Heritage Impact Assessment: 26-30 Wellington Road, London, Ontario

Wellington Gateway Bus Rapid Transit and Infrastructure Improvements

Corporation of the City of London

60641336

August 2023

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AECOM: 2015-04-13

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Revision History

Rev #	Revision Date	Revised By:	Revision Description
0	January 2022	Liam Ryan/Tara Jenkins	Draft HIA prepared
1	October 2022	Liam Ryan	City of London Comments R1
2	August 2023	Liam Ryan	City of London Comments R2

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1. Introduction

1.1 Project Context

AECOM Canada Ltd. (AECOM) was retained by the City of London to complete a Heritage Impact Assessment (HIA) for the properties with the municipal addresses of 26 Wellington Road, 28 Wellington Road and 30 Wellington Road (the 'subject properties') as part of the work being completed for the Wellington Gateway segment of the proposed London Bus Rapid Transit (BRT) system (the 'project').

At the onset of the Rapid Transit Master Plan (RTMP) process, the proposed route was a 24-kilometre BRT system that comprised of four segments, combined into two operation routes: the north/east corridor and the south/west corridor, with 38 bus stops in total. The BRT system was approved by the City of London Council through the RTMP in July 2017. The second stage of the process was completed using the *Transit Project Assessment Process* (TPAP) under Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings. As part of the TPAP, an Environmental Project Report (EPR)[1] was completed in 2019. Since the commencement of the TPAP there has been refinement of the BRT network through the development and evaluation of alternative design options, public and stakeholder engagement, and the identification of impacts on the environment.

As a support document to the EPR, a Cultural Heritage Screening Report (CHSR) authored by WSP was finalized in 2019. The CHSR was written to establish a developmental history of the proposed BRT Study Area. The CHSR identified properties with recognized and potential cultural heritage value or interest that may be impacted by the project. The screening criteria of the Ministry of Tourism, Culture and Sport (MTCS) *Criteria for Evaluating Potential Built Heritage Resources and Cultural Heritage Landscapes* and the 40-year threshold were used to identify potential cultural heritage resources, not on the City of London *Register of Cultural Heritage Resources*. With the recommendation of London's Advisory Committee on Heritage (LACH),[2] Municipal Council added 347 potential cultural heritage resources to the City of London's *Register of Cultural Heritage Resources* as "Listed."

In October 2018, the TPAP process was paused in a "Time Out" process to strengthen the project's cultural heritage strategy. A total of 67 potential cultural heritage resources were identified as having potential cultural heritage value or interest and were determined to potentially be directly impacted by the construction of the BRT. As the project footprint was refined and reduced, the number of properties requiring further work was reduced and as a result, 51 cultural heritage resources required Cultural Heritage Evaluation Reports (CHERs). The subject properties at 26-30 Wellington Road, were three properties identified in the City of London CHSR (October 2018) as being directly impacted by the project and were added to the Heritage Register of Cultural Heritage Resources.

In February 2019, a group CHER was completed by AECOM which included 26-30 Wellington Road as part of the TPAP for the project. Based on the heritage evaluations undertaken in the CHER, 26, 28, and 30 Wellington Road were each determined to meet Ontario Regulation 9/06. The CHER recommended that an HIA be completed for each property if they are to be directly impacted by the project.

To date, the cultural heritage work has been completed with engagement with the Community Advisory Committee on Planning (CACP) and MTCS The EPR document for the BRT recommends HIAs for properties potentially impacted by the project post-TPAP, in the Detailed Design phase. The EPR states that during Detailed Design, mitigation measures will be addressed to minimize impacts to heritage properties.

[1] *The EPR is a thorough report that is required as part of the TPAP. It is intended to provide enough information to understand what the project is and how it will affect the natural, social, cultural, transportation and economic environments.*

[2] *Now the Community Advisory Committee on Planning (CACP) serves as the City's municipal heritage committee.*

As of July 2021, the City of London is in the 50% Detailed Design phase for the Wellington Gateway segment of the project. The Wellington Gateway segment extends south from the Downtown Loop segment at King Street and extends 7.5 kilometres south along Wellington Street/Wellington Road[3] to the intersection of Exeter Road and Bessemer Road near Highway 401. The route includes 11 bus stations, located at King Street, Horton Street East, South Street, Bond Street, Base Line Road East, Commissioners Road East, Wilkins Street, Southdale Road East, Montgomery Gate, Bradley Avenue, and Exeter Road.

Currently, the Wellington Gateway Phasing Plan is comprised of four design segments:

- Design Segment 1 – York Street to Grand Avenue;
- Design Segment 2 – Grand Avenue to Wilkins Street;
- Design Segment 3 – Wilkins Street to Montgomery Gate; and
- Design Segment 4 – Montgomery Gate to Exeter Road.

The following HIA for 26-30 Wellington Road is based on the 50% Detailed Design for Wellington Gateway located in Design Segment 2. The HIA was developed in consultation with the City of London Heritage Planner, Kyle Gonyou. In addition, this HIA includes input from AECOM's structural engineering team and Dillon Consulting Limited, responsible for the Project's detailed design and the Project's Landscape Plan.

1.2 Location and Physical Description of the Subject Properties

The subject properties, shown in **Figure 1** and **Figure 2**, have the municipal addresses of 26 Wellington Road, 28 Wellington Road, and 30 Wellington Road. Historically they are within part of the south half of Lot 25, Broken Front Concession, or Concession "B", in the former Westminster Township, Middlesex County. Currently they are within part of Lot 19, Registered Plan 11(4th). The subject properties are located in South London (also known as Old South) on the east side of Wellington Road, between Watson Street and Grand Avenue. The subject properties are bound by Wellington Road to the west, a vacant residential property to the south (32 Wellington Road)[4], a residential property to the east (4 Watson Street), and a vacant property to the north.

1.2.1 26 Wellington Road

The building located at 26 Wellington Road is a one-and-a-half-storey building with a side hall plan and a steeply pitched gable roof. It has been designed with Queen Anne Revival style influences and constructed of concrete block circa 1906. The existing conditions section of this report contains a full description of the property and its residential structure (see **Section 5.3.1**).

