transportation Ltd., then the owner of the property at 275 Thames Street, made a request to demolish the buildings at 275, 277, and 281 Thames Street. To prevent the demolition of the building at 275 Thames Street, the Fugitive Slave Chapel, Municipal Council designated the property pursuant to Part IV of the *Ontario Heritage Act* on December 3, 2013.

In response to the threat of demolition, the Fugitive Slave Chapel Preservation Project (Chapel Committee) was established. The Fugitive Slave Chapel Preservation Project worked to improve community awareness and garner support for the project, raise funds, and plan for the building's restoration.

Following consent from Municipal Council, the Fugitive Slave Chapel building was relocated from 275 Thames Street to 432 Grey Street in November 2014. Municipal Council directed that a City-initiated Zoning By-law Amendment be commenced to expedite the relocation of the building to the property at 432 Grey Street (Z-8200). The Fugitive Slave Chapel was moved to a vacant parcel adjacent to the Beth Emanuel Church, owned by the British Methodist Episcopal Church, which had historic connections to the Fugitive Slave Chapel as a "descendent church." The relocation of the Fugitive Slave Chapel was, in part, supported by a \$60,000 grant from Municipal Council for the provision of a foundation and basement and the associated Building Permit application fees. Those funds were exhausted in 2014-2015.

On August 3, 2021, the British Methodist Episcopal Church and the London & Middlesex Heritage Museum (Fanshawe Pioneer Village) announced they have entered preliminary discussions to explore the feasibility of relocating the Fugitive Slave Chapel to the Fanshawe Pioneer Village. A Steering Committee of the Fanshawe Pioneer Village was struck to guide this consideration. The members of the Steering Committee are:

- Anne Baxter, Board Member, Fanshawe Pioneer Village
- Carl Cadogan, Chair, London Black History Coordinating Committee
- Tim Castle, Board Member, Fanshawe Pioneer Village
- Mary Ann Colihan, former Board Member, Fanshawe Pioneer Village
- Nikesha Evans, Congress of Black Women of Canada
- Silence Genti, London Black History Coordinating Committee
- Genet Hodder, Chapel Committee Member
- Alexandra Kane, Black Lives Matter
- Christina Lord, London Black History Coordinating Committee & Congress of Black Women of Canada
- Deborah Meert-Williston, Board Member, Fanshawe Pioneer Village
- Dawn Miskelly, Executive Director, Fanshawe Pioneer Village
- Hilary Neary, Chapel Committee Member
- Thomas Peace, Board Chair, Fanshawe Pioneer Village
- Norm Steele, Chapel Committee Member
- Harold Usher, Community Member and former City Councillor

Throughout 2021 and into 2022, the Steering Committee worked to engage with the community to understand if there was support for the potential relocation of the Fugitive Slave Chapel to the Fanshawe Pioneer Village. This included a virtual town hall and a drop-in session at the Covent Garden Market.

At its meeting on April 12, 2022, Municipal Council allocated \$71,000 from the Community Investment Reserve Fund to assist with the relocation of the Fugitive Slave Chapel from its current location at 432 Grey Street to the Fanshawe Pioneer Village. It was cited that a commitment of municipal funding, in addition to community fundraising, was important to successfully leverage additional funds through the federal Canada Cultural Spaces Fund for restoration work.

1.5 Request to Remove the Fugitive Slave Chapel

Since its relocation to the property at 432 Grey Street, the Fugitive Slave Chapel has been owned by the British Methodist Episcopal Church. Between 2014 and 2021, efforts were made to restore the Fugitive Slave Chapel building. Given the costs and other constraints not previously considered, it was not possible to proceed with the restoration. The condition of the building has continued to deteriorate.

Since the British Methodist Episcopal Church and the Fanshawe Pioneer Village announced that they have entered preliminary discussions to explore the feasibility of relocating the Fugitive Slave Chapel to the Fanshawe Pioneer Village, due diligence has been underway. This work has been guided by the Steering Committee, and has included fundraising, communications, education/interpretation, move and restoration, and any *Ontario Heritage Act* considerations. Fanshawe Pioneer Village established its own fundraising threshold to proceed with the proposed relocation.

On June 21, 2022 a request to remove the building, known as the Fugitive Slave Chapel, from the heritage designated property at 432 Grey Street was received pursuant to Section 34, *Ontario Heritage Act*. The authorized applicant, the Fanshawe Pioneer Village, has proposed to remove the Fugitive Slave Chapel from its current location at 432 Grey Street and relocate it to the Fanshawe Pioneer Village at 2609 Fanshawe Park Road East. In submitting the application, the Fanshawe Pioneer Village has indicated that it satisfied, to a sufficient degree, its own due diligence in accepting the gift of the Fugitive Slave Chapel.

The Fanshawe Pioneer Village has a long-term lease agreement with the Upper Thames River Conservation Authority, who owns the Fanshawe Conservation Area where the Fanshawe Pioneer Village is located.

As outlined in its application, the Fanshawe Pioneer Village is committed to the conservation of the Fugitive Slave Chapel. Following a year of due diligence and fundraising, the Fanshawe Pioneer Village has accepted the gift of the Fugitive Slave Chapel from the British Methodist Episcopal Church with conditions.

As part of the request to remove the building, the following was received as part of the application:

- Donation Agreement, signed by the British Methodist Episcopal Church (“donor”) and London & Middlesex Heritage Museum (Fanshawe Pioneer Village) (“recipient”)
- Structural Review of the Fugitive Slave Chapel – Building Relocation (Gordon Debbert, P. Eng, POW Peterman Consulting Engineers, June 12, 2022) (Appendix E)
- Fanshawe Pioneer Village, Conservation Policy (2018) and Site Operating Procedures (2022)
- Letters of support
- The Fugitive Slave Chapel Preservation Project reports (2015, 2017)
- Structural and Related Matters, Fugitive Slave Chapel (James Knight & Associates Professional Engineers, November 7, 2016)
- The “Rip Off” of Room A, The Fugitive Slave Chapel (Tara Jenkins, August 28, 2015)
- Preliminary Condition Assessment – Structural (James Knight & Associates Professional Engineers, March 10, 2015)
- Conservation Plan, The Fugitive Slave Chapel (Tara Jenkins, December 14, 2014)

1.6 Previous Reports

Report to Planning and Environment Committee. “Demolition Requests – Heritage Properties, Aboutown Transportation Limited, 275, 277 & 281 Thames Street.” April 23, 2013.

Report to Planning and Environment Committee. “275, 277 & 281 Thames Street Status Update.” June 18, 2013.

Report to Planning and Environment Committee. “City of London Zoning Review 432 Grey Street.” Z-8200. August 20, 2013.

Report to Planning and Environment Committee. “Notice of Intent to Designate 275 Thames Street.” September 24, 2013.

Report to Planning and Environment Committee. “Fugitive Slave Chapel Update.” December 10, 2013.

Report to the London Advisory Committee on Heritage. “Heritage Alteration Application by City of London, 275 Thames Street (Fugitive Slave Chapel).” May 14, 2014.

Report to the London Advisory Committee on Heritage. “Repeal of by-law L.S.P.-3432-10, 275 Thames Street.” October 14, 2015.

Report to the Planning and Environment Committee. “Repeal of By-law L.S.P.-3432-10, 275 Thames Street.” February 1, 2016.

Report the London Advisory Committee on Heritage. “Request for Designation of 432 Grey Street by the Trustees of the London Congregation of the British Methodist Episcopal Church in Canada.” September 12, 2018.

2.0 Discussion and Considerations

2.1 Legislative and Policy Framework

Cultural heritage resources are to be conserved and impacts assessed as per the fundamental policies of the *Provincial Policy Statement* (2020), the *Ontario Heritage Act*, and *The London Plan*.

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, *Provincial Policy Statement* 2020).

"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 determining 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*

The *Ontario Heritage Act* enables municipalities to designate properties to be of cultural heritage value or interest and establishes processes for decision making for changes or alterations that may affect a property's heritage attributes.

A property may be designated pursuant to Section 29 (or Part IV) of the *Ontario Heritage Act* if it meets the criteria for designation. The Province has mandated criteria for the evaluation of property to determine if they merit designation under the *Ontario Heritage Act*. Section 29, *Ontario Heritage Act*, also establishes consultation, notification, process requirements, as well as objection and appeal rights. Objections to a Notice of Intention to Designate are referred 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).

Following the designation of a property pursuant to Section 29, *Ontario Heritage Act*, approvals may be required for alterations likely to affect the property's heritage attributes (Section 33, *Ontario Heritage Act*), demolition or removal of a building or structure from the heritage designated property (Section 34, *Ontario Heritage Act*), or the repeal of the heritage designating by-law (Section 31 or Section 32, *Ontario Heritage Act*).

Section 34(1), *Ontario Heritage Act*, states,

No owner of property designated under Section 29 shall do either of the following unless the owner applies to the council of the municipality in which the property is situate and receives consent in writing to the demolition or removal:

- 1. Demolish or remove, or permit the demolition or removal of, any of the property's heritage attributes, as set out in the description of the property's heritage attributes in the by-law that was required to be registered under clause 29(12)(b) or subsection 29(19), as the case may be.*
- 2. Demolish or remove a building or structure on the property or permit the demolition or removal of a building or structure on the property, whether or not the demolition or removal would affect the property's heritage attributes, as set out in the description of the property's heritage attributes that was required to be registered under clause 29(12)(b) or subsection 29(19), as the case may be.*

Following the receipt of a complete application, Section 34(4.2), *Ontario Heritage Act*, directs that Municipal Council, following consultation with its municipal heritage committee, shall,

- i. *Consent to the application,*
- ii. *Consent to the application, subject to terms and conditions as may be specified by the council, or,*
- iii. *Refuse the application.*

Notice of the decision is required to be served on the property owner and the Ontario Heritage Trust and published in the newspaper. A property owner may appeal the refusal or the terms and condition on the consent to the Ontario Land Tribunal within 30-days of Municipal Council's decision.

The Community Advisory Committee on Planning (CACP) serves as the municipal heritage committee pursuant to Section 28, *Ontario Heritage Act*.

The requirements for a complete application are prescribed in Section 6, *Ontario Regulation 385/21*.

After a decision under Section 34(4.2), *Ontario Heritage Act*, on the demolition or removal of a building or structure on a heritage designated property, Section 7, *Ontario Regulation 395/21* establishes "required steps" that must be taken. The "required steps" will be completed should Municipal Council consent to, or consent to with terms and conditions, the removal of the building.

2.1.3 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. Policy 554_2, states, "...In all of the planning and development we do, and the initiatives we take as a municipality, we will: conserve London's cultural heritage resources so they can be passed onto future generations."

Policy 566_, *The London Plan*, states,
Relocation of cultural heritage resources is discouraged. All options for on-site retention must be exhausted before relocation may be considered.

Policy 567_, *The London Plan*, states,
In the event that demolition, salvage, dismantling, relocation or irrevocable damage to a cultural heritage resource is found necessary, as determined by City Council, archival documentation may be required to be undertaken by the proponent and made available for archival purposes.

Policies 572_ and 573_, *The London Plan*, enable the designation of individual properties under Part IV of the *Ontario Heritage Act*, as well as the criteria by which individual properties will be evaluated. Policy 587_, *The London Plan*, requires obtaining the necessary approvals under the *Ontario Heritage Act* for the alteration, removal, or demolition of a heritage designated property.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Cultural Heritage Value or Interest

The *Ontario Heritage Act* designation of the Fugitive Slave Chapel at its former and present locations served to prevent the demolition of the building but also to recognize its significant cultural heritage value.

The Fugitive Slave Chapel is a significant cultural heritage resource. The Fugitive Slave Chapel retains its cultural heritage value, including the heritage attributes identified in its

heritage designating by-law (see Appendix B). With the goal to conserve the Fugitive Slave Chapel for future generations, intervention is necessary.

With the current condition of the building and the inability of the current property owner to invest in its restoration, a new approach is required. At this opportune time, taking no action would be irresponsible.

4.2 Ownership

The Fugitive Slave Chapel is presently owned by the British Methodist Episcopal Church. As articulated in the Donor Agreement, the ownership of the Fugitive Slave Chapel will transfer from the British Methodist Episcopal Church to the Fanshawe Pioneer Village upon its arrival at its destination. Thereafter, the Fanshawe Pioneer Village will be responsible for the care and maintenance of the Fugitive Slave Chapel, including its restoration. However, this transfer of ownership is contingent on Municipal Council's consent of the removal of the building from its present location at 432 Grey Street pursuant to Section 34(1)(2), *Ontario Heritage Act*.

The Fanshawe Pioneer Village is a long-term tenant of the Fanshawe Conservation Area, which is owned by the Upper Thames River Conservation Authority. The current agreement extends to 2058. The long-term lease provides the stability necessary to operate a heritage village museum and to maintain its built heritage resources.

4.2 Commitment to Conservation

As outlined in its application, the Fanshawe Pioneer Village is committed to the restoration of the Fugitive Slave Chapel. Following a year of due diligence and fundraising, the Fanshawe Pioneer Village has accepted the gift of the Fugitive Slave Chapel from the British Methodist Episcopal Church with conditions.

The Fanshawe Pioneer Village has met their own financial threshold to accept the gift of the Fugitive Slave Chapel from its current owners, the British Methodist Episcopal Church, offering confidence that the required restoration will be completed.

The Fanshawe Pioneer Village, through its Conservation Policy, Site Operating Procedures, and other museum standards, has the capacity and expertise to protect and preserve the Fugitive Slave Chapel. Since its establishment in 1959, the Fanshawe Pioneer Village has been the steward of London and Middlesex County's significant built heritage resources. The collection of the Fanshawe Pioneer Village includes artifacts and objects, as well as relocated historic building and replica buildings. Some of the relocated historic buildings include the Jury House, the Peel House, the Denfield General Store, and Trinity Anglican Church.

Through their work in engaging with the community, a consensus has been reached that the Fanshawe Pioneer Village is an appropriate location to move the Fugitive Slave Chapel. To support the interpretation of the Fugitive Slave Chapel, the Fanshawe Pioneer Village has established an education and interpretation committee to ensure that the Fugitive Slave Chapel, and Black histories more generally, are interpreted accurately and in consultation with appropriate community partners.

The Fanshawe Conservation Area, including the Fanshawe Pioneer Village, is listed on the City of London's Register of Cultural Heritage Resources. The demolition or removal of a building or structure on the property at 1424 Clarke Road (2609 Fanshawe Park Road East) should trigger the formal review process pursuant to the Council Policy Manual and Section 27(9), *Ontario Heritage Act*.

4.3 Proposed Relocation

In situ preservation is the preferred approach for most cultural heritage resources. Retaining a cultural heritage resource in its original location can often be the best or most appropriate way to conserve its context. However, there are situations where relocating a cultural heritage resource is the most responsible course of action when considering its long-term conservation.

4.3.1 Can the Fugitive Slave Chapel withstand another move?

As the Fugitive Slave Chapel has been relocated once already, there are concerns whether the structure itself can withstand another move.

To answer this question, Gordon Debbert, P. Eng., Structural Engineer, was retained to review the structure and offer an opinion as to whether the structure can be relocated to the Fanshawe Pioneer Village (see Appendix E). His report concluded,

In our opinion, this building can be moved safely, provided the following recommendations are followed.

Fanshawe Pioneer Village has stated that Continental Building Movers will be retained to complete the move. Continental Building Movers moved the building in 2014. Stabilization needs to occur before the building's move; however, restoration is not expected to commence until its relocation.

Further details will be required as part of the Building Permit application to facilitate the removal and relocation. However, the Structural Review demonstrates the degree of confidence necessary to support the proposed removal of the Fugitive Slave Chapel.

4.3.2 Proposed Location within the Fanshawe Pioneer Village

The Fugitive Slave Chapel is proposed to be located between the Log Schoolhouse (replica 1840s, built 1974) and the Blacksmith Shop (replica 1860s, built 1959). This location situates the Fugitive Slave Chapel chronologically, following the museum's timeline of built heritage (see Figure 2, Appendix A).

Tom Peace, Board Chair, Fanshawe Pioneer Village, noted:

Placing the building beside the schoolhouse also allows for better interpretation of race and schooling in nineteenth century southwestern Ontario, as well as building opportunities for institutional partnerships with Buxton National Historic Site and Uncle Tom's Cabin Historic Site.

And,

Setting the building back from the road provides space for outdoor interpretation and clearly signals the building's cultural significance to visitors. With the building backing onto Victoria Park – the museum's central outdoor gathering space – the back of the Chapel will also be prominently positioned for museum programming.

See Figure 3, Appendix A, showing a sketch of the proposed site for the Fugitive Slave Chapel.

4.3.3 Former Location at 432 Grey Street

Following the removal of the Fugitive Slave Chapel from its present location at 432 Grey Street, the former location will be backfilled, leveled, and landscaped. The property will remain under the ownership of the British Methodist Episcopal Church, who will be responsible for the property's remediation. The property could become used as a community garden.

4.3.4 Former Location at 275 Thames Street

It should be noted that the former location of the Fugitive Slave Chapel, at 275 Thames Street, is a registered archaeological site (AfHh-398). Stage 1-2 and Stage 3 (in part) archaeological assessment was completed prior to the removal of the building in 2014. However, further Stage 4 archaeological assessment is still required at 275 Thames Street.

The current property owner is aware of the archaeological site located at 275 Thames Street.

4.4 Restoration of the Fugitive Slave Chapel

The Fanshawe Pioneer Village proposes to restore the Fugitive Slave Chapel to its appearance in circa 1850. It was during this period that the Fugitive Slave Chapel was most heavily used by the community and best reflects its cultural heritage value.

To support this period restoration approach, a Conservation Plan is required. The Conservation Plan must demonstrate that the heritage attributes, as identified in the heritage designating by-law (see Appendix B), are conserved. The Conservation Plan needs to include drawings, with materials and finishes appropriate for the restoration of the Fugitive Slave Chapel to its appearance in the 1850s. The retention and stabilization of original material must be prioritized, and compatible new materials added where necessary.

The Fugitive Slave Chapel is not anticipated to exhibit artifacts. There are no artifacts that have been directly connected to or originating from the building during the time it was used by the Black community. Interpretive efforts are anticipated to include images and text panels, and reproduction artifacts and furnishings where possible.

4.5 Long-Term Conservation of the Fugitive Slave Chapel

At the Fanshawe Pioneer Village, the Fugitive Slave Chapel will continue its associations with:

- The early development of Black communities in London and Middlesex
- Its connection to the Underground Railroad
- The emergence in London of a branch of the African Methodist Episcopal Church, alter the British Methodist Episcopal Church
- One of the oldest extant structures used as a church in London and the first African Methodist Episcopal church in London
- Local, regional, national, and international Black histories

While the Conservation Plan will focus on the short-term restoration of the Fugitive Slave Chapel, the long-term conservation will rely on its integration into the Fanshawe Pioneer Village's general maintenance and preservation schedule. To maintain and protect the built heritage resources within its collection, buildings in the Fanshawe Pioneer Village follow the Museum's Conservation Policy and Site Operating Procedures.

The Fanshawe Pioneer Village intends for the Fugitive Slave Chapel to be open to the public without staff interpretation required, but with the intention of interpretation by staff for the foreseeable future. Interpretive panels will be prepared by the Fanshawe Pioneer Village. It is anticipated that the Fanshawe Pioneer Village may use the "African Methodist Episcopal Church" name to identify the building in the future.

4.5.1 Other Examples in Ontario

In the application, three examples were cited as references for the proposed relocation of the Fugitive Slave Chapel to the Fanshawe Pioneer Village:

- Buxton National Historic Site (21975 A D Shadd Road, Merlin, Ontario)
- Uncle Tom's Cabin Historic Site (29251 Uncle Tom's Road, Dresden, Ontario)
- Oro African Methodist Episcopal Church (1645 Line 3 North, Oro-Medonte, Ontario)

Both the Buxton National Historic Site and Uncle Tom's Cabin Historic Site have similar community focus, both are fundamentally different from the urban context of London's Fugitive Slave Chapel. This difference emphasizes the significance of the Fugitive Slave Chapel provincially.

The Oro African Methodist Episcopal Church shares similarities with the Fugitive Slave Chapel: both are roughly of the same style, age, dimension; both were built in the late 1840s (1848 in London and 1849 in Oro-Medonte); and both have been relocated from their original locations. The Oro African Methodist Episcopal Church is more deeply tied to the Black immigration following the American Revolution, again reflecting a different

history than the Fugitive Slave Chapel. In 2016-2017, the Oro African Methodist Episcopal Church was restored to its appearance when it closed in the 1920s, whereas the Fugitive Slave Chapel is proposed to be restored to what it is believed to have appeared in the 1850s when it was most heavily used by the community.

4.6 Commemoration of Thames Street and the Original of the Fugitive Slave Chapel Location

During consideration of the staff recommendation to repeal the heritage designating by-law for the property at 275 Thames Street, following the relocation of the Fugitive Slave Chapel to 432 Grey Street, Municipal Council directed that,

the Civic Administration be requested to report back with possible options as to how the neighbourhood on Thames Street between Stanley Street and Horton Street can be formally recognized as “The Hollow” and in doing so, not hinder any future development of the area; it being noted that this recognition may take form of naming the neighbourhood.

Culture Services, Heritage Planning staff, and local heritage researchers are currently collaborating on the research and design of cultural heritage interpretive signage for the neighbourhood. The installation location of the signage has not yet been determined. However, the City is considering locations that would not prevent future development in the area. Currently the proposed content will reference the history of the neighbourhood’s residents as well as significant eras in the history and development of the area, including Indigenous histories, Black settlement, the industrialization of the area, the mid/late-20th century, and the present era. Potential naming of the neighbourhood had yet to be determined. The Steering Committee of the Fanshawe Pioneer Village for the Fugitive Slave Chapel and the Education Sub-Committee of the Community Advisory Committee on Planning will be consulted on the cultural heritage interpretive signage. The signage is anticipated to be completed in 2023.

4.7 Consultation

4.7.1 Community Support

Gauging community interest and support in the potential relocation of the Fugitive Slave Chapel was a major component of the work undertaken by the Fanshawe Pioneer Village, including its Board of Directors and Steering Committee. This included a virtual town hall and a public drop-in session in 2021.

As part of the request to relocate the Fugitive Slave Chapel to the Fanshawe Pioneer Village, several letters of support were received. Letters of support were received from:

- London Black History Coordinating Committee
- Congress of Black Women of Canada – London Chapter
- Karen Vecchio, Member of Parliament, Elgin-Middlesex-London
- Janet Collins, Past President, Congress of Black Women of Canada – London Chapter
- Harold Usher, Community Member and former City Councillor
- Genet Hodder, Chapel Committee Member

4.7.2 Public Participation Meeting

Consistent with the Council Policy Manual, a Public Participation Meeting will be held at the Planning and Environment Committee (PEC) meeting on July 25, 2022. Notice of the Public Participation Meeting was sent to property owners within 120m of the subject property, published in *The Londoner*, and posted on the City’s website. Notice was also provided to the London & Middlesex Historical Society, the Architectural Conservancy Ontario – London Region, the SoHo Community Association, and the Urban League of London.

4.8 Next Steps

Should Municipal Council consent to the request to remove the Fugitive Slave Chapel from its current location at 432 Grey Street, the Fanshawe Pioneer Village could continue in its project to relocate the building. This includes:

- Completing the Conservation Plan

- Prepare and issue tender for site and foundation, and construction and restoration
- Engage with Black History Interpretation Committee for input on exhibit plan development and content
- Building Permit
- Site preparation (foundation)
- Coordinate with building moving company, including stabilization
- Complete Donation Agreement
- Remove the Fugitive Slave Chapel and relocate to the Fanshawe Pioneer Village
- Restoration work (prioritize exterior finishes to seal the building envelope before winter)
- Finalize exhibit plan, installation

This work is anticipated to take approximately 12 months.

Following the removal of the Fugitive Slave Chapel from the heritage designated property at 432 Grey Street, staff are required to bring forward a subsequent report regarding the property’s heritage designation per Section 7, *Ontario Regulation 385/21*.

Conclusion

The Fugitive Slave Chapel is a significant cultural heritage resource. The Fugitive Slave Chapel is a physical, tangible evidence of the past for an underrepresented community in London. The conservation of the Fugitive Slave Chapel is vitally important.

Preservation in situ is generally the most preferred; however, relocation is sometimes a necessary intervention to conserve a significant cultural heritage resource. The Fugitive Slave Chapel has been relocated once before, in 2014, to save it from demolition. While some preliminary restoration activities have been initiated, it has not been possible to carry out the extensive restoration that the Fugitive Slave Chapel requires.

The Fanshawe Pioneer Village has proposed to remove the Fugitive Slave Chapel from its present location at 432 Grey Street and relocate it to the Fanshawe Pioneer Village. There is community consensus that this is an appropriate relocation, and that the Fanshawe Pioneer Village is a responsible steward of built heritage resources. The Fanshawe Pioneer Village has met their own financial threshold to accept the gift of the Fugitive Slave Chapel from its current owners, the British Methodist Episcopal Church, offering confidence in the completion of the required restoration. Technical studies have demonstrated the confidence of the successful relocation of the Fugitive Slave Chapel. A Conservation Plan should be prepared that demonstrates how the heritage attributes of the Fugitive Slave Chapel are preserved in the period restoration.

At this time, relocation of the Fugitive Slave Chapel to the Fanshawe Pioneer Village is the best approach to conserve this significant cultural heritage resource for future generations.

Prepared by:	Kyle Gonyou, RPP, MCIP, CAHP Heritage Planner
Submitted by:	Jana Kelemen, M.Sc.Arch., MUDS, RPP, MCIP Manager, Urban Design, and Heritage

Appendices

- Appendix A Property Location
- Appendix B Schedule B, By-law No. L.S.P.-3480-98
- Appendix C Images
- Appendix D History of the Fugitive Slave Chapel (Hilary Bates Neary)
- Appendix E Structural Review of the Fugitive Slave Chapel – Building Relocation
(Gordon Debbert, P. Eng, POW Peterman Consulting Engineers, June 12, 2022)

Selected Sources

- Corporation of the City of London. *2019-2023 Strategic Plan*.
- Corporation of the City of London. Property file.
- Corporation of the City of London. *Register of Cultural Heritage Resources*. 2020.
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- Government of Canada. Parks Canada. *Standards and Guidelines for the Conservation of Historic Places in Canada*. 2010.
- Ministry of Culture. *Ontario Heritage Toolkit: Heritage Property Evaluation*. 2006.
- Ontario Heritage Act*. 2019, c. 9. Sched. 11.
- Ministry of Municipal Affairs and Housing. *Provincial Policy Statement*. Queen's Printer for Ontario. 2020.

Appendix A – Property Location

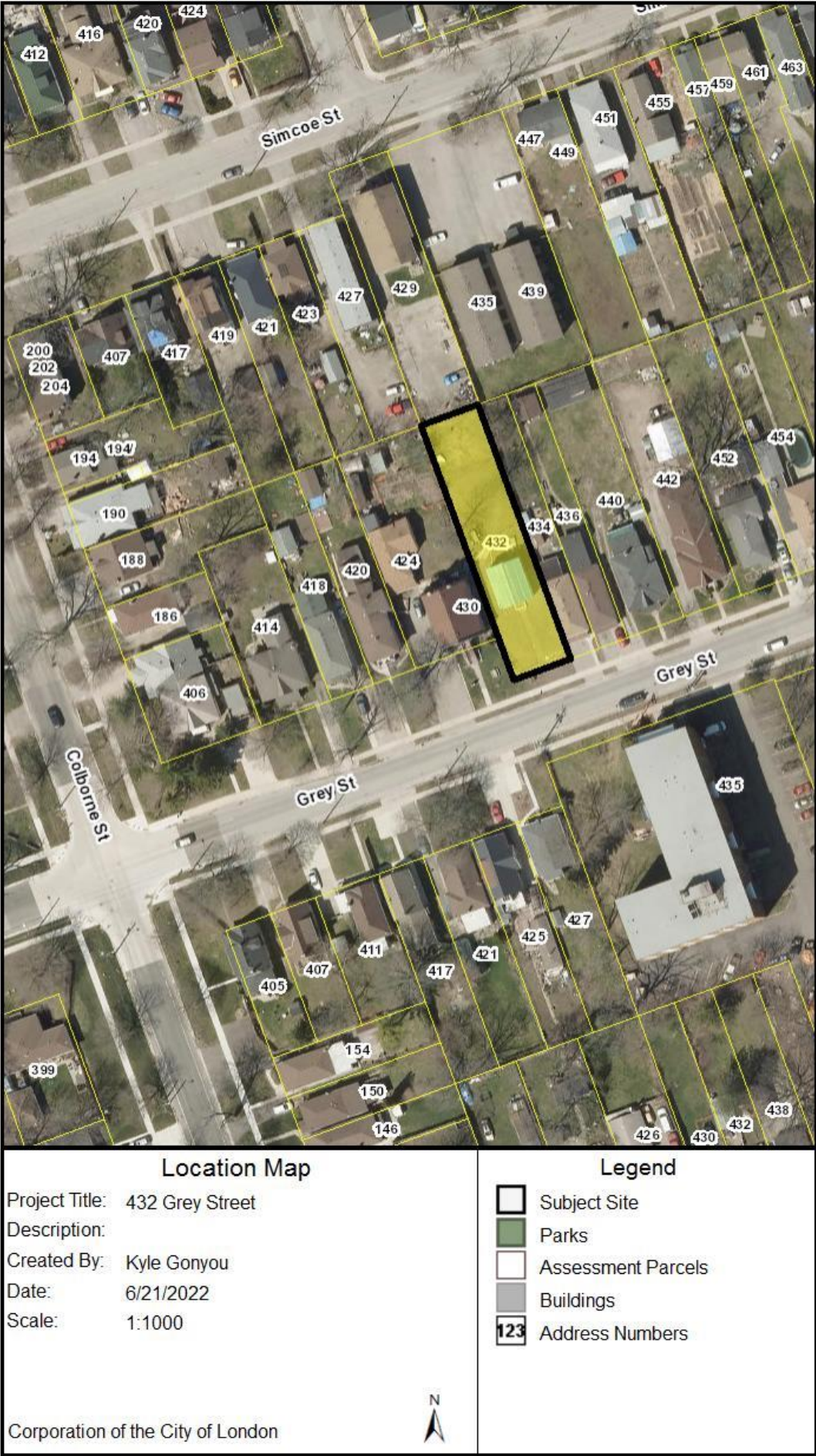


Figure 1: Map showing the current location of the Fugitive Slave Chapel at 432 Grey Street.



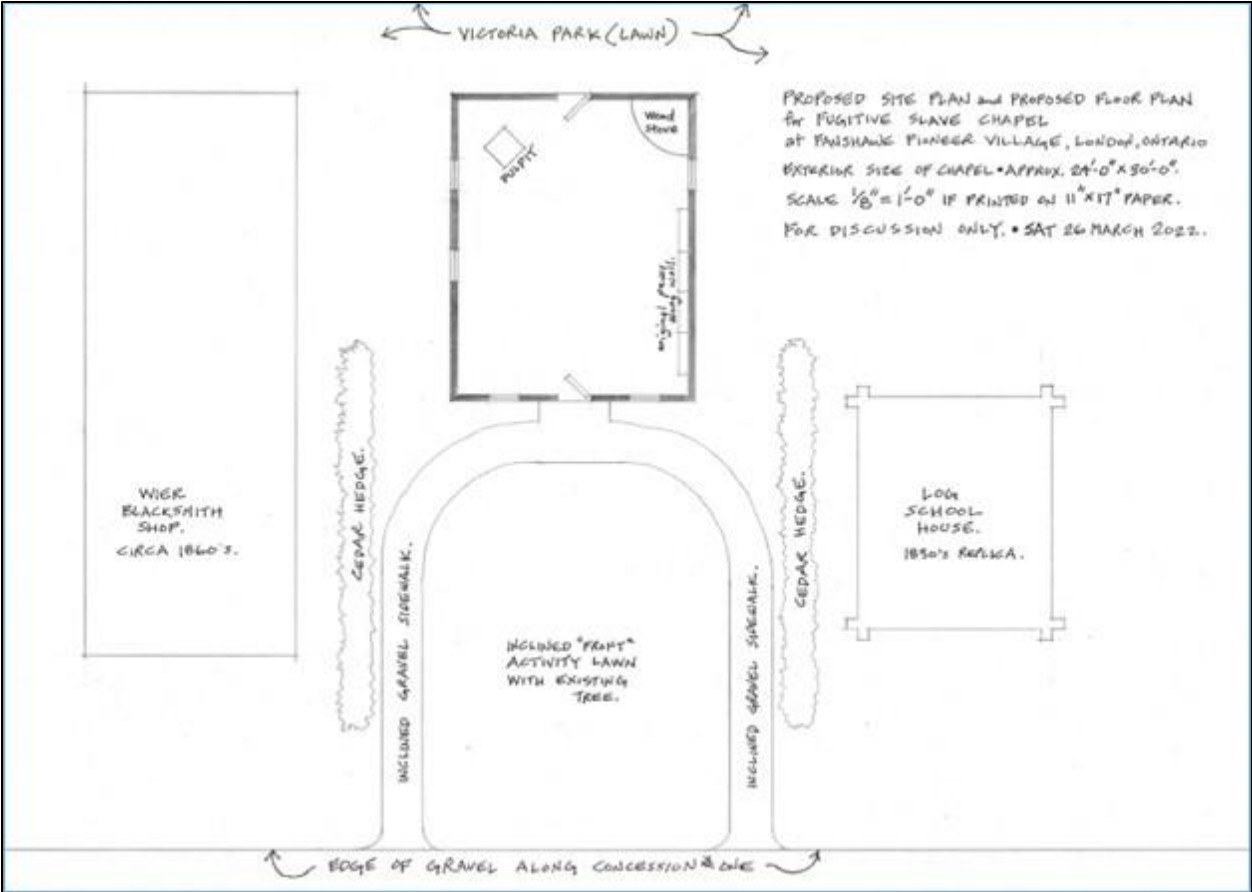


Figure 3: Sketch showing the proposed site plan for the Fugitive Slave Chapel, set between the Log Schoolhouse and the Blacksmith Shop in the Fanshawe Pioneer Village. Courtesy Fanshawe Pioneer Village.

SCHEDULE "A"
To By-law No. L.S.P.-3480-98

Legal Description

Part Lot 13, N/E Grey Street, Plan 178(E) as in LC74719, London

SCHEDULE "B"
To By-law No. L.S.P.-3480-98

Description of Property

The property at 432 Grey Street is located on the north side of Grey Street between Colborne and Maitland Streets. It is adjacent to 430 Grey Street, which is the location of Beth Emanuel British Methodist Episcopal Church (c1868). The building on the property at 432 Grey Street (known as the Fugitive Slave Chapel) was originally located at 275 Thames Street, part of Lot 26, south of Bathurst Street, in the City of London. It is a 1-storey, wood-framed structure, dating from 1853-1855, and built in the vernacular style. The building originally functioned as a place of worship for the African Methodist Episcopal Church congregation (at 275 Thames Street), and was later sold in 1869 and converted to a residential use. The building was relocated to 432 Grey Street in 2014.

Statement of Cultural Heritage Value or Interest

The property at 432 Grey Street is of significant cultural heritage value because of its physical or design values, its historical or associative values, and its contextual values.

The cultural heritage interest of the property and building at 432 Grey Street is based on its associations with: 1) the early development of the Black community in London; 2) its later connections to the Underground Railway; and, 3) the emergence in London of a branch of the African Methodist Episcopal Church – later renamed the British Methodist Episcopal Church. The building, originally used for the intended purpose as a house of worship, also marks one of the oldest extant structure used as a church in London and is the first African Methodist church in London. The building's construction dates from the mid-1800s and reflects wood-framing using bent structural system and assembly. Its current location historically links the building to its surroundings in SoHo as an area where – in the late 1800s – a more prosperous Black community relocated from the Thames Street area. Situated adjacent to Beth Emanuel Church at 430 Grey St, together both buildings represent two eras of a common history of the Black community in London.

Heritage Attributes

The heritage attributes which support or contribute to the cultural heritage value or interest of the property at 432 Grey Street include:

- The one-storey vernacular cottage style building form with pitched-end gable roof;
- A symmetrical front façade with a single centered door and two evenly spaced window openings;
- Original exterior materials dating to the time of construction; including (but not limited to) all wood elements used on the exterior, bent structural system and assembly; and,
- One open, non-divided interior space or room.

Figure 4: Schedule B from By-law No. L.S.P.-3480-98, Statement of Cultural Heritage Value or Interest for 432 Grey Street, including the identification of the property's heritage attributes.

Appendix C – Images

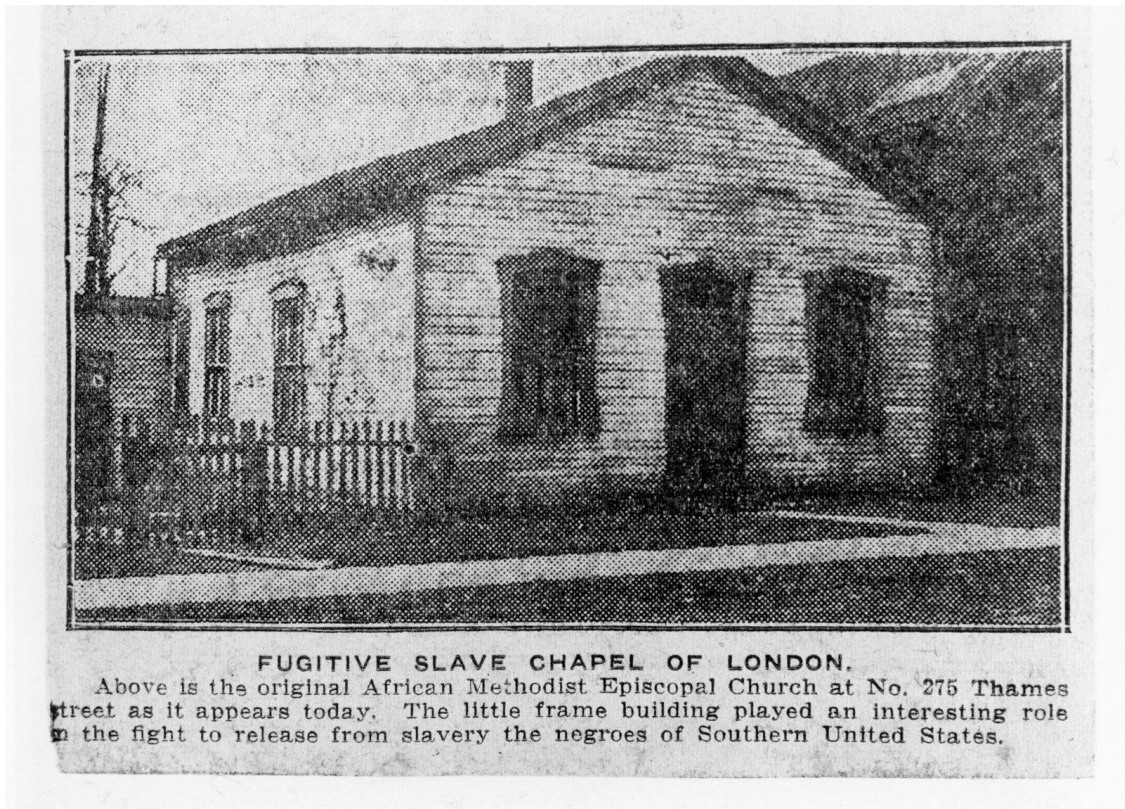


Image 1: Photograph of the Fugitive Slave Chapel included in The London Advertiser in 1926.