1.2.2 28 Wellington Road

The building located at 28 Wellington Road is a one-and-a-half-storey building with a side hall plan and a steeply pitched gable roof. It has been designed with Queen Anne Revival style influences and constructed of concrete block circa 1906. The existing conditions section of this report contains a full description of the property and residential structure (**Section 5.3.2**).

[3] Note: Wellington Street becomes Wellington Road south of the Thames River

[4] *The structure located within 32 Wellington Road has been removed since the October 29, 2021*

1.2.3 30 Wellington Road

The building located at 30 Wellington Road is a one-and-a-half-storey building with a side hall plan and a steeply pitched gable roof. It has been designed with Queen Anne Revival style influences and constructed of concrete block circa 1906. The existing conditions section of this contains a full description of the property and residential structure (**Section 5.3.3**).

1.3 Summary of Property Impacts on 26-30 Wellington Road

The 50% Detailed Design shows that on the northeast side of Wellington Road, the road, curb, sidewalk and boulevard will encroach into each subject property to accommodate the new bus lanes for the project. The 50% Detailed Design also shows that these infrastructure improvements will require the demolition of the three buildings within each subject property (**Figure 4**). As such, and in accordance with the recommendation in the CHER (AECOM, 2019), an HIA is required prior to demolition of any structures on these properties. This HIA will be a support document in the demolition application for each property.

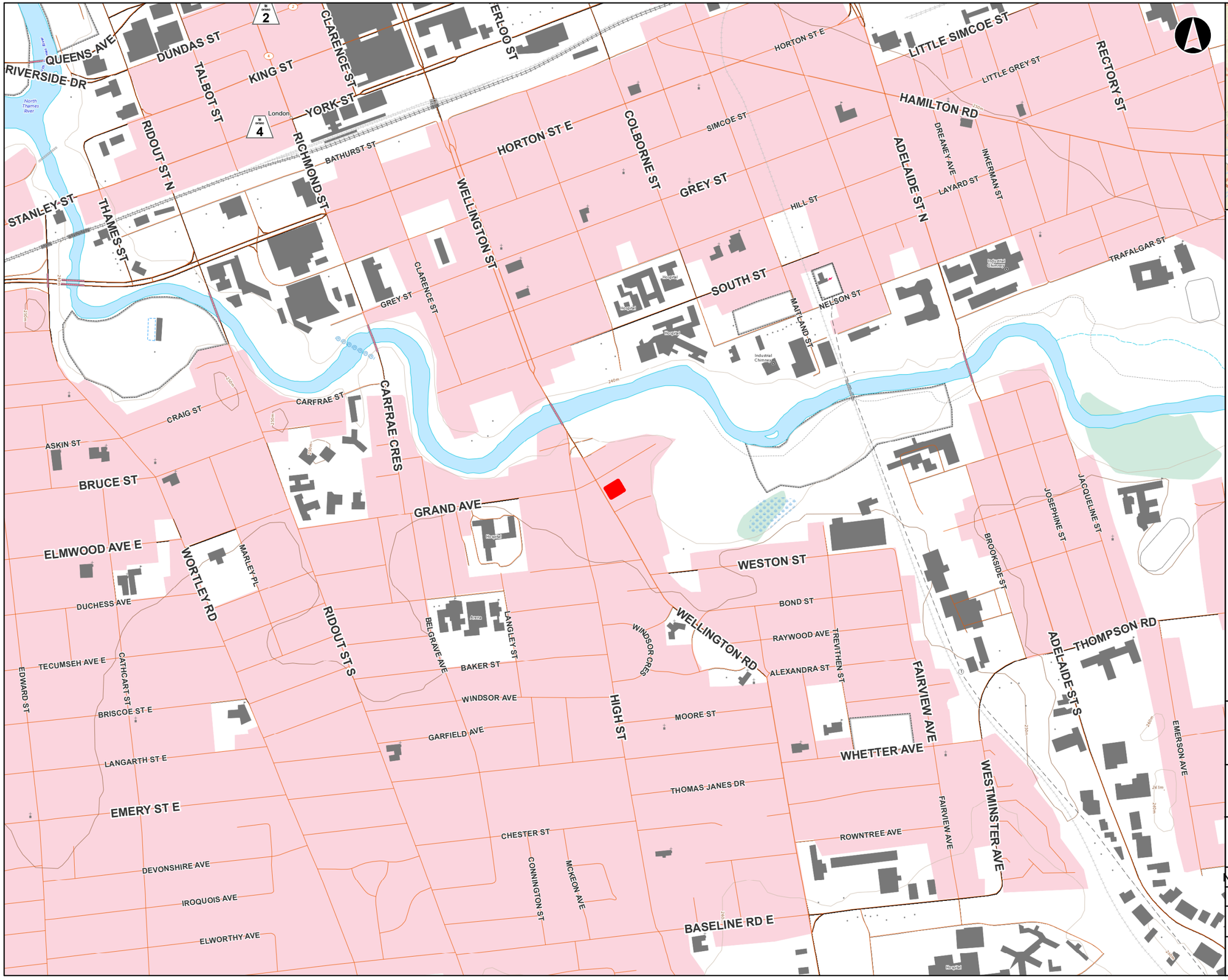
1.3.1 Property Owner

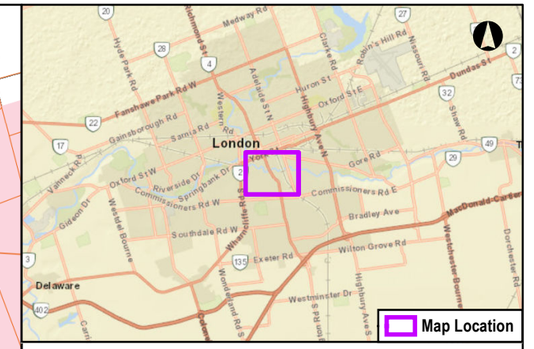
Each subject property is owned by the City of London.

1.3.2 Current Cultural Heritage Status of the Subject Properties

The subject properties, 26, 28 and 30 Wellington Road are individually listed on the City of London's *Register of Cultural Heritage Resources* on March 27, 2018.

Photograph 1:
View of the three buildings located at 26-30 Wellington Road, looking northeast (Photograph taken by AECOM, 2021)





Legend

Subject Property

Heritage Impact Assessment
Wellington Gateway Bus Rapid Transit & Infrastructure Improvements

Location of the Subject Property

0 55 110 220 330 440 550 660 770

Meters

DATUM: NAD 1983 UTM Zone 17N

November 2021	1:10,000 * when printed 11"x17"	Source: MNRF 2020, MNRF, http://wms.ess-ws.nrcan.gc.ca/wms/toporama_en Image: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c)
P#:60641336	V#:	

AECOM

Figure 1

Map location: \\na.aecomnet.com\LFS\AMER\Kitchener-CAKCN1\DCS\Projects\TRN\60641336_RT_WEL_Gateway\900_CAD_GIS\920_929_GIS_Graphics\Design\01_Reports\HIA\26-30 Wellington\MXD-Fig1-26-30WellingtonSt.mxd
Date Saved: 11/15/2021 5:43:36 PM User Name: clarkb

Legend

- Parcel Boundary
- Subject Property

Heritage Impact Assessment
Wellington Gateway Bus Rapid Transit & Infrastructure Improvements

Subject Property - 26 Wellington Road, 28 Wellington Road and 30 Wellington Road
City of London

0 5 10 20
Meters
DATUM: NAD 1983 UTM Zone 17N

November 2021	1:300 * when printed 11"x17"	Source: MNRF 2020, City of London 2019 Image: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User
P#:60641336	V#:	

AECOM

Figure 2

Map location: \\na.aecomnet.com\LES\AMER\Kitchener-CAKCN1\DCS\Projects\TRN\60641336_RT_WEL_Gateway\900_CAD_GIS\820_929_GIS_Graphics\Design\01_Reports\HIA\26-30 Wellington\MXD-Fig2-26-30WellingtonSt 3DDesign_60641336.mxd
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1.4 Methodology

This HIA adheres to the guidelines set out in the MTCS *InfoSheet #5 Heritage Impact Assessment and Conservation Plans* as part of the *Ontario Heritage Tool Kit* (2006). This HIA addresses the impacts of the project on the subject properties which are all listed on the *Register of Cultural Heritage Resources*.

For the purpose of this HIA, AECOM undertook the following key tasks:

- Reviewed appropriate background documents including the:
  - *Cultural Heritage Screening Report: London Bus Rapid Transit System.* (WSP Canada Inc., Final February 27, 2019);
  - *Cultural Heritage Evaluation Report: 35 Properties, Wellington Road, London Ontario.* (AECOM, February 2019); and
  - *Structural Condition Assessment 26, 28 and 30 Wellington Road London ON* (EXP Services Inc., June 10, 2022).

- Consulted with the City of London Heritage Planner, to confirm the scope of the HIA and to brainstorm commemoration options;

- Conducted a field review to document the existing conditions of the Subject Property from the public right-of-way on October 29, 2021;

- Identified and prepared a description of the proposed undertaking;

- Assessed the proposed infrastructure impacts, based on the 50% Detailed Design, on the cultural heritage value and heritage attributes of the Subject Property; and

- Prepared mitigation options and mitigation measures with recommendations to avoid or reduce any negative impacts to the Subject Property.

This HIA was completed by a team of AECOM's Cultural Resource Management staff including Liam Ryan (Cultural Heritage Planner), Tara Jenkins (Cultural Heritage Specialist, Lead), and Britta Patkowski (Associate Vice President, Planning and Permitting). The HIA was developed in engagement with the City of London Heritage Planner, Kyle Gonyou. In addition, this HIA includes input from AECOM's structural engineering team and Dillon Consulting Limited, responsible for the Project's detailed design and the Project's Landscape Plan within Design Segment 2.

1.5 Community Engagement

Below includes a summary of the engagement activities and feedback undertaken for the development of this HIA.

For the purposes of this HIA, community engagement involved contacting the City of London to document any municipal or local level heritage impact assessment provisions that should be included in this HIA. Kyle Gonyou verified that the City of London currently does not have a Terms of Reference for the preparation of HIAs. In addition, the archival staff at the London Room, London Public Library, were contacted to gain more historical information on the subject properties. The following stakeholders were contacted with inquiries regarding background of the subject properties (**Table 1**):

Table 1: Results of Community Engagement

Contact	Contact Information	Date	Notes
Kyle Gonyou / City of London / Heritage Planner	Via Microsoft Teams	August 24, 2021	Kyle approved a grouped HIA to include all three properties in one report.
Kyle Gonyou / City of London / Heritage Planner Michael Greguol / City of London / Heritage Planner	Via Microsoft Teams	November 18, 2021	A meeting between the AECOM heritage team and Kyle Gonyou and Michael Greguol was held to review and discuss commemoration options for the Subject Properties.
City of London Dillon Consulting	Via Microsoft Teams	November 30, 2021	A meeting between the AECOM heritage team, the City of London and Dillon Consulting to review commemoration options and discuss coordination.
Peter McAllister / Dillon Consulting / Senior Project Manager Kate Preston / Dillon Consulting / Associate, Landscape Architect	Via Microsoft Teams	December 16, 2021	A meeting between the AECOM heritage team and Peter McAllister and Kate Preston from Dillon Consulting was conducted to review and discuss commemoration options for each subject property. A number of commemoration options were presented and discussed during the meeting. The most feasible options can be found in **Section 7**of this report.
London Room / London Public Library	Research.request@lpl.ca	December 10, 2022	The London Room provided the AECOM heritage team with City Directory documents/images that provided insight into the concrete machinery production industry in London, ON during the early 1900s.
Richvale-York Block Inc.	Iteseo@richvaleyork.com	July 28, 2022	AECOM emailed the block company to see if new block could be made to be compatible in shape, size, colour and appearance as the original.
City of London Dillon Consulting	Via Microsoft Teams	April 11, 2023	A meeting between the AECOM heritage team, the City of London and Dillon Consulting to review round 2 revision comments from the City of London.

2. Policy Framework

The authority to request a HIA arises from the *Ontario Heritage Act*, Section 2(d) of the *Planning Act*, the Provincial Policy Statement (2020) and the City of London's Official Plan: *The London Plan* (June 23, 2016).