Image 2: The Fugitive Slave Chapel, at its former location at 275 Thames Street, on August 11, 1986, at the unveiling of the plaque installed by the London Public Library's Historic Site Committee. Courtesy of The London Free Press. The plaque was subsequently lost.



Image 3: The Fugitive Slave Chapel at its former location at 275 Thames Street on April 16, 2013.



Image 4: The Fugitive Slave Chapel being set into its present location at 432 Grey Street on November 12, 2014.



Image 5: The Fugitive Slave Chapel was covered in tarps. Photograph taken on July 27, 2017.



Image 6: The Fugitive Slave Chapel (centre), at 432 Grey Street, on June 27, 2022. Beth Emanuel Church, at 430 Grey Street, is to the left.



Image 7: Photograph showing the proposed location of the Fugitive Slave Chapel, on the First Concession in the Fanshawe Pioneer Village between the Blacksmith Shop (left) and the Log School (right). Courtesy Fanshawe Pioneer Village.



Image 8: Photograph showing the proposed location of the Fugitive Slave Chapel in the Fanshawe Pioneer Village. The Log School is to the left, with the Blacksmith Shop to the right. The Log Barn is opposite the proposed location of the Fugitive Slave Chapel.

Appendix D – History of the Fugitive Slave Chapel

This history of the Fugitive Slave Chapel is courtesy of Hilary Bates Neary.

When the trustees of the African Methodist Episcopal (AME) Church purchased property on Pt Lot 26, south Bathurst Street in 1847, they were able to do so without a mortgage. The trustees themselves – William Hamilton, Benjamin Harris, John Osburne, Henry James, Henry Logan, Thomas Wingate, and George Winemiller, were all members of London's Black community, and at least two of them were listed in the (incomplete) 1842 census. Research into land records, assessment rolls, census returns, and city directories show that over the decades following the purchase of the church site, these trustees built substantial lives for themselves and their families. Their occupations included those of grocer, plasterer, cooper, laborer, and wood sawyer. Many of them owned as well as rented out property. Thus, they possessed the skills and experience necessary not only to govern a church organization, but also, likely with the assistance of other members of the congregation, to build a church structure itself.

Based on the above, the Trustees lost little time in the building of their small church. In his May 8, 1926, article about this church in *The London Advertiser*, E.J. Carty suggests that some Londoners thought the church might not have been built until the first Anti-Slavery Society was formed in 1852, and that other "oldtimers" claimed it was there previous to 1850. The latter date seems more correct, and the year 1848 is when we have dated the building's initial construction. The AME Church trustees were concerned with building a worship space for their own well-established Black community, whereas the efforts of the Anti-Slavery Society were focused not only upon advocacy to rid the world of slavery, but also upon ameliorating the condition of Black newcomers to London who came in great numbers after the passing of the U.S. *Fugitive Slave Act* of 1850.

In 1848, the *Oberlin Evangelist*, the journal of Oberlin College, Ohio, published a table of the populations and locations of schools and churches "of the coloured people of Canada West." London was listed as having a population of three hundred Black people, with three Black churches – two Methodist and one Baptist. One of the Methodist churches is undoubtedly the AME Church on Thames Street.

The AME Church is mentioned in most of the city directories published in this period. In Railton's Directory for 1856-57, the church is located on Thames Street near Horton Street, and the pastor - Reverend William Stewart – is noted with the Sabbath meeting times (11am and 6pm), Wednesday prayer meetings (7pm), and class meetings (Friday 7pm). The church is mentioned in the 1863-4 Directory in a special section for "Coloured Congregations". *The London Advertiser* directory for 1864-5 lists the Methodist Episcopal (Colored) "on Thames Street – Rev. Rawlings, Pastor" (page 195). Earlier in that volume is also listed "British Methodist Episcopal Church (Colored), Right Rev. Willis Nazrey, General Superintendent, Chatham. C.H. Rollins [sic], London."

It is highly likely that these are references to the same church. The AME Church in Canada had separated from its American roots in 1856, forming the British Methodist Episcopal Church, with Rev. Willis Nazrey as its first Bishop. The church on Thames Street is listed in Sutherland's London Directory, 1866, and Anderson's for 1868-69. In May 1869, the Trustees of now the British Methodist Episcopal Church sold the Thames Street property to James Seale, a cooper, and a new and larger church was built for the growing Black Methodist community of London at 430 Grey Street. Mackintosh & Co's London Directory for 1871-72 notes this new location (page 84): "Bethemanuel Church, for colored people only. Hours of service 10 1/2am and 6pm. East Grey Street."

Thomas Wingate, cooper, one of the trustees of the AME Church when the property was purchased in 1847, mentioned that church on his 1861 census form. Wingate owned part of Lot 26 North Bathurst Street, a block north of the AME Church. On his census form he noted that the coloured church was valued at \$600 and could seat 130 people. Surely these facts were a source of pride to someone who had been involved in the church from its beginnings.

The instrument describing the sale of the property on Thames Street listed the “Trustees duly appointed of ‘The British Methodist Episcopal Church’ in the said City of London formerly called ‘The African Methodist Episcopal Church’”, who were William Simons (plasterer), Aaron Gibbs (yeoman), Calis Sanders (laborer), Cornelius Butler and John J. Evans (both of London Township, yeomen), Henry Williams and Joseph Bush Gordon (both of London, yeomen). It declared that the “Trustees for the said Church hold the property hereinafter described and have agreed by and with the assent of the Congregation and the Authorities of the church to sell the same to assist in building a larger and more convenient place of Worship.”

Several of these Black trustees had been in London as early (if not earlier) than 1854. Some can be found in the 1861 census. At least two of them farmed small allotments on the fringe of the city. One trustee, Cornelius Butler, was listed as a Minister in the 1871 census. These trustees were likely as representative of the Black community in London in 1869, as had their fellows in 1847 when the AME Church property was acquired.

The property on Thames Street in 1847 was in the heart of “the Hollow”, where many Black Londoners lived before being able to afford to buy or rent property in a more salubrious part of the city. When they had earned adequate means, many Blacks migrated slightly east to what is now referred to as SoHo, an area less threatened by the threat of spring floods on the Thames, less swampy and thus less mosquito ridden. The new BME Bethemanuel Church to be built on Grey Street with funds realized from the sale of the property on Thames Street reflected these changes in the fortunes of London’s Black community.

Returning to the property history on Thames Street. The dimensions of the original property of the AME Church were 30’ frontage on Thames Street by 110’ depth. On 1 September 1858, William Clark (patentee of all of Lot 26), sold a piece just south of the AME Church property to Benjamin Harris, cooper, one of the trustees. Its frontage on Thames Street was 23’. Harris sold that land to James Seale, cooper, on 5 April 1866. On 15 May 1869, the trustees of the now British Methodist Episcopal Church, sold their 30’x110’ property also to James Seale. Almost a year later, on 9 May 1870, Seale sold both pieces of land to Solomon Johns, cooper. Thus, the land on which the building at 275 Thames Street sat is described in subsequent land records as having the dimensions 53’x110’.

It was important to determine that the current building sat upon the original footprint of the land sold in 1847 to the AME Church trustees. The Insurance Plan for Feb 1912 (corrected to 1922) certainly makes this plain, as the north side of the house seems to be virtually on the property line. Before Solomon Johns purchased the 53’x110’ property in 1870, however, there was a dwelling on the southern 23’x110’ part of that lot. The London Assessment Rolls for 1860 and 1861, when Benjamin Harris (trustee) owned that narrow lot, listed a tenant, Mrs. Johnson there. And in 1869, after James Seale had purchased the lot from Harris, a tenant, Francis Lahay was living there. In the 1870 Rolls, Seale was assessed for both 25’ and 50’ [sic]. In 1871, and for many years thereafter, the new owner, Solomon Johns was assessed for 50’, or 52’, or 53’.

Using London Assessment Rolls and city directories we have determined ownership between Solomon Johns in 1870 and that of the last owner before the property was purchased by Aboutown (Thomas Mancari). Solomon Johns was listed at 275 Thames Street in the Rolls (until 1890) and the directories (until 1896-97) but in 1900, Elizabeth Mosely, (widow with a family of 7), was his tenant there. The house was then lived in almost entirely by tenants during the ownership of Robert A. Ross (grocer) 1903-1906, Joseph Coulson Judd (barrister) and then Eliza Ann Ward (widow) 1906-1939, Elizabeth Spicknell (married woman) 1939-1942, Mely Spinochia (married woman) 1942-1943, Frances Roberta Calcutt (married woman) 1943-1944, and finally Angus Campbell, a retired farmer, who bought it in April 1944, and sold it to Thomas Mancari a month later. One tenant, William Willox, a carpenter, who ran a small business doing general repairs, lived there (according to directories) from 1907 until well into the 1930s. Thomas Mancari, a laborer, who for a time worked as a janitor for London Life, was

listed as resident at 275 Thames Street from 1945 until 2000. We did not check the directories between 2000 and 2010, when there was no return for 275 Thames Street.

Chain of Title, part Lot 26, S. Bathurst St., currently 275 Thames Street

1. Patent, 8 Sept. 1847, Crown to William Clark, all ½ acre.
2. #104, B&S, 14 Oct 1847, WC to Wm Hamilton et al (trustees, AME Church), 30x110, £22.10s, African Methodist Church.
3. #9225, B&S, 1 Sept 1858, WC to Benjamin Harris (cooper), 23x110.
4. #3865, 2B&S, 5 April 1866, BH to James Seale (cooper), 23x110, \$50.
5. #6113, B&S, 15 May 1869, trustees BME Church to James Seale (cooper), 30x110, \$100.
6. #6599, B&S, 9 May 1870, JS to Solomon Johns, (cooper), 30x110 and 23x110, \$300.
7. #9104, B&S, 17 July 1903, SJ to Robert A. Ross, (grocer), 53x110, \$500.
8. #11195, B&S, 6 April 1906, RR to Joseph Coulson Judd (barrister), 53x110, \$700.
9. #11199, B&S, 10 April 1906, JCJ to Eliza Ann Ward (widow), 53x110, \$700.
10. #34003, Grant, 13 April 1939, execs EAW to Elizabeth Spicknell (niece of EAW) 53x110, \$1.00.
11. #35359, B&S, 23 Mar 1942, execs ES to Mely Spinochia (married woman), 53x110, \$400.
12. #356074, B&S, 20 July 1943, MS to Frances Roberta Calcutt (married woman), 53x110, \$900.
13. #36645, B&S, 17 April 1944, FRC to Angus Campbell (retired farmer & Rozilla, wife), 53x110, \$1700.
14. #36699, Grant, 22 May 1944, AC to Thomas Mancari (carpenter, & Lillian, wife), 53x110 \$300.00 and mortgage of \$1475.00.

Appendix E – Structural Review

Structural Review of the Fugitive Slave Chapel – Building Relocation (Gordon Debbert, P. Eng, POW Peterman Consulting Engineers, June 12, 2022)



Reference: 22-05-4034

June 12, 2022

Dawn Miskelly
Executive Director
Fanshawe Pioneer Village -
London & Middlesex Heritage Museum
2609 Fanshawe Park Rd. E
London ON N5X 4A1

RE: Structural Review of the Fugitive Slave Chapel – Building Relocation

As you requested, we visited the Fugitive Slave Chapel on Grey Street, London, to review the structure and offer an opinion as to whether or not it can be relocated to the Fanshawe Pioneer Village. Our review was visual only and included the taking of measurements and photographs to evaluate the structure for relocation. The current building owner and a representative of Continental Movers accompanied us on our review.

The Fugitive Slave Chapel is a historically significant building that was relocated to Grey Street from 275 Thames Street several years ago by Continental Movers. The chapel is a single-storey wood framed structure with a simple gable roof and three rooms (Photographs 1 & 2). The current foundations are relatively new cast-in-place concrete with a basement and basement walkout. The basement area and walkout were boarded up and not accessible, other than through a small opening in the wood frame floor joists. The floor joists span north south and are supported on a structural steel (HSS – hollow structural section) centre beam. Each of the four sides of the foundation walls have two boarded up slots in the top of foundation wall that were used to extract the support beams (Photograph 3) used in the move to the Grey street location.

The exterior tongue and groove siding was in fair to good condition (Photographs 4 & 5). All exterior openings other than the south entrance door were boarded up with $\frac{3}{4}$ " plywood that was weathered, but in fair condition. The floor plates of the walls have been reinforced with 2x8 members; likely prior to the previous building relocation. Screening on the exterior wall was observed in some of the small sheathing penetrations.

On the interior, the plaster finish is generally in poor condition (Photograph 6). The wood lathe itself is generally in poor to fair condition with several areas of broken and missing lath members and some wood rot. Wood stud framing appeared to be in fair to good condition with a few areas of localized damage. The main room on the east side extends from the front to the rear of the building and has several boarded-up windows, sheathed in plywood (Photograph 7). The ceiling sheathing was in fair condition with a penetration into the attic space. The plaster was loose in a large area in the middle of the ceiling in this room. The north-west room was in similar condition, however there was a pile of debris approximately 8-20" deep on the floor of the room (Photograph 8). The south-west room was used for storing several of the building windows. (Photograph 9).

Phone: (519) 425-5000
Fax: (519) 425-5001

Division of PPA Engineering Technologies Inc.
www.pow.ca

Conclusions and Discussion:

Based on our on-site review, we offer the following discussion and opinions:

- 1) Our discussion with continental movers confirmed that they moved the building to the current site and the slots in the foundation walls were located in the locations required to insert their lifting beams. The lifting system used two main beams with penetrations to insert two lateral beams, thereby providing two point supports on each of the four walls. In general Continental Movers indicated that the building appeared to be in similar condition as it was during the previous move.
- 2) The exterior sheathing was generally intact and it, in combination with the interior wood lath should be sufficient to provide the lateral bracing for the building during the move; given that all of the wall openings were also sheathed in plywood.
- 3) The reinforcement of the floor plates was substantial and in very good condition. This will facilitate the lifting of the structure with little differential movement, should it be done at the 8 lifting points indicated by the slots in the foundation walls.
- 4) ***In our opinion, this building can be moved safely, provided the following recommendations are followed.***

Recommendations:

Based on the foregoing, we offer the following recommendations.

- 1) The penetration in the ceiling joists and through the floor joists should have temporary sheathing installed prior to the move to restore the ceiling and floor diaphragm. This should consist of 4'x8' sheets of 3/4" plywood fastened to the joists with 2" screws at 6" on centre.
- 2) The debris in the north-west room should be removed prior to the move.
- 3) The mover should take reasonable care and use similar methods that they used several years ago when they moved the building to Grey Street.

We trust that the foregoing is sufficient for you to obtain the required moving permits. If you have any questions regarding the foregoing, please contact the undersigned at your convenience.

Yours Truly,
POW PETERMAN
Consulting Engineers



Gordon W. Debbert, P. Eng.
Consulting Structural Engineer



https://debbert-my.sharepoint.com/personal/gord_debberteng_com/Documents/Projects 2022/22-05-4032 church
move/Fugitive Slave Chapel Review.docx



PHOTOGRAPHS



Photographs 1 & 2: South Elevation



Photographs 3 : Slots in top of foundation wall to install beams for lifting the building.





Photographs 4 & 5: West and North Elevations



Photographs 6 & 7: Interior wood lathe and plaster wall sheathing. Main room (east side)



Photographs 8 & 9: North-west and South-West rooms.



Report to Community Advisory Committee on Planning

To: Chair and Members
Community Advisory Committee on Planning
From: Jana Kelemen, M.Sc.Arch., MUDS, RPP, MCIP
Manager, Urban Design and Heritage
Subject: Request for Designation for property at 514 Pall Mall Street
under Part IV of the *Ontario Heritage Act* by J. Hassan and R.
Benner
Date: July 13, 2022

Summary of Recommendation

Notice of intent to designate the property at 514 Pall Mall Street to be of cultural heritage value or interest pursuant to Section 29(3) of the *Ontario Heritage Act*, R.S.O. 1990, c. O. 18, is recommended for the reasons outlined in Appendix D of this report.

Executive Summary

At the request of the property owner, an evaluation of the property at 514 Pall Mall Street was undertaken using the criteria of O. Reg 9/06. The building on the property was constructed in about 1927 as a horse stable, garage, and in the home building trade – representing an important theme in the transition of horse-based transportation to automobiles. It was adapted for residential purposes and artist studios by the current property owners while retaining physical elements articulating the building's past. The evaluation determined that the property is a significant cultural heritage resource that merits designation pursuant to Part IV of the *Ontario Heritage Act*.

Analysis

1.0 Background Information

1.1 Property Location

The property at 514 Pall Mall Street is located on the north side of Pall Mall Street between Miles Street and William Street in London, Ontario (Appendix A). The property at 514 Pall Mall Street is a “flag shaped lot.” The parcel has a narrow street frontage, serving as the driveway, which leads to the bulk of the property where the building is located on the interior of the block. The property has limited visibility from the surrounding streets.

1.2 Cultural Heritage Status

The property at 514 Pall Mall Street is not listed on the City of London's Register of Cultural Heritage Resources or designated under the *Ontario Heritage Act*.

1.3 Description

The building on the property at 514 Pall Mall Street is a two-storey structure, with a distinct one-storey garage wing (Appendix B). The two-storey structure is built on a concrete slab with a wood (cedar) post-and-beam style construction. Concrete is exposed as the flooring of the first floor, and the wood posts and beams are exposed in several prominent locations on the interior. The building has a shed or pent roof, with a single slope downward to the east. The exterior of the building was originally corrugated metal but is now wood board and batten installed in 1986-1988. Steel roof replaced the original tar paper roof of the building. Fourteen “horse stall” painted wood windows, with a three-over-three fenestration pattern, are located on the ground floor of the east and west façades. The other windows of the building were replaced in 1986-1988. There is a sunroom addition to the east, and exterior stairs were replaced on the west façade. The one-storey garage wing features a large doorway and a gable roof. The rear (north) façade of the garage wing retains its original corrugated metal exterior cladding.

The property retains two stone carriage mounting steps, as well as several other improvements including a tile-clad fishpond.

1.4 Property History

1.4.1 Euro-Canadian History

The Euro-Canadian history of the property at 514 Pall Mall Street can be traced back to the mid-nineteenth century. The property was included in the “New Survey” that was used in the 1840 Annexation of the Town of London, increasing the Town’s boundaries to the Huron Street and Adelaide Street North, and the Thames River. In 1849, the property was purchased by David Dawson. In 1887, David Dawson sold the property to Thomas D. Smith, who lived nearby at 540 Pall Mall Street. It appears that Thomas D. Smith built the house at 518 Pall Mall Street in about 1894 and the house at 516 Pall Mall Street before 1907, both as rental properties. These properties were sold separately by Thomas D. Smith in 1918 and 1919, respectively.

In 1924, Thomas D. Smith sold the remainder of the property, including part of what is now 514 Pall Mall Street, to Harry Boss for \$1,700. Harry Boss was recorded in the 1927 City Directory as a “teaming contr” [contractor]. A teaming contractor or teamster is a term for a truck driver or a person who drives teams of draft animals, like horses. Information available from the Tax Assessment Rolls in 1927 describe a building, valued at \$2,900, a two-storey structure (see Figure 2, Appendix C). Other available documentation, such as the Fire Insurance Plans or aerial photographs, do not include evidence of a building at this location prior to 1927 (see Appendix C).

In about 1935, a mechanic’s garage, operated by Douglas Hetherington, was recorded on the City Directory. It was likely that the garage wing was constructed about this time. Through this additional use documented in the historical record, the transition from horse-based transportation of Harry Boss as a teamster to the mechanic’s garage servicing automobiles can be understood. Former purpose-built horse stables were adapted to service automobiles. This theme is supported by other documentation of the transition in transportation modes. For example, motor trucks were introduced by the Post Office in about 1930 and Silverwood’s Dairy continued to use horses for its delivery roots until the early 1960s (Brock 2011, 224; 283). Also, in late March 1937, the last of the City’s Garbage Department horses was sold at auction, as motorized vehicles had been introduced the previous year (Brock 2011, 236).

In 1949, Harry Boss sold the property to J. W. Roy James. He then transferred the property, in 1956, to Roy James Holding Limited. A large yard and building complex for Roy James Construction was located between William Street and Adelaide Street North, immediately south of the Canadian Pacific Railway. It is likely that the property at 514 Pall Mall Street supported the operations at this larger yard. Roy James Construction was a home builder in the mid-twentieth century. Further research into the Roy James Construction company is required to understand the company’s impact and influence of home building in London.

Prior to Roy James Holding Limited selling the property in 1981, it appears to have acquired a tenant, Parke Woodworking. Parke Woodworking was owned by David W. Parke, who established at this location in about 1957. Parke Woodworking was known for its sash window manufacturing capabilities. David W. Parke purchased the property from Roy James Holding Limited in 1981.

The property was purchased by its current property owners, Jamelie Hassan and Ron Benner, in 1986. The building was adapted for residential purposes and artist studio in 1986-1988. The original tar paper roof was replaced by a steel roof; the exterior corrugated metal siding was replaced by wood board and batten cladding. Other improvements were made by the property owners, including the ceramic tile pond and outbuilding. Since 1990, the property has historical associations with the Embassy Cultural House, as its archival repository. Additional property was added to the parcel at 514 Pall Mall Street, from the rear of properties at 516 Pall Mall Street and 518 Pall Mall Street, in 2002 and 2009.

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 Policy Statement* (2020), the *Ontario Heritage Act*, and *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 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 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.

Heritage Alteration Permit approval is required for any changes or alterations that are likely to affect any of the heritage attributes of a heritage designated property, pursuant to Section 33, *Ontario Heritage Act*. A Heritage Alteration Permit application may be approved, approved with terms and conditions, or refused. Designation under the *Ontario Heritage Act* obliges processes should a demolition request for any building or structure on a heritage designated property be received, or a request to repeal the heritage designating by-law.

2.1.2.1 Ontario Regulation 9/06

Ontario Regulation 9/06 establishes 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*. The requirements for a heritage designating by-law are prescribed in Ontario Regulation 385/21.

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 Part IV 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 Request for Designation

In July 2020, the City received a request from the property owners of 514 Pall Mall Street to consider the designation of the property pursuant to Part IV of the Ontario Heritage Act. The Heritage Planner completed historical research, encountering many challenges due to COVID-19 related research limitations and a challenging property history. A professional title search was retained to assist in the property-based research. An evaluation of the property was completed using the criteria of O. Reg. 9/06, and a Statement of Cultural Heritage Value or Interest was prepared. The Stewardship Sub-Committee of the London Advisory Committee on Heritage (LACH)/Community Advisory Committee on Planning (CACP) was consulted throughout the research process. A draft Statement of Cultural Heritage Value or Interest was included on the Stewardship Sub-Committee Agenda for its meeting on April 27, 2022 and June 29, 2022.

4.2 Cultural Heritage Evaluation

The property at 514 Pall Mall Street was evaluated using the criteria of Ontario Regulation 9/06 (see Section 2.1.2.1 above). The evaluation is included below.

Table 1: Evaluation of the property at 514 Pall Mall Street using the criteria of O. Reg. 9/06

Criteria		Evaluation
The property has design value or physical value because it,	Is a rare, unique, representative, or early example of a style, type, expression, material, or construction method	The building at 514 Pall Mall Street is a rare building type, construction method, and materials of a horse stable in London. The two-storey building has a shed or pent-style roof. The building is constructed of cedar posts.
	Displays a high degree of craftsmanship or artistic merit	The property at 514 Pall Mall Street displays a high degree of artistic merit in the hand-painted ceramic tile-clad rectangular pond on the west side of the building, designed by Jamelie Hassan.
	Demonstrates a high degree of technical or scientific achievement	The property at 514 Pall Mall Street does not demonstrate a high degree of technical or scientific achievement.

The property has historical value or associative value because it,	Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community	<p>The property at 514 Pall Mall Street is historically associated with the theme of transportation in London as the building was originally constructed as a horse stable that transitioned into a mechanic's garage, and subsequently adapted for residential purposes and artist studios.</p> <p>Physical evidence of the building's origins as a horse stable are found in the structure of the building and particularly in the fourteen horse stall windows.</p>
	Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	The adaptive reuse of the property at 514 Pall Mall Street contributes to an understanding of the community where the form, scale, type, and construction method of the building has allowed it to adapt to changing needs since its construction. The attributes of the building articulating its former uses as a stable, garage, and home building/wood working shop were retained in its conversion to residential purposes including artist studios.
	Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community	The property at 514 Pall Mall Street reflects the ideas of artists Jamelie Hassan and Ron Benner who are significant to the community. The adaptive reuse of the building at 514 Pall Mall Street, from its horse stable/mechanic's garage origins to its residential purposes and artist studios, was completed by Jamelie Hassan and Ron Benner in 1986-1988.
The property has contextual value because it,	Is important in defining, maintaining, or supporting the character of an area	The location and setting of the building at 514 Pall Mall Street, set deeply in the block bounded by Pall Mall Street, William Street, Piccadilly Street, and Miles Street, articulates the origins of the property in contrast to its residential surroundings.
	Is physically, functionally, visually, or historically linked to its surroundings	The property is not physically, functionally, visually, or historically linked to its surrounding in a significant way.
	Is a landmark	The property at 514 Pall Mall Street is not recognized as a landmark.

4.3 Comparative Analysis

Historic horse stables are rare in London, particularly in the urban area of the city. There are two known examples of horse stables:

- Horse Stable at the former London Psychiatric Hospital (850 Highbury Avenue North) – individually heritage designated and subject to Ontario Heritage Trust easement
- Livery Stable at Lilley's Corner (620 Marshall Street) – heritage listed property

The important legacy of horse-based transportation was recognized in the heritage designation of Fire Hall No. 4 (807 Colborne Street, By-law No. L.S.P.-3462-151) and implied in the heritage designation of Fire Hall No. 5 (155 Adelaide Street North, By-law No. L.S.P.-3286-80).

The building at 514 Pall Mall Street represents a different aspect of the horse-based transportation era, as the building was used by a teamster in a commercial operation. While the Livery Stable was a commercial operation, it was developed to support the needs of the travelling public. The Horse Stables at the former London Psychiatric Hospital reflect the agricultural functions of the former hospital and are therefore different in history and character.

4.4. 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 conservation and retention of physical evidence of the building’s past demonstrate the sensitive approach that the property owner have taken in the adaptive reuse of the building. While converted to a new use and with changes made to some materials of the building’s finishes, the building at 514 Pall Mall Street still retains sufficient physical features, as heritage attributes, to articulate the cultural heritage values attributed to it.

4.5 Consultation

As an owner-initiated designation, the property owners have been engaged in the evaluation processes for the property. The property owner facilitated two site visits with the Heritage Planner. The property owner has also reviewed and concurred with the Statement of Cultural Heritage Value or Interest for the property at 514 Pall Mall Street.

Lastly, in compliance with the requirements of Section 29(2) of the *Ontario Heritage Act*, the Community Advisory Committee on Planning, as the City’s municipal heritage committee, was consulted at its meeting on July 13, 2022.

Conclusion

The property at 514 Pall Mall Street is a significant cultural heritage resource that is valued for its physical or design values and its historical or associative values. Contextually, its contrast to the surrounding residential area articulates its non-residential origins. The property represents the theme of transportation, particularly in the transition from horse-based transportation to automobiles. The adaptive reuse of the building at 514 Pall Mall Street retained the form, scale, type, and construction method of the building. The physical attributes which articulate its former use as a stable, garage, and home building/wood working shop were conserved as it was converted to residential purposes including artist studios. The adaptive reuse of the building at 514 Pall Mall Street has demonstrated the ideas of Jamelie Hassan and Ron Benner as artists who are significant to the community.

The property at 514 Pall Mall Street has been evaluated and has met the criteria for designation. The property at 514 Pall Mall Street merits designation pursuant to Part IV of the *Ontario Heritage Act*.

Prepared by:	Kyle Gonyou, RPP, MCIP, CAHP Heritage Planner
Submitted by:	Jana Kelemen, M.Sc.Arch., MUDS, RPP, MCIP Manager, Urban Design, and Heritage

Appendices
Appendix A Property Location

Appendix B Images
Appendix C Documentation
Appendix D Statement of Cultural Heritage Value or Interest – 514 Pall Mall Street

Selected Sources

Brock, D. *Fragments from the Forks*. 2011.
Census. Various years.
City Directory. Various years.
City of London. Property File.
City of London. *Register of Cultural Heritage Resources*. 2019.
City of London. *The London Plan*. 2022, consolidated.
Land Registry Records.
Ministry of Culture. *Ontario Heritage Toolkit: Heritage Property Evaluation*. 2006.
Ministry of Municipal Affairs and Housing. *Provincial Policy Statement*. 2020.
Ontario Heritage Act. 2019, c. 9. Sched. 11.

Appendix A – Property Location



Appendix B – Images



Image 1: View of the property at 514 Pall Mall Street from Pall Mall Street.



Image 2: View of the building at 514 Pall Mall Street from its driveway, looking northeast.



Image 3: View of the east façade of the building at 514 Pall Mall Street.



Image 4: Detail of four of the horse stall windows on the east façade of the building at 514 Pall Mall Street. There are fourteen horse stall windows on the building, articulating its origins as a stable.



Image 5: View of the garage wing of the building at 514 Pall Mall Street.



Image 6: One of the two carriage stones at 514 Pall Mall Street. The carriage stone is in the garden.



Image 7: The second carriage stone at 514 Pall Mall Street, located along the driveway.



Image 8: View of the ceramic tile-clad pond in the garden at 514 Pall Mall Street. The tiles were designed and painted by Jamelie Hassan.

Appendix C – Documentation



Figure 1: Annotated detail of the 1922 aerial photograph, noting no building in the location of the present building at 514 Pall Mall Street. Courtesy Maps and Data Centre, Western Archives.

ASSESSMENT ROLL OF THE CITY OF LONDON FOR 1927										107
N. PALL MALL ST.—Continued										
House No.	OWNER	Size of Lot	Value per Foot	Value of Land	Value of Bldg.	Total Assessment	House No.	OWNER	Size of Lot	Value per Foot
478	Geo. Priddle.....	30'x80'	\$18	\$540	\$2260	\$2800	v.L. M. A. McKenzie.....	40'x158'	\$6	\$240
484	H. Carter.....	33'x80'	18	595	1955	2550	v.L. M. A. McKenzie.....	40'x158'	6	240
486	Kathleen W. McLeod.....	25'x120'	22	550	1150	1700	v.L. Jas. McDowell.....	40'x158'	6	240
488	Janet B. Mullins.....	25'x120'	22	550	1250	1800	v.L. M. A. McKenzie.....	40'x158'	6	240
490	Jos. A. Stone.....	50'x120'	22	1100	1200	2300	v.L. M. A. Cox Estate.....	40'x158'	6	240
494	J. W. Hicks.....	35'7"x120'	22	780	1420	2200	70 Emma McCartney.....	80'x158'	6	480
v.L. J. W. Hicks.....		30'x120'	22	660		660	v.L. Liela G. Peters and W. T. Westby.....	40'x158'	3	120
500-502	E. R. Seabrook.....	41'5"x120'	24	995	1355	2350	v.L. Liela G. Peters and W. T. Westby.....	40'x158'	3	120
	W. MILES ST.—						v.L. Liela G. Peters and W. T. Westby.....	40'x158'	3	120
504	Matilda E. Thornton.....	34'x64'	15	515	785	1300	v.L. N. W. Kaiser.....	40'x158'	3	120
v.L. R. Logan Est.....		44'x250'	25	1100		1100	v.L. N. W. Kaiser.....	40'x158'	2	80
		56'x118'	2	100			v.L. N. W. Kaiser.....	40'x158'	1 1/2	60
514	H. Boss.....	24'x250'	25	600	2900	3600	v.L. N. W. Kaiser.....	40'x158'	1	40
516	Florence and L. McNichol..	28'x132'	22	615	685	1300	112 Chester Tozer.....	240'x158'	3	720
518	Eliza and A. Tait.....	28'x132'	22	615	1085	1700	W. END OF STREET—			
520	F. J. Young.....	40'6"x250'	25	1010	740	1750				
528	Geo. T. Hiscox.....	40'x250'	25	1000	550	1550				
532	M. and Wm. C. MacArthur	39'6"x120'	21	825	1025	1850				
	McDonald.....	40'x120'	21	825	1025	1850				

Figure 2: Extract of the Assessment Roll of the City of London for 1927 for 514 Pall Mall Street, documenting the building.

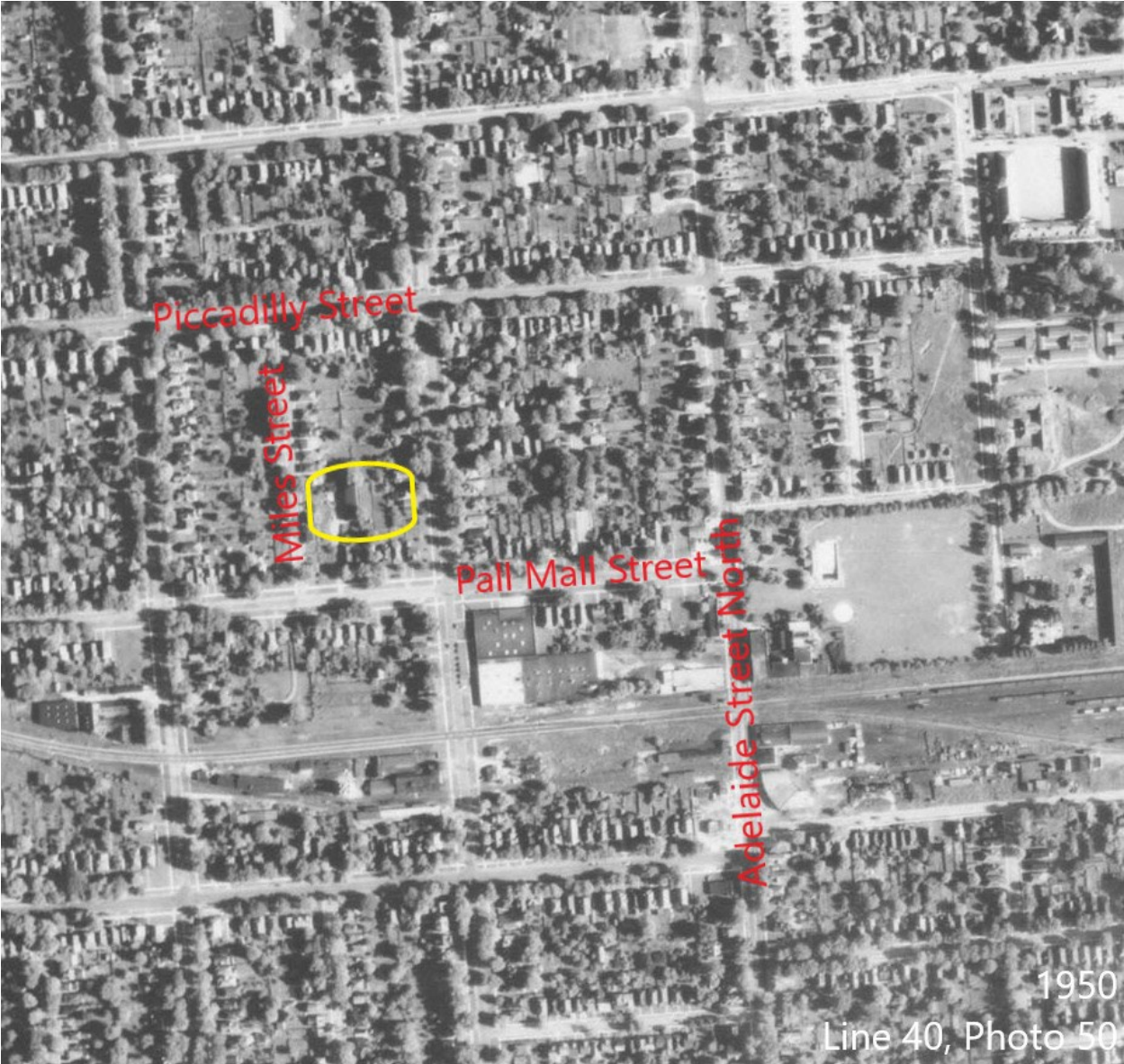


Figure 3: Annotated 1950 aerial photograph, showing the present building at 514 Pall Mall Street. Courtesy Maps and Data Centre, Western Archives.