2.1 Planning Act and Provincial Policy Statement

The *Planning Act* (1990) and the associated Provincial Policy Statement (2020) provide a legislative framework for land use planning in Ontario. Both documents identify matters of provincial interest, which include the conservation of significant features of architectural, cultural, historical, archaeological, or scientific interest. The *Planning Act* requires that all decisions affecting land use planning matters "shall be consistent with" the Provincial Policy Statement. In general, the Provincial Policy Statement recognizes that Ontario's long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral, cultural heritage, and archaeological resources for their economic, environmental, and social benefits.

Pursuant to Section 2.6 of the 2020 Provincial Policy Statement, Policy 2.6.1 states "Significant built heritage resources and significant cultural heritage landscapes shall be conserved." The 2020 Provincial Policy Statement issued under the authority of the *Planning Act* defines "conserved" as "means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is 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 designated and available for the purposes of this definition".

To conserve a cultural heritage resource, a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development or site alteration that affects a cultural heritage resource. Using tools such as heritage impact assessments, municipalities and approval authorities can further enhance their own heritage preservation objectives.

Furthermore, a policy in Section 2.6 of the 2020 Provincial Policy Statement, Policy 2.6.3, states "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 had been demonstrated that the heritage attributes of the protected heritage property will be conserved".

2.2 Ontario Heritage Act

The *Ontario Heritage Act* enables municipalities and the province to designate individual properties and/or districts as being of cultural heritage value or interest. The province or municipality may also "list" a property or include a property on a municipal register that has not been designated but is believed to be of cultural heritage value or interest. *Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest* (O. Reg. 9/06) under the *Ontario Heritage Act* provides criteria for determining cultural heritage value or interest. If a property meets one or more of the criteria it may be designated under Section 29 of the *Ontario Heritage Act*.

Under section 27(9) of the *Ontario Heritage Act* it is stated that:

> If a property that has not been designated under this Part has been included in the register under subsection (3), the owner of the property shall not demolish or remove a building or structure on the property or permit the demolition or removal of the building or structure unless the owner gives the council of the municipality

at least 60 days notice in writing of the owner's intention to demolish or remove the building or structure or to permit the demolition or removal of the building or structure.

2.3 The London Plan

The London Plan is the City of London's new Official Plan and has been entirely in force and effect, as of May 2022. *The London Plan* sets out a new approach for planning in London which emphasizes growing inward and upward, so that the City can reduce the costs of growth, create walkable communities, revitalize urban neighbourhoods and business areas, protect farmlands, and reduce green building gases and energy consumption. The plan sets out to conserve the City's cultural heritage and protect environmental areas, hazard lands, and natural resources.

Specifically related to heritage conservation, *The London Plan* outlines a number of policies related to the conservation of cultural heritage resources within the city. The following General Cultural Heritage Policies are applicable to this project:

(565_) New development, redevelopment, and all civic works and projects on and adjacent to heritage designated properties and properties listed on the Register will be designed to protect the heritage attributes and character of those resources, to minimize visual and physical impact on these resources. A heritage impact assessment will be required for new development on and adjacent to heritage designated properties and properties listed on the Register to assess potential impacts and explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resource and its heritage attributes;

(566_) Relocation of cultural heritage resources is discouraged. All options for on-site retention must be exhausted before relocation can be considered;

(567_) In the event that demolition, salvage, dismantling, relocation or irrevocable damage to a cultural heritage resource is found necessary, as determined by City Council, archival documentation may be required to be undertaken by the proponent and made available for archival purposes;

(568_) Conservation of whole buildings on properties on the Register is encouraged and the retention of facades alone is discouraged. The portion of a cultural heritage resource to be conserved should reflect its significant attributes including its mass and volume;

(569_) Where, through the process established in the specific Policies for the Protection Conservation and Stewardship of Cultural Heritage resources section of this chapter and in accordance with the Ontario Heritage Act, it is determined that a building may be removed, the retention of architectural or landscape features and the use of other interpretive techniques will be encouraged where appropriate;

(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;

(590_) Where a property has been identified on the Register and an application is submitted for its demolition or removal, the Heritage Planner and the Clerks Department will be notified in writing immediately. A demolition permit will not be issued until such time as City Council has indicated its approval, approval with conditions, or denial of the application pursuant to the Ontario Heritage Act. Council may also request such information that it needs for its consideration of a request for demolition or removal; and

(591_) Where a heritage designated property or a property listed on the Register is to be demolished or removed, the City will ensure the owner undertakes mitigation measures including a detailed documentation of the cultural heritage features to be lost and may require the salvage of materials exhibiting cultural heritage value for the purpose of re-use or incorporation into the proposed development.

2.3.1 Municipal Heritage Alteration Permit

The subject properties at 26-30 Wellington Road are not designated under the *Ontario Heritage Act,* and therefore heritage alteration permits are not required for this project.

3. Summary of Background Research and Analysis

For the full documentation of the background research refer to the *Cultural Heritage Evaluation Report: 35 Properties, Wellington Road, London Ontario. (*AECOM, February 2019*).* The following summarizes the research of the CHER and new information gleaned in the production of this HIA.

3.1 Historical Background – Overview

The buildings located at 26, 28 and 30 Wellington Road are situated on part of Lot 19, Registered Plan 11(4th). Land registry records indicate that Lot 19 remained undivided until it was purchased by Joseph Nicholson in September 1905.[5] Nicholson divided the property into three smaller residential lots in 1906 and constructed the three buildings in each subject property.