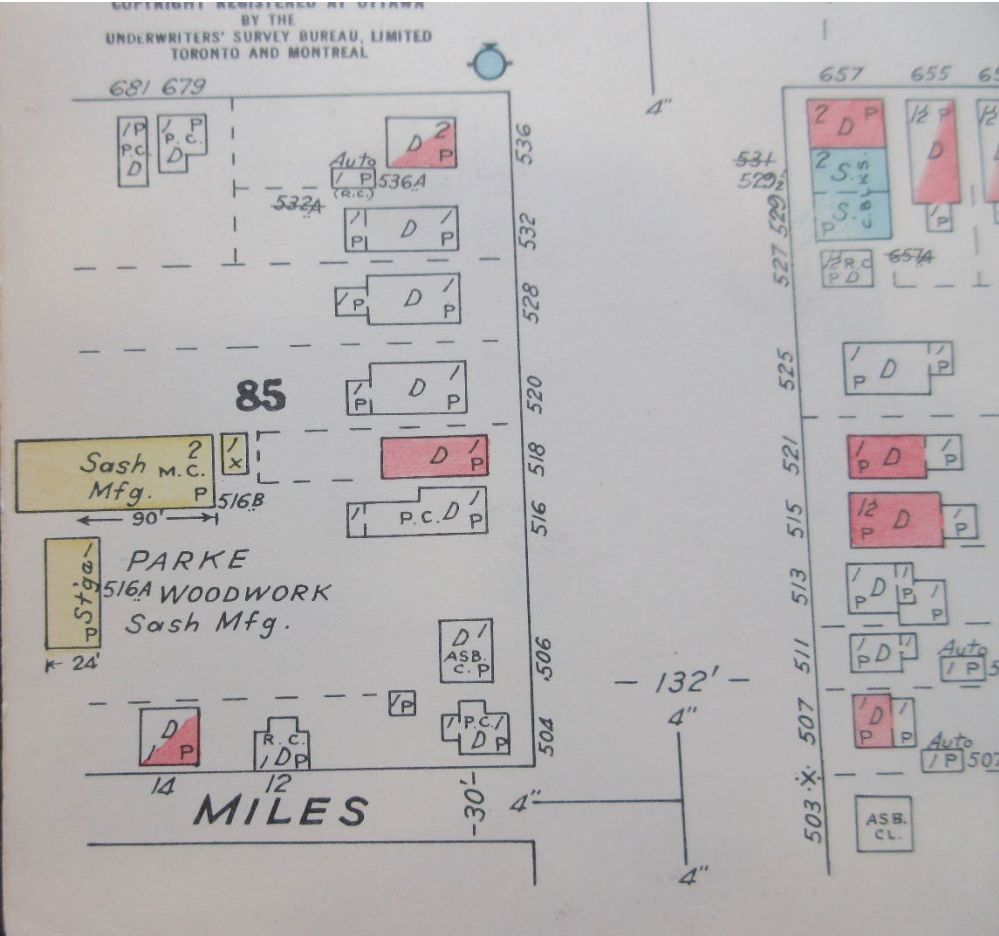


Figure 4: Detail of the Fire Insurance Plan (1958) showing the property now known as 514 Pall Mall Street – the buildings associated with Parke Woodwork (sash manufacturing). Courtesy Archives and Special Collections, Western University.

Appendix D – Statement of Cultural Heritage Value or Interest

Legal Description

PT LTS 11 & 12 W. WILLIAM ST. BEING PT 1 33R9955 LONDON DESCRIPTION
AMENDED 1994/01/07

PIN

08278-143

Description of Property

The property at 514 Pall Mall Street is located on the north side of Pall Mall Street, between Miles Street and William Street, in London, Ontario. The property is located within the Piccadilly neighbourhood, to the southwest of the major intersection of Adelaide Street North and Oxford Street East.

The parcel at 514 Pall Mall Street is a flag-shaped lot, with a driveway from Pall Mall Street leading to the building located on the property in the interior of the block. The property is surrounded by residential properties and is the only property of non-residential origins on the block although it has a residential function today. The current extent of the property at 514 Pall Mall Street was acquired from the rear portions of two properties also fronting onto Pall Mall Street.

The building on the property at 514 Pall Mall Street is a two-storey structure, with a distinct one-storey garage wing. The two-storey structure is built on a concrete slab with a wood (cedar) post-and-beam style construction. Concrete is exposed as the flooring of the first floor, and the wood posts and beams are exposed in several prominent locations on the interior. The building has a shed or pent roof, with a single slope downward to the east. The exterior of the building was originally corrugated metal but is now wood board and batten installed in 1986-1988. Steel roof replaced the original tar paper roof of the building. Fourteen “horse stall” painted wood windows, with a three-over-three fenestration pattern, are located on the ground floor of the east and west façades. The other windows of the building were replaced in 1986-1988. There is a sunroom addition to the east, and exterior stairs were replaced on the west façade. The one-storey garage wing features a large doorway and a gable roof. The rear (north) façade of the garage wing retains its original corrugated metal exterior cladding.

The property retains two stone carriage mounting steps, as well as several other improvements including a tile-clad fishpond.

Statement of Cultural Heritage Value or Interest

The property at 514 Pall Mall Street is of significant cultural heritage value or interest because of its physical or design value and its historical or associative value.

Built circa 1927, the building located at 514 Pall Mall Street is a rare building type in London which demonstrates the physical or design value of the property. Constructed as a horse stable, the building was built and owned by Harry Boss, teamster. A “teamster” is a person who drives teams of draft animals, including horses. Teamsters were an important part of the pre-automobile transportation industry, where teams of horses would be used to transport goods and people across the city. The building was subsequently used by Douglas Hetherington as an automobile repair garage. The stables are believed to have served as a staging yard for the home building industry in London, articulated by the property’s subsequent ownership by J. W. Roy James, Roy James Holding Ltd., and Parke Woodwork Ltd. until 1986 when it was purchased by Ron Benner and Jamelie Hassan. Physical evidence of the building’s origins as a horse stable are evident in the fourteen “horse stall” windows that have been retained. The “horse stall” windows are at horses’ head height (approximately chest height) and articulate some of the original horse stalls of the building. The horse-based transportation theme of the property is emphasized by the stone carriage mounting steps in the yard. The post and beam style construction method and use of industrial materials contribute to the physical or design value of the property as an increasingly

rare construction method that was once common for utilitarian structures at the time of its construction.

The property at 514 Pall Mall Street is directly associated with the theme of transportation in London contributing to the property's historical or associative values. Its building type as a horse stable contributes to an understanding of pre-automobile transportation in London. While horses were still used for home deliveries into the 1960s, the transition to automobiles for parcel post and garbage trucks began in the 1930s – signalling the end of the horse-power era. In about 1935, a one-storey mechanic's garage was also built on the property at 514 Pall Mall Street, continuing the property's associations with the theme of transportation in London.

The adaptive reuse of the property at 514 Pall Mall Street contributes to an understanding of the community. The form, scale, type, and construction method have allowed the building to adapt to changing needs since its construction. This was further demonstrated when the building was adapted for residential purposes and artist studios in 1986-1988 by the current property owners. The attributes of the building articulating its former uses as a stable, garage, and home building/wood working shop were retained in its conversion to residential purposes including artist studios.

The property has direct associations with Jamelie Hassan and Ron Benner as property owners since 1986. Both artists have exhibited across Canada and internationally and their works are included in major public collections including Museum London, the Art Gallery of Ontario, and the National Gallery of Canada. Jamelie Hassan is a Canadian multidisciplinary artist, lecturer, writer, and independent curator. Her artistic achievements have been recognized by a Governor General's Award in Visual and Media Arts (2001), including her activism, curatorial work, and contributions to the artist-run centre movement in Canada. The hand painted ceramic tile pond on the property at 514 Pall Mall Street directly demonstrates and articulates her artistic perspective. Ron Benner is an internationally recognized Canadian artist whose longstanding practice investigates the history and political economies of food cultures and is in the forefront of environmental issues and art with his garden installations. The adaptive reuse of the former commercial/industrial building at 514 Pall Mall Street demonstrates the ideas of Jamelie Hassan and Ron Benner as artists who are significant to the community.

The property has historical or associative values as the archival repository for the records of the Embassy Cultural House, which is a significant association to the cultural community in London. The Embassy Cultural House was co-founded by Jamelie Hassan, Ron Benner, and Eric Stach, in 1983 and operated until 1990 at the Embassy Hotel (732 Dundas Street). Additionally, Jamelie Hassan was a founding member of the Forest City Gallery (1973), an artist-run centre, and Ron Benner was an early member of the board of the Forest City Gallery (1975), demonstrating their significance to the community and role in fostering London's cultural community.

Heritage Attributes

Heritage attributes which support and contribute to the cultural heritage value or interest of the property at 514 Pall Mall Street include:

- Physical attributes of the building related to its rare building type, construction methods, and materials:
 - Two-storey building, including:
 - Form, scale, and massing
 - Shed or pent-style steel roof
 - Cedar post, mostly 8" x 6", and beam construction of the two-storey building, exposed in many portions of the interior
 - Board and batten wood exterior cladding
 - Exposed concrete flooring
 - One-storey garage building, including:
 - Form, scale, and massing
 - Gable roof clad with corrugated steel
- Physical attributes of the property related to the historic theme of transportation:

- The fourteen painted wood “horse stall” windows, with a three-over-three fenestration pattern, approximately 36” wide by 32” in height with panes of glass approximately 9-½” wide by 11-½” in height set in the wood frame at approximately chest height (horse head height)
 - Nine of which are located on the east elevation
 - Five of which are located on the west elevation
- Rectangular painted wood garage-style door of the one-storey garage building
- Two stone carriage mounting steps located on the property
- Physical attributes of the property demonstrating the work or ideas of Jamelie Hassan, artist:
 - Hand-painted ceramic tile-clad rectangular pond on the west side of the building
- The location and setting of the building, set deeply in the block bounded by Pall Mall Street, William Street, Piccadilly Street, and Miles Street, articulating the origins of the property in contrast to its residential surroundings

Report to Community Advisory Committee on Planning

To: Chair and Members
Community Advisory Committee on Planning
From: Jana Kelemen, M.Sc.Arch., MUDS, RPP, MCIP
Manager, Urban Design and Heritage
Subject: Heritage Alteration Permit Application by the Corporation of
the City of London for the Elizabeth Street Infrastructure
Renewal Project, in the Old East Heritage Conservation
District
Date: July 13, 2022

Summary of Recommendation

Approval of the Heritage Alteration Permit for alterations to Elizabeth Street, within the Old East Heritage Conservation District, pursuant to Section 42 of the *Ontario Heritage Act*.

Executive Summary

Elizabeth Street is located within the Old East Heritage Conservation District and will be reconstructed in 2023. As part of the project, the road width of Elizabeth Street is proposed to be narrowed from 7.5m in width to 6.5m in width. This will result in a wider boulevard, which supports the heritage character and the “green ribbon” of the Old East Heritage Conservation District. No negative impacts are anticipated to the Old East Heritage Conservation District, or its cultural heritage resources, as a direct result of the proposed Elizabeth Street Infrastructure Renewal Project.

Analysis

1.0 Background Information

1.1 Property Location

Elizabeth Street is a north-south street between Dundas Street and Central Avenue, mostly located within the Old East Heritage Conservation District (Appendix A). Elizabeth Street continues north of the Canadian Pacific Railway to Oxford Street East. The portion of Elizabeth Street pertinent to this report is focused on its intersection with Queens Avenue, within the Old East Heritage Conservation District.

1.2 Cultural Heritage Status

Elizabeth Street is located within the Old East Heritage Conservation District, designated pursuant to Part V of the *Ontario Heritage Act* by By-law No. L.S.P.-3383-111, passed on September 10, 2006.

1.3 Description

Elizabeth Street was established, in part, by Registered Plan 212 (3rd), registered on August 5, 1856. It was the first residential survey subdividing the land granted to Nobel English in Lot 12, Concession I, former London Township.

Located within land owned by Noble English (Lot 12, Concession I, London Township), the residential area of the Old East Heritage Conservation District was developed from the 1860s into the 1930s. The first survey, between Adelaide Street North and Elizabeth Street, was completed in 1856 and established the blocks that would be carried through the rest of the area. Following the death of Nobel English, his family continued to subdivide the land into building lots for development.

Elizabeth Street was named for Elizabeth Forsythe English, the wife of Nobel English. Many of the original street names in the Old East Heritage Conservation District were named for the family of Nobel English, including English Street and Elias Street.

Elizabeth Street is an existing roadway, approximately 7.5m in width. It is finished with an asphalt road surface and concrete curbs and cutters, with full municipal services. There is a narrow grass boulevard between the curb and the existing concrete sidewalk.

1.4 Elizabeth Street/Lyle Street Infrastructure Renewal Project

The City is reconstructing Elizabeth Street, from Dundas Street to Queens Avenue, as well as Lyle Street from King Street to Dundas Street. This project includes:

- Full water main replacement
- Full sanitary replacement
- Catch basin replacement and storm sewer replacement

In addition to the underground infrastructure replacement, the surface infrastructure will also be replaced.

Construction is anticipated to occur in spring to late-fall 2023, with some follow up work expected in spring 2024.

1.5 Heritage Alteration Permit Application (HAP22-038-L)

Heritage Alteration Permit approval is triggered by the surface components of the Elizabeth Street Infrastructure Renewal Project (noted in Section 1.4), namely:

- Narrow the road asphalt, from the existing 7.5m to the proposed 6.5m, which results in having to adjust the existing curb lines of Elizabeth Street.

To comply with the requirements of the *Old East Heritage Conservation District Plan*, the Corporation of the City of London has submitted a Heritage Alteration Permit application for the proposed alterations to Elizabeth Street. The complete Heritage Alteration Permit application was received on June 21, 2022.

1.5.1 Description of Proposed Changes

The narrower road configuration will allow for two-way vehicular traffic but will also act as a measure to reduce the travel speed for vehicular traffic along Elizabeth Street. The adjustment of the curb lines will result in increased green space in the boulevard between the curb line and the sidewalk.

The west side boulevard of Elizabeth Street is proposed to be widened by approximately 0.5m, for a total boulevard width of 1.5m. The east side boulevard of Elizabeth Street is proposed to be widened by approximately 0.5m for a total boulevard width of 1.0m. The widened boulevards will be reinstated with grass (sod).

There is a significant silver maple tree in the side yard boulevard of the property at 687 Queens Avenue (east side of Elizabeth Street). The goal is to retain this silver maple tree. To continue to retain this tree, the alignment of the east sidewalk on Elizabeth Street will be maintained.

Intersection improvements to incorporate sidewalk ramps and tactile plates for *AODA (Accessibility for Ontarians with Disabilities Act)* compliance.

Additionally, throughout the project:

- Green space, or gardens where existing, on the boulevards will be maintained wherever possible.
- Standard street signs (green with white text) within the project area will be replaced with Heritage Conservation District street signs (blue with white text, bump out portion on top).
- Street names will be stamped into the concrete sidewalk.
- Street lighting more appropriate to the heritage character of the Old East Heritage Conservation District.

1.6 Community Consultation

As part of the Infrastructure Renewal Project, there have been several points of community consultation:

- Project Notice Letter #1 was mailed to affected properties within and adjacent to the project design and construction limits, as well as the Old East Village Community Association and Old East Village Business Improvement Association on May 25, 2021. A residents' survey was included in the Project Notice and residents were invited to complete the survey and provide their input. Two responses were received.
- On February 3, 2022, a Project Update Letter was mailed to affected properties within and adjacent to the project design and construction limits, as well as the Old East Village Community Association and Old East Village Business Improvement Association, informing that the construction project had been rescheduled to 2023.

As the overall project design advances, a property owner letter will be mailed to properties within and adjacent to the project design and construction limits as well as the Old East Community Association and Business Improvement Association to update the project progress (typically late October). This letter will include a link to a dedicated project website where residents and property owners can view project presentations.

2.0 Discussion and Considerations

Cultural heritage resources are to be conserved and impacts evaluated as per fundamental policies in the *Provincial Policy Statement* (2020), the *Ontario Heritage Act*, *The London Plan*. More specific, area-based policies and guidelines – part of the *Old East Heritage Conservation District Conservation Plan & Conservation Guidelines* – contain policies establishing intention and specific guidelines that provide direction on how to achieve the conservation of cultural heritage resources, heritage attributes, and character.

2.1 *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, *Provincial Policy Statement* 2020).

“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 determining 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.”

2.2 *Ontario Heritage Act*

Section 42(1) of the *Ontario Heritage Act* requires that a property owner not alter, or permit the alteration of, the property without obtaining Heritage Alteration Permit approval. The *Ontario Heritage Act* enables Municipal Council to give the applicant of a Heritage Alteration Permit:

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

Municipal Council must make a decision on the Heritage Alteration Permit application within 90 days or the request is deemed permitted (Section 42(4), *Ontario Heritage Act*).

Furthermore, Section 41.2(1) requires that Municipal Council shall not carry out any public work in a Heritage Conservation District that is contrary to the objectives set out in the applicable Heritage Conservation District Plan.

2.3 The London Plan

The London Plan is the City of London's Official Plan. The policies of *The London Plan* found in the Key Directions and Cultural Heritage chapter support the conservation of London's cultural heritage resources.

Policy 61_5 of *The London Plan*, "Protect what we cherish by recognizing and enhancing our cultural identity, cultural heritage resources, neighbourhood character, and environmental features."

Policy 62_9 of *The London Plan* notes the municipality's primary initiatives to "Ensure new development is a good fit within the context of an existing neighbourhood," and Policy 554_3 to "ensure that new development and public works are undertaken to enhance and be sensitive to our cultural heritage resources." To help ensure that new development is compatible, Policies 554_3, 565_, and 594_ of *The London Plan* provides the following direction:

Policy 554_3 Ensure that new development and public works are undertaken to enhance and be sensitive to our cultural heritage resources.

Policy 565_ New development, redevelopment, and all civic works are projects on and adjacent to heritage designated properties and properties listed on the Register will be designed to protect the heritage attributes and character of those resources, to minimize visual and physical impact on these resources.

Policy 594_

1. *The character of the district shall be maintained by encouraging the retention of existing structures and landscapes that contribute to the character of the district.*
2. *The design of new development, either as infilling, redevelopment, or as additions to existing buildings, should complement the prevailing character of the area.*
3. *Regard shall be had at all times to the guidelines and intent of the heritage conservation district plan.*

2.4 Old East Heritage Conservation District Plan & Conservation Guidelines

The Old East Heritage Conservation District was designated pursuant to Part V of the *Ontario Heritage Act* by By-law No. L.S.P.3383-111 and came into force and effect on September 10, 2006. The *Old East Heritage Conservation District Plan & Guidelines* provides policies and guidelines to help manage change for the nearly 1,000 properties located within its boundaries.

The goals and objectives of the designation of the Old East as a Heritage Conservation District are found within Section 3.2 of the *Old East Heritage Conservation District Conservation Plan*. The streetscape goals and objectives are:

Maintain and enhance the visual, contextual and pedestrian oriented character of Old East's streetscapes and public realms by:

- *Recognizing that the area's heritage includes streets, parks, trees, open spaces, monuments, street furniture, signs and all manner of items that contribute to the visual experience of a community, whether public or privately owned.*
- *Maintain existing street trees, vegetation, boulevard, or develop replacement programs where necessary.*
- *Minimize the visual impact of vehicle parking on the streetscape.*

To achieve these objectives, policies are established in the *Old East Heritage Conservation District Plan*; street trees (Section 5.2), boulevards (Section 5.3), signage (Section 5.5), lighting (Section 5.6), street furniture (Section 5.7), and vehicle parking (Section 5.8).

The street trees are emphasized as an “inseparable element that defines the overall character of the district” (Section 5.2.1, *Old East Heritage Conservation District Conservation Plan*). Policy recommendations in Section 5.2.3 emphasize the importance of tree planting to maintain the streetscape with appropriate species of a minimum size (100mm calliper diameter at breast height). Specifically regarding infrastructure projects,

Any road-works or general construction that will impact the root zones of the existing mature street trees should be executed under the supervision of municipal forestry staff, or outside consultants, such as certified arborists or registered professional foresters, with the opportunity to review engineering plans and provide and implement tree preservation/protection measures. Trees should be inspected during and after construction to ensure tree protection measures were in place and maintained, and that post construction conditions within the root protection zone have been restored to equal or better conditions.

Appropriate planting species are found in Section 5.2.3 of the *Old East Heritage Conservation District Conservation Plan*:

- Norway Maple
- Silver Maple
- Sugar Maple
- Baumann Horsechestnut
- Native Basswood
- Little Leaf Linden
- Homestead Hybrid Elm
- Pioneer Hybrid Elm
- Sapporo Autumn Gold Hybrid Elm

There are additional species of potentially appropriate plant material (for residential landscapes) in Section 5.4 of the *Old East Heritage Conservation District Conservation Guidelines*.

The policies of Section 5.3 of the *Old East Heritage Conservation District Conservation Plan* highlight the importance of the boulevards which “serve as a green ribbon that strings the urban fabric of the district together.” The policies state:

- All boulevards should be maintained as green space, serving as an important buffer between vehicular and pedestrian space within the streetscape.
- The paving of boulevard in hard surface material is highly discouraged. Where boulevards have been hard surfaced (e.g. portions of Dufferin Avenue), it is recommended that they be restored to green space at the time any street reconstruction or other infrastructure improvements are undertaken.
- Plant materials other than turf grass may be appropriate.

The policies of Section 5.5 (Signage) include reference to the City’s Heritage Conservation District street sign program, which is partially implemented in the Old East Heritage Conservation District.

The policies of Section 5.6 (Lighting) notes that the current “cobra head” lighting fixture mounted on the wood hydro poles are not sensitive to the heritage character of the Old East Heritage Conservation District. The policies of Section 5.6 recommend the replacement of the “cobra head” light fixtures with fixtures that are more appropriate as well as the burial of overhead wires.

Section 5.7 of the *Old East Heritage Conservation District Conservation Plan* provides recommendations for street furniture. No street furniture is anticipated as part of the Elizabeth Street infrastructure renewal project.

The policies of Section 5.8 of the *Old East Heritage Conservation District Conservation Plan* continue to discourage vehicle parking in the front yard and boulevard.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Consistent with the Objectives of the Old East Heritage Conservation District Plan?

Section 41.2(1) of the *Ontario Heritage Act* requires that no public work be carried out that is contrary to the objectives of a Heritage Conservation District Plan. The proposed alterations for the Elizabeth Street Infrastructure Renewal Project have been reviewed and no conflict was identified with the objectives of the *Old East Heritage Conservation District Conservation Plan*.

No direct impacts to any private properties within the Old East Heritage Conservation District arising from the Elizabeth Street Infrastructure Renewal Project are proposed. All cultural heritage resources within the project area will be conserved and no permanent adverse impacts are anticipated.

4.2 Impacts to Street Trees

A street tree assessment and inspection were completed by the project arborist (consultant) and the City's Arborist and Forestry Supervisor. Twenty-six (26) trees were assessed; zero (0) have been identified as requiring removal due to structural or health considerations combined with construction impacts or infrastructure conflict. Final tree removal and impacts related to the Elizabeth Street Infrastructure Renewal Project will be confirmed through Detailed Design.

Retained street trees will be protected with fencing during construction, and, where warranted, provided with enhanced trunk protection.

4.3 Impacts to Boulevards

The boulevards in the Old East Heritage Conservation District are an important heritage attribute and the policies of the *Old East Heritage Conservation District Conservation Plan* support the retention and preservation of the grass boulevards.

The proposed narrowing of Elizabeth Street will maintain and widen the existing boulevards. This is anticipated to have a positive impact on the Old East Heritage Conservation District by increasing the area suitable to support the "green ribbon" along the streetscape and provide additional potential opportunities for small street trees.

The increase in the boulevard width is insufficient to support the parking of vehicles, either perpendicular or parallel to Elizabeth Street, in private driveways.

4.4 Heritage Conservation District Program Implementation

Within the limits of the Elizabeth Street Infrastructure Renewal Project, the City will continue to implement the Heritage Conservation District Street Signage program using the existing design for the Old East Heritage Conservation District. This will include replacement of street signs that do not comply with the Heritage Conservation District Street Signs standard (e.g., standard green and white street sign) or those signs which have gone missing since their installation.

Additionally, the street names will be stamped into the sidewalks that are replaced as part of the Elizabeth Street Infrastructure Renewal Project. This should continue to be implemented only in London's Heritage Conservation Districts.

4.5 Street Lighting

Since the approval of the Heritage Alteration Permit for the English Street Infrastructure Renewal Project (HAP20-060-L; 2020), the Streetworks SDL Springdale fixture has been added to the City's Pre-Approved Street Lighting Fixtures list. This fixture is more sympathetic to the heritage character of the Old East Heritage Conservation District

than the existing “cobra head” fixtures while complying with the City’s design and technical requirements.

4.7 Coordination with Dundas Street Old East Village Reconstruction

The Elizabeth Street Infrastructure Renewal Project will integrate with the recently completed Dundas Street/Old East Village Reconstruction.

Conclusion

Infrastructure Renewal Projects within London’s Heritage Conservation Districts do not typically require Heritage Alteration Permit approval when there is no alteration to the road width or paved surfaces, as these projects replace “like with like.” From time to time, changes arising from an infrastructure project may be considered which could have a potential impact on the cultural heritage values or heritage attributes of the cultural heritage resources. For the Elizabeth Street Infrastructure Renewal Project, no adverse impacts are anticipated as a direct result of the proposed alterations. The narrowing of Elizabeth Street south of Queens Avenue is anticipated to continue to support and maintain the heritage character of the Old East Heritage Conservation District by conserving and increasing the “green ribbon” of the streetscape and providing opportunities for additional street trees. The proposed alterations comply with the objectives of the *Old East Heritage Conservation District Conservation Plan* and support, maintain, and enhance the conservation of the Old East Heritage Conservation District.

The Elizabeth Street Infrastructure Renewal Project also supports the continued implementation of the Heritage Conservation District street sign program, the stamping of street names in the sidewalks within a Heritage Conservation District, and the installation of more sympathetic street lighting. The Heritage Alteration Permit application for the Elizabeth Street Infrastructure Renewal Project should be permitted.

5.1 Acknowledgments

This report was prepared with the assistance of Josh Robinson, Technologist II, Water Engineering.

Prepared by: Kyle Gonyou, RPP, MCIP, CAHP
Heritage Planner

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

- Appendix A Location
- Appendix B Images
- Appendix C Elizabeth Street Infrastructure Renewal Project drawings
- Appendix D Preferred Street Lighting Fixture

Selected Sources

City of London. Property File.
City of London. *Old East Heritage Conservation District Plan and Old East Heritage Conservation District Guidelines*. 2006.
City of London. *Register of Cultural Heritage Resources*. 2019.
City of London. *The London Plan*. 2022, consolidated.
Ministry of Municipal Affairs and Housing. *Provincial Policy Statement*. 2020.
Ontario Heritage Act. 2019, c. 9. Sched. 11.

Appendix A – Location

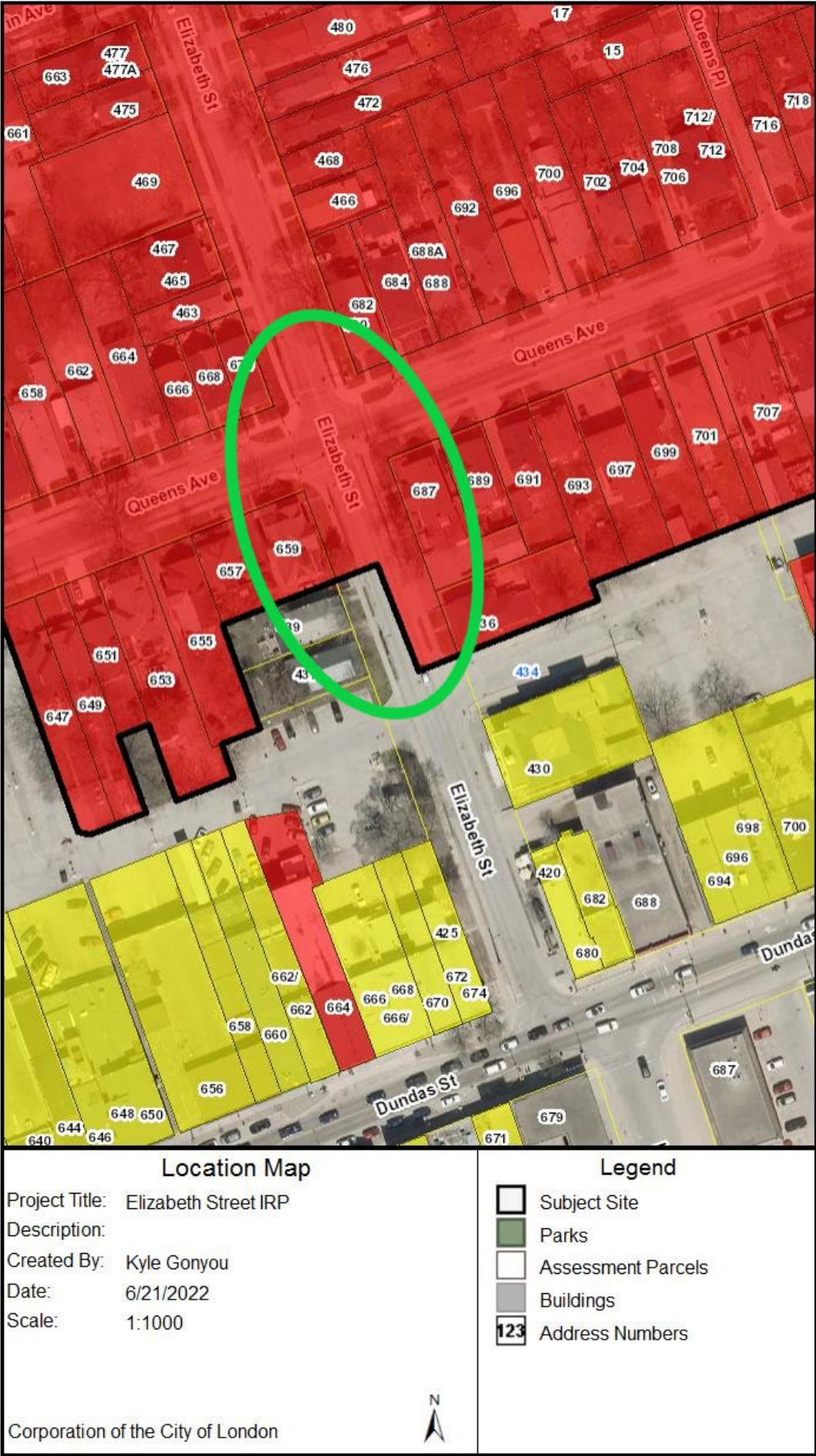


Figure 1: Location map, showing the Old East Heritage Conservation District (in red), with a green circle identifying the area of interest in the Elizabeth Street Infrastructure Renewal Project.

Appendix B – Images



Image 1: Photograph of Elizabeth Street, looking north towards the intersection with Queens Avenue.



Image 2: Photograph of Elizabeth Street, looking south towards the intersection with Queens Avenue.



Image 3: Photograph showing the Old East Heritage Conservation District Street Sign.



Image 4: Photograph showing the street name stamping, recently completed at Grosvenor Street and Waterloo Street in the Bishop Hellmuth Heritage Conservation District.

Appendix C – Elizabeth Street Infrastructure Renewal Project drawings

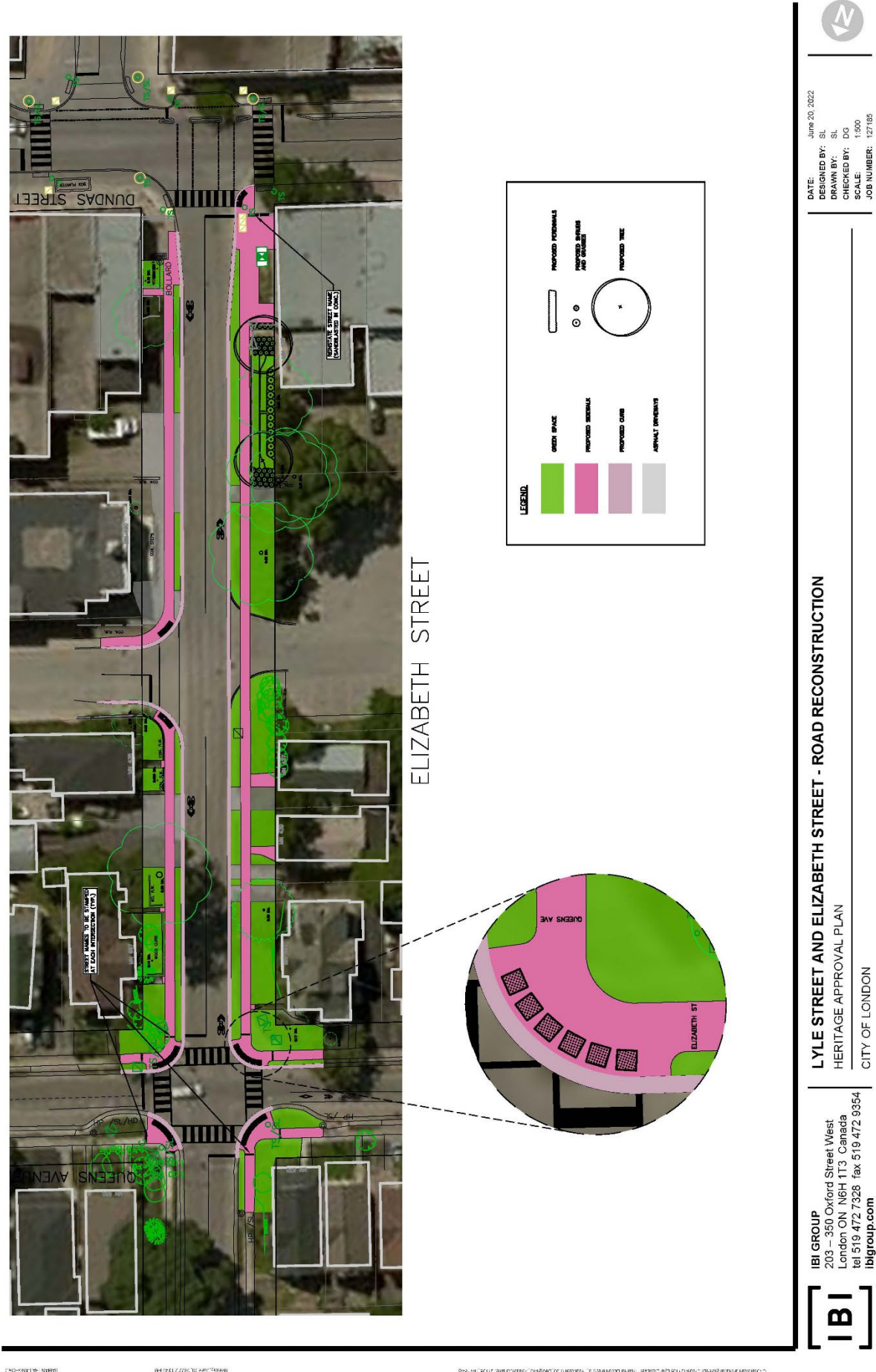


Figure 2: Plan of the proposed Elizabeth Street Infrastructure Renewal Project, within the Old East Heritage Conservation District.

Appendix D –Street Lighting Fixture



Streetworks

SDL Springdale

Decorative Luminaire

Product Features



Light ARchitect™

Interactive Menu

- Ordering Information [page 2](#)
- Product Specifications [page 2](#)
- Energy and Performance Data [page 3](#)

Product Certifications



Quick Facts

- Lumen packages ranging from 2,000 lumens to 11,000 lumens
- Offered in 2700K, 3000K, 4000K, and 5000K CCTs
- Type II, III, IV, and V distributions available
- Integrated control options via 7-pin receptacle
- Field adjustable dimming controller available

Dimensional Details

SDL



Mounting Configurations (Arm Sold Separately)



Mounting Detail



NOTE: 1. IDA Certified (3000K CCT and warmer only, fixed mounting options)



Figure 5: Product information on the Streetworks SDL Springdale LED Arm Mount from Cooper Lighting, the preferred street lighting fixture for the Old East Heritage Conservation District. This fixture can be affixed to the existing hydro poles or other poles.



Image 5: Photograph of the new heritage sympathetic light fixture, contrasted to the standard “cobra” light fixtures, being installed on English Street. The “cobra” light fixtures will be removed.

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 of
Community Planning, Urban Design, and Heritage
Subject: Heritage Alteration Permit Application by A. Franze at 45
Bruce Street, Wortley Village-Old South Heritage
Conservation District
Date: Wednesday July 13, 2022

Summary of Recommendation

Refusal of a Heritage Alteration Permit application (HAP22-037-L) applied for pursuant to Section 42 of the *Ontario Heritage Act* for the property located at 45 Bruce Street, located within the Wortley Village-Old South Heritage Conservation District is being recommended, as the complete removal of the chimney would be contrary to the policies and guidelines of the *Wortley Village-Old South Heritage Conservation District Plan and Guidelines*.

Executive Summary

The property at 45 Bruce Street is a significant cultural heritage resource, designated as a part of Wortley Village-Old South Heritage Conservation District. The brick chimney, a heritage attribute located on the west side of the dwelling partially collapsed in March 2022, and additional materials were subsequently removed by the property owner further lowering the existing height of the chimney. A Property Standards Officer visited the property in March 2022 and subsequently issued a Property Standards Order to repair and maintain the chimney. The property owner has submitted a Heritage Alteration Permit application seeking approval to remove the chimney. The Heritage Alteration Permit application should be refused as the removal of the brick chimney is not consistent with the policies and guidelines of the Wortley Village-Old South Heritage Conservation District or the Property Standards Order issued for the property.

Analysis

1.0 Background Information

1.1 Location

The property at 45 Bruce Street is located on the south side of Bruce Street between Brighton Street and Edward Street (Appendix A).

1.2 Cultural Heritage Status

The property at 45 Bruce Street is located within the Wortley Village-Old South Heritage Conservation District, which was designated pursuant to Part V of the Ontario Heritage Act by By-law No. L.S.P.-3439-321 in 2015. The property is identified as a “C”-rated property within the Wortley Village-Old South Heritage Conservation District Plan and Guidelines, indicating that the property may have been altered but still contributes to the overall streetscape.

1.3 Description

The dwelling on the property at 45 Bruce Street is a one-and-a-half storey cottage with a hipped roof and a central gable peak, constructed primarily of buff brick with architectural detailing found elsewhere on the south side of Bruce Street. The dichromatic brickwork that can be seen on the side elevations of the dwelling are similar to the adjacent dwellings at 41, 43, and 47 Bruce Street. A front addition on the dwelling clad with vinyl siding, obscures the historic front façade of the dwelling and what is likely detailing, similar to the adjacent properties. Contextually, the adjacent properties all include identical scale, massing, and styles, as well as details including the dichromatic

brickwork, the hipped roofs with central gable peaks, as well as buff brick chimneys on the west sides of the dwellings.

The property is not only physically related to its neighbours but appears to be historically linked to the adjacent properties as well. William Westcott, purchased Lot 19, Block A of Plan 343 in the early 1880s where he constructed 41 Bruce Street, along with 43 Bruce Street with his wife Elizabeth B. (Cole) Westcott. They lived at 41 Bruce Street, and later moved into 43 Bruce Street when it was completed. Lot 18, which would eventually be the lot on which 45 Bruce Street was constructed was also purchased by Elizabeth Westcott in the 1880s. She held the lot, and eventually sold it to William Copp, a local builder responsible for building the properties at 44 and 46 Bruce Street on the north side of the street. Copp appears to have constructed the dwelling or worked with Westcott to construct at 45 Bruce Street (along with 47 Bruce Street) in an identical style and form in 1892. Copp retained ownership of the property at 45 Bruce Street leasing it John MacPherson, a local who was the first occupant of the property.

Although the front addition is a later alteration that obscures some of the details of the dwelling, the property still contributes to the collection of Westcott and Copp dwellings that were constructed in the late-19th century on this portion of Bruce Street.

2.0 Discussion and Considerations

2.1 Legislative and Policy Framework

Cultural heritage resources are to be conserved and impacts assessed as per the fundamental policies in the *Provincial Policy Statement* (2020), the *Ontario Heritage Act*, and *The London Plan*.

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, *Provincial Policy Statement* 2020).

“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 determining 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

The *Ontario Heritage Act* enables municipalities to protect properties of cultural heritage value or interest. Properties of cultural heritage value can be protected individually, pursuant to Section 29 of the *Ontario Heritage Act*, or where groups of properties have cultural heritage value together, pursuant to Section 41 of the *Ontario Heritage Act* as a Heritage Conservation District (HCD). Designations pursuant to the *Ontario Heritage Act* are based on real property, not just buildings.

2.1.2.1 Contravention of the Ontario Heritage Act

Pursuant to Section 69(1) of the *Ontario Heritage Act*, failure to comply with any order, direction, or other requirement made under the *Ontario Heritage Act* or contravention of the *Ontario Heritage Act* or its regulations, can result in the laying of charges and fines up to \$50,000 for an individual and \$250,000 for a corporation.

2.1.2.2 Heritage Alteration Permit

Section 42 of the *Ontario Heritage Act* requires that a property owner not alter, or permit the alteration of, the property without obtaining Heritage Alteration Permit approval. The

Ontario Heritage Act enables Municipal Council to give the applicant of a Heritage Alteration Permit:

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

Municipal Council must make a decision on the heritage alteration permit application within 90 days or the request is deemed permitted (Section 42(4), *Ontario Heritage Act*).

2.1.3 The London Plan

The London Plan is the new official plan for the City of London (Municipal Council adopted, approved by the Ministry of Municipal Affairs and Housing with modifications, and the majority of which is in force and effect).

The policies of *The London Plan* found in the Key Directions and Cultural Heritage chapter support the conservation of London's cultural heritage resources for future generations. To ensure the conservation of significant cultural heritage resources, including properties located within a Heritage Conservation District, the policies of *The London Plan* provide the following direction:

Policy 594_ Within heritage conservation districts established in conformity with this chapter, the following policies shall apply:

- 1. The character of the district shall be maintained by encouraging the retention of existing structures and landscapes that contribute to the character of the district.*
- 2. The design of new development, either as infilling, redevelopment, or as additions to existing buildings, should complement the prevailing character of the area.*
- 3. Regard shall be had at all times to the guidelines and intent of the heritage conservation district plan.*

Policy 596_ A property owner may apply to alter a property within a heritage conservation district. The City may, pursuant to the Ontario Heritage Act, issue a permit to alter the structure. In consultation with the London Advisory Committee on Heritage, the City may delegate approvals for such permits to an authority.

2.1.4 Wortley Village-Old South Heritage Conservation District

The *Wortley Village-Old South Heritage Conservation District Plan and Guidelines* includes policies and guidelines related to alterations to properties included within the Wortley Village-Old South Heritage Conservation District. The policies of Section 5.10.1 of the *Wortley Village-Old South Heritage Conservation District Plan and Guidelines* requires that Heritage Alteration Permit approval must be obtained for alterations to heritage attributes visible from the street or public space, including the removal of chimneys.

The guidelines included within Section 8.3.1 (Alterations) and Section 9.3.3 (Chimneys and Parapet Walls) of the *Wortley Village-Old South Heritage Conservation District Plan and Guidelines* provide direction on alterations to heritage properties, and guidance on the alterations to chimneys:

8.3.1.1 (Alterations – Recommended Practice and Design Guidelines)

- a) Research the original style and appearance of the building to determine “authentic limits” of restoration or alteration so that the appropriate style is maintained.

- b) In the absence of historical data, use forensic evidence available from the building itself to suggest appropriate restoration or alteration.
- c) Seek similar properties (same age, same design, same builder, same architect) for evidence of details that may still exist as samples for reconstruction.
- d) Avoid “new” materials and methods of construction if the original is still available. In some cases, after careful research, substitute materials may perform better than original materials, but beware of using materials that have not been tested for years in a similar application.

9.3.3 (Chimneys and Parapet Walls)

- Avoid removing original chimneys, even if they are no longer functional, as they provide a design element that contributes as a heritage attribute to the heritage property. If the chimney is no longer used, it should be capped and sealed by a knowledgeable tradesperson.

2.2 Heritage Alteration Permit (HAP22-037-L)

A complaint from the community in mid-March 2022 brought to the City’s attention that the chimney on the dwelling located at 45 Bruce Street had partially collapsed as a result of its deteriorating condition. Approximately one week later, the City was alerted that another portion of the chimney was removed bringing the chimney down closer to the roof line.

Subsequently, a Property Standards Officer visited the property to conduct a site inspection and issued a Property Standards Order advising that the current condition of the property does not conform with the standards prescribed in the City of London Property Standards By-law CP-24. The schedule of repairs set in the order note that the chimney was in a state of disrepair and needed to be maintained to address the non-conformance with the Property Standards By-Law. The order directed that “Appropriate measures shall be taken to ensure that the Chimney is repaired and maintained.”

Lastly, the order directed that for properties that are designated pursuant to the *Ontario Heritage Act*, Section 2.7 of the Property Standards By-law is applicable and Heritage Alteration Permit approval is required.

A complete Heritage Alteration Permit application was received by the City on June 6, 2022 seeking approval to remove the chimney in its entirety. Pursuant to Section 42(4) of the *Ontario Heritage Act*, Municipal Council must make a decision on the property within 90 days or the request is deemed permitted. The 90-day period for this application expires on September 4, 2022.

The Planning and Environment Committee (PEC) will consider this Heritage Alteration Permit application at its meeting to be held on July 25, 2022. Municipal Council Decision is anticipated on August 2, 2022.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

The property at 45 Bruce Street contributes to the cultural heritage value of the Wortley Village-Old South Heritage Conservation District. As one of four nearly identical brick cottages on Bruce Street, the property is historically and contextually linked to its surroundings. Although the dwelling has been altered primarily with a front addition that has obstructed its original historic appearance, the building’s form and remaining details still retain heritage attributes. The brick chimney on the dwelling is a heritage attribute of the property.

Removal of a chimney visible from the street on a heritage-designated property located within the Wortley Village-Old South Heritage Conservation District is identified as a class of alteration that requires Heritage Alteration Permit approval.

Due to deteriorating property standards, the existing chimney on the dwelling at 45 Bruce Street partially collapsed and was further dismantled, lowering the overall height of the chimney.

The review of the proposed chimney removal included within this Heritage Alteration Permit application considers the direction in Section 8.3.1.1 and Section 9.3.3 of the *Wortley Village-Old South Heritage Conservation District Plan and Guidelines*. The direction directs chimneys be repaired rather than removed. If the chimney is no longer functional and is a design element that contributes as a heritage attribute, the chimney is to be capped and sealed.

The proposed chimney removal would result in adverse impacts to the heritage attributes of the property and the Wortley Village-Old South Heritage Conservation District. Further, removing the chimney would not address the Property Standards Order to repair and maintain the chimney. The applicant is encouraged to retain, repair, and/or cap the chimney in order to conserve the heritage attribute of the property.

Conclusion

The proposed chimney removal at the heritage-designated property at 45 Bruce Street is not consistent with the policies and guidelines of the Wortley Village-Old South Heritage Conservation District Plan and Guidelines, nor does it address the Property Standards Order issued to the property owner. An application that seeks to retain, repair, and/or cap the chimney would conserve the heritage attributes of the property would better address the existing property standards for the property. The application seeking approval to remove the chimney in its entirety should not be permitted.

Prepared by: Michael Greguol, CAHP
Heritage Planner

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

- Appendices**
- Appendix A Property Location
 - Appendix B Images

Appendix A – Property Location

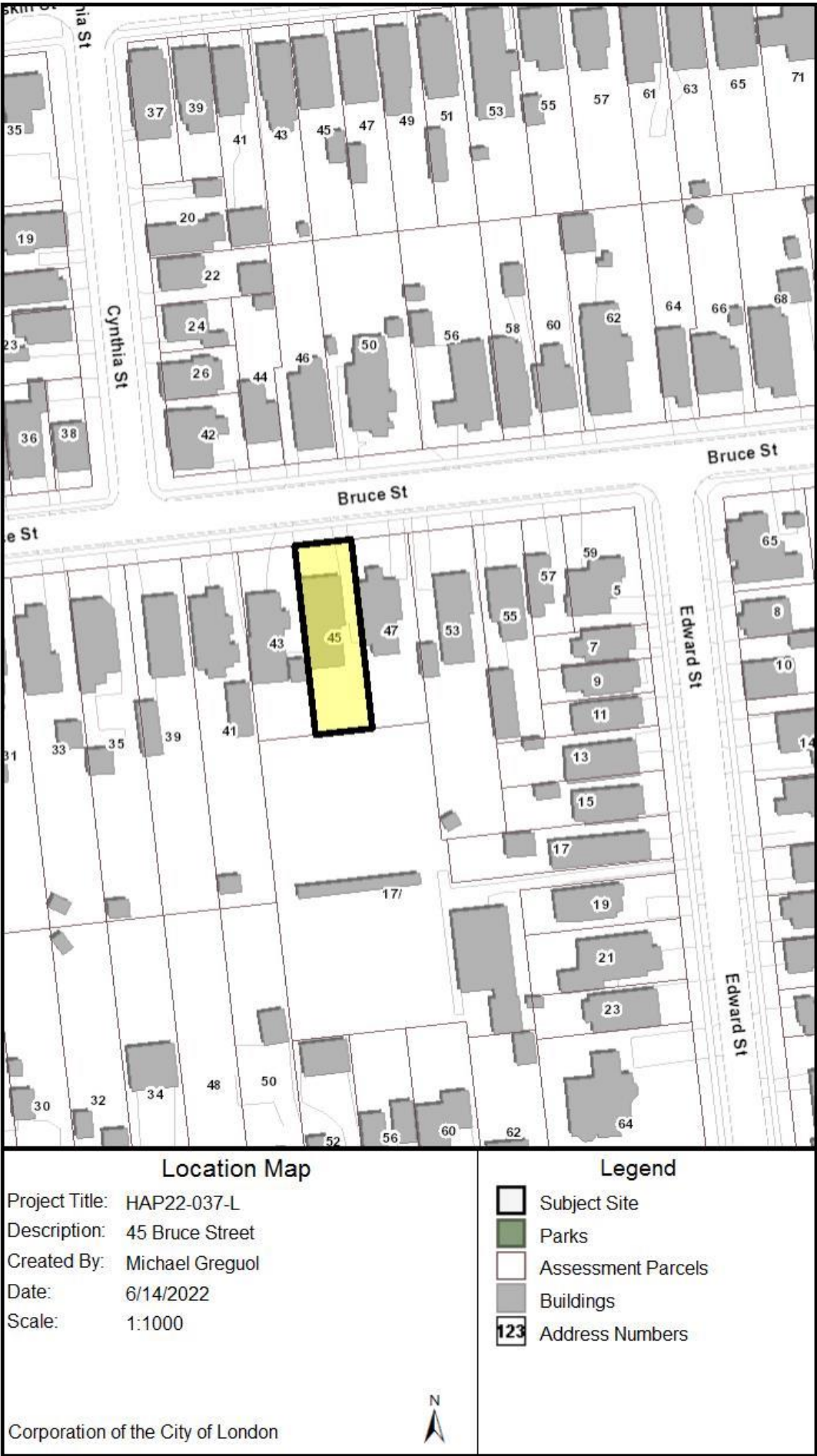


Figure 1: Location map of the subject property at 45 Bruce Street, located within the Wortley Village-Old South Heritage Conservation District.

Appendix B – Images



Image 1: Photograph showing the subject dwelling at 45 Bruce Street (centre) within its context on Bruce Street. Note, the adjacent properties at 47 Bruce Street (left) and 43 Bruce Street (right) share similar design and details (2022).



Image 2: Photograph showing the dwelling at 41 Bruce Street, one of the four nearly identical dwellings on the south side of Bruce Street, located within the Wortley Village-Old South Heritage Conservation District (2020).



Image 3: Photograph showing 41 Bruce Street (centre) and 43 Bruce Street (left), two of the four nearly identical dwellings on the south side of Bruce Street, located within the Wortley Village-Old South Heritage Conservation District (2022).



Image 4: Photograph showing the dwelling at 43 Bruce Street, one of the four nearly identical dwellings on the south side of Bruce Street, located within the Wortley Village-Old South Heritage Conservation District (2020).



Image 5: Photograph showing the dwelling at 47 Bruce Street, one of the four nearly identical dwellings on the south side of Bruce Street, located within the Wortley Village-Old South Heritage Conservation District (2016).



Image 6: Photograph of the subject dwelling at 45 Bruce Street. Note, the front elevation has been obscured by a later addition that has been clad in vinyl, however, the dwelling still retains its cultural heritage value and various heritage attributes, including the scale and mass, and design details including the roof shape, gable peak, brick details visible on side elevations, and brick chimney (2016).



Image 7: Photograph of the subject dwelling at 45 Bruce Street, shortly after the partial collapse of the chimney (2022).



Image 8: Photograph of the subject dwelling at 45 Bruce Street, shortly after the partial collapse of the chimney. Note, the decorative dichromatic brick on the side elevations of the dwelling can be observed in this photograph as well as on the adjacent properties (2022).



Image 9: Photograph showing the partially collapsed chimney on the subject dwelling at 45 Bruce Street (2022).



Image 10: Photograph showing the chimney further removed on the subject dwelling at 45 Bruce Street. Note, the chimney was further lowered shortly after the initial partial collapse (2022).



Image 11: Photograph of the chimney following its further removal in March 2022.



Image 12: Photograph of the subject dwelling and lowered chimney in June 2022, following submission of the Heritage Alteration Permit application.

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: Demolition Request by the Roman Catholic Episcopal
Corporation of the Diocese of London for the Dwelling on the
Heritage Listed Property at 672 Hamilton Road
Date: Wednesday July 13, 2022

Recommendation

Consent to the demolition of the dwelling located on the heritage listed property at 672 Hamilton Road is being recommended in response to a demolition request received by the City. As a heritage-listed property, the demolition request triggers a formal review process pursuant to Section 27 of the *Ontario Heritage Act* and the Council Policy Manual. Removal of the property from the Register of Cultural Heritage Resources is also recommended, and the property owner is encouraged to salvage materials prior to the demolition.

Executive Summary

A demolition request was received for the heritage listed property at 672 Hamilton Road. The subject property is listed on the City of London's Register of Cultural Heritage Resources. A demolition request for a building or structures on a heritage listed property triggers a formal review process pursuant to the requirements of the *Ontario Heritage Act* and the Council Policy Manual. A Heritage Impact Assessment was submitted with the demolition request for the property, which determined that the property at 627 Hamilton Road did not meet the criteria of Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest, and therefore does not have significant cultural heritage value or interest. Staff have reviewed the Heritage Impact Assessment and do not disagree with the conclusion of the Heritage Impact Assessment, but note that further historical research on the land ownership history should have been completed to inform the Ontario Regulation 9/06 evaluation of the property.

Analysis

1.0 Background Information

1.1 Property Location

The property located at 672 Hamilton Road is located on the north side of Hamilton Road, between Price Street and Elm Street (Appendix A). The property is located in the former London Township, annexed by the City of London in 1912.

1.2 Cultural Heritage Status

The property at 672 Hamilton Street is a heritage listed property. 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 dwelling located on the property at 672 Hamilton Road is a two-storey frame dwelling with a gambrel roof. It is designed in the Dutch Colonial style, an architectural style common in London and elsewhere in Ontario in the late-19th and early-20th centuries. The style was part of a larger "Colonial Revival" movement that saw a return to colonial North American styles being built in Ontario as a "self-conscious attempt to recall the architecture of the first colonies in North America" (Kyles, www.ontarioarchitecture.com). One of the defining features of the Dutch Colonial style

is a high gambrel roof. Porches or stoops were also commonly included on Dutch Colonial dwellings (Blumenson, 146).

The subject dwelling at 672 Hamilton Road is a frame structure with a red brick veneer on the exterior of the first storey. The exterior of the front facade's second storey is clad with a mix of wood scalloped and shingle imbrication. The second storey of the side facades are composed primarily of the shingled portion of the gambrel roof walls. A set of three sash windows are centered on the second storey below a row of wood brackets and a simple frieze. The set of three windows are separated by engaged turned columns. The front verandah extends the entirety of the dwelling and includes a set of four concrete block plinths that support what were likely decorative posts. The posts appear to have been replaced with simple 4" x 4" posts supporting the verandah roof. The railing system has also been replaced and consist of dimensional lumber and metal spindles. A gable peaked pediment is located in the centre of the porch roof and includes a decorative carved wood detail. The windows and doors on the front elevation were covered at the time of the staff site visit.

The dwelling also includes a series of additions. Two single storey shed roof additions with vinyl cladding are located at the rear of the dwelling. These additions have also been constructed to connect with a larger gable roof structure that is clad with horizontal clapboard wood siding. The wood-clad addition has an appearance that would be seemingly found in a rural setting. Based on a review of historic mapping and aerial photograph this portion of the additions were constructed between 1926-1957.

1.4 History

1.4.1 Early Euro-Canadian History

672 Hamilton Road is located on what was historically known as Lot 10, Concession B in the Broken Front in London Township. The first complete London Township survey was undertaken beginning in 1810, by Deputy Provincial Surveyor Mahlon Burwell. The Burwell survey extends north from the Thames River and focusses on the first six concessions laying out the grid of lots and concessions. The survey was interrupted by the outbreak of War in 1812, however, by 1819 Crown patents were being given to settlers (Lutman and Hives, 53-54).

The Crown grant for Lot 9, Concession B in London Township was granted to Simon Butler in 1826. It is unclear where Butler settled, however, by 1840 he and his wife sold 200 acres to William Geary. Shortly thereafter, Geary sold 100 acres to Samuel H. Park in 1843.^a The lot was purchased, sold, and subdivided various times throughout the mid-19th century. The land transactions include familiar names such as George Goodhue and Benjamin Cronyn, the latter noted by John Lutman as one of several wealthy Londoners, London Township farmers, and non-resident speculators who purchased and subdivided lots outside of London. Lots in London East and beyond were typically smaller (as a result of subdivision) and often were not yet developed, making them good candidates for land speculation. The names and subsequent land transactions for Lot 10, Concession B demonstrate this claim (Lutman and Hives, 58).

Historic mapping (*Sketch of Part of the London Township, 1850; Tremaine's Map of the County of Middlesex, 1862; Illustrated Historical Atlas of the County of Middlesex, 1878*) depicts gradual development extending eastwards from London to London East, however, the mapping shows the historic Lot 10, Concession B as undeveloped, and not substantially subdivided until the 1870s or 1880s. In October 1883, William E. Mann obtained a portion of Lot 10, Concession B. By May of 1884, William E. and his brother George T. Mann had retained John Moore to prepare a plan to subdivide and register building lots, on which 672 Hamilton Road would be constructed (See Section 1.4.2). William and George Mann were the managers of John Mann & Sons, a London branch of a Brantford-based business dealing in coal, coke, wood, cement, fire brick, fire clay,

^a The historic Lot 10, Concession B in the Broken Front in London Township is approximately 100 acres. The early land transactions include remarks that indicate that Lot 10 was combined with Lot 9, Concession B in early transactions to total 200 acres. A note on the Land Registry records, evidently added in 1878, clarifies that the lots were examined together, but were later corrected.

calcined plaster, amongst other products. The business was located for a time on the southwest corner of York Street and Burwell Street (Brock, 127).

Hamilton Road is an early historic road that linked London Township and the former Westminster Township. The road may have been an extension of an older Indigenous trail. In the 1840s the road was improved under the direction of Hamilton Hartley Kilally, Commissioner of Public Works (Baker and Neary 2003, 52-53).

Building on the industrial growth and gradual residential development extending eastwards, London East was annexed by the City of London in 1874 to Adelaide Street, and then again to Egerton Street in 1885. With the continued industrial growth by the various oil refineries and manufacturing facilities, the areas north and south of Hamilton Road continued to be developed for residential purposes, while Hamilton Road emerged as a commercial area. London East was further annexed in 1912 to Highbury Avenue including the suburbs of Ealing and Pottersburg (Lutman and Hives, 66-72). As a residential suburb, Ealing is described generally as including the areas south of Trafalgar Street, west of Highbury Avenue and north of the Thames River. Its post office first opened in 1880 at the corner of Trafalgar Road and Hamilton Road (Grainger, 295).

1.4.2 672 Hamilton Road

A “Plan of Part of Lot No. 10, Concession B, London Township as subdivided into building lots” was prepared by John M. Moore in May 1884 for William E and George. T Mann. The Plan was registered as Plan 404 in the Registry Office for the County of Middlesex on June 30, 1884.

672 Hamilton Road is located on Lots 21-23 on the Plan 404. The lots include the two corner lots on the northeast corner of Hamilton Road and Elm Street, and the first lot on the east side of Elm Street, north of Hamilton Road. The dwelling is constructed on Lot 21, and Lot 22 at the corner has never been built upon. Based on staff review of Land Registry Records for Lots 21-23, Plan 404, City Directories, as well as aerial photographs and historic mapping, it is likely that the dwelling was constructed around 1910, as opposed to the c.1895 date suggested within the Register of Cultural Heritage Resources.

Although Plan 404 was registered as early as 1884, it appears that the development of the lots on the north side of Hamilton Road between Price Street and Elm Street was slow. Following the registration of the Plan, the Lot was conveyed to John Mann, the father of William and George Mann, as were all Lots on Plan 404. Lots 21-23 were sold to a Henry Chester Mann, presumably of the same relation, for \$1.00 in 1904, and then back to John Mann for the same price in 1905. The first sale of these Lots outside of the family took place in 1910, when John Mann sold the lots to a William L. Fagan, who appears to have held the land for a short period of time before selling to William Barnes later in the same year. Barnes, a contractor may have been the original occupant of the dwelling at 672 Hamilton Road (known originally as 666 Hamilton Road) but again by 1913 sold the property.

The dwelling was occupied by C.M. McKerlie by 1917, also listed as a contractor, and later noted in the City Directory as a “labourer” for the Grand Trunk Railway. The property appears to have remained in the McKerlie family, passing first to Abbie McKerlie (widow of C.M.), and later to a William Harold McKerlie. William, a wholesale confectioner and his wife Mary owned the property and lived in the dwelling until the late 1960s. Since then, the property has had various owners.

The property was most recently purchased by the Roman Catholic Episcopal Corporation of the Diocese of London (Diocese of London), following the closure of the Holy Cross Catholic School.

2.0 Discussion and Considerations

2.1 Legislative and Policy Framework

Cultural heritage resources are to be conserved and impacts assessed as per the fundamental policies of the *Provincial Policy Statement* (2020), the *Ontario Heritage Act*, and *The London Plan*.

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, *Provincial Policy Statement* 2020).

“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 determining 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 27, *Ontario Heritage Act* requires that a register kept by the clerk shall list all properties that have been designated under the *Ontario Heritage Act*. Section 27(1.2), *Ontario Heritage Act* also enables Municipal Council to add properties that have not been designated, but that Municipal Council “believes to be of cultural heritage value or interest” on the Register.

The only cultural heritage protection afforded to heritage listed properties is a 60-day delay in the issuance of a demolition permit. During this time, Council Policy directs that the Community Advisory Committee on Planning (CACCP) is consulted, and a public participation meeting is held at the Planning & Environment Committee.

Section 29, *Ontario Heritage Act* enables municipalities to designate properties to be of cultural heritage value or interest. Section 29, *Ontario Heritage Act* also establishes consultation, notification, and process requirements, as well as a process to appeal the designation of a property. 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).

2.1.2.1 Criteria for Determining Cultural Heritage Value or Interest

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

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

A property is required to meet one or more of the abovementioned criteria to merit

protection under Section 29 of the *Ontario Heritage Act*. Should the property not meet the criteria for designation, the demolition request should be granted. These same criteria are in Policy 573_ of *The London Plan*.

2.1.3 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 Part IV of the *Ontario Heritage Act*, as well as the criteria by which individual properties will be evaluated.

Policies 575_ and 576_ of *The London Plan* also enable City Council to designate areas of the City under Part V of the *Ontario Heritage Act* as Heritage Conservation Districts. These policies include a set of criteria in the evaluation of an area. *Heritage Places 2.0* is a guideline document as a part of the Cultural Heritage Guidelines. The document describes potential heritage conservation districts and assigns a priority to these districts for consideration as heritage conservation districts.

2.1.4 Register of Cultural Heritage Resources

Municipal Council may include properties on the Register of Cultural Heritage Resources that it "believes to be of cultural heritage value or interest." These properties are not designated but are considered to have potential cultural heritage value or interest.

The Register of Cultural Heritage Resources states that further research is required to determine the cultural heritage value or interest of heritage listed properties. The property at 672 Hamilton Road is included on the Register of Cultural Heritage Resources.

3.0 Financial Impact/Considerations

None

4.0 Key Issues and Considerations

4.1. Demolition Request

Written notice of intent to demolish the dwelling and rear additions/structures on the property at 672 Hamilton Road, along with the required Heritage Impact Assessment was received as a complete application by the City on June 24, 2022.

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

The 60-day period for the demolition request for the property at 672 Hamilton Road expires on August 23, 2022.

4.1.1 Heritage Impact Assessment

A Heritage Impact Assessment (a+LiNK Architecture Inc., dated June 14, 2022) was submitted as a part of the demolition request for the heritage listed property at 672 Hamilton Road. Staff are not satisfied with site-specific historic research completed as a part of the HIA. The site-specific property history is a crucial component of a cultural heritage evaluation as it informs the application of the evaluation criteria of Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest. To supplement the research for the property, staff have completed historic property research for the property in order to provide a staff recommendation.

4.2 Comparison

To better understand the context of this property, staff completed a comparative analysis of properties of a similar age, style, and details included on the Register of Cultural Heritage Resources. A search of the Register of Cultural Heritage Resources returns over 60 properties that are identified as “Dutch Colonial” and many more that include “gambrel” roof forms. The following properties were identified as some of the finer examples of Dutch Colonial Revival styles in London, as well as other styles that exhibit similar design characteristics, including the gambrel roof. Photographs of a selection of these properties are included in Appendix B.

The following properties were identified as comparison properties:

- 7 Cherry Street (1909) – Blackfriars/Petersville Heritage Conservation District;
- 380-382 Dufferin Street (1893) – West Woodfield Heritage Conservation District;
- 274 Huron Street (1880) – Listed;
- 142 Kent Street (c.1892) – Part IV Designated
- 512 Maitland Street (1895) – West Woodfield Heritage Conservation District;
- 514 Maitland Street (1895) – West Woodfield Heritage Conservation District;
- 20-30 Mount Pleasant Avenue (1900-1913) – Blackfriars/Petersville Heritage Conservation District;
- 429 Piccadilly Street (c.1912) – Listed;
- 986 Richmond Street (c.1908) – Part IV Designated;
- 1117 Richmond Street (1919) - Listed
- 72 Rogers Avenue (1909) – Blackfriars/Petersville Heritage Conservation District;
- 204 St. James Street (1915) – Listed

When compared to other Dutch Colonial or similar style dwellings, 672 Hamilton Road generally does not display a high degree of craftsmanship, nor does it appear to be a rare, unique, representative, or an early example of a style, type, expression, material, or construction method. Finer examples of these details can be found on the heritage listed and heritage designated properties in London noted above.

4.3 Consultation

Pursuant to Council Policy for the demolition of heritage listed properties, notification of the demolition request was sent to property owners within 120m of the subject property on July 4, 2022, as well as community groups including the Architectural Conservancy Ontario – London Region Branch, the London & Middlesex Historical Society, and the Urban League of London. Notice was also published in *The Londoner*.

4.4 Evaluation

Staff have reviewed the cultural heritage evaluation completed as a part of the Heritage Impact Assessment that was submitted with the demolition request for the property at 672 Hamilton Road.

As noted above, staff are not satisfied with the property research completed for the purposes of the HIA, and as a result have completed historic research to inform a staff recommendation on the evaluation within the report.

The Heritage Impact Assessment found that the property at 672 Hamilton Road does not meet the criteria of Ontario Regulation 9/06, and therefore, the property is not a significant cultural heritage resource and does not merit designation pursuant to the *Ontario Heritage Act*. Staff do not disagree with the conclusion of the HIA.

Conclusion

A Heritage Impact Assessment was submitted as a part of the demolition request for the heritage listed property at 672 Hamilton Road. Staff do not disagree with the conclusion of the Heritage Impact Assessment, which found the property does not merit designation pursuant to the *Ontario Heritage Act*.

The owner of the property is encouraged to consider salvage of building elements prior to demolition such as the carved wood details, columns between the windows,

woodwork in the gable above the porch, and other decorative woodwork.

Prepared by: Michael Greguol, CAHP
Heritage Planner

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

Appendices

Appendix A	Property Location
Appendix B	Images
Appendix C	Historical Documentation and Research Materials
Appendix D	Heritage Impact Assessment

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Appendix A – Property Location



Figure 1: Location of the subject property at 672 Hamilton Road.

Appendix B – Images



Image 1: Photograph of the subject dwelling located at 672 Hamilton Road.



Image 2: Photograph showing porch details on the subject dwelling at 672 Hamilton Road.



Image 3: Photograph showing porch details on the dwelling at 672 Hamilton Road. Note, the posts and railing system have been replaced.



Image 4: Photograph showing detail of the wood columns located between the set of windows on the front elevation of the dwelling. Note, the second column from the left appears to have been replaced.



Image 5: Photograph of the east (side) elevation of the dwelling at 672 Hamilton Road.



Image 6: Photograph of the sides and rear elevation showing the rear additions.



Image 7: Photograph showing the rear additions on the subject property at 672 Hamilton Road.



Image 8: Photograph showing the rear additions on the subject property at 672 Hamilton Road.



Image 9: Photograph looking west along Hamilton Road, showing the subject property within its context.



Image 10: Photograph looking east from the rear of the subject dwelling, showing the Holy Cross Church on the opposite side of Elm Street.



Image 11: Photograph showing the property at 142 Kent Street for comparison purposes. This property demonstrates design characteristics of both the Dutch Colonial and Queen Anne Revival styles. The property is designated pursuant to Part IV of the Ontario Heritage Act.



Image 12: Photograph showing the property at 429 Piccadilly Street for comparison purposes. This property is listed on the Register of Cultural Heritage Resources.



Image 13: Photograph of the dwelling at 986 Richmond Street for comparison purposes. This property is designated pursuant to Part IV of the Ontario Heritage Act.



Image 14: Photograph of the property at 514 Maitland Street for comparison purposes. This property is designated pursuant to Part V of the Ontario Heritage Act as a part of the West Woodfield Heritage Conservation District.

Appendix C – Historical Documentation and Research



Image 15: Sketch of Part of London Township, 1850. The intersection on the left side of the image depicts Egerton running north to its intersection with Trafalgar Street (running east-west), and Hamilton Road, running diagonally across this image. The lot lines for Lot 10, Concession B are not shown, however the area south of and north of Hamilton Road is noted as “Oak Plains”.



Image 16: Tremaine's Map of the County of Middlesex, showing Hamilton Road running diagonally across this image. Lots 10, Concession B is noted as “Divided into Small Lots” consistent with the land transaction records.

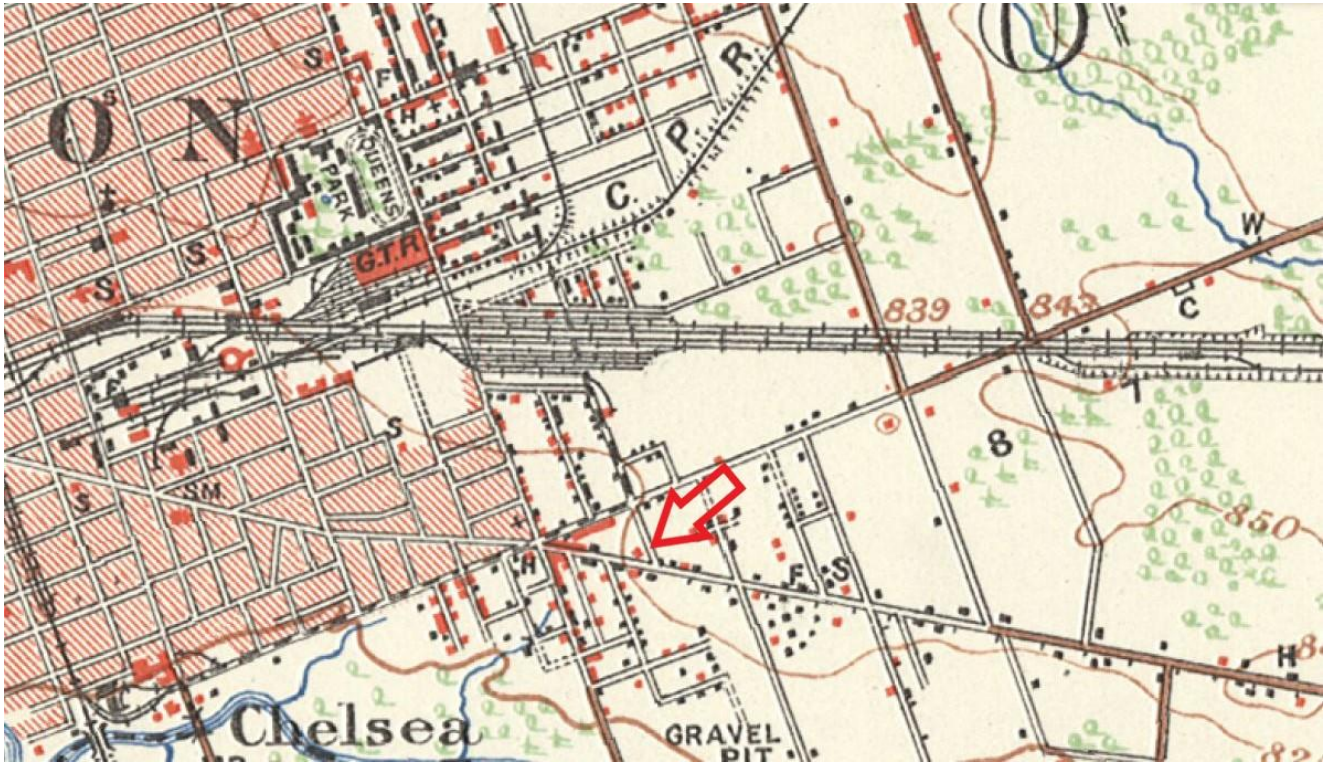


Image 17: Excerpt from 1913 National Topographic Series mapping showing the presence of the dwelling at 572 Hamilton Road by 1913.

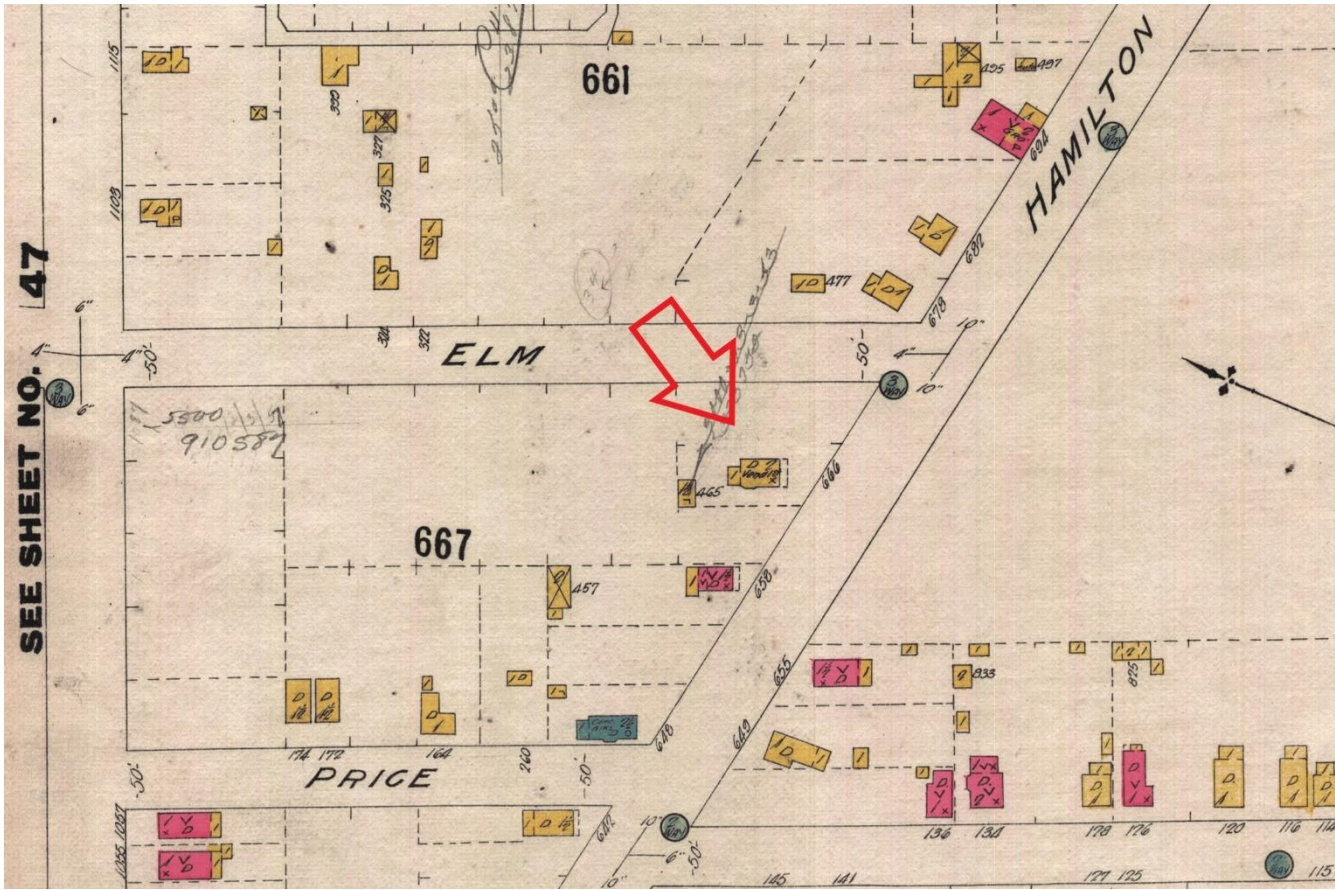


Image 18: Excerpt from 1912 Revised 1915 Fire Insurance Plan showing the 672 Hamilton Road. Note that at this time, the property's municipal address was 666 Hamilton Road. The dwelling is shown as a 2-storey frame dwelling with "Veneer" noted on the plan, indicating that the red brick is a veneer.