3.1.1 Historical Background – 26 Wellington Road

Joseph Nicholson sold the property at 26 Wellington Road to James A. Mapletoft in May 1906 for $1,750.[6] The price suggests that Mapletoft purchased the completed building as opposed to a vacant lot. 26 Wellington Road first appears in the City of London Directory in 1907 with J. A. Mapletoft listed as the resident[7]. Mapletoft would occupy the property at 26 Wellington Road for over 50 years. It is assumed Mapletoft died around 1958 since that year the building was transferred to his widow Mary Mapletoft. Mary continued to live there until her death in 1960. The building was then sold to Tony Protopapas the same year and after that, the building passed through several owners.[8]

3.1.2 Historical Background – 28 Wellington Road

Joseph Nicholson sold the property at 28 Wellington Road to Alfred Woodfine in August 1906 for $1,900[9].This price suggests that Woodfine purchased a completed building from Nicholson. 28 Wellington Road first appears in the City of London Directory in 1907, with Alfred Woodfine listed as resident[10]. Woodfine sold the building the following year to William Sholdice, who in turn sold it to Harold Phillips in 1913. The property passed through several owners during the next few decades. It was purchased by Arthur H. Sant in 1922. A. H. Sant and F. K. Dickinson are both listed as residents until the 1930s. It appears that Dickinson purchased the building from Sant in 1934 and continued to reside there into the 1970s.[11]

3.1.3 Historical Background – 30 Wellington Road

Joseph Nicholson sold the property at 30 Wellington Road to Benjamin Askey in August 1906 for $1,700. This price suggests that Askey purchased a completed building from Nicholson. 30 Wellington Road first appears in the City of London Directory in 1907, with Benjamin Askey listed as resident[12]. Askey sold the property in 1911 to Fred Delaney, who would reside there until the early 1950s. Delaney sold the property to Frank Woodward in 1950, who then sold

[5] *MCLRO (33). Book 170 Chester Street; Plan 11, 400*
[6] *MCLRO (33). Book 170. Op Cit.*
[7] *Vernon, 1907-1908*
[8] *MCLRO (33). Book 170. Op Cit.*
[9.] *MCLRO (33). Book 170. Op Cit.*
[10] *Vernon, 1907-1908*
[11] *MCLRO (33). Book 170. Op Cit.*
[12] *Vernon, 1907-1908*

it to Hugh Willis in 1956.[13] The City Directories indicate that the building was likely divided into two residential units around 1965.

3.1.4 1892 Rev. 1907 Goad's Fire Insurance Plan of the City of London, Ontario

The *1892 Rev. 1907 Goad's Fire Insurance Plan of the City of London, Ontario* (Sheet 46) (**Figure 3**) shows that the surrounding area was well developed in the early 20th century. The map shows that most buildings on Wellington Road, High Street and Clarke Street (now Grand Avenue) in the vicinity of the subject properties were constructed of brick or wood. In general, a screening of the *1892 Rev. 1907 Goad's Fire Insurance Plan of the City of London, Ontario* (Sheet 46) shows that there were less than twenty concrete block buildings in London by 1907, as the technology had just arrived in London the previous year (See Section 3.2 for a historical overview of concrete block buildings in London).

Figure 3: Subject Properties Overlaid on the 1892 Rev. 1907 Goad's Fire Insurance Plan of the City of London, Ontario

13. MCLRO (33). Book 170. Op Cit.

3.2 Brief History of Concrete Block Buildings in London

Harmon S. Palmer created and patented his “down face” block machine in 1900. Soon after, the use of this machine for concrete block making became widespread in the United States and Canada (Hayden, 2022). The use of the concrete block was not only for its beauty, but also for its ease in use. Builders with proper machines and materials could make their own buildings, with a design tailored to their personal tastes, and they could operate it by themselves.

Concrete production has a rich history in London, Ontario. Henry Pocock was an architect and the founder of London Concrete Machinery Company (founded in 1905). In 1906, he built and sold concrete brick making machines[14] when he was running the business from his home at 28 Redan Street at that time[15]. Shortly after, in 1907, he built a small factory for his company at 19 Marmora Street[16]. The Concrete Machinery Company was first illustrated at 19 Marmora Street in the 1908-1909 City of London Directory[17]. Pocock was one of the first designers and contractors in western Ontario to experiment with the use of cement block construction[18].

Pocock competitor’s, Frank A. Borst and John Groscop based in Auburn Indiana founded the Ideal Concrete Machinery Company on September 26, 1904. The two men established their only location outside of the United States of America at 124 York Street London, Ontario in October 1906[19] (**Image 1**). The Ideal Concrete Machinery Company is the only other concrete block making company in the London City Directory in 1907.

Image 1: Ideal Concrete Machinery Company Advertisement, circa 1906[20]

[14] *Scott, 1930*
[15] *Vernon, 1907-1908*
[16] *19 Marmora Street remains extant in London. It is a two-storey concrete rusticated block building with decorative block patterning. The building was sold to I.X.I. Spice Co. in 1910l (1912, Rev. 1915 Goad’s FIP).*
[17] *Vernon, 1908-1909*
[18] *Biographical Dictionary of Architects in Canada 1800 – 1950, n.d.*
[19] *The Advertiser, October 26, 1906, p .9*
[20] *American Carpenter & Builder, 1906*

With the continuing success of Pocock's concrete brick making machine for his business, the Concrete Machinery Company, by circa 1907, built and sold concrete block making machines[21]. The next year, Pocock designed and began to manufacture the continuous-type concrete mixer. These products sold very well in the days when concrete construction was in its infancy[22]. Concrete blocks for construction were gaining in popularity at this time as they were cheaper than clay bricks, more durable, grow stronger with age and cannot be destroyed by fire[23].

Pocock's concrete block making machine proved to be so successful by 1910 he expanded his business and built a large factory at the southeast corner of Cabell Street and Kitchener Avenue in the City of London[24]. In the 1930s the automated blockmaking machine arrived and so the Concrete Machinery Company was building over 16 different sizes and designs of concrete mixers and employed over 100 workers. Products were delivered all over Canada and the United States.

In 2009 a large assembly facility was built at 15790 Robins Hill Road and the company, today, continues to build specialized concrete mixers. Now operating under the name London Machinery Inc., they are part of the Oshkosh Corporation.

The background research conducted for this HIA suggests that Pocock's industrial factory on Marmora Street and Borst and Groscop's industrial factory on York Street, were the only two concrete machinery producers in London in 1906, when the subject properties were built. Considering the three buildings at 26-30 Wellington Road are constructed of concrete block with a decorative patterning, it is most likely the block making machine to build the buildings at 26-30 Wellington Road was manufactured and purchased local, either from the London Concrete Machinery Company or the Ideal Concrete Machinery Company. While it is possible that the buildings within subject properties represent Pocock's business in its infancy (before he officially sold the concrete block machine), it is more realistic that the blocks used to construct the buildings were constructed using machinery produced by the Ideal Concrete Machinery Company. This is because Pocock began producing and selling block making machines in 1907[25], whereas the Ideal Concrete Machinery Company was selling block making machines in 1906 (**Image 1**). Since the buildings were bult circa 1906, it is presumed that machinery from the Ideal Concrete Machinery Company was used to build the three buildings.