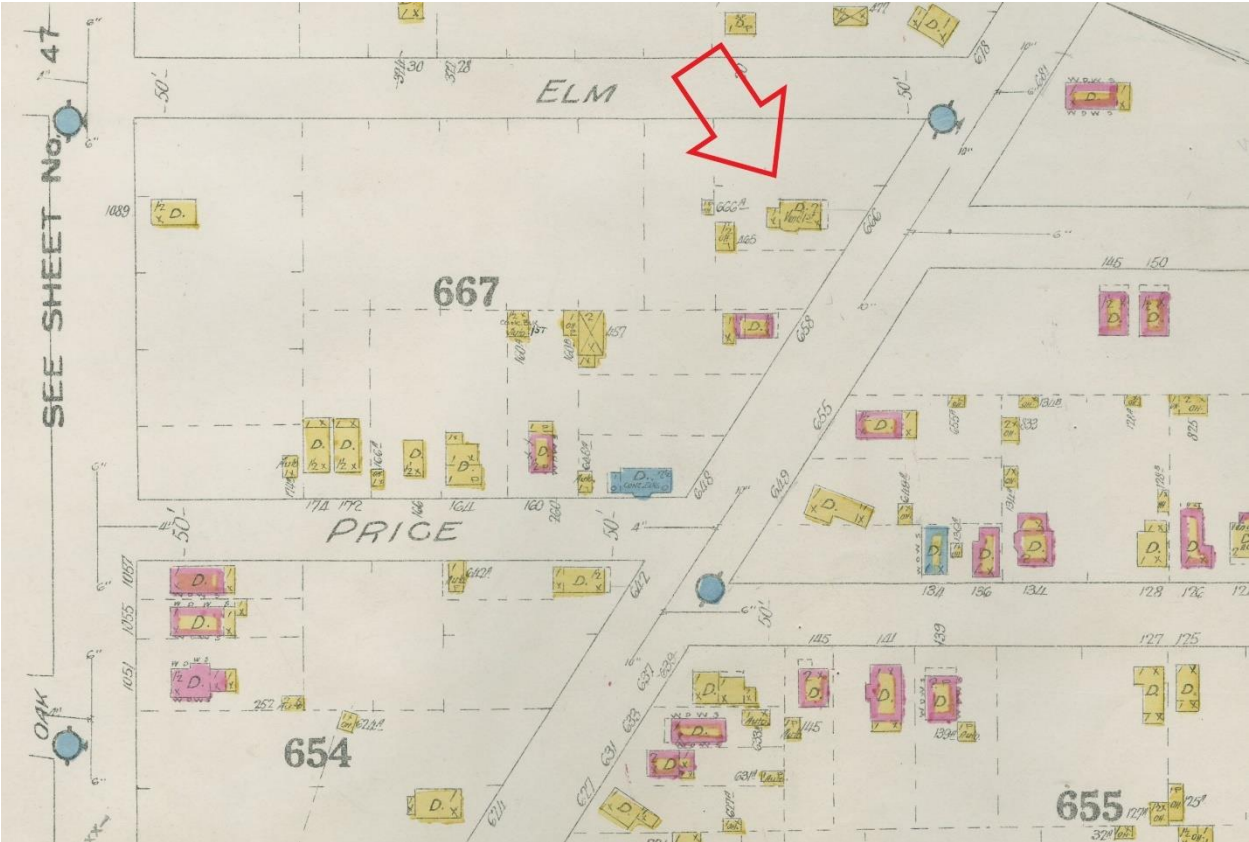


Image 19: Excerpt from 1912 Revised 1922 Fire Insurance Plan showing the 672 Hamilton Road. Note that at this time, the property's municipal address was 666 Hamilton Road. The dwelling is shown as a 2-storey frame dwelling with "Veneer" noted on the plan, indicating that the red brick is a veneer.

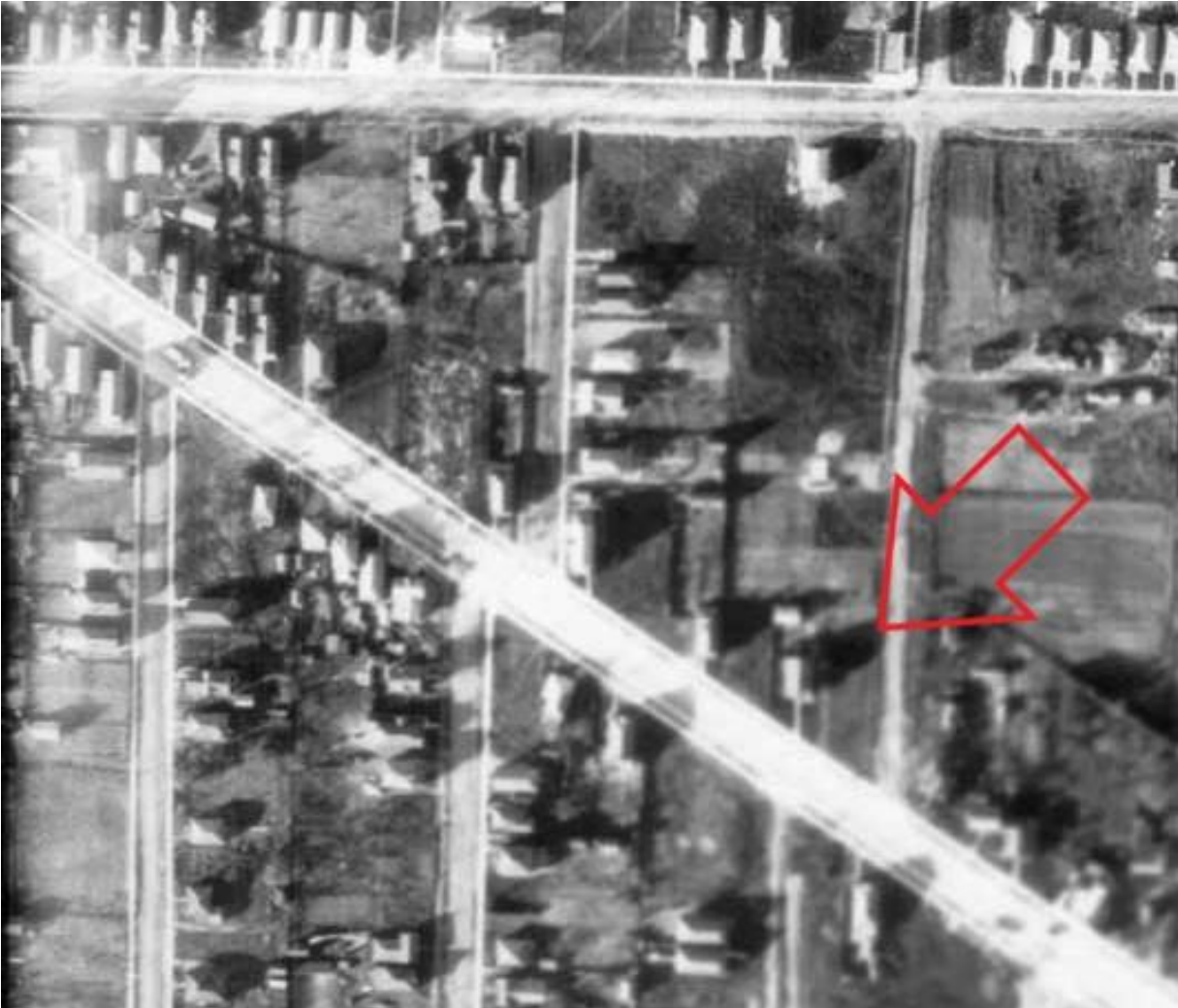


Image 20: 1922 Aerial Photograph showing the subject property at 672 Hamilton Road. Note that the rear additions have not yet been constructed.

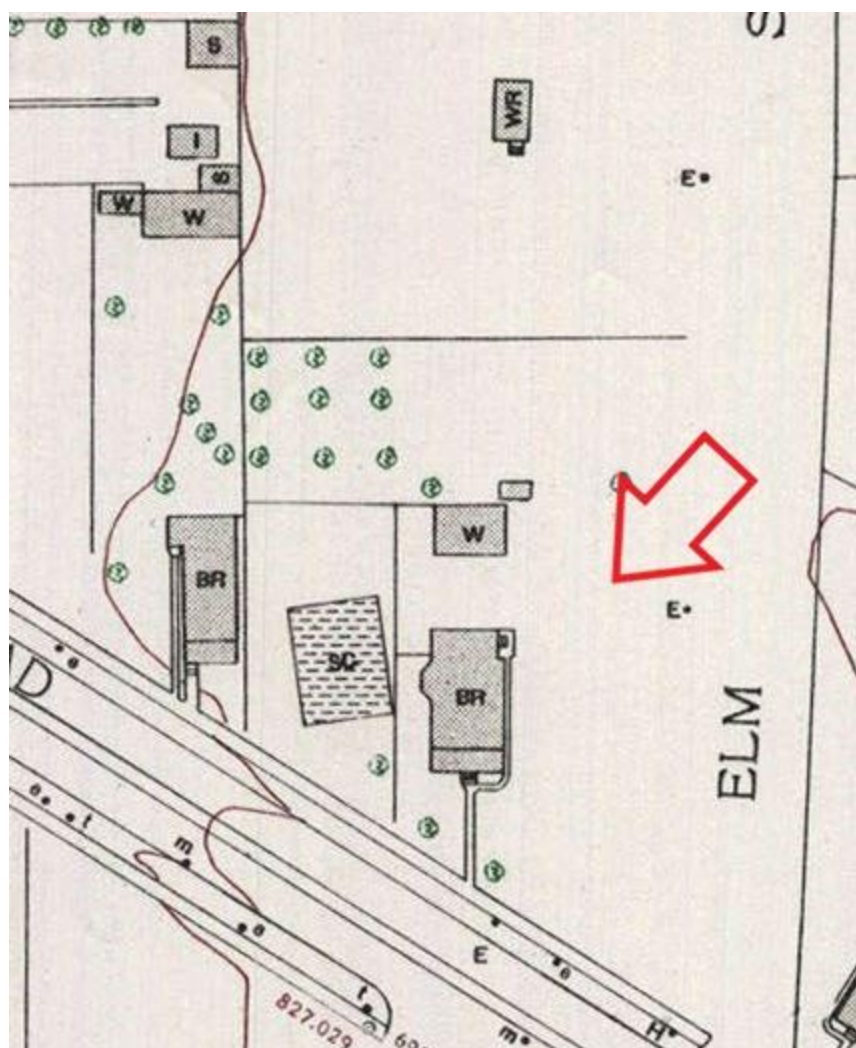


Image 21: Excerpt from the 1922 Geodetic Survey of London, showing the subject dwelling, noted as "BR" for brick dwelling. A wooden shed is also depicted at the rear of the dwelling.

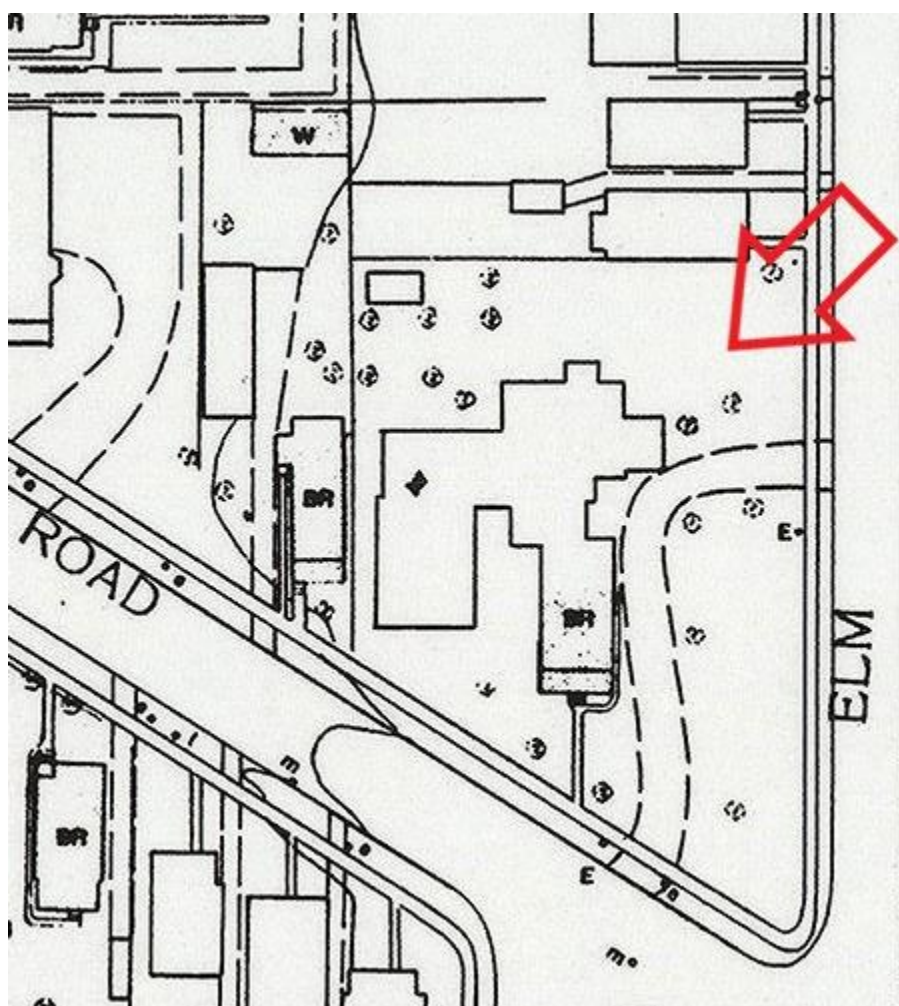


Image 22: Excerpt from the 1957 Geodetic Survey of London, showing the subject dwelling. Note that by this time a series of additions had been constructed. Curiously, the additions are depicted as constructed into the adjacent commercial property at 664 Hamilton Road. The current structures are not attached.

Appendix D – Heritage Impact Assessment

Heritage Impact Assessment (a+LiNK Architecture Inc., dated June 14, 2022) –
attached separately

HERITAGE IMPACT ASSESSMENT

672 Hamilton Road
London, Ontario

Date:
June 14, 2022

Prepared for:
**The Roman Catholic Episcopal Corporation
of the Diocese of London in Ontario.
Holy Cross Santa Cruz Catholic Church**
10 Elm Street
London, ON N5Z 2K2

Prepared by:
a+LiNK Architecture Inc.
126 Wellington Road
London, ON N6C 4M8
T: 519.649.0220
W: www.alinkarch.ca

a+LiNK
architecture inc.
preserve + create + sustain

June 14, 2022

Project No. 2213

Margaret Braga
Holy Cross Santa Cruz Catholic Church
10 Elm Street
London, ON N5Z 2K2

Re: Heritage Impact Assessment Report
Property at 672 Hamilton Road
London, Ontario

Dear Maragaret Braga,

Attached is the Heritage Impact Assessment Report for built heritage resource at the 672 Hamilton Road property, located in the area of Hamilton Road just southeast of downtown London. This is in regards to the proposed redevelopment on the Listed heritage property as identified on the City of London's Register of Cultural Heritage Resources, in association with the property owner, The Roman Catholic Episcopal Corporation of the Diocese of London in Ontario, and the request for a Heritage Impact Assessment required for the propsed development.

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

Sincerely,



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



Alica Lesniak
Intern Architect (OAA)
B.Arch., BES.

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1. SUMMARY AND RECOMMENDATIONS

The owner, The Roman Catholic Episcopal Corporation of the Diocese of London in Ontario, proposes to remove the residence located at 762 Hamilton Road to provide parking for the Holy Cross Santa Cruz Catholic Church's parishioners.

The proposed redevelopment at 672 Hamilton Road is located on the same property as a LISTED built heritage resource found on the City of London's Register of Cultural Heritage Resources. A Heritage Alteration Permit is required for the proposed development, and as part of this process, a Heritage Impact Assessment (HIA) is needed to review the potential impact of the proposed development on the Listed built heritage resource.

The listed property at 672 Hamilton Road is located just southeast of the downtown core, on a main arterial road that runs east-west. The property is located on the north side of Hamilton Street, just east of the intersection of Egerton and Trafalgar Streets, on a corner lot at Elm Street. The property is currently vacant and is adjacent to the Holy Cross Santa Cruz Catholic Church, which is located to the east of the property at 10 Elm Street.

The existing Listed property at 672 Hamilton Street currently has a 2 storey home which is listed under the Register of Cultural Heritage Resources. The red brick home was built circa 1895 and is in the Dutch Colonial architectural style. The house is set back from both streets, located closer to the west property line adjacent to the existing commercial property. The house is currently divided into 3 rental units which are currently vacant. There is an existing driveway at the south east portion of the property that has access off of both Hamilton Road and Elm Street.

The new development proposes a parking lot on the property to provide the required parking for the church's congregation. The Holy Cross Santa Cruz Catholic Church previously had an agreement with the adjacent Holy Cross Catholic School for the use of their parking area to the north of the school. When the school was demolished in 2022, the church lost the use of the parking area. The property at 672 Hamilton Road was purchased by the church in order to provide an alternate parking area adjacent to the church. The intention of the proposed development is to demolish the listed heritage house at 672 Hamilton Road to provide the space for a parking lot.

The potential heritage impact of the proposed development at 672 Hamilton Road on the listed built heritage residence has been assessed and the mitigating approaches reviewed. Ultimately, both the property and home at 672 Hamilton Road have a minor contribution to the overall character of the area. This address lies within the Hamilton Road area which has a potential to become a Heritage Conservation District by The City of London in the future.

The proposal does not seek to interfere with the adjacent listed heritage properties, and provides buffer zones in the form of a landscaped greenspace buffers along the south and east property lines along Hamilton Road and Elm Street. There are no mature trees or significant natural features on the property that would be affected by the proposed development. Further the proposed parking area is clearly discernable from the original heritage buildings in the area, and is compatible with the existing fabric along Hamilton Road.

Suggestions for other possible mitigation strategies related to potential impacts are further outlined in Section 7 of this report.

This proposal creates harmony between new and old, protects the cultural heritage value of the adjacent listed built heritage resources, blends in with the existing streetscape and provides for the growing congregation of the Holy Cross Santa Cruz Catholic Church which is at the centre of the Hamilton Road community.

2. INTRODUCTION

a+LiNK architecture inc. was retained by the representative of the owner, Margaret Braga of the Holy Cross Santa Cruz Catholic Church (HCSCCC), to provide a Heritage Impact Assessment (HIA) for the property located at 672 Hamilton Road, London, Ontario, in regards to the proposed parking development on the property. This report has been prepared by Ed van der Maarel, Partner, Principal Architect and Heritage Consultant (OAA, CAHP) and Alicia Lesniak, Intern Architect (OAA). The report is being submitted as requested by the City of London.

The purpose of the Heritage Impact Assessment is to analyze the impact of the proposed development on the heritage value of the property and the surrounding area. As the property at 672 Hamilton Road is LISTED on the Register of Cultural Heritage Resources, July 2, 2019 within the City of London, an evaluation of its potential for Cultural Heritage Value (and designation under Part IV of the Ontario Heritage Act) is necessary. There are also several nearby and adjacent properties that are listed, or designated under Part IV of the OHA, and on the Register of Cultural Heritage Resources. The built heritage residence at 672 Hamilton Road is a 2 storey, red coloured brick historic home built circa 1895, and representative of the Dutch Colonial architectural style. A new development on the site proposed in the form of a parking area will impact the existing listed built heritage by requiring its demolition. This report will both provide background and baseline information on the existing property and built heritage at 672 Hamilton Road, evaluate its potential for cultural heritage value, and assess the possible impacts and mitigation strategies of the proposed new redevelopment on this and adjacent properties.

This document outlines the observations of the proposed design and the impact of the redevelopment on the listed heritage property at 672 Hamilton Road. The document also provides insight into the context of the property, history and summarizes mitigation strategies that have been met by the proposal or suggested for implementation.

Disclaimer:

The area of focus for this report includes the history and value of the properties located at 672 Hamilton Road (the location of the proposed development). At the time of the report, the information that was available on the specific history of these properties has been included. A brief summary of the history of the area and some information on the history of the property has also been included in Section 5.0: Historical Context of this report. This information has been provided to serve as background for the HIA, but also as a baseline from which to evaluate the cultural heritage value of the properties at a high level, and assess the potential impact of the proposed development on these properties.

3. POLICIES AND TERMS OF REFERENCE

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

1. The Planning Act and Provincial Policy Statement (PPS) 2014, 2020

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

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

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

- 2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.
- 2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.
- 2.6.4 Planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.
- 2.6.5 Planning authorities shall consider the interests of Aboriginal communities in conserving cultural heritage and archaeological resources.

The PPS 2020 further provides definition to municipalities in regards to the terms used to describe cultural heritage.

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

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

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

3. POLICIES AND TERMS OF REFERENCE

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

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

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

Since the property is LISTED under the City of London's Register of Cultural Heritage Resources, a Heritage Impact Assessment (and Cultural Heritage Evaluation) is required, and the PPS 2014/2020 provides the tools necessary as a Terms of Reference for the document.

2. The Ontario Heritage Act (OHA)

The Ontario Heritage Act, R.S.O. 1990, c.0.18 is the legislation for the conservation of significant cultural heritage resources in Ontario. The criteria within the Ontario Regulation 9/06 of the Ontario Heritage Act provided the tools to determining the cultural heritage value of a property. This regulation provides the criteria which property may meet. The regulation is utilized in the Cultural Heritage Evaluation of the property at 672 Hamilton Road as a component of this Heritage Impact Assessment to determine if the property holds heritage value worthy of potential designation in the municipality of London. This Heritage Impact Assessment (HIA) will refer to these policies to determine the cultural heritage value, potential impacts, mitigation approaches and recommendations.

3. The London Plan

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

The London Plan provides for provincial interest and is designed to include the requirements of the Provincial Policy Statement (PPS) 2020. Section 24 of the Planning Act, R.S.O. 1990, c. P. 13, identifies that "no public work shall be undertaken and no by-law shall be passed for any purpose that does not conform with this Plan. This includes for approvals of planning and development applications such as official plan amendments, Zoning by-law Amendments, plans of condominium, site plans, consents to sever, and minor variances.

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

3. POLICIES AND TERMS OF REFERENCE

preservation and integration of the City's cultural heritage.

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

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

4. City of London HIA + HCD Terms of Reference - Other

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

The site is not within a Heritage Conservation District (HCD) and therefore presently there are no guidelines required for review and adherence. However, there are several listed and designated heritage properties within the area and along Hamilton Road, all considered part of the Hamilton Road area, ranking it as a high priority in the Heritage Places 2.0 report, and therefore making it a likely component for an HCD. These aspects will be considered in the heritage assessment of the property, and the impacts of the proposed development on the area as a whole given its likelihood for designation as an HCD under Part V of the OHA.

4. DESCRIPTION OF SITE

4.1 SURROUNDING CONTEXT

The property at 672 Hamilton Road is located in the central region of the City of London, just east of the downtown core in the area known as Hamilton Road. The neighbourhood is predominantly low rise commercial and residential uses as well as institutional, educational and spiritual structures. The subject property is offered numerous amenities and benefits of living an urban lifestyle that is walkable, connected, and desirable. The spatial analysis map illustrates the community context within 400m, 800m and 2km radii, representing straight line walking distances of approximately 5, respectively. Key features include:

The Thames River and Open Space

To the south of the site is the south branch of the Thames River and its river valley corridor. The ribbon of green space is linked with multi-use trails that for walking, biking, roller blading, among other activities. South Branch Park is located just south of the site, off of Egerton Street. A community garden, hiking trail and playground activates this space and provides a community gathering space. Further east of the Thames River is Saint Julien Park and East London Soccer Club.

Hamilton Road

The Site is located on the north side of Hamilton Road which is a four lane arterial roadway that serves as an important route into the City's Downtown. It offers many commercial retail and services, such as restaurants, bars, service and retail shops. The arterial is also a frequent bus transit corridor with bus stop facilities within 100m of the site, providing access to Route #5 to the Downtown and Wonderland Commercial Corridor and out to Byron.

Cultural Amenity

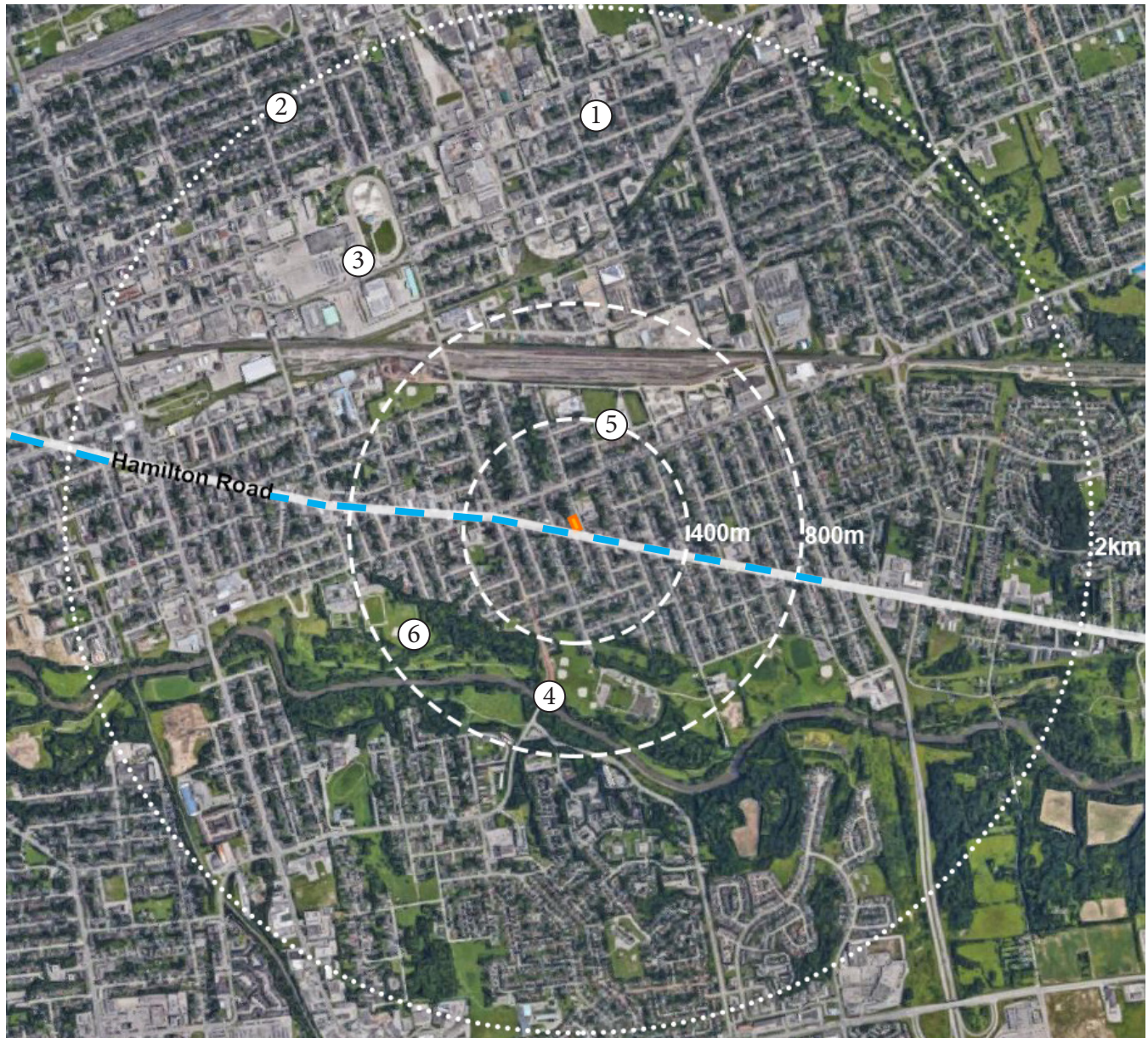
Downtown London is located to the west of the subject property. To the north is the Western Fair District Agriplex and the historic district of Old East Village. The Silverwoods Park Arena and Community Pool to the north-east hosts various community activities.

Neighbourhood

The conventional modified grid pattern road network that extends from the Downtown is cut by the strong diagonal of Hamilton Road. This angled spine creates an irregular but rhythmic pattern of building facades along both sides of Hamilton Road. The buildings follow the conventional grid, which results in a staggered line of building facades. The properties along Hamilton Road are predominantly low rise commercial and residential uses as well as institutional, educational and spiritual buildings. Most front yards are used for driveway access/parking and are inconsistently/minimally landscaped.

Most of the homes on the north and south side of Hamilton Road have been built between the late 1800's and the early 1900's. The majority of these home were built in a variety of styles, including the Ontario Cottage, Edwardian, Vernacular and Queen Anne style, with several properties in the vicinity being Listed in the City of London's Register of Cultural Heritage Resources.

4. DESCRIPTION OF SITE



- LISTED PROPERTY - 672 Hamilton Road
- Main Streets (Hamilton Rd)
- #5 Bus Route
- ① East London
- ② Old East Village
- ③ Western Fair
- ④ The Thames River Trail
- ⑤ Silverwoods Park Arena & Pool
- ⑥ South Branch Community Garden



Map 1: The Ridgeway. Basemap, Google Images, Aug 2021.

4. DESCRIPTION OF SITE

4.3 PROPERTY CONTEXT

The property at 672 Hamilton Road is the location of the proposed development. This is a LISTED on the City of London Register of Cultural Heritage Resources.

672 Hamilton Road

The property at 672 Hamilton Road is located on the north side of Hamilton Road. The property at 672 Hamilton Road consists of 2,015 m² of land area comprised of an existing residential building previously utilized as a multi-
rental unit residence, with a large garage/storage building attached to the rear of the residence. The house has a large front yard at Hamilton Road and is set back significantly from Elm Street, along the east property line. The house, previously housing three rental units, is currently vacant. There is an existing driveway that runs along the south east portion of the property that provides access from both Hamilton Road and Elm Street.



Map 2: 672 Hamilton Road. Basemap, Google Images, March 2022.

4. DESCRIPTION OF SITE

672 Hamilton Road is a 2 storey residence, with locally made red-coloured brick designed in the Dutch Colonial architectural style. Typical of this style, a high gambrel roof encloses the entire second floor of the house, resulting in sloped walls on the long sides that are clad with roof shingles, continuing from the roof. The double-pitch roof has been replaced with asphalt shingles (not in the heritage style). The eaves at both the upper and lower gambrel roof portions are minimal. The end facades of the gambrel roof are clad in wood shakes, painted white. The south facade has a combination of square and half cove shakes. This facade has a large three-section window that has been trimmed out with decorative detailing.

The red brick at the bottom portion of the house is laid in a common bond pattern with a soldier course above the windows. There is a projected bay with windows on the bricked portion of the west facade. Above this, the sloped wall of the gambrel curves inwards at both sides of an upper window. A shallow roof skirt runs across this facade just above the window and trimmed out with cornice detailing.



Photo #1 - House on 672 Hamilton Road: View from Hamilton Rd. looking north at front facade.

The house has a covered front porch accessed by a set of steps up and leading to the front door. The porch roof has a low slope with a small gable roof feature on the south (main) elevation, facing the street. The gable roof forms a pediment which has detailed scrollwork on the facade with a series of dentils below it. The wooden railings and support posts appear not to be original and have most likely been replaced.

Most of the windows and doors appear to have been replaced and are not original to the home. The double-hung style of the windows is somewhat reminiscent of the heritage style of the original residence. The foundation appears to be constructed of rusticated stone as well as the low front porch facing Hamilton Road.



Photo #2 - House on 672 Hamilton Road: View from Elm St. looking west towards house and outbuildings.

The house has been added onto at the rear over the years, connecting to the original wood-frame outbuilding at the rear of the property.

The interior of the house has been reorganized from its original layout as a single family home to accommodate three apartment units (now vacant).

4. DESCRIPTION OF SITE



Photo #3 - Streetview of Hamilton Road looking north-west along Hamilton Road. 672 Hamilton Road is located at the right side of the photo . Source: Google Maps Streetview, Aug. 2021



Photo #4 - Streetview of Hamilton Road looking south-east along Hamilton Road. Listed property at 655 Hamilton Road is located to the right of the photo. Source: Google Maps Streetview, Aug. 2021.

5. HISTORICAL CONTEXT

5.1 CONTEXTUAL HISTORY

Hamilton Road is an east-west route running diagonally to the grid network, connecting the downtown core to the southeast city limits. Its name references its 19th century history as a road used by early travellers from Woodstock and Hamilton entering London via Hamilton Road in order to avoid the swampy portions of Dundas Street. As a result, many hotels, restaurants and service stations sprung up to service the needs of these travellers.

After the establishment of the first oil wells in North America in Lambton County in 1857, Hamilton Road became an industrial hub with many refineries. London's first refinery was established in 1863, but by the end of the 1860s, there were dozens of refineries around Hamilton Road. In the mid-1880's, due to many fires and pollution, the refineries moved out of the area and other industrial and commercial uses took their place. As well, many residential lots were developed to provide housing for the local industries' workers.

In 1885, this area along Hamilton Road, east of Adelaide, became established as the Village of London East. The annexation of London East into the City of London in 1995, followed by the area east of Egerton Street being annexed in 1912, resulted in further development of this area. The majority of the new construction was wood-frame single family dwellings as well as some masonry buildings along Hamilton Road for commercial uses.

Cultural Heritage Register

A mix of industry, small businesses, and family homes, the Hamilton Road community has a rich history. Encompassing the stretch of Hamilton Road from Adelaide to Highbury, the housing in this area is remarkably diverse due to the collection of homes built from the late 19th century to the post-World War II era in varying styles. There is a high concentration of cultural heritage resources within the Hamilton Road Area. There are over 150 Listed and Designated properties on the City of London Register of Cultural Heritage Resources. The most notable properties that are individually Designated under Part IV of the Ontario Heritage Act within the area closest to the subject property are:

- 88 Egerton Street (c.1914), first occupant was W. Clarke Rumble of Barton and Rumble Carworks.
- 77 Price Street (c.1875), occupant Henry Stratford, a plasterer.



Image 5.1: Map of Hamilton Road area (potential heritage conservation district), City of London. Source: Heritage Places 2.0, August 2019.



Image 5.2: Map of Hamilton Road area including subject property. 1892 Rev. 1907 (London), *Fire Insurance Plan of the City of London, Ontario*. Source: Western Archives of Western University, accessed March 2022.

5. HISTORICAL CONTEXT

A snapshot from the Register (Image #5.3, below) illustrates the variety of historic styles and periods of the listed properties in the vicinity of the 672 Hamilton Road. The listed properties on Hamilton Road were built between 1890 and 1958, particularly on the south side of the street:

2618	Hamilton Road	612 Hamilton Rd	1885	Ontario Cottage		Listed		November 24, 2020
2619	Hamilton Road	645 Hamilton Rd	1949			Listed		November 24, 2020
2620	Hamilton Road	655 Hamilton Rd	c1900	Queen Anne		Listed		March 26, 2007
2621	Hamilton Road	658 Hamilton Rd	c1890			Listed		November 24, 2020
2622	Hamilton Road	664 Hamilton Rd	1924			Listed		November 24, 2020
2623	Hamilton Road	672 Hamilton Rd	c1895	Dutch Colonial		Listed	666 Hamilton Rd 672 Hamilton Rd	March 26, 2007
2624	Hamilton Road	689 Hamilton Rd	1947			Listed		November 24, 2020
2625	Hamilton Road	709 Hamilton Rd	c1940			Listed		November 24, 2020
2626	Hamilton Road	721-725 Hamilton Rd	c1930	Vernacular	Ernest Block	Listed	721 Hamilton Rd 721/ Hamilton Rd 723 Hamilton Rd 725 Hamilton Rd	March 26, 2007
2627	Hamilton Road	735 Hamilton Rd	1958			Listed		November 24, 2020
2628	Hamilton Road	737 Hamilton Rd	c1930			Listed		November 24, 2020

Image 5.3: Listed Heritage Properties along Hamilton Road, listed March 26, 2007. *City of London: Register of Cultural Heritage Resources, July 2, 2019*. Source: City of London.

This list also indicates that not many of the original houses built in the 1800's remain along this stretch of Hamilton Road. As Hamilton Road developed, more businesses moved in to support the local neighbourhoods. As a result, many of the residential uses were replaced with commercial buildings around the mid-1900's.