Regardless of who made the blockmaking machine, the technology at the time, in 1906, meant that the blocks were manufactured on the building site with the hand operated block making machine. The Ideal Concrete Machine depicted in **Image 1** is a "hand-tamp" block machine which consists of a mold box requiring the operator to place the dry concrete mixture in the box, then mix with a hand tamper until density was achieved (mixture of Portland cement, water, sand, and gravel)[26]. To add the rusticated appearance to a block, a thin metal plate was inserted in the mold box. The surface facing material was poured between the metal and inner wall of the mold. The standard mix was then poured on the other side of the plate. The two sides were filled in and tamped gradually. The plate was removed slowly allowing the facing material to bond with the base while still moist. Common names for the surface texturing from molds on the blocks are rock-faced, mold-formed and rusticated concrete blocks. On average 10 concrete blocks were poured by hand per person per day[27].The blocks also required curing for about 5 days and then should age for about 3-4 weeks before installation.

Around the 1940s, casting ornamental concrete block went out of production by the 1940s. Today, modern blocks are produced at a plant. Plants can produce 400-2000 precast blocks per hour.

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[21] *Vernon, 1907-1908*
[22] *Scott, 1930*
[23] *Sears, Roebuck and Co., n.d*
[24] *Scott, 1930*
[25] *Vernon, 1907-1908*
[26] *Steiger, 1994*
[27] *Kibbel III, n.d*

The practise of blocks being made on-site had no method of quality control. Often improper proportions in the concrete mix, or inadequate curing or aging resulted in failures in the concrete block. In the Sears, Roebuck and Co. magazine on how to make your own concrete products, it stated that "the measure to your success depends entirely upon the care with which you operate your machine, the preparation of the materials and the curing of the products"[28]. Cracks, for example, in the concrete block is a sign of structural failure.

3.3 Comparative Analysis of Other Concrete Block Buildings in London, built prior to 1907

A review of the *1892 Rev. 1907 Goad's Fire Insurance Plan* indicates that 41 High Street was the only other one-and-a-half storey concrete block building in the surrounding area in 1907. Imagery from Google Street View shows that the building located at 41 High Street is in the Queen Anne Revival style constructed of uniform rusticated concrete blocks with a side hall plan and shake cedar shingles in the gable, very similar in design to the buildings within the subject properties.

While 26-30 Wellington Road and 41 High Street were the only concrete block Queen Anne Revival style buildings located in the surrounding area, several other concrete block Queen Anne Revival style buildings were located throughout London. Using the *1892 Rev. 1907 Goad's Fire Insurance Plan* it was determined that other concrete block Queen Anne Revival style buildings were extant by 1907 in London, including but not limited to:

- 41 High Street (**Image 2**);
- 281 Egerton Street (**Image 3**);
- 922 Princess Avenue (**Image 4**);
- 924 Princess Avenue (**Image 5**);
- 926 Princess Avenue (**Image 6**);
- 928 Princess Avenue (**Image 7**); and
- 588 Oxford Street East (**Image 8**).

Image 2:
41 High Street
(Google Street View, 2021)

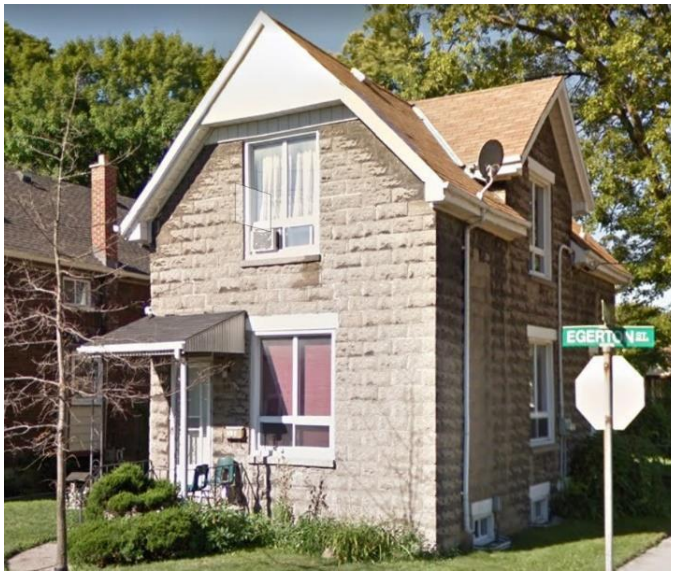


Image 3:
281 Egerton Street
(Google Street View, 2016)

[28] *Kibbel III, n.d, pp. 1*

Image 4
922 Princess Avenue
(Google Street View, 2020)

Image 5
924 Princess Avenue
(Google Street View, 2020)

Image 6
926 Princess Avenue
(Google Street View, 2020)

Image 7
928 Princess Avenue
(Google Street View, 2020)

Image 8
588 Oxford Street East
(Google Street View, 2021)

It is important to note the visual differences and similarities in the concrete blocks used to construct these buildings. By visual comparison, the pattern on the concrete block of 41 High Street is visually identical to that of the rusticated stone concrete used on the quoins and the foundation of the building at 26-30 Wellington Road. **Image 9** and **Image 10** show that the blocks used to create the quoins and the foundation of the building located at 26 Wellington Road and the concrete blocks found at 41 High Street appear to have been created using the same mold. This is believed as the blocks on these two structures share the same distinct four indentations. These four indentations are not found on the other structural examples. This suggests that the same mold and perhaps machine was used to build these buildings.