5.2 ADJACENT LISTED PROPERTIES

As mentioned in Section 5.1, there are several Listed properties adjacent to 672 Hamilton Street (Refer to Image 5.3 for list from the Register). The property directly to the west, at 664 Hamilton Road, and was Listed with the City of London in November 2020. The original one storey masonry building was built in 1924, with one storey wood-frame and concrete block additions at the rear. The property was originally run as a garage and is currently operating under a commercial use (Da Ponte's Custom Draperies Inc.). 655 and 658 Hamilton Road are to the west of the property and were built close to the same time, at 1890 and 1900 respectively. 655 is a one and a half storey brick clad wood frame dwelling built in the Queen Anne style. Many of the original features of the heritage house remain, including decorative trim, cladding and brickwork. This property was Listed with the City of London in March 2007. The property at 658 Hamilton Road is a buff brick clad, two + one storey wood frame residential building. The house is in poor condition with many of the original heritage attributes removed, replaced or covered up. To the east of the subject property, located on the southwest of Hamilton Road and Tennyson Street, is the Listed property at 689 Hamilton Road. The original two storey concrete block building was built in 1947 and functioned as an Esso gasoline service station (Griff's). Owned and operated by Frank Griffith, this location was both his business and his residence. In 1958 this location changed ownership and was renamed as the Jack Vine Shell Station. In the 1970's the property changed once again, with the original building remodelled to accommodate a restaurant use named Scott's Chicken Villa. This changed to a Kentucky Fried Chicken up until 2019/2020 when it closed permanently. This property is currently vacant.



Images 5.4&5.5: 689 Hamilton Road - Griff's gas & service station circa 1947.



5. HISTORICAL CONTEXT



Photo #5: 664 Hamilton Road. Built in 1924. *City of London: Register of Cultural Heritage Resources, July 2, 2019.* Source: City of London.



Photo #6: 658 Hamilton Road. Built in 1890. *City of London: Register of Cultural Heritage Resources, July 2, 2019.* Source: City of London.



Photo #7: 655 Hamilton Road. Built in 1900 (Queen Anne style). *City of London: Register of Cultural Heritage Resources, July 2, 2019.* Source: City of London.



Photo #8: 689 Hamilton Road. Built in 1947. *City of London: Register of Cultural Heritage Resources, July 2, 2019.* Source: City of London.

5. HISTORICAL CONTEXT

5.3 LISTED PROPERTY HISTORY

672 Hamilton Road

The 2 storey wood-frame building originally numbered as 666 Hamilton Road was built just before the turn of the century, in 1895. The red brick clad house with gambrel roof form was built in the Dutch Colonial architectural style. In the period between 1892 and 1907, there were only three residences on the north side of the street spanning from Price Street to Elm Street, including addresses 648, 658 and 666 Hamilton Road. There were also three residences on the south side of the street, including 649, 655 and 661, between Price and Arundell Streets.

As mentioned in the previous Section 5.1, Hamilton Road served as an early route into the town of London for travellers from towns to the east in the late 19th century. The house at 666 Hamilton Road (now known as 672 Hamilton) was built in the late 1890's when the land previously owned by oil refineries was developed for residential use. To service the needs of these travellers many gas and service stations as well as hotels and taverns sprung up along Hamilton Road. As a result of this rich history, the Hamilton Road area has a mix of industrial, commercial and residential uses in a variety of historic styles.

The house at 672 Hamilton Road (formerly 666) seems to have been residential dwelling since it was built in 1895. There is no record of ownership before 1971, with the London Directories showing residential owners/occupants from 1971-2013.

As noted in the Register, the architectural style of the heritage house is Dutch Colonial. The Dutch Colonial Revival style evolved in the late 1800's to mid-1900's and were common in Southern Ontario. The main feature of this style is the gambrel roof, with the upper portion of the roof having a fairly shallow slope while the bottom portion becomes much steeper. The upper storey of the house typically lies within the bottom portion. In addition to the roof shape, this heritage building's style features a two-storey symmetrical design, decorative shingles and entry porch. Where this house is not typical in the Dutch Colonial style is in its orientation, with the gable end of the roof shape facing the front and a separate roof form over the front porch. Typically the upper storey roof extends down to overhang the front porch running lengthwise along the house.

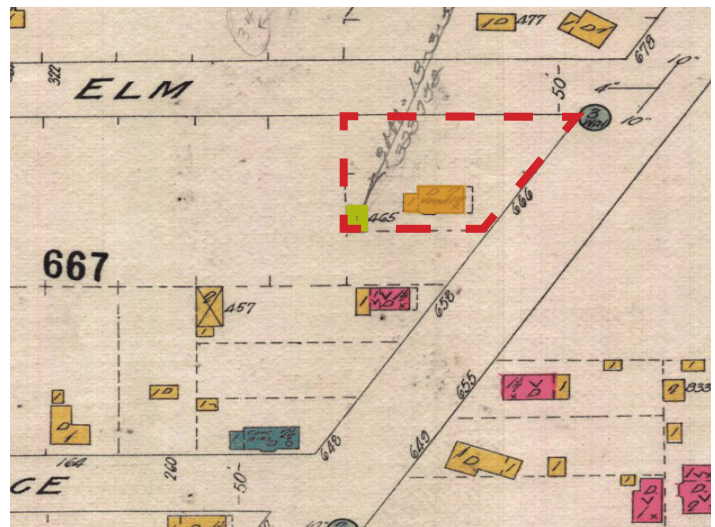


Image 5.6: Map of a portion of Hamilton Road, highlighting 666 Hamilton Road (orange) and outbuilding (green). 1912 Rev. 1915 (London), Fire Insurance Plan of the City of London, Ontario. Source: Western Archives of Western University, accessed March 2022.

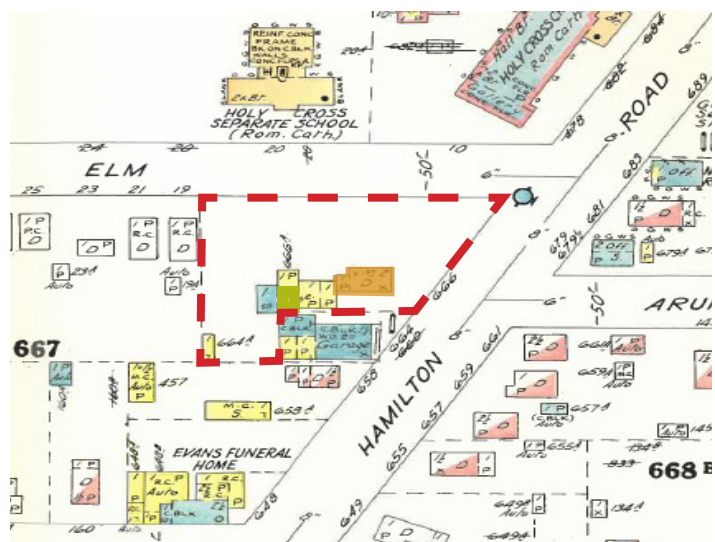


Image 5.7: Map of a portion of Hamilton Road, highlighting 666 Hamilton Road, original house (orange) and outbuilding (green). 1958 (London), Fire Insurance Plan of the City of London, Ontario. Source: Western Archives of Western University, accessed March 2022.

Heritage Attributes and Elements at 672 Hamilton Road:



Photo #9: Details typical of the Dutch Colonial Revival Style:

- Patterned painted wood shakes, alternating with square and half cove profiles.
- A grouping of a set of three double-hung windows with decorative pilasters and window trim. No divided lites in the windows.
- Decorative wood brackets with frieze board along underside of skirt roof.
- The white paint with dark trim was typical for this style in the 1900's. The original paint scheme would have been darker for its era.



Photo #10:

- Decorative wood scrollwork and trim at porch roof pediment.
- Decorative wood brackets with frieze board along underside of porch roof, matching those above at the skirt roof.



Photo #11:

- Brick bay with double hung sash windows
- Curved wall detail with inset for window at upper storey, at lower portion of gambrel roof.

6. CULTURAL HERITAGE EVALUATION

The Ontario Heritage Act, R.S.O, 1990, c.0.18 is the legislation for the conservation of significant cultural heritage resources in Ontario. The criteria within the Ontario Regulation 9/06 of the Ontario Heritage Act provides the tools to determining the cultural heritage value of a property. This regulation is utilized in the Cultural Heritage Evaluation of the property at 672 Hamilton Road as a component of this Heritage Impact Assessment to determine if the property holds heritage value or interest.

1. The property has design value or physical value because it,		
i. it is a rare, unique, representative or early example of a style, type, expression, material, or construction method,	No	The Dutch Colonial style of the house was very common in southern Ontario at the turn of the century. This house, however, is not of the truest form of this architectural type therefore it is not a good representative example.
ii. displays a high degree of craftsmanship or artistic merit, or	No	The historic decorative features remaining on the house are not of a high degree of craftsmanship.
iii. demonstrates a high degree of technical or scientific achievement.	No	N/A
2. The property has historical value or associative value because it,		
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,	No	It has no significant associations.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or	No	It does not directly contribute to the commercial and industrial nature of the area in the early part of the twentieth century.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	No	The builder/designer is unknown.
3. The property has contextual value because it,		
i. is important in defining, maintaining or supporting the character of an area,	No	The area has been transformed over the years so that much of the historical stock was either demolished or significantly altered.
ii. is physically, functionally, visually or historically linked to its surroundings, or	No	There is no link to its surrounding context.
iii. is a landmark. O. Reg. 9/06, s. 1 (2).	No	N/A

Conclusion:

Since the property at 672 Hamilton Road does not meet any of the criteria of the Cultural Heritage Evaluation under OHA O.Reg 9/06 it is not considered to be a heritage property of cultural significance.

7. PROPOSED DEVELOPMENT

The Roman Catholic Episcopal Corporation of the Diocese of London in Ontario (RCECDLO) is the owner of this property, which is across the street from the Holy Cross Santa Cruz Catholic Church (HCSCCC). The proposal is seeking to allow for a new surface parking area on the site of the existing listed heritage building to accommodate the needs of the church's congregation. In order to maximize the number of cars that can park on the site, HCSCCC requires the removal of the existing heritage building and additions.

Background

The Holy Cross Santa Cruz Catholic Church is located at 10 Elm Street, at the corner of Hamilton Street. The brick-clad masonry building was built in 1950 as a Roman Catholic church, then known as the Holy Cross Church. The church replaced the chapel formerly on this site and was built to accommodate the large number of Portuguese immigrants that started arriving in this area in the early 1950's. Today, the Holy Cross parish has a growing membership with strong ties to its surrounding community. Over the years, the HCSCCC had an agreement with the neighbouring Holy Cross Catholic School for the use of their parking lot for their parishioners during the weekends. This agreement worked well for the two properties until the school was demolished in 2020 and the site was no longer accessible.

Property Description

- The Subject Property has a total area of 21,806 sf (2025.8 sm), with a frontage of 118.5 feet (36.12 metres) along Hamilton Road.
- This is a corner lot at the northwest side of Elm Street and Hamilton Road.
- The property is currently accessed from a driveway off of both Hamilton Road and Elm Street.
- Bus transit services are provided along Hamilton Road, which is a main arterial roadway connecting to the downtown.
- The zoning for this property is BDC (35) H13: Business District Commercial, which allows buildings up to a height of 13m. Commercial parking lots are permitted (f).
- There are no existing mature trees on the property. There is hedge at the east property line towards the rear of the lot.

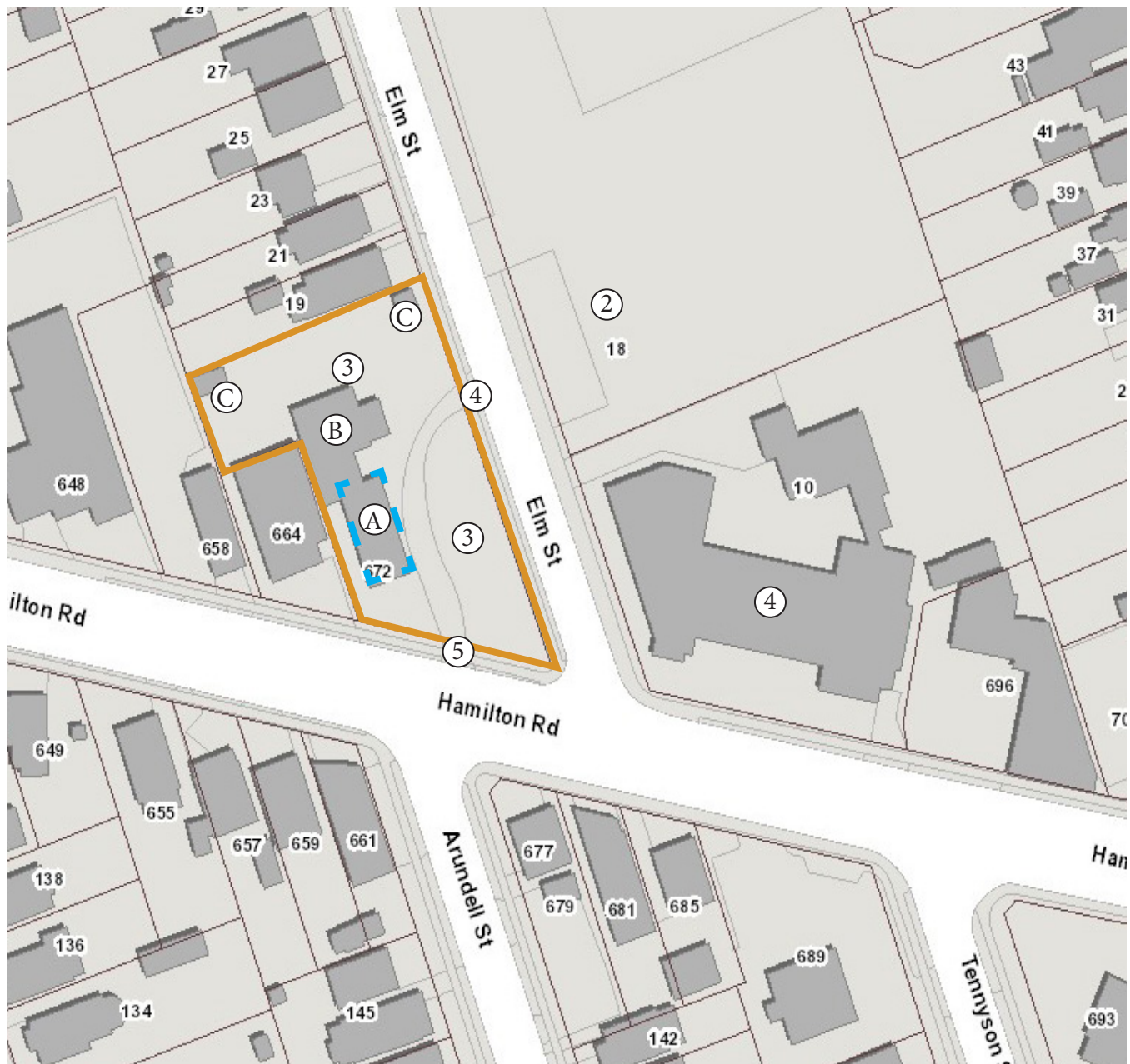
Proposed Development

- The proposed development would see the existing heritage building, along with the smaller additions off to the rear, to be demolished to allow for the space for a new parking area.
- The new parking areas would be accessed off of the existing driveway off of Elm Street. The existing driveway access off of Hamilton Road would be removed.
- Additional landscaping buffers would be provided along the south and east property lines facing Hamilton Road and Elm Street respectively. This would provide screening from the new parking areas to the street.

Cultural Heritage Response

The intention of the proposed development is to demolish the existing heritage house to provide the space required for a new parking lot for the church's congregation. The existing building has been vacant for several years and has fallen into disrepair. Although some of the features of the Dutch Colonial house at the exterior remain, much of its historical character have been lost due to alterations and lack of maintenance. The majority of the remaining property is vacant, with no mature trees that would be affected by the proposed development.

7. PROPOSED DEVELOPMENT



- | | |
|--|--|
| — PROPERTY - 672 Hamilton Road | ① Holy Cross Santa Cruz Catholic Church |
| — Outline of original 1895 house | ② Holy Cross Catholic School (Demolished - 2020) |
| Ⓐ Existing LISTED building - to remain | ③ New parking area |
| Ⓑ 1-storey additions - to be demolished | ④ Existing driveway access - to remain |
| Ⓒ Existing shed - to be demolished | ⑤ Existing driveway access - to be removed |



Image 6.1: Site plan showing 672 Hamilton Road property and Holy Cross Santa Cruz Catholic Church. Source: London City Map, City of London, Ontario, Canada. March 2022.

7. PROPOSED DEVELOPMENT

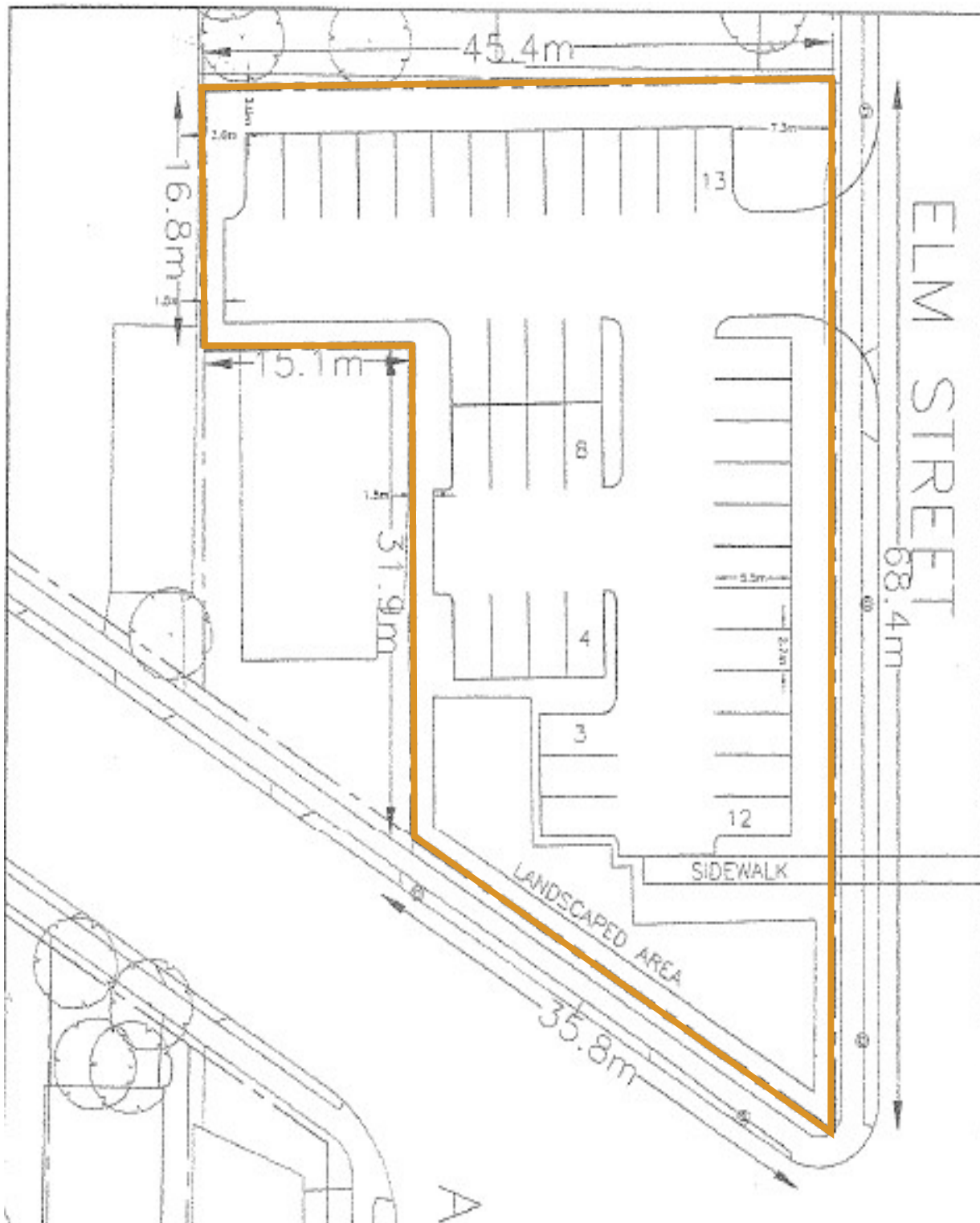


Image 7.2: Concept plan showing the proposed parking layout on the 672 Hamilton Road property Source: Zelinka Priamo Ltd., Concept Plan 1 dated September 2019.

8. IMPACTS AND MITIGATION

8.1 TREATMENT OF HERITAGE RESOURCES

The proposal by The Roman Catholic Episcopal Corporation of the Diocese of London in Ontario requires the demolition of the listed heritage residence at 672 Hamilton Road in its entirety to accommodate for a new parking area for the Holy Cross Santa Cruz Catholic Church's congregation. The original Dutch Colonial home is in poor condition due to being vacant for several years and not receiving regular maintenance. The heritage character of the building has been further affected by the additions to the rear of the house which were built in the mid to late 1900's.

The removal of the existing building is required to maximize the number of parking spaces on the property required by the church. The majority of the site is undeveloped, with not mature trees or natural features. The existing house is set back from Hamilton Road and does not form a continuous streetface with the adjacent properties along the street. Although the proposed development will have a direct impact on the cultural heritage resource, the removal of the listed heritage residence at 672 Hamilton Road would have a minor impact on its surroundings as it is a stand-alone property that has no connection to the adjacent properties. The heritage fabric in the surrounding area has deteriorated over the years, resulting in a scarcity of historically significant stock.

More detail on the mitigation approaches that have been implemented and should be considered will be outlined in the following sub-section 7.2 Mitigation Approaches.



Image 8.1: View looking northwest into the corner of the site of the proposed development at 672 Hamilton Road from the corner of Hamilton Road and Elm Street. Source: Google Maps Streetview, Aug. 2021

8.2 IMPACTS OF PROPOSED DEVELOPMENT

An impact assessment of the proposed development on the existing cultural heritage resource has been made following the principles laid out in The Provincial Policy Statement (PPS 2005) Heritage Resources in the Land Use Planning Process, Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005.

The impact assessment as outlined in the *Ontario Heritage Tool Kit, Info Sheet #5 Heritage Impact Assessments and Conservation Plans (2006)* is provided as follows:

8. IMPACTS OF PROPOSED DEVELOPMENT

IMPACT		DESCRIPTION
DESTRUCTION	Destruction of any, or part of any, significant heritage attributes or features.	Proposed - the removal of the heritage resource is required for the proposed development
ALTERATION	Alteration must be sympathetic or is compatible, with the historic fabric and appearance;	Not applicable - no alteration is proposed due to complete removal of existing heritage building.
SHADOWS	Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;	Not applicable - The proposed development will not result in any adverse affects on adjacent heritage properties. No natural features or plantings have been identified on the site.
ISOLATION	Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;	Not applicable - all heritage attributes will be removed and no contextual value or significant relationships have been identified.
VIEWS & VISTAS	Direct or indirect obstruction of significant views or vistas within, from or of built and natural features;	Not applicable - no significant views or vistas have been identified.
LAND USE	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;	Not applicable - there is no proposed change in land use. Current zoning allows for proposed development.
LAND DISTURBANCE	Land disturbance such as a change in grade tht alters soils and drainage pattern that adversely affects an archaeological resource;	Not applicable - removal of existing building will not result in extensive ground disturbance. The proposed development does not involve extensive excavations, minimizing disturbance to the surface area of the site.

8. IMPACTS OF PROPOSED DEVELOPMENT

8.3 MITIGATION APPROACHES

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

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

MITIGATION		DESCRIPTION
ALTERNATIVE APPROACHES	Alternative development approaches;	An alternate approach to the proposed development is to retain the original structure, removing the additions and outbuildings to the rear to maximize the parking areas to the north and east sides of the existing house. <i>This house could possibly be utilized as a rental or Second Stage Housing for the church.</i>
NATURAL FEATURES & VISTAS	Isolating development and site alteration from significant built and natural features and vistas;	The proposed new development to provide surface parking would not result in any significant site alterations. There are currently no significant built or natural features on the site. <i>If the existing heritage structure were to remain, the proposed parking area would not adversely affect its features. The nature of the proposed development lends itself to isolating itself from the existing house.</i>
DESIGN GUIDELINES	Design guidelines that harmonize mass, setback, setting and materials;	The design of proposed new parking lot would follow the design guidelines set out for this area. Setbacks and materials will be in keeping with the surrounding context.
HEIGHT & DENSITY	Limiting height and density;	The proposed development does not alter or affect the existing conditions of the property.
CAMPATIBILITY	Allowing only compatible infill and additions	There are no additions or infill proposed for this property. The proposed parking lot is compatible within the context of the neighbourhood as there are several corner lots with parking areas. <i>If the existing house was to be retained, the parking area would be compatible as it would not alter the historical features of the original structure.</i>

8. IMPACTS OF PROPOSED DEVELOPMENT

ALTERATIONS	Reversible alterations	Not applicable - no additions are proposed.
LANDSCAPE	Buffer zones, site plan control, and other planning mechanisms.	A number of buffer zones along the parking areas are proposed. The location of landscaped greenspace along the street edge provide screening from both streets. <i>If the existing house were to remain, screening in the form of trees and shrubs would be provided between the building and the parking areas.</i>

8.4 SUMMARY

The building is set back from the street thereby lacking a strong presence on the main street. The majority of the adjacent buildings along Hamilton Road have been converted for commercial use, with very few single-family residential buildings in this area. Most heritage properties have been altered to such an extent that the main street does not have a strong historical streetscape and lacks the rythm in its various forms and styles.

The main impetus for the proposed development was the demolition in 2020 of the Holy Cross Catholic School adjacent to the church. This heritage building had a strong presence in the neighbourhood and its removal has left an impact on the community. One of the major impacts was the loss of parking for the Holy Cross Santa Cruz church's congregation. The church aimed to find a solution to its parking needs by aquiring the neighbouring property at 672 Hamilton Road. Given the requirements of the proposed development relating to the maximized area of a parking lot on the existing site, the retention of the listed property at 672 Hamiton Road is not acheivable. The removal of the existing heritage building would have only a minor impact on the existing street fabric along Hamilton Road and the surrounding context.

An alternate proposal would be to retain the existing heritage home, removing the newer additions and out buildings to the rear of the house. The proposed parking areas may be located to the north and east of the remaining original structure. The resulting number of parking spaces would be less than originally planned, with less greenspace provided in order to acheive the maximum number of parking that the church requires. As well, the existing house is in very poor condition and would require extensive renovations to be habitable. The RCECDLO does not have any need for this house nor do they wish to become landlords. The extensive renovations required would not be financially self sustaining and the need for parking in this neighbourhood is a significant issue, especially for the church's aging congregation.

9. RESOURCES

Government Documents

1. Her Majesty the Queen in Right of Canada. *Standards and Guidelines for the Conservation of Historic Places in Canada*. 2010.
2. Ministry of Municipal Affairs and Housing. *Ontario Provincial Policy Statement, Under the Planning Act*. 2014, 2020.
3. Ontario Ministry of Culture. *Heritage Resources in the Land Use Planning Process, Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement*. 'Info Sheet #5, Heritage Impact Assessments and Conservation Plans.' 2005.
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Report to Community Advisory Committee on Planning

To: Chair and Members
Community Advisory Committee on Planning
From: Jana Kelemen, M.Sc.Arch., MUDS, RPP, MCIP
Manager, Urban Design and Heritage
Subject: Demolition Request for Heritage Listed Property at 254 Hill Street, by Level Contracting Inc.
Date: July 13, 2022

Summary of Recommendation

The demolition request by Level Contracting Inc, to demolish the built resources at 254 Hill Street is recommended for approval based on heritage research, evaluation and conclusions outlined in the heritage impact assessment submitted with the demolition request.

Executive Summary

A demolition request was received for the heritage listed property at 254 Hill Street. The subject property is listed on the City's *Register of Cultural Heritage Resources*. A demolition request for a building or structures on a heritage listed property triggers a formal review process pursuant to the requirements of the *Ontario Heritage Act* and the Council Policy Manual. A heritage impact assessment (HIA) was submitted with the demolition request for the property. The HIA determined that the property at 254 Hill Street does not retain historical/associative or contextual value and that although the built resource on the property may be a representative example of the Italianate style, it is a relatively vernacular interpretation of the style and there are stronger examples in the City. As well, due to its compromised structural integrity and the safety hazards of the existing structure, the suggested mitigation approach to demolition is documentation of the existing built resource and salvaging of materials from the structure. Staff have reviewed the heritage impact assessment and do not disagree with the conclusions of the HIA, and staff is not recommending designation of this property.

Analysis

1.0 Background Information

1.1 Property Location

The property at 254 Hill Street is located on the north side of Hill Street, between Clarence and Wellington Streets (Appendix A). The property is located "South of Horton", an area colloquially known as SoHo which has a long history in the City of London. SoHo maintains its character as a distinctive, early working-class neighbourhood, and retains many late 19th-to early 20th century buildings along with newer infill development. The SoHo area has been identified in *Heritage Places 2.0* as a potential candidate for a future Heritage Conservation District.

1.2 Cultural Heritage Status

The property at 254 Hill Street is a heritage listed property, included on the City's *Register of Cultural Heritage Resources*. The property is of potential cultural heritage value. The listing of the property on the City's *Register* came into force and effect on March 26, 2007.

1.3 Description

The property at 254 Hill Street measures approximately 17m x 60m (56' x 197') (Appendix A). There are several vacant lots within the vicinity of the property as well as several newer infills and parking lots (Appendix B).

The building at 254 Hill Street is positioned at the crest of an embankment on the north side of Hill Street with a concrete drive located on the west side of the property. There is a wooden outbuilding (4m x 6m) located in the rear yard.

The building on the property is a two-storey, buff brick vernacular house exhibiting Italianate design elements with a low-pitched hip roof and overhanging eaves. There is a rear (north) projection with a medium pitched gable roof, and a small added entrance vestibule on the east side at the rear projection.

The front (south) elevation is framed by a continuous buff brick pilaster running along the corners of the elevation and just below the overhanging eave. A porch extends across the entire front elevation and is supported by concrete blocks and wooden posts. The primary entrance is from the porch which appears to be an original wooden door and surround unit comprised of sidelites, transom and wooden infill panels. Two rounded pilasters are positioned in the transom and mirror the door and sidelite geometry. The entrance is currently boarded-up.

Most all windows openings throughout consist of shallow-arch openings with brick voussoirs and wood sills. A singular arched window opening is located on the east elevation and contains a double row of brick voussoirs. Some existing window openings have been blocked in with brick, and openings on the first floor have been boarded up. Many of the window frames that are visible appear to be two-over-two (2/2) wooden frames; many of these have been installed with aluminum storms. The building on the property is currently vacant and is in a deteriorating condition.

Heritage planning staff conducted a site visit and photo-documented the property and built resources on June 29, 2022.

1.4 Property History¹

254 Hill Street is located within the bounds of the original town plot of London near the southeast edge, on a short east-west road running from the Thames River to the border of the town plot at present-day Wellington Street. The road was named Hill Street on the survey map for the town plot and is shown running along a hill that stretched from Grey Street southeast to the end of Hill Street.

The property at 254 Hill Street is located “South of Horton,” an area colloquially known as SoHo which has a long history in the City of London being located along the edges of the Downtown and the Thames River. The early development of SoHo is associated with London’s Black community and later a Jewish community in the early 20th century.

Based on historical mapping and historic research undertaken as part of the heritage impact assessment (HIA), the building at 254 Hill Street was likely built 1861 to 1872. Job Cousins may have been the first occupant at 254 Hill Street. He was a pump maker and foreman who worked with his nephew John Cousins and with his brother James M. Cousins, who was the owner and founder of the family pump manufacturing business. James served as the mayor of London for one year in 1871 and was also known for a role in establishing the Western Fair.

Following Job Cousins, 254 Hill Street was briefly occupied by Randall Mark in 1893, and then by John Wheatcroft in 1895, who was employed as a baggageman with the Grand Trunk Railway. By 1921, 254 Hill Street was occupied by John Gardner, who was the owner of the Union Taxi Service based at 651 Richmond Street. His daughter Lillian would remain at 254 Hill Street into the mid-20th century, residing there in 1955 with a Mrs. M. Corrin. According to land registry records, the Gardner family was no longer associated with 254 Hill Street by 1967. Based on a review of *Google Streetview*, the property was vacated and boarded between 2015 and 2019.

2.0 Discussion and Considerations

2.1 Legislative and Policy Framework

Cultural heritage resources are to be conserved and impacts assessed as per the fundamental policies of the *Provincial Policy Statement* (2020), the *Ontario Heritage Act*, and *The London Plan*.

¹ This section is excerpted from Stantec, 2022 (pp11-16).

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, *Provincial Policy Statement* 2020).

“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 determining 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 27, *Ontario Heritage Act* requires that a register kept by the clerk shall list all properties that have been designated under the *Ontario Heritage Act*. Section 27(1.2), *Ontario Heritage Act* also enables Municipal Council to add properties that have not been designated, but that Municipal Council “believes to be of cultural heritage value or interest” on the Register.

The only cultural heritage protection afforded to heritage listed properties is a 60-day delay in the issuance of a demolition permit. During this time, Council Policy directs that the Community Advisory Committee on Planning (CACP) is consulted, and a public participation meeting is held at the Planning and Environment Committee.

Section 29, *Ontario Heritage Act* enables municipalities to designate properties to be of cultural heritage value or interest. Section 29, *Ontario Heritage Act* also establishes consultation, notification, and process requirements, as well as a process to appeal the designation of a property. 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).

2.1.2.1 Criteria for Determining Cultural Heritage Value or Interest

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

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

A property is required to meet one or more of the abovementioned criteria to merit protection under Section 29 of the *Ontario Heritage Act*. Should the property not meet the criteria for designation, the demolition request should be granted. These same criteria are in Policy 573_ of *The London Plan*.

2.1.3 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 Part IV of the *Ontario Heritage Act*, as well as the criteria by which individual properties will be evaluated.

Policies 575_ and 576_ of *The London Plan* also enable City Council to designate areas of the City under Part V of the *Ontario Heritage Act* as Heritage Conservation Districts. These policies include a set of criteria in the evaluation of an area. *Heritage Places 2.0* is a guideline document as a part of the Cultural Heritage Guidelines. The document describes potential heritage conservation districts and assigns a priority to these districts for consideration as heritage conservation districts.

2.1.4 Register of Cultural Heritage Resources

Municipal Council may include properties on the *Register of Cultural Heritage Resources* that it “believes to be of cultural heritage value or interest.” These properties are not designated but are considered to have potential cultural heritage value or interest.

The Register of Cultural Heritage Resources states that further research is required to determine the cultural heritage value or interest of heritage listed properties. The property at 254 Hill Street is included on the *Register of Cultural Heritage Resources*.

3.0 Financial Impact/Considerations

None

4.0 Key Issues and Considerations

4.1. Demolition Request

Site plan consultation (SPC22-035) with the applicant occurred in March 2022 for a 3-storey apartment building which also includes the adjacent property at 248 Hill Street. The proposed development is predicated on the demolition of the listed built resources on the property at 254 Hill Street which requires Council approval. Written notice of intent to demolish the built resources on the property, along with a required heritage impact assessment (HIA), was received as a complete application by the City on June 16, 2022.

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

The 60-day period for the demolition request for the property at 254 Hill Street expires on August 13, 2022.

4.1.1 Heritage Impact Assessment

A heritage impact assessment (Stantec Consulting Corp., dated June 9, 2022) was submitted as a part of the demolition request for the heritage listed property at 254 Hill Street (Appendix C). Heritage planning staff have reviewed the heritage impact assessment and is satisfied with the report’s (analysis, conclusions, and recommendations) and find the heritage research and evaluation to be sufficient to fulfill conditions for (SPC22-035).

The Heritage Impact Assessment found that: *the residence meets only one criterion of O. Reg 9/06 as a representative vernacular Italianate residence. It is one of more than 300 properties listed on the City’s Register that are of the Italianate Style. The building is a vernacular example and does not contain decorative details common to many Italianate structures; there are stronger examples of the Italianate style in the City of London* (p35).

A structural condition evaluation (DC Buck Engineering, 2022) was also included as part of the heritage impact assessment. The report noted damage to the roof, and rotten floor sections and floor joists. In addition, much of the structure was noted to contain

black mold (Appendix C). Conclusions and recommendations state that: *the existing structure at 254 Hill Street poses a safety hazard and should be removed* (p35).

Detailed documentation and salvage are often the preferred mitigation strategy where retention or relocation is not feasible or warranted. For 254 Hill Street, the HIA concluded that documentation and salvage would be an appropriate mitigation measure. This mitigation alternative is appropriate considering that there are similar and stronger remaining examples of Italianate architectural styles in the City of London and that the structure is likely not able to withstand relocation (Stantec, pp35-36)

4.2 Evaluation

Conclusions of the HIA are that the built resource on the subject property does not retain historical/associative or contextual value. The built resource may be representative of the Italianate style however, it is a relatively vernacular interpretation of the style. There are stronger examples of Italianate residences that contain additional architectural features not found at 254 Hill Street such as paired brackets, decorative cornices, window surrounds, and carved wooden trim that are common to the style.

Conclusions and recommendations state that: the main structure of the existing building is not sound and that its current condition is not safe and poses a hazard to any person entering the building and the surrounding buildings; the recommendation is that the existing structure be removed.

In-situ retention or relocation of the built resource on the property was not recommended due to its compromised structural integrity and the safety hazards of the existing structure. The suggested mitigation approach to demolition is documentation of the existing built resource and salvaging of materials from the structure. Salvaged items mainly include buff brick for possible retention into on-site features or incorporation into the new development.

Staff do not disagree with the conclusions of the HIA.

4.3 Consultation

In accordance with Section 27(1.3) of the *Ontario Heritage Act*, the Community Advisory Committee on Planning (CACP) is being consulted at its meeting on July 13, 2022, regarding this demolish request and a decision by Municipal Council is expected at the August 2, 2022, meeting.

It is a policy and practice of Municipal Council that the demolition of a heritage listed property shall be considered at a public participation meeting before the Planning and Environment Committee (PPM). This item will be heard at the July 25, 2022, PPM of the Planning and Environment Committee. Notification of the demolition request was sent property owners within 120m of the subject property on July 4, 2022, as well as to community groups including the Architectural Conservancy Ontario – London Region, London & Middlesex Historical Society, and the Urban League. Further, notice was also published in *The Londoner* on July 7, 2022. At the time of writing, no replies have been received regarding this demolition request.

Conclusion

A heritage impact assessment was submitted as a part of the demolition request for the heritage listed property at 254 Hill Street. The Heritage Impact Assessment found that the built resource on the subject property does not retain historical/associative or contextual value and that although it may be a representative example of the Italianate style, it is a relatively vernacular interpretation of the style and there are stronger examples in the City. Due to its compromised structural integrity and the safety hazards of the existing structure, the suggested mitigation approach to demolition is documentation of the existing built resource and salvaging of materials during demolition of the structure. Staff do not disagree with the conclusions of the HIA, and staff is not recommending designation of this property. The owner of the property is encouraged to consider the salvage of the buff brick during demolition for possible retention into on-site features or incorporation into the new development.

The demolition request by Level Contracting Inc, to demolish the built resources at 254 Hill Street is recommended for approval based on heritage research, evaluation and conclusions outlined in the heritage impact assessment submitted with the demolition request. Approval of the demolition request is being recommended to the Planning and Environment Committee at its meeting on July 25, 2022.

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

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

Appendices

Appendix A Property Location
Appendix B Images
Appendix C Heritage Impact Assessment

Sources

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Appendix A – Property Location

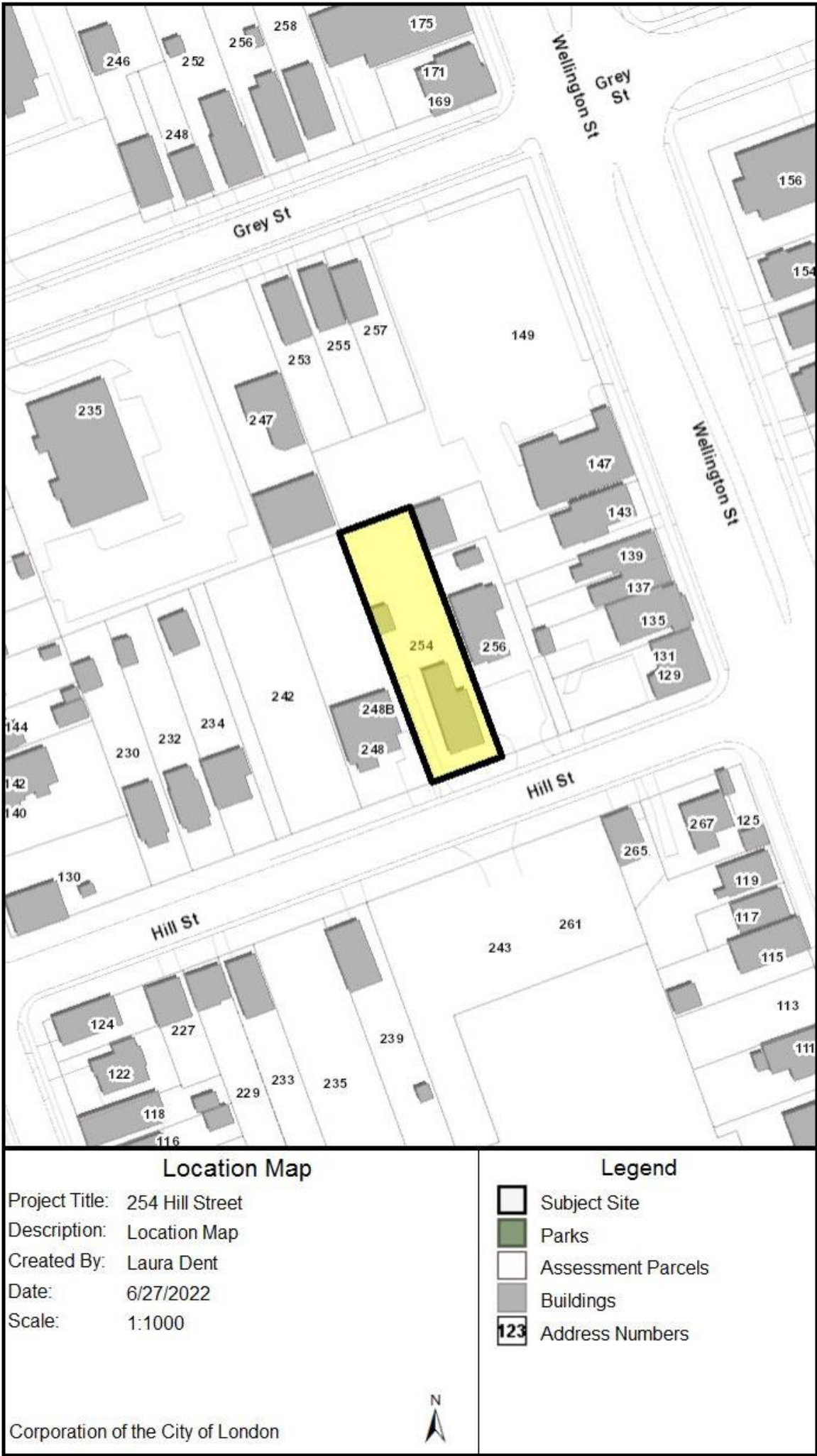


Figure 1: Location of the property at 254 Hill Street

Appendix B – Images



Image 1. Front elevation at 254 Hill Street – facing south



Image 2. South-west elevations at 254 Hill Street



Image 3. West elevation at 254 Hill Street



Image 4. Ancillary shed structure in rear yard – 254 Hill Street



Image 5. Rear (north) projection – 254 Hill Street (Stantec, 2022)



Image 6. East elevation showing rear (north) projection and added entrance vestibule



Image 7. East and south elevations featuring arched window and front porch



Image 8. Front elevation showing porch positioned across the full width of the residence



Image 9. Front entrance door surround with transom and sidelites



Image 10. Porch supported by concrete blocks and wooden posts



Image 11. Front elevation at 254 Hill Street showing positioning on embankment



Image 12. 254 Hill Street and adjacent property to the west at 248 Hill Street – both properties comprise the subject lands for the development proposal (SPC22-035)



Image 13. Detail of window opening – 2nd floor, west elevation – showing shallow arch with voussoirs and two-over-two (2/2) wooden window frame and wood sill



Image 14: Detail of boarded-up window opening – 1st floor, west elevation – showing shallow arch with voussoirs and two-over-two (2/2) wooden window frame and wood sill

Appendix C – Heritage Impact Assessment

Heritage Impact Assessment (Stantec Consulting Ltd., dated June 9, 2022) – *attached separately*



**Heritage Impact Assessment—
254 Hill Street, London, Ontario**
FINAL REPORT

June 9, 2022

Prepared for:

Level Contracting Inc.
432-509 Commissioners Road West
London, ON N6J 1Y5

Prepared by:

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

Project Number: 160940768

Executive Summary

Level Contracting Inc. (Level Contracting) retained Stantec Consulting Ltd. (Stantec) to prepare a Heritage Impact Assessment (HIA) for the property located at 254 Hill Street in the City of London (the City), Ontario. Level Contracting is proposing to construct a three-storey apartment building with a total of 23 units and a footprint of 4,928 square feet (457.9 square metres) on the property. . The new structure will be located in the west section of the property and will necessitate the demolition of the current structure at 254 Hill Street.

The *City of London Register of Cultural Heritage Resources* identified 254 Hill Street as a listed property and is described as an Italianate structure built prior to 1868 (City of London 2019). The City's Official Plan requires the preparation of an HIA for developments on or adjacent to listed properties.

The property at 254 Hill Street was determined to demonstrate design/physical value as a representative late 19th century vernacular Italianate style residence. The house is a modest representative example of the Italianate style of architecture, evident in its two-storey height, rectangular plan, brick construction, segmental and round arched windows with two-over-two sash double hung wood frame windows, brick voussoirs, wood sills, low-pitched hip roof, and single entrance door with sidelights and transom. The style and type of dwelling is a portrayal of a residential dwelling suited to London's emerging middle class in the 19th century.

An assessment of impacts resulting from the proposed undertaking at 254 Hill Street has determined that the proposed undertaking would result in direct impacts to the property through demolition. Based on the adverse impacts identified to this cultural heritage resource, the retention of the residence *in situ* is the preferred alternative method from a heritage perspective since the CHVI of the property would be retained in its entirety. However, retention of the residence is not feasible due to site plan requirements and the poor condition of the residence. A Structural Condition Evaluation concluded the existing structure at 254 Hill Street poses a safety hazard and should be removed. Where retention *in situ* is not feasible or preferred, relocation is often the next option considered to mitigate the loss of a heritage resource. However, the residence is in poor condition and is unlikely to withstand the relocation process. Therefore, relocation is not a viable mitigation measure.

Detailed documentation and salvage are often the preferred mitigation strategy where retention or relocation is not feasible or warranted. For 254 Hill Street, documentation and salvage would be an appropriate mitigation measure. This mitigation alternative is appropriate considering that there are similar and stronger remaining examples of Italianate architectural styles in the City of London and that the structure is likely not able to withstand relocation.

Documentation activities should be carried out through a full recording of the residence through photography, mapping, photogrammetry, and/or LiDAR scan. Documentation should be carried out in advance of any changes made to the property. Salvage activities should consist of the identification and recovery of re-useable materials by a reputable salvage company or charity, with materials retained to be repurposed on site through landscape and built features. Salvaged materials should include:



HERITAGE IMPACT ASSESSMENT—254 HILL STREET, LONDON, ONTARIO

- Buff brick
- Segmental arch and round arch windows with brick voussoirs, wood sills, and 2/2 sash wood frame double hung windows

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



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APPENDIX A CONCEPT PLAN

APPENDIX B STRUCTURAL CONDITION EVALUATION



Project Personnel

Project Manager:	Lashia Jones, MA, CAHP
	Meaghan Rivard, MA, CAHP
Heritage Consultant:	Lashia Jones, MA, CAHP
	Meaghan Rivard, MA, CAHP
Report Writer:	Frank Smith, MA
	Lashia Jones, MA, CAHP
GIS Specialist:	Paul Moser
Administrative Assistant:	Priscilla Kwan
Quality Reviewer:	Jeffrey Muir, BA, CAHP
Independent Reviewer:	Tracie Carmichael, Ba, B.Ed.



Abbreviations

BA	Bachelor of Arts
CAHP	Canadian Association of Heritage Professionals
CHVI	Cultural Heritage Value or Interest
HIA	Heritage Impact Assessment
MA	Master of Arts
MHSTCI	Ministry of Heritage, Sport, Tourism and Culture Industries
N/A	Not Applicable
OHA	Ontario Heritage Act
O. Reg.	Ontario Regulation
PPS	Provincial Policy Statement



June 9, 2022

1.0 INTRODUCTION

Level Contracting Inc. (Level Contracting) retained Stantec Consulting Ltd. (Stantec) to prepare a Heritage Impact Assessment for the property located at 254 Hill Street in the City of London (the City), Ontario (Figure 1 and Figure 2). The Study Area is located on the north side of Hill Street and is located approximately 55 metres west of the intersection of Wellington Street and Hill Street. In accordance with Section 27 of the *Ontario Heritage Act* (OHA), the City maintains a register of properties that are of potential cultural heritage value or interest (CHVI). The *City of London Register of Cultural Heritage Resources* identified 254 Hill Street as a listed property and is described as an Italianate structure built prior to 1868 (City of London 2019).

Level Contracting is proposing to construct on the property a three-storey apartment building with a total of 24 units and a footprint of 4,816 square feet (447.5 square metres). The new structure will be located at west end of the property and will necessitate the demolition of the current residence at 254 Hill Street to accommodate parking. The current concept plan for the site is included in Appendix A.

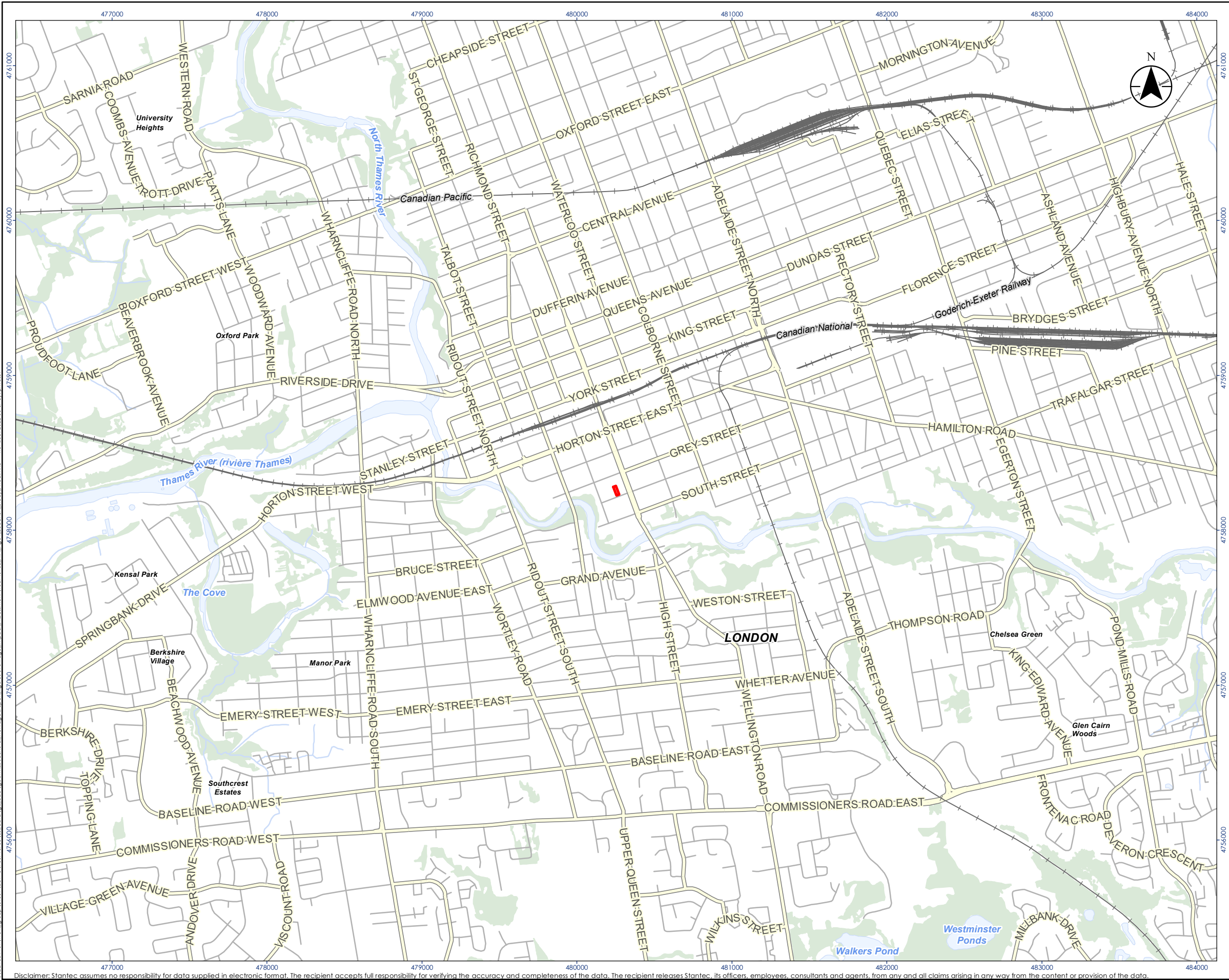
The purpose of the HIA is to respond to policy requirements regarding the conservation of cultural heritage resources in the land use planning process. Where a change is proposed within or adjacent to a protected heritage property, consideration must be given to the conservation of cultural heritage 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
- Major Road
- Minor Road
- Railway
- Watercourse
- Waterbody
- Wooded Area
- Municipal Boundary, Lower

0 0.5 1 km
1:25,000 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2021.



Project Location 160940768 REVA
London, ON Prepared by PRM on 2022-06-09
Technical Review by FS on 2022-06-09

Client/Project
LEVEL CONTRACTING INC.
HERITAGE IMPACT ASSESSMENT
254 HILL STREET, LONDON, ONTARIO

Figure No.

1

Title

Location of Study Area



Legend

Study Area

Waterbody

0 25 50 Meters

1:1,500 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N

2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2021.

3. Orthoimagery © First Base Solutions, 2021, Imagery date 2020.

Project Location
London, ON

160940768 REVA
Prepared by PRM on 2022-06-09
Technical Review by FS on 2022-06-09

Client/Project
LEVEL CONTRACTING INC.
HERITAGE IMPACT ASSESSMENT
254 HILL STREET, LONDON, ONTARIO

Figure No.
2

Title
Study Area

June 9, 2022

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.

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



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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)

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 property at 254 Hill Street is listed under the City’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 Ivy Family London Room. Due to COVID-19 pandemic restrictions, access to some sources was limited or unavailable. To familiarize the study team with the Study Area, historical mapping from 1855, 1888, 1907, 1915, and 1922 was reviewed.



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2.3 FIELD PROGRAM

A site assessment was undertaken on June 11, 2021, by Lashia Jones and Frank Smith, both Cultural Heritage Specialists with Stantec. 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)



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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*



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- *Allowing only compatible infill and additions*
- *Reversible alterations*
- *Buffer zones, site plan control, and other planning mechanisms*

(Government of Ontario 2006b)



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3.0 HISTORICAL OVERVIEW

3.1 INTRODUCTION

The Study Area is located on part of Lot 15, Concession C in the former Township of London, present-day City of London. It is situated on the north side of Hill Street approximately 55 metres west of the intersection of Wellington Street and Hill Street. The Study Area includes the municipal address 254 Hill Street. The legal description of the property is 'PLAN NIL PT LOT 2'. The following sections outline the historical development of the Study Area from the period of colonial settlement to the present-day.

3.2 PHYSIOGRAPHY

The Study Area is located in the Caradoc Sand Plain and London Annex physiographic region. This region is largely composed of flat sand plains extending from east London to the Strathroy area in the southwest. In its entirety, the region comprises approximately 482 square kilometres in southwestern Ontario. The land is generally flat with a few rolling hills. The Caradoc Sand Plain and London Annex within and adjacent to the City of London is a basin between 850 and 900 feet above sea level. As the glaciers of the Ice Age retreated, muddy water was discharged into the basin, creating beds of silt and sand. When the water retreated, gravelly alluvium was spread throughout the lower parts of the basin (Chapman and Putnam 1984: 146).

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

3.3 TOWNSHIP OF LONDON AND CITY OF LONDON

3.3.1 Survey and Settlement

The present-day City of London is located on the traditional territory of the Attawandaron, Anishinaabeg, Haudenosaunee, and Lunaapeewak Indigenous peoples (City of London 2021). From the 17th century to 1763, present-day southwestern Ontario was part of France's sprawling colony of New France. In 1763, following France's defeat in the Seven Years War, it ceded nearly all of its colonial possessions in North America to Spain and Great Britain. Britain's Thirteen Colonies clustered along the Atlantic seaboard eagerly participated in the Seven Years War believing that removing France from the continent would open new lands west of the Appalachian Mountains to settlement. Instead, the British *Proclamation of 1763* closed most of former New France to colonization and transferred the Ohio Valley and present-day southwestern Ontario to the Province of Quebec. This contributed to rising tensions with the Thirteen



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Colonies which culminated with the British recognition of the independence of the Thirteen Colonies as the United States of America in 1783 (Craig 1963: 2).

Approximately one quarter of the population of the Thirteen Colonies were Loyalists to the British Crown and during the American Revolutionary War and following independence, about 50,000 people emigrated from the United States for Great Britain or other colonies, including Canada (Craig 1963: 3). The Loyalist population in Canada wished to live under the customs and common law they were familiar with in the former Thirteen Colonies and Great Britain. To accommodate this, the *Constitutional Act* divided Quebec into Upper Canada in the south and Lower Canada in the north. French laws and customs would be preserved in Lower Canada while British laws and customs would be established in Upper Canada (Taylor 2007: 2). John Graves Simcoe was appointed Lieutenant Governor of Upper Canada and arrived in June 1792 with ambitious plans to mold the colony and its laws into “the very image and transcript of that of Great Britain” (Taylor 2007: 9).

Part of Simcoe's transformative plan for Upper Canada included the forks of the river called La Tranche by the French. Simcoe selected it as the site for the capital of Upper Canada in 1791. He renamed La Tranche to the Thames River and first selected the name Georgina for the capital. By 1792, Simcoe settled on the name London. Prominent merchants of Upper Canada, as well as Guy Carleton, Governor of Canada, objected to the proposed site because of its inaccessibility. The capital never moved to London and was eventually transferred from Newark (present-day Niagara-on-the-Lake) to York (present-day Toronto) (Armstrong 1986: 21; Mombourquette 1992: 5). Simcoe departed Upper Canada in 1796 and the Township of London and site for the capital remained unsettled (Mombourquette 1992: 25).

The first settler in London Township was Joshua Applegarth, who arrived in 1807, and attempted to cultivate hemp before switching to other crops (Page 1878: 5). Despite Simcoe's vision, the entire Township of London remained largely unsettled until after the War of 1812. The first land patent in the township occurred in 1812 when John Hale was granted land. In 1813, several lots were granted to Mahlon Burwell, as part payment to formally survey the township (Page 1878: 9). Burwell had arrived in London Township with Colonel Thomas Talbot in 1810 with plans to develop the township and much of southwestern Ontario. Talbot would eventually be instrumental in the development of 29 townships. Burwell began his survey of London Township just prior to the War of 1812. Before the outbreak of hostilities, he surveyed Concessions 1 through 6. After the war, Burwell resumed his work and completed the remainder of the survey by 1818 (London Township History Book Committee [LTHBC] 2001: 12). London Township was the largest township in Middlesex County. Aside from road allowances, the township contained 96,000 acres of land (Page 1878: 9). The first township meeting was held on January 4, 1819, in Joshua Applegarth's house (Armstrong 1986: 29).

3.3.2 19th Century Development

Settlement of the Township of London progressed steadily during the first decades of the 19th century under the stewardship of Colonel Talbot. In 1818, he recommended his relative, Richard Talbot, settle about 25 new families in London Township. These settlers had come from Ireland. In 1819, the population further increased when Colonel Talbot settled an additional 98 immigrants in London Township (LTHBC 2001: 14).



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In November 1825, the London District courthouse and jail at Vittoria in Norfolk County were damaged by fire. District authorities, including Colonel Talbot, decided to move the district capital to a more central location, instead of rebuilding at Vittoria (Miller 1992: 7). In January 1826, the District Town for the London District was transferred from Vittoria to the Crown Reserve Land in London Township set aside for Simcoe's envisioned capital. In March 1826, Colonel Talbot solicited plans and cost estimates for the erection of a courthouse and jail in London (Brock 2011: 10).

Mahlon Burwell was instructed by Surveyor General Thomas Ridout to survey the town plot of London. Burwell completed his survey of the townsite in June 1826 (Armstrong 1986: 33; Brock 2011: 10; Miller 1992: 7). The borders of this survey were approximately present-day Queens Avenue to the north, the Thames River to the west, South Street to the south, and present-day Wellington Street to the east (Miller 1992: 9). The Study Area was located near the southeast edge of the original town plot on a short east-west road running from the Thames River to the border of the town plot at present-day Wellington Street. The road was named Hill Street on the survey map for the town plot and is shown running along a hill that stretched from Grey Street southeast to the end of Hill Street (Figure 3).

The first settler in London after the completion of the survey was Peter McGregor, who settled on the present-day southwest corner of King Street and Ridout Street (Brock 2011: 10). The new settlement experienced rapid growth and by 1832 the hamlet contained a courthouse, two churches, three hotels, six general stores, two doctors, two lawyers, and a newspaper. London had a population of about 300 and contained about 130 buildings, most of which were frame construction (Armstrong 1986: 35).

After the Upper Canada Rebellion of 1837, the British military decided to increase its presence in Upper Canada. London was selected as the site of an inland garrison. London was chosen because it was far enough from the American border to not be attacked easily, but also relatively close to Niagara, Windsor, and Lake Huron. The arrival of the army in 1838 resulted in a surge of economic growth and closely linked the community with the wider British Empire (Armstrong 1986: 59-60).

In 1840, the Town of London was incorporated (Brock 2011: 23). When the Town of London was incorporated, the boundaries of the town were extended north to present-day Huron Street and east to present-day Adelaide Street (Armstrong 1986: 67).

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



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London benefited greatly from the arrival of the railway, experiencing a boom and developing into a regional centre of industry and finance. Reflecting this growth, the Town of London was reincorporated as a city on January 1, 1855 (Armstrong 1986: 68). Historical mapping prepared in 1855 shows that most development in the City was clustered in the downtown core and north towards the British military garrison. The southwest end of the City contained industrial developments and some residences, mostly clustered along the Thames River and Great Western Railway tracks. The Study Area and all of Hill Street remained undeveloped (Figure 4).

Land value greatly increased in the City, with some property values increasing nearly 300% between 1849 and 1856. This boom was curtailed by the conclusion of the Crimean War in 1857. The end of the war started a depression in the entire British Empire. The impact of the depression was particularly hard on London. By 1860, three quarters of the businesses in the city had failed and the population dropped from 16,000 to 11,000. It would take almost three decades for land values in London to rebound (Armstrong 1986: 86-87). London's economy would begin to recover when the American Civil War (1861-1865) created demand for exports to help feed and supply the Union Army (Armstrong 1986: 99).

The Study Area is located in a neighbourhood of London known as SoHo (South of Horton Street) and was originally known as St. David's Ward, which was Ward One of the City (Eqbal 2020). The early development of SoHo is tied to London's Black community. Before the abolition of slavery in the United States in 1865, London was a destination for enslaved African Americans seeking freedom in Canada. By 1839, about 200 former enslaved Africans and their descendants lived in the City. London was situated far enough from the American border that slave catchers rarely attempted to kidnap fugitive slaves in the City, and therefore offered more safety than border towns such as Windsor or Niagara (Landon 1919: 140). By the late 1850s, the Black population of London reached about 300 (Landon 1919: 141). A portion of the population settled in SoHo and formed a Methodist church at 275 Thames Street, located just north of Horton Street (Miller 1992: 44). The African American residents of SoHo are considered to have constituted "...the foundation for what is now SoHo" (SoHo Community Association 2020). In general, African Canadians readily found work in London and were often able to purchase their own property (Landon 1919: 142-143). African Canadians did experience prejudice and discrimination in London, culminating in an attempt in the early 1860s to segregate London's school system. In 1862, by a vote of 10 to 3 the London School Board voted to create a separate school for Black children "when financially practicable." However, the vote was never acted upon and no segregated school was formed (Landon 1919: 146-147).

The City of London began a period of steady growth after 1861, with the population increasing from 11,200 in 1860 to 19,746 in 1881 (Armstrong 1986: 327; Dominion Bureau of Statistics 1953). It was during this period that development of SoHo began to intensify. The *Bird's Eye View of London* from 1872 shows much of SoHo's street grid was lined with residences, in contrast to the mostly unsettled land depicted in mapping from 1855. The mapping also shows that much of the north side of Hill Street had been developed, including 254 Hill Street (Plate 1). The SoHo neighbourhood was generally a working-class area, and many workers would have been employed at the nearby factories or the railway (Eqbal 2020). In 1875 the London General Hospital opened in SoHo on South Street. The hospital was expanded in subsequent years and was renamed Victoria Hospital in 1899. The hospital was an important component of the SoHo community until its closure in 2013 (London Health Sciences Centre 2021).



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Plate 1: *Bird's Eye View of London*, showing progression of settlement in the SoHo neighbourhood; the Study Area is denoted by an arrow (Glover 1872)

During the late 19th development also accelerated along the outskirts of the City in the Townships of London and Westminster. The suburbs of London East, London West, and London South were all annexed by the City between 1885 and 1898 (Flanders 1977: 3; Armstrong 1986: 128-129). In 1891, the population of the City of London was recorded as 30,062, a result of growth and annexations (Dominion Bureau of Statistics 1953).

3.3.3 20th Century Development

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

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Within SoHo, a Jewish community began to develop. In 1927, the Hebrew School-Talmud Torah was built for London's Jewish community, many of which lived in SoHo. The Jewish community of London traces its origins to the Pogroms of the late 19th century, which led to many Jewish people fleeing eastern Europe for the United States and Canada. The building was used by the Jewish community of London into the mid-20th century (Eqbal 2020; Gladstone 2011).

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

After the war, the growth of London accelerated and large swaths of land in surrounding townships were suburbanized. In response, the City of London annexed large portions of London and Westminster Townships in 1961 (Meligrana 2000: 8). The population of the City of London was recorded as 169,569 in 1961, an increase of 78% since 1951 (Dominion Bureau of Statistics 1953; Dominion Bureau of Statistics 1962).

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

During the 1980s, the pace of growth in the City steadied. The population of the City in 1980 was 261,841 (Armstrong 1986: 327) and most new growth in London occurred at the south and north ends of the city as subdivision development accelerated (Miller 1992: 229). The City of London is continuing to grow and develop in the 21st century. In 2016, the City of London had a population of 383,822, an increase of 4.8% since 2011 (Statistics Canada 2019). SoHo has retained its character as a distinct neighbourhood within the City of London into the present-day and retains many late 19th to early 20th century buildings and newer infill, including the proposed redevelopment of the Victoria Hospital South Street campus (SoHo Community Association 2021).

3.4 PROPERTY HISTORY

As noted in Section 3.3.1, the Study Area is located within the bounds of the original town plot of London. Early development in London was clustered around the courthouse and gradually expanded (Tausky and DiStefano 1986: 12-13). Based on historical mapping and historical research, the community of SoHo began to undergo significant development in the 1860s, driven by the economic and population growth of London in the 1860s. The residence at 254 Hill Street was likely built sometime between the start of the



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American Civil War in 1861 and when it appears on the *Bird's Eye View of London* in 1872. A date of construction prior to 1861 is unlikely as the structure does not appear in mapping from 1855 and London was in an economic depression during the 1850s, resulting in a population decrease in London between 1850 and 1860 (Figure 4).

The first available City Directory to include a street listing was published in 1872 and listed Job Cousins as the occupant of the Study Area. While this directory does not include address numbers, the directory listed Job Cousins as residing at the second structure on the north side west of the intersection of Wellington Street and Hill Street, which is the location of 254 Hill Street (Cherrier and Kirwin 1872: 31). Job Cousins was a pump maker and foreman who worked with his brother James M. Cousins and nephew John Cousins (Hunter and Cullery 1856: 34; Cherrier and Kirwin 1872: 70). James M. Cousins arrived in London in the 1840s from Truro, Nova Scotia. He was the owner and founder of the pump manufacturing business that employed the Cousins family. James served as the mayor of London for one year in 1871 and was known for his role in establishing the Western Fair (Armstrong 1986: 326; London Free Press 1899). It is likely that Job followed James to London around the same time, as Job Cousins is listed in a City Directory as early as 1856 (Hunter and Cullery 1856: 34).

Job Cousins began to reside at 254 Hill Street after 1866 as the City Directory for 1866 to 1867 lists Job Cousins as residing on Wellington Street and the City Directory for 1864 to 1864 lists Job Cousins as residing on Simcoe Street between Talbot Street and Richmond Street (Murphy 1863 :23; Sutherland and Co. 1866: 42). Therefore, if the residence at 254 Hill Street was built for Job Cousins, this likely took place between 1868 and 1871. Job Cousins is not listed in the Census of 1871 but is listed in the Census of 1881. He was listed as a 56-year-old pump maker born in Nova Scotia. He lived with his wife Esther, age 48; son Walter, age 24; daughter Nettie, age 19; son John, age 18; daughter Alice, age 14; and son Frank, age 12 (Library and Archives Canada 1881).

Fire Insurance Mapping from 1888 depicts the Study Area as containing the only brick structure on Hill Street between Wellington Street and Clarence Street. The residence is depicted as having two brick sections comprising a compound shape which matches the present-day configuration of the residence. A frame addition was attached to the north elevation of the brick structure (Figure 5). The final year that Job Cousins is listed as the occupant of 254 Hill Street was 1892 (Might Directories 1892: 55). According to the obituary of James Cousins, Job relocated to Westminster Township (London Free Press 1899). Job Cousins died in December 1904 and is buried at Woodland Cemetery in London (Find-A-Grave 2021).

The residence at 254 Hill Street was briefly occupied by Randall Mark in 1893. Beginning In 1895, John Wheatcroft was listed as the occupant of 254 Hill Street. John Wheatcroft was employed as a baggageman with the Grand Trunk Railway (Might Directories 1895: 338). The Census of 1901 listed him as a 52-year-old born in England employed in the baggage profession. He lived with his wife Mary, age 51; son Albert, age 23; son Frederick, age 21; daughter Lilley, age 19; son Arthur, age 17; son Harry, age 15; daughter Maud, age 14; son George, age 12; and son Clifford, age 8 (Library and Archives Canada 1901). John and Mary Wheatcroft were members of the Brotherhood of Railroad Trainmen, a labor organization for rail employees. The London, Ontario based Victoria Lodge of the Ladies' Auxiliary of the Brotherhood was led by Mary Wheatcroft during 1900 (Railroad Trainmen's Journal 1900). Between 1911 and 1915, John Wheatcroft and his family moved from 254 Hill Street (Vernon Directories 1909; Vernon Directories 1915).



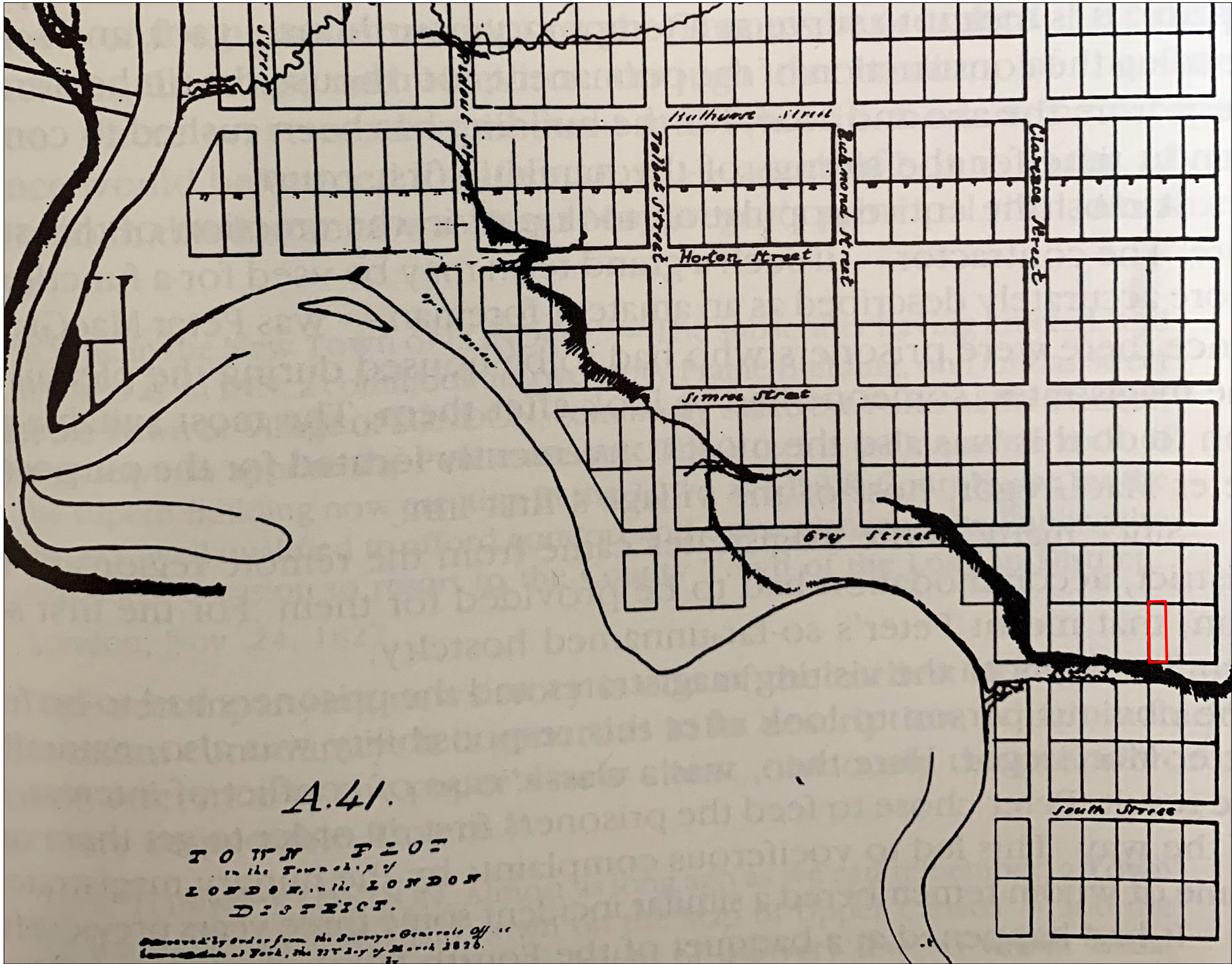
HERITAGE IMPACT ASSESSMENT—254 HILL STREET, LONDON, ONTARIO

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By 1921, the residence at 254 Hill Street was occupied by John Gardner. He was the owner of the Union Taxi Service based at 651 Richmond Street (Vernon Directories 1922: 315, 566; Library and Archives Canada 1921). The Census of 1921 lists John Gardner as a 54-year-old taxi driver born in England. He lived with his wife Caroline, age 48; son Paul, whose age is illegible; daughter Helen, age 29; and daughter Lillian, age 23 (Library and Archives Canada 1921). Fire insurance mapping from 1922 shows that the residence at 254 Hill Street remained a compound structure with a frame rear addition (Figure 6). Lillian Gardner would remain at 254 Hill Street into the mid-20th century, residing there in 1955 with a Mrs. M. Corrin (Vernon Directories 1955: 634). According to land registry records, the Gardner family was no longer associated with 254 Hill Street by 1967 (ONLand 2021). Based on a review of Google Streetview, the property was vacated and boarded sometime between 2015 and 2019.