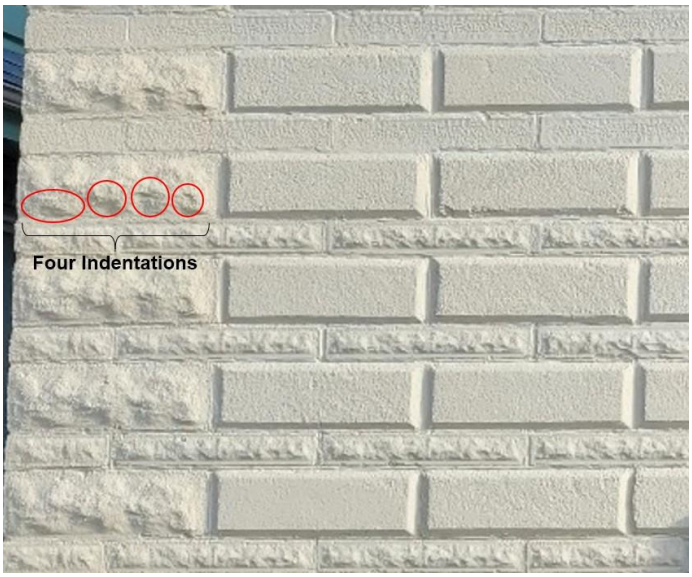


Image 9
An image of the building located at 28 Wellington Street, illustrating the four indentations found on the concrete blocks (AECOM 2021)

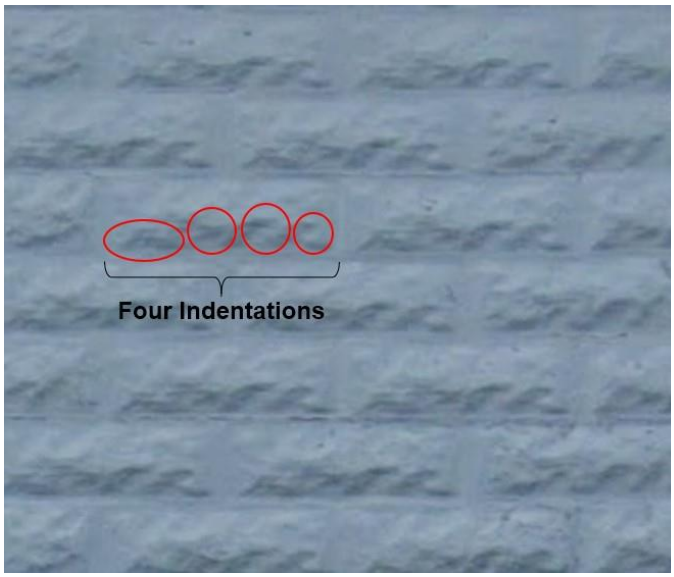


Image 10
An Image of 41 High Street, illustrating the four indentations found on the concrete blocks
(Google Street View, 2021)

Similarly, the pattern on the concrete blocks of 922, 924, 926, and 928 Princess Avenue are constructed of rusticated concrete blocks visually identical to each other, but visually distinct from the pattern found on the concrete blocks buildings located at 26-30 Wellington Road and 41 High Street. This suggests that a different mold was used to build the buildings on Princess Street. 588 Oxford Street East and 281 Egerton Street also both have unique concrete block patterns. For example, **Image 11, Image 12,** and **Image 13** show concrete blocks with different patterns from those found used to construct the buildings located at 26-30 Wellington Road.

Image 11 illustrates the block pattern found on 928 Princess Avenue do not contain the four distinct indentations illustrated in **Image 9** and **Image 10**. Instead, **Image 11** illustrates a “lip” like indentation pattern that is found on all the concrete blocks. This “lip” like indentation is found on the other three Princess Street concrete buildings, but on none of the other structural examples.

Image 12 illustrates the block pattern found on 281 Egerton Street and how the block pattern contains a central ridge with a surrounding “valley” (or indentations). The central ridge and surrounding “valley” pattern are not found on any of the other structural examples.

Image 13 illustrates the blocks found on 588 Oxford Street East and how the block itself is much smaller than the blocks used to construct the other examples. The blocks size is estimated to be roughly half the length of the blocks used to construct the other structural examples.

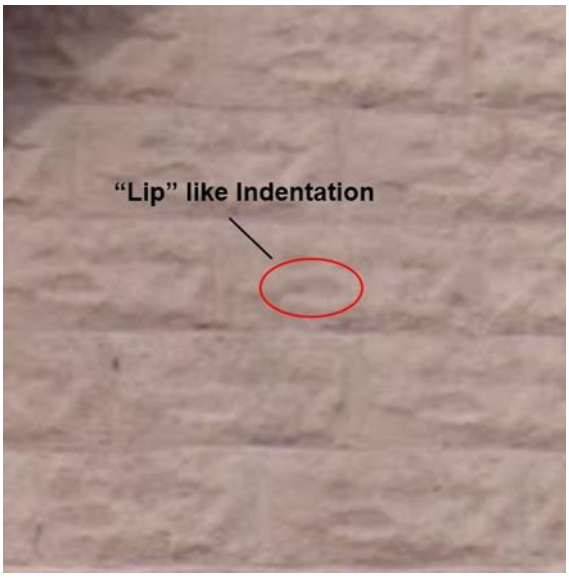


Image 11
An image of 928 Princess Avenue, illustrating the "lip' like indentations found on the concrete blocks (Google Street View, 2020)

Image 12
An image of 281 Egerton Street Wellington, illustrating central ridge with surrounding "valley" (or indentations) found on the concrete blocks (Google Street View, 2016)

Image 13
An image of 588 Oxford Street East, illustrating the shorter in length found on the building (Google Street View, 2021)

While all the examples of Queen Anne Revival style buildings are constructed from concrete blocks, it is believed that the molds used to create the blocks and their unique patterns were different from one another. It is believed that builders in London prior to 1907 were creating concrete block molds for their own desired concrete shape and appearance. These builders would go to purchase a concrete block making machine and use their molds to build individual building or a row of buildings. This means that the mold that was used for 26-29 Wellington Street is not believed to have been the same mold used to create the pattern of block found on 922-928 Princess Avenue, 588 Oxford Street East or 281 Egerton Street. The unique concrete block pattern displayed on each building or row of buildings is what contributes to the cultural heritage value of these early examples of concrete block Queen Anne Revival style buildings in the City of London. It should be noted that the concrete block buildings at 26-30 Wellington

Road, are the only examples in this comparative analysis that also integrate smooth faced blocks in the exterior façade designs.