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Revised: 2022-06-09 By: pmoser




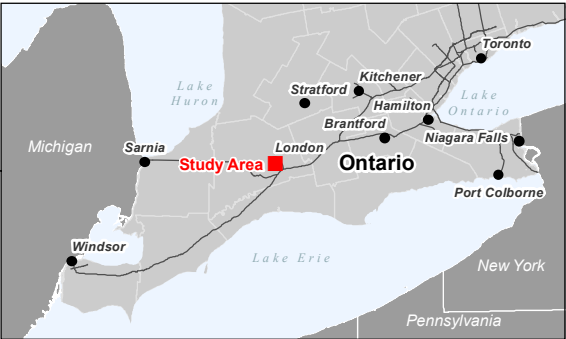
Legend
 Study Area

Figure Not to Scale

Notes
1. Burwell, Mahlon. 1826. Town Plot in the Township of London in the London District.

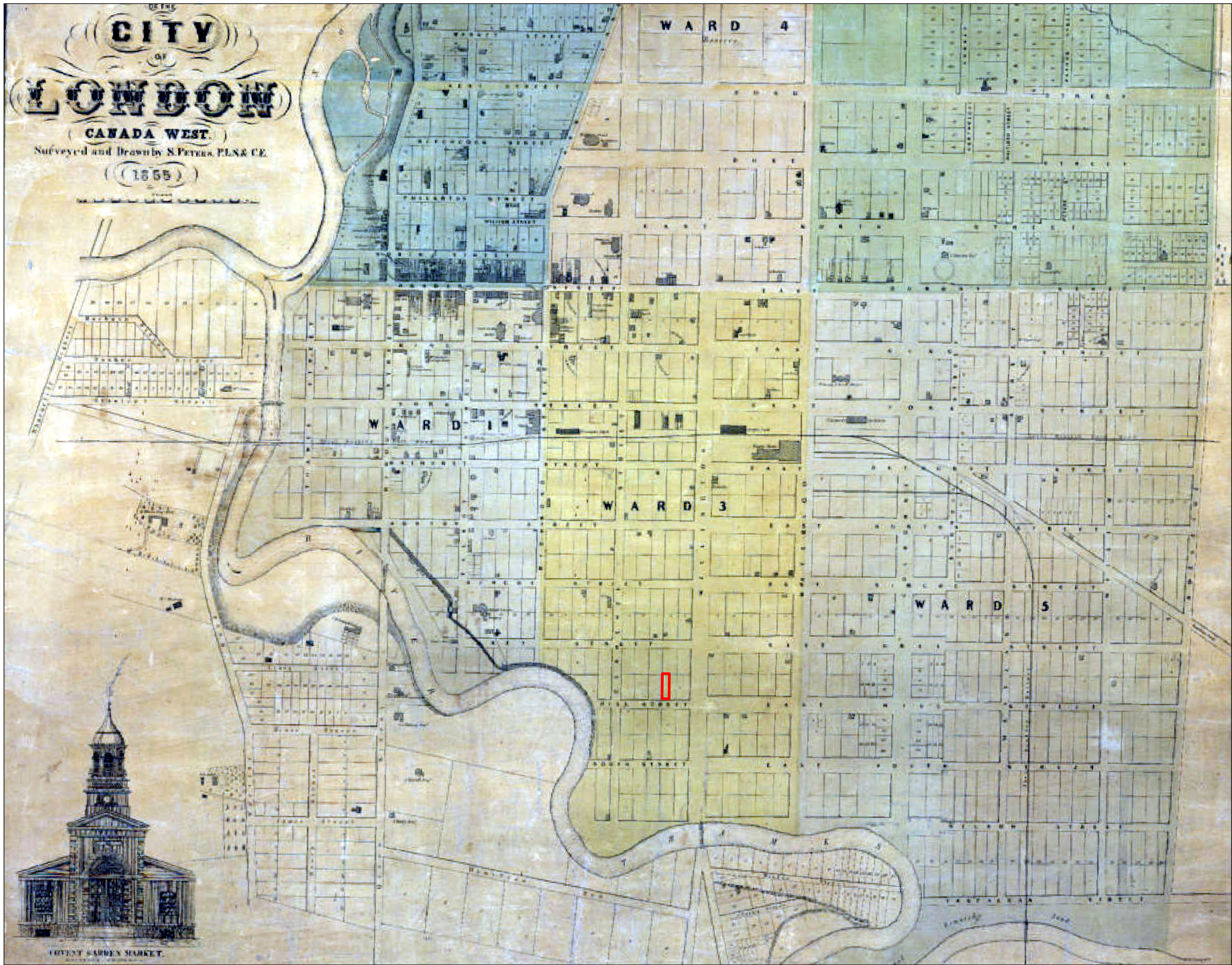


Project Location
London, ON
160940768 REVA
Prepared by PRM on 2022-06-09
Technical Review by FS on 2022-06-09

Client/Project
LEVEL CONTRACTING INC.
HERITAGE IMPACT ASSESSMENT
254 HILL STREET, LONDON, ONTARIO

Figure No.
3

Title
London Town Plot, 1826




Legend
 Study Area

Figure Not to Scale

Notes
1. Peters, Samuel. 1855. Map of the City of London, Canada West.



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London, ON Prepared by PRM on 2022-06-09
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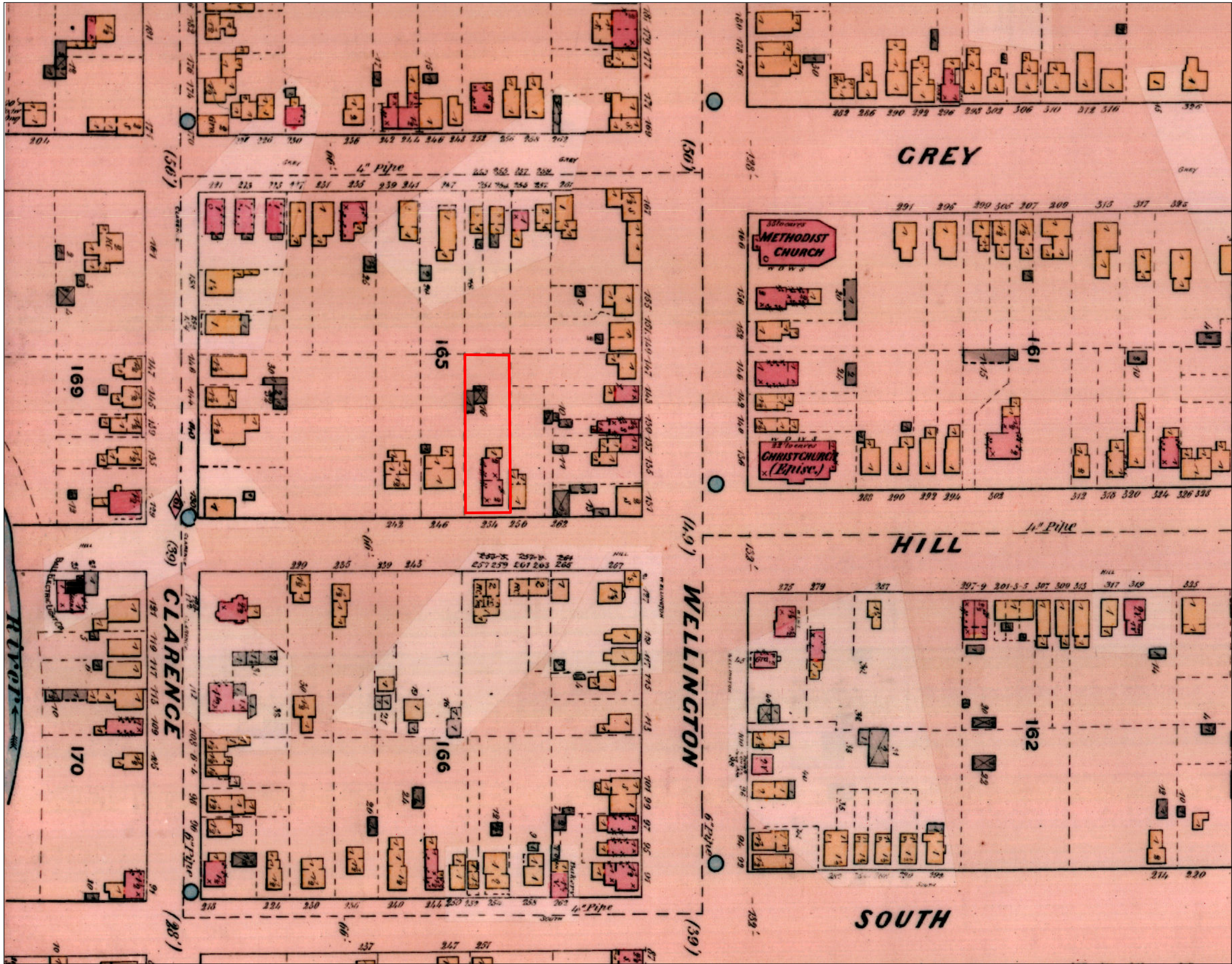
Figure No.

4

Title

Map of the City of London, 1855

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Revised: 2022-06-09 by pmoser




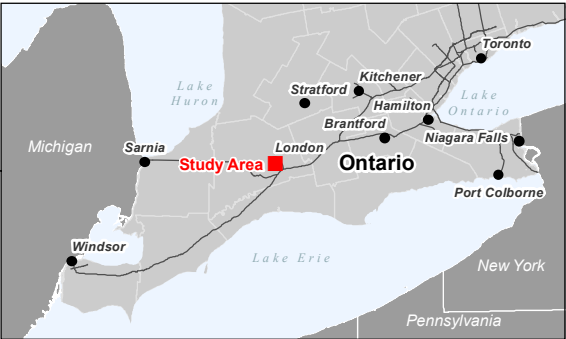
Legend
 Study Area

Figure Not to Scale

Notes
1. Goad, Charles, 1888. Insurance Plan of London Ontario, Sheet 28. Montreal:
Charles E. Goad.



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Figure No.
5
Title
Fire Insurance Plan, 1888

Legend
Study Area



Figure Not to Scale

Notes
1. Underwriters Survey Bureau, 1922, Key Plan of the City of London, Ontario, Sheet 28, Toronto: Underwriters Survey Bureau Limited.



Project Location
London, ON
160940768 REVA
Prepared by PRM on 2022-06-09
Technical Review by FS on 2022-06-09

Client/Project
LEVEL CONTRACTING INC.
HERITAGE IMPACT ASSESSMENT
254 HILL STREET, LONDON, ONTARIO

Figure No.
6
Title
Fire Insurance Plan, 1922

June 9, 2022

4.0 SITE DESCRIPTION

4.1 INTRODUCTION

As outlined in Section 2.3, a site visit was undertaken on June 11, 2021 by Frank Smith and Lashia Jones, both Cultural Heritage Specialists with Stantec. Weather conditions were sunny and seasonably warm. The site visit consisted of a pedestrian survey of the property.

4.2 LANDSCAPE SETTING

The property is located on the north side of Hill Street, approximately 55 metres west of the intersection of Wellington Street and Hill Street. Hill Street is a two-lane asphalt paved road between Clarence Street and Wellington Street. Both sides of the street contain concrete sidewalks with no grass medians. Wooden utility poles line the south side of the street and contain municipal streetlighting. The north side of Hill Street gently slopes upward towards the north and contains mid-19th to early 20th century residences, a vacant lot at 242 Hill Street, and modern infill at 256 Hill Street. The south side of Hill Street contains mid-19th to early 20th century residences and a large vacant lot at 243-261 Hill Street. The residences along this section of Hill Street are detached structures set on lots with lawns and mature trees, resulting in a suburban character for the area (Plate 2 and Plate 3).

The property at 254 Hill Street is landscaped with a lawn, concrete steps to the residence, partially overgrown concrete driveway, a backyard which is in the process of naturalizing, and a small outbuilding. The front lawn gently slopes north, and the residence is located at the highest point of the property. A set of concrete steps connects Hill Street with the residence (Plate 4). Located west of the residence is a concrete driveway which has been partially overgrown and is exhibiting cracking (Plate 5). Aside from a Black Walnut tree which straddles the property line between 254 and 248 Hill Street, the front yard contains no ornamental plants, shrubs, or trees aside from the lawn. While no ornamental trees or shrubs were present, young, naturally occurring, vegetation borders the residence and the lot line (Plate 6). The backyard is divided from the front yard by a wooden fence (Plate 7). The backyard contains a lawn which has reverted to meadow and vegetation in the early stages of ecological succession. The north border of the property is delineated by an overgrown wooden fence. The east border of the backyard is delineated by a wooden fence and chain link fence. Dense vegetation obscured the western border in the backyard (Plate 8). A small outbuilding is located just northwest of the residence. The outbuilding has a shed roof and is clad in asphalt shingles. The outbuilding has an entrance on the south elevation and a window opening on the east elevation (Plate 9).



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Plate 2: Looking east on Hill Street



Plate 3: Looking west on Hill Street



Plate 4: Concrete steps and front lawn, looking north



Plate 5: Concrete driveway, looking north



Plate 6: Looking northeast at Black Walnut tree (left) and vegetation along house



Plate 7: Wooden fence, looking north



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Plate 8: Naturalizing back yard, looking north



Plate 9: Outbuilding, looking northwest

4.3 RESIDENCE

The residence at 254 Hill Street is a two-storey structure with a compound plan. The principal mass contains a low-pitched hip roof with overhanging eaves and a brick chimney. The rear (north) projection contains a medium pitched gable roof. The exterior of the residence is buff brick with a Flemish bond pattern (Plate 10). Portions of the foundation of the residence is buff brick and other portions are not visible.

The front (south) elevation is framed by a continuous buff brick pilaster running along the corners of the elevation and just below the overhanging eave (Plate 11). The second storey contains three two-over-two (2/2) windows in segmental arch window openings, with wood frames, wood sills, and buff brick voussoirs (Plate 12). The first storey contains two boarded windows with segmental arch window openings, wood sills, and brick voussoirs (Plate 13). The main entrance contains a transom, sidelights, and a boarded door (Plate 14). The door is accessed via a porch. The porch is supported by concrete blocks and classically inspired wood columns and the brick exterior of the porch area has been painted (Plate 15).

The west elevation is divided into two sections. The southernmost section is part of the principal mass while the northern section is part of the gable roof projection (Plate 16). The principal section on the second storey contains a 2/2 window in a segmental arch opening with wood frames, wood sills, and a brick voussoir. This window also contains a modern storm window. The first storey contains a boarded window with a segmental arch opening, wood sills, and brick voussoir (Plate 17). The brick chimney projects outward on the west elevation south of the windows. The west elevation of the gable roof projection contains on the second storey two 2/2 windows in a segmental arch opening with wood frames, wood sills, and a brick voussoir. These windows also contain modern storm windows. The first storey contains a boarded window with a segmental arch opening, brick voussoir, and wood sill (Plate 18).

The north elevation is primarily comprised of the gable roof projection and only a small section of the principal mass is visible on the north elevation. The gable roof projection contains a narrow and boarded window opening with a segmental arch opening, brick voussoir, and wood sill on the first storey. The location of the former frame addition depicted in fire insurance mapping is evidenced by a section of brick



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which does not match the colour of the rest of the residence (Plate 19). The north elevation of the principal mass contains on the second storey a 6/6 window in a segmental arch opening with wood frames, wood sills, and a brick voussoir (Plate 20). The window has a modern storm window. The first storey contains a boarded window opening with a segmental arch opening, brick voussoir, and wood sill (Plate 21).

The east elevation is divided into two sections. The southernmost section is part of the principal mass while the northern section is part of the gable roof projection (Plate 22). The principal mass contained on the second storey an arched window opening with a 2/2 window with a wood frame, wood sill, and brick voussoir (Plate 23). The window has a modern storm window. The gable projection contains a shed roof addition clad in modern siding with a modern window. The second storey contains two 2/2 windows with segmental arch window openings, wood frames, wood sills, and brick voussoirs (Plate 24). The first storey contains a boarded window with a segmental arch opening, brick voussoir, and wood sill. Between the window and shed roof addition is a bricked over former entrance with a brick voussoir (Plate 25)

A Structural Condition Evaluation of 254 Hill Street was undertaken by DC Buck Engineering in February 2022. The report noted damage to the roof, and rotten floor sections and floor joists. In addition, much of the structure was noted to contain black mold. A copy of the Structural Condition Evaluation is included in Appendix B.



Plate 10: Brick bond, looking east



Plate 11: South (main) elevation, looking north



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Plate 12: Second storey windows of south elevation, looking north



Plate 13: Boarded windows, looking north



Plate 14: Main entrance, looking north



Plate 15: Close-up of concrete block and wood columns of porch



Plate 16: Looking southeast at the two sections of the west elevation



Plate 17: Windows of the principal section of the west elevation



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Plate 18: Windows of the gable roof projection, looking east



Plate 19: North elevation of gable projection, looking south



Plate 20: Second storey window of north elevation of principal mass, looking south



Plate 21: First storey window of north elevation of principal mass, looking south



Plate 22: Looking west at east elevation



Plate 23: Arched window of east elevation, looking northwest

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Plate 24: Looking south showing second storey windows and shed roof addition of east elevation



Plate 25: Boarded window and bricked over doorway, looking west

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5.0 COMPARATIVE ANALYSIS

The residence is identified on the City's *Inventory of Cultural Heritage Resources* (The Register) as being of the Italianate architectural style; it is one of 348 Italianate structures on the Register. This includes various types of buildings such as commercial, single detached residential, semi-detached or rowhouse, and farmhouses. Unlike the Gothic Revival architectural style with the sub-set of the Gothic Cottage or L-shaped farmhouse, the Italianate style does not have clear distinctions between residential building types that would have been found in rural as compared to urban areas. The residence at 254 Hill Street shares similarities with 31 Askin Street, 220 Burwell Street, 99 Byron Avenue, 268 Clarence Street, 482 Colborne Street, 20 Prospect Avenue, and 789 Queens Avenue.

Overall, the Italianate style is common in London and accounts for 5.8% of listed and designated heritage resources. The residence at 254 Hill Street is a relatively vernacular interpretation of the style. The City of London contains better examples of Italianate residences that contain additional architectural features not found at 254 Hill Street, including paired brackets, decorative cornices, window surrounds, and carved wooden trim that are common to the style.



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6.0 EVALUATION OF CULTURAL HERITAGE VALUE OR INTEREST

6.1 INTRODUCTION

The criteria for determining CHVI is defined by O. Reg. 9/06 (see Section 2.4.1). 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. Given the identification of a cultural heritage resource, consideration should be given to the effects of a proposed change on the heritage attributes of that property. The evaluation of 254 Hill Street according to O. Reg. 9/06 is provided below.

6.2 DESIGN OR PHYSICAL VALUE

The property at 254 Hill Street contains a representative example of a vernacular Italianate style residence, as demonstrated through rectangular plan, brick construction, segmental and round arched windows with 2/2 sash double hung wood frame windows, brick voussoirs, cast stone sills, low-pitched hip roof, and single entrance door with sidelights and transom. The dwelling does not contain decorative elements such as paired brackets, decorative cornices, window surrounds or carved wooden trim that were common to the style. The style and type of dwelling is a portrayal of a residential dwelling suited to London's emerging middle class in the 19th century.

6.3 HISTORIC OR ASSOCIATIVE VALUE

The property is associated with Job Cousins, a local pump maker who came to London from Truro, Nova Scotia, in the mid-19th century. He worked with his brother James Cousins, who owned the pump making business. While James Cousins appears to have played a role in the development of the community by serving as Mayor in 1871 and establishing the Western Fair, there is no direct historical evidence to suggest that Job Cousins or his immediate family members residing at Hill Street played a significant role in this. As such, there are no indications that the family played a significant contribution to the evolution or pattern of settlement or development in the community, as per the MHSTCI application of this criteria. The property does not yield information that contributes to the understanding of a community or culture. Architect, builder, or designers for the property are not known and therefore the property does not meet this criterion.

6.4 CONTEXTUAL VALUE

The property at 254 Hill Street does not demonstrate contextual value. The setting around the property contains a mix of residential building types from the mid-to-late 19th century and early 20th century but does not demonstrate a defined or consistent character. The property does not demonstrate a strong material connection to its surroundings, as it is not part of a landscape or area that is strictly defined by the relationship between resources and physical features of an area. The property is not necessary to



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fulfill a particular purpose in its surroundings (e.g., a barn on a farmstead, or a mill at an industrial site) and does not demonstrate a strong visual connection to elements in its surroundings. There is no significant historical connection between the property and its surroundings.

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 254 Hill Street According to *Ontario Regulation 9/06*

Criteria of O. Reg. 9/06	Yes/No	Comments
Design or Physical Value		
Is a rare, unique, representative, or early example of a style, type, expression, material, or construction method	Yes	The residence on the property at 254 Hill Street is representative of the vernacular Italianate architectural style. This is demonstrated in its rectangular plan, low pitched hip roof, and segmental and round arched windows. Decorative elements common to the Italianate style, such as paired brackets at the eaves, decorative cornices, window surrounds or carved trim are not present.
Displays a high degree of craftsmanship or artistic merit	No	The residence does not demonstrate a high degree of craftsmanship or artistic merit. It uses materials and construction methods that are typical for the time period and building type and does not contain highly decorative elements that display craftsmanship or artistic merit.
Demonstrates a high degree of technical or scientific achievement	No	The residence does not demonstrate a high degree of technical or scientific achievement. It uses technology and methods that were typical for the time period and the building type.
Historical or Associative Value		
Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community	No	The property does not have direct historical associations with a theme, event, belief, person, activity, or institution that is significant to a community. Extended family members of one property owner, Job Cousins, played a significant role in the development of the Western Fair, but there is no evidence to suggest that the residents of 254 Hill Street played a significant part.
Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	No	The property does not yield information that contributes to an understanding of a community or culture.
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community	No	The architect, builder, or designer of the house is not known, and therefore the criteria is not satisfied.
Contextual Value		



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Criteria of O. Reg. 9/06	Yes/No	Comments
Is important in defining, maintaining, or supporting the character of an area	No	The property is not important in defining, maintaining, or supporting the character of an area. While many of the properties on Hill Street appear to date to the later 19 th to early 20 th century, there are of various styles and do not demonstrate a strong or discernable character.
Is physically, functionally, visually, or historically linked to its surroundings	No	The property is no longer physically, visually, or historically linked to its surroundings. The property does not demonstrate a strong material connection to its surroundings, is not necessary to fulfill a particular purpose in its surroundings and does not demonstrate a strong visual connection to elements in its surroundings. There is no significant historical connection between the property and its surroundings.
Is a landmark	No	The property is not considered to be a landmark. It is one of several properties on Hill Street that were constructed in the later 19 th to early 20 th century.

6.6 STATEMENT OF CULTURAL HERITAGE VALUE

6.6.1 Description of Property

The property at 254 Hill Street is located on the north side of Hill Street, east of Wellington Street on a 0.2-acre lot. The property contains a late 19th century two-storey vernacular Italianate style dwelling constructed with buff brick, and with a low-pitched hip roof.

6.6.2 Cultural Heritage Value

The property at 254 Hill Street demonstrates design/physical value as a representative late 19th century Italianate style residence. The house is a modest representative example of the vernacular Italianate style of architecture, evident in its two-storey height, rectangular plan, brick construction, segmental and round arched windows with two-over-two sash double hung wood frame windows, brick voussoirs, wood sills, low-pitched hip roof, and single entrance door with sidelights and transom. The style and type of dwelling is a portrayal of a residential dwelling suited to London's emerging middle class in the 19th century.

6.6.3 Heritage Attributes

Heritage attributes representative of the Italianate style residence include:

- Two storey, rectangular plan
- Low pitched hip roof
- Buff brick common bond construction with brick pilasters at the front elevation corners and plain brick frieze
- Segmental arch and round arch windows with brick voussoirs, wood sills, and two-over-two sash wood frame double hung windows



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- Single entrance with sidelights and transom

7.0 IMPACT ASSESSMENT

7.1 DESCRIPTION OF PROPOSED UNDERTAKING

Level Contacting is proposing to construct on the property a three-storey apartment building with a total of 23 units and a footprint of 4,928 square feet (457.9 square metres). The proponent is proposing to demolish the existing residence to allow for construction of the new apartment building and required site parking. The new structure will be located in the west section of the property. Conceptual landscaping modifications to the property include a parking area along the east and north edge of the property. The current concept plan for the site is included in Appendix A.

7.2 ASSESSMENT OF IMPACTS

The residence at 254 Hill Street has CHVI since it meets one criterion for determining cultural heritage value included in *O. Reg 9/06*. Accordingly, the assessment of potential impacts is limited to the heritage attributes of 254 Hill Street as outlined in Section 6.6.3. Impacts are defined by Info Sheet #5, as discussed in Section 2.5. Table 2 and Table 3 contain a discussion of impacts as defined in Info Sheet #5.

Table 2 Evaluation of Potential Direct Impacts

Direct Impact	Impact Anticipated	Relevance to 254 Hill Street
Destruction of any, or part of any, <i>significant heritage attributes</i> or features.	Yes	The proposed undertaking would result in demolition of the resource and its heritage attributes. Therefore, mitigation measures are required.
Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance.	Not Applicable (N/A)	The proposed undertaking would result in demolition of the resource. Therefore, this impact is not applicable.



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Table 3 Evaluation of Potential Indirect Impacts

Indirect Impact	Impact Anticipated	Relevance to 12035 Dixie Road
Shadows 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	N/A	The proposed undertaking would result in demolition of the resource. Therefore, this impact is not applicable.
Isolation of a <i>heritage attribute</i> from its surrounding environment, context, or a <i>significant</i> relationship	N/A	The proposed undertaking would result in demolition of the resource. Therefore, this impact is not applicable.
Direct or indirect obstruction of <i>significant</i> views or vistas within, from, or of built and natural features	N/A	The proposed undertaking would result in demolition of the resource. Therefore, this impact is not applicable.
A change in land use 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	N/A	The proposed undertaking would result in demolition of the resource. Therefore, this impact is not applicable.
Land disturbances such as a change in grade that alters soil, and drainage patterns that adversely affect an <i>archaeological resource</i>	N/A	The proposed undertaking would result in demolition of the resource. Therefore, this impact is not applicable.

7.3 DISCUSSION OF IMPACTS

The proposed undertaking would result in direct impacts to the property at 254 Hill Street as it would result in the demolition of the structure and all heritage attributes of the residence. This is an irreversible impact, and no additional direct or indirect impacts are applicable.



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8.0 MITIGATION

The property at 254 Hill Street was determined to have CHVI as it meets one criterion of *O. Reg. 9/06*. Specifically, the CHVI of the property is related to its design value as containing a representative example of a vernacular Italianate style residence. As identified in Table 2 and Table 3, the proposed undertaking has potential to result in a direct impact to the residence as demolition of the residence is proposed due to the poor condition of the residence and parking requirements for the new development. Accordingly, the mitigation options identified in Info Sheet #5 Mitigation Options (see Section 2.6) have been explored below.

8.1 INFO SHEET #5 MITIGATION OPTIONS

Consideration for each option is given both for the appropriateness of the mitigation in the context of the CHVI identified and the feasibility of the mitigation option. Also considered is an understanding of the surrounding context within which the property is located.

Alternative development approaches: Alternative development approaches were considered to incorporate the existing residence into the development plans and divide it into multiple apartment units. However, the poor condition of the existing resource and parking requirements makes this mitigation measure unfeasible. A Structural Condition Evaluation is contained in Appendix B. The evaluation concluded the existing structure at 254 Hill Street poses a safety hazard and should be removed.

Isolating development and site alteration from significant built and natural features and vistas: Isolating development was considered to incorporate the existing residence into the development plans and divide it into multiple apartment units. However, the poor condition of the existing resource makes this mitigation measure unfeasible. Given the condition of the residence, site topography, and parking requirements, the relocation of the residence within the existing site to isolate development is not feasible.

Design guidelines that harmonize mass, setback, setting, and materials: Design guidelines can be implemented that incorporate salvaged materials (if their condition is acceptable) which reflects the architectural style of the existing dwelling. This may include the use of buff brick, segmental and round arch window openings with voussoirs, two-over-two sash windows, a hipped roof, and plain brick friezes.

Limiting height and density: If the existing residence were to be demolished, limiting height and density would not be an applicable mitigation measure, as the heritage attributes of the property are limited to the existing structure.

Allowing only compatible infill: If the existing residence were to be demolished, allowing only compatible infill would not be an applicable mitigation measure, as the heritage attributes of the property are limited to the existing structure.

Reversible alterations: If the existing residence were to be removed, reversible alterations would not be an appropriate mitigation measure, as the heritage attributes of the property are limited to the existing structure.



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Buffer zones, site plan control, and other planning mechanisms: Should demolition of the existing residence be pursued, site plan controls should be implemented to incorporate salvaged materials or design elements of the existing building into the proposed development.

8.2 RETENTION

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

Retention *in situ* with the proposal to redevelop frontage on Hill Street is challenged by site constraints and the poor condition of the resource. A Structural Condition Evaluation concluded the existing structure at 254 Hill Street poses a safety hazard and should be removed. Therefore, in the context of the proposed development, retention is not a feasible alternative.

In addition, the residence meets only one criterion of O. Reg 9/06 as a representative vernacular Italianate residence. It is one of more than 300 properties listed on the City's Register that are of the Italianate Style. The building is a vernacular example and does not contain decorative details common to many Italianate structures; there are stronger examples of the Italianate style in the City of London. Therefore, based on the poor condition of the structure, site constraints, and the presence of better examples of Italianate structures within the City, retention *in situ* is not considered the preferred mitigation option for 254 Hill Street.

8.3 RELOCATION

Where retention *in situ* is not feasible or preferred, relocation is often the next option considered to mitigate the loss of a heritage resource. As with retention, relocation of a structure must be balanced with the CHVI identified. Relocation removes the resource from its contextual setting but allows for the preservation of noteworthy heritage attributes. Relocation, therefore, should be considered only if the community wishes to preserve the structure for its design/physical value. The relocation of 254 Hill Street is likely not possible due to the poor condition of the resource. A Structural Condition Evaluation concluded the existing structure at 254 Hill Street poses a safety hazard and should be removed. Therefore, the structure is unlikely to withstand the relocation process. Based on the above discussion, relocation is not considered a viable mitigation option at 254 Hill Street.

8.4 DOCUMENTATION AND SALVAGE

Detailed documentation and salvage are often the preferred mitigation strategy where retention or relocation is not feasible or warranted. Documentation creates a public record of the structure which provides researchers and the general public with a land use history, construction details, and photographic record of the resource. Through the selective salvage of identified heritage attributes and other materials, the CHVI of the property can be retained, albeit in a different context. Documentation and



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salvage of heritage attributes in their current context and where feasible, allows for reuse. Documentation should be undertaken prior to any changes made to the property.

For 254 Hill Street, documentation and salvage would be an appropriate mitigation measure. This mitigation alternative is appropriate considering that there are similar and stronger remaining examples of Italianate architectural styles in the City of London and that the structure is likely not able to withstand relocation.

Although documentation and salvage would not lessen the impact of demolition, it would seek to record the CHVI identified, making the building available for future study. Documentation activities should be carried out through photography, mapping, photogrammetry, and/or LiDAR scan. Documentation should be carried out in advance of any changes made to the property.

Materials salvaged from the structure should be retained and incorporated into on-site features, such as entrance gates, landscape walls, garden beds, site furniture, or incorporation into the new development. Salvaged items should include:

- Buff brick
- Segmental arch and round arch windows with brick voussoirs, wood sills, and two-over-two sash wood frame double hung windows



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9.0 RECOMMENDATIONS

An assessment of impacts resulting from the proposed undertaking at 254 Hill Street has determined that the proposed undertaking would result in direct impacts to the property through demolition. Based on the adverse impacts identified to this cultural heritage resource, the retention of the residence *in situ* is the preferred alternative method from a heritage perspective since the CHVI of the property would be retained in its entirety. However, retention of the residence is not feasible due to site plan requirements and the poor condition of the residence. A Structural Condition Evaluation concluded the existing structure at 254 Hill Street poses a safety hazard and should be removed. Where retention *in situ* is not feasible or preferred, relocation is often the next option considered to mitigate the loss of a heritage resource. However, the residence is in poor condition and is unlikely to withstand the relocation process. Therefore, relocation is not a viable mitigation measure.

Detailed documentation and salvage are often the preferred mitigation strategy where retention or relocation is not feasible or warranted. For 254 Hill Street, documentation and salvage would be an appropriate mitigation measure. This mitigation alternative is appropriate considering that there are similar and stronger remaining examples of Italianate architectural styles in the City of London and that the structure is likely not able to withstand relocation.

Documentation activities should be carried out through a full recording of the residence through photography, mapping, photogrammetry, and/or LiDAR scan. Documentation should be carried out in advance of any changes made to the property. Salvage activities should consist of the identification and recovery of re-useable materials by a reputable salvage company or charity, with materials retained to be repurposed on site through landscape and built features. Salvaged materials should include:

- Buff brick
- Segmental arch and round arch windows with brick voussoirs, wood sills, and two-over-two sash wood frame double hung windows

The documentation and salvage work should be carried out under the direction of a Cultural Heritage Specialist in good professional standing with the Canadian Association of Heritage Professionals (CAHP).

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



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10.0 CLOSURE

This report has been prepared for the sole benefit of Level Contracting 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.

Meaghan Rivard MA, CAHP
Senior Heritage Consultant
Tel: (519) 645-3350
Cell: (226) 268-9025
meaghan.rivard@stantec.com

Tracie Carmichael BA, B.Ed.
Managing Principal, Environmental Services
Cell: (226) 927-3586
tracie.carmichael@stantec.com



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HERITAGE IMPACT ASSESSMENT—254 HILL STREET, LONDON, ONTARIO

June 9, 2022

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HERITAGE IMPACT ASSESSMENT—254 HILL STREET, LONDON, ONTARIO

June 9, 2022

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APPENDIX A

Concept Plan



NOTE:
ALL AREAS ABOVE ARE APPROXIMATE AND WILL BE
CONFIRMED WHEN SURVEY IS COMPLETED

BUILDING DATA

AREA: 457.9 m2
RESIDENTIAL BUILDING
(23 RESIDENTIAL UNITS).

[illegible]

APPENDIX B Structural Condition Evaluation





Inspection Report

If you do not receive all pages please contact 1-226-270-9921

Date: Thursday, February 17, 2022

Project: No. 207022

To: Level Contracting

Attn: Jose Pinheiro

Re: Structural Condition Evaluation – 254 Hill Street

No. of Pages: 4

See attached,

1. Inspection Report

Distribution:

PER: Dwayne C. Buck, P.Eng

Inspection Report

To: Level Contracting
London, Ontario

Re: Structural Condition Evaluation
254 Hill Street
London, Ontario

Attn: Jose Pinheiro

Project No. 207022

Date: Thursday, February 17, 2022

DC Buck Engineering Corp was contacted to provide an evaluation of the structural condition of the building at the above mentioned site due to vacant condition. The following was observed at the site;

Background:

1. The building consists of a two storey single residential building with exterior load bearing brick wall and wood frame floor and roof construction on poured concrete foundations.
2. The inspection of the property was completed by the Principal Engineer at DC Buck Engineering Corporation, Dwayne C. Buck, P.Eng.
3. The building was visually inspected to confirm the current conditions of the building due to it being vacant and exposed to the elements.
4. The building was visually inspected from the interior of the building.

Observations:

1. The building consists of two storeys and all rooms were visually inspected.
2. The building does not have any utilities for heat or hydro.
3. Sections of roof are open and allowing the elements to penetrate into the main building structure on both floors. The floor structure has rotten sections on the second floor and the main floor including the floor sheathing and the floor joists. Some sections are not safe and areas of hazardous falling are present.
4. Multiple floor joists in the basement areas were observed to have significant rot and it is appearing that the lateral support of the top of the foundation is compromised due to the rot in the joists.
5. Most areas of the building are covered in black mold.

Insert site photo's







Evaluation comments:

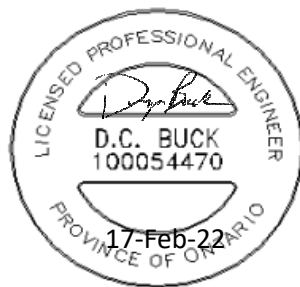
1. Based on the visual inspection it is my opinion that the existing building main structure is not sound. The structure in its current condition is not safe and does pose a hazard to any person entering the building and the surrounding buildings.
2. It is my recommendation that the existing structure be removed.
3. All work to be completed by qualified contractors.

We trust this report is adequate for your use for the review of the existing building conditions. If you require any further information regarding this matter. please contact the under signed at your convenience.

Yours Truly,
DC Buck Engineering Corp.

A handwritten signature of Dwayne C. Buck.

Dwayne C. Buck, P.Eng



Heritage Planners' Report to CACP: July 13, 2022

1. Heritage Alteration Permits processed under Delegated Authority By-law:
 - a) 183 Dundas Street (Downtown HCD) – storefront alterations
 - b) 100 Dundas Street (Downtown HCD) – signage
 - c) 916 Queens Avenue (Old East HCD) – revisions to façade alteration
 - d) 119 Elmwood Avenue East (WV-OS HCD) – porch and balcony removal
 - e) 671 Elias Street (Old East HCD) – exterior alterations, recladding, porch
 - f) 1 Westcott Street (WV-OS HCD) – dormer addition
 - g) 119 Elmwood Avenue East (WV-OS HCD) – window and door opening alteration
 - h) 83 Elmwood Avenue East (WV-OS HCD) – attached garage addition
2. Sub-Committees
 - a) Upcoming Education Sub-Committee Meeting, targeting late July or early August.
More sub-committee members are always welcome.

Upcoming Heritage Events

- Celebrating Communities, a Celebration of Connection, Kindness, and Culture, Monday August 2, 2022, 10am-9pm (online). More information: www.londonheritage.ca/celebrating-communities
- National Trust for Canada Conference, October 20-22, 2022, Toronto, Ontario. More information: www.nationaltrustconference.ca
- Association for Preservation Technology International Conference, November 7-12, 2022 in Detroit, Michigan. More information: www.eventscribe.net/2022/APTDetroit
- Canadian Baseball History Conference, November 12-13, Windsor, Ontario: <https://baseballresearch.ca/>.