Based on the technology available in 1906-1907 (see **section 3.2**), and the observations made in this comparative analysis, the unique concrete block pattern displayed in the exterior facades of the buildings located at 26-30 Wellington Road contributes to the cultural heritage value of the buildings.

4. Heritage Evaluation of 26-30 Wellington Road

During the *Cultural Heritage Evaluation Report: 35 Properties, Wellington Road, London Ontario.* (AECOM, February 2019), 26 Wellington Road, 28 Wellington Road and 30 Wellington Road were evaluated for cultural heritage value or interest separately. Below are the results of the Ontario Regulation 9/06 heritage evaluation for all three properties.

4.1 26 Wellington Road

4.1.1 Statement of Cultural Heritage Value

The following Statement of Cultural Heritage Value and the Heritage Attributes was excerpted directly from the *Cultural Heritage Evaluation Report: 35 Properties, Wellington Road, London Ontario* (AECOM, February 2019).

4.1.1.1 Description of the Property

The property consists of a one-and-a-half-storey, side hall plan residential structure with a steeply pitched gable roof. The building was designed with Queen Anne style influences and constructed of concrete block. In addition, the property contains a brick driveway that runs along the south elevation of the building and a medium sized backyard containing mature trees. The building is located on the east side of Wellington Road, between Watson Street and Grand Avenue. Historically, 26 Wellington Road, 28 Wellington Road and 30 Wellington Road were located in Lot 25, Broken Front Concession or Concession “B”, of Westminster Township. It is now part of the South London within the City of London.

4.1.1.2 Cultural Heritage Value

Originally constructed in 1906, the building located at 26 Wellington Road is a rare, representative example of a Queen Anne style building constructed of concrete block. The building was constructed by Joseph Nicholson, who constructed the neighbouring buildings at 28 and 30 Wellington Road at the same time, forming a grouping of three buildings nearly identical in architectural composition and materials. Nicholson acquired the land for the properties in 1906 and shortly thereafter divided the property into three lots, which he sold off for residential purposes after constructing the dwellings. The property at 26 Wellington Road was sold to James A. Mapletoft, who occupied the building for over forty years. Since 1958, the property has continued to be passed to individual owners and used for residential purposes.

As a storey-and-a-half Queen Anne style dwelling, with a side hall plan, the building at 26 Wellington Road was designed and constructed in a form and style that can be commonly found in London. However, the design is most commonly found in London with the use of buff brick with ornate wood detailing in the front gable of the building. In contrast, the building at 26 Wellington Road is constructed with concrete block. Further, the concrete block is arranged in an alternating pattern that includes coursing of smooth concrete block and much narrower rusticated concrete block. As a result, the building is a rare example of the Queen Anne style, side-hall plan dwelling constructed with smooth and rusticated concrete block, which was a short-lived residential construction material introduced at the end of the nineteenth century and was briefly popular during the first few decades of the 20th century.

Contextually, the building is one of three nearly identical dwellings that were constructed by Joseph Nicholson in 1906. Immediately south of the building at 26 Wellington Road, the buildings at 28 and 30 Wellington Road were designed in the same style, with the same materials. Today, the appearance differs primarily in paint colour and siding, but the three properties are historically and visually linked to each other. Collectively, the three properties hold contextual value.

4.1.1.3 Heritage Attributes

The heritage attributes that reflect the cultural heritage value of the property include:

- Architectural design and form as a storey-and-a-half Queen Anne style cottage with side hall plan;
- Gable roof;
- Use and patterned arrangement of rusticated and smooth concrete block on the exterior;
- End gable on west façade as a key component of the architectural composition;
- Recessed entryway;
- Colonnette on plinth at the southwest corner of the porch;
- Transom light above front door; and
- Location of original windows.

4.2 28 Wellington Road

4.2.1 Statement of Cultural Heritage Value

The following Statement of Cultural Heritage Value and the Heritage Attributes was excerpted directly from the *Cultural Heritage Evaluation Report: 35 Properties, Wellington Road, London Ontario* (AECOM, February 2019).

4.2.1.1 Description of the Property

The property consists of a one-and-a-half-storey, side hall plan residential structure with a steeply pitched gable roof. The building was designed with Queen Anne style influences and constructed of concrete block. In addition, the property contains a brick driveway that runs along the south elevation of the building and a medium sized backyard containing mature trees. The building is located on the east side of Wellington Road, between Watson Street and Grand Avenue. Historically, 26 Wellington Road, 28 Wellington Road and 30 Wellington Road were located in Lot 25, Broken Front Concession or Concession “B”, of Westminster Township. It is now part of the South London within the City of London.

4.2.1.2 Cultural Heritage Value

Originally constructed in 1906, the building located at 28 Wellington Road is a rare, representative example of a Queen Anne style building constructed of concrete block. The building was constructed by Joseph Nicholson, who constructed the neighbouring buildings at 26 and 30 Wellington Road at the same time, forming a grouping of three buildings nearly identical in architectural composition and materials. Nicholson acquired the land for the properties in 1906 and shortly thereafter divided the property into three lots, which he sold off for residential purposes after constructing the dwellings. The property at 28 Wellington Road was sold to Alfred Woodfine. Between 1907 and 1922, the property exchanged hands numerous times until it passed to the ownership of A.H. Sand and F.K Dickinson. Dickinson continued to live at this address into the 1970s. The property continues to be used for residential purposes.

As a storey-and-a-half Queen Anne style dwelling, with a side hall plan, the building at 28 Wellington Road was designed and constructed in a form and style that can be commonly found in London. However, the design is most commonly found in London with the use of buff brick with ornate wood detailing in the front gable of the building. In contrast, the building at 28 Wellington Road is constructed with concrete block. Further, the concrete block is arranged in an alternating pattern that includes coursing of smooth concrete block and much narrower rusticated concrete block. As a result, the building is a rare example of the Queen Anne style, side-hall plan dwelling constructed with smooth and rusticated concrete block, which was a short-lived residential construction material introduced at the end of the nineteenth century and was briefly popular during the first few decades of the 20th century.

Contextually, the building is one of three nearly identical dwellings that were constructed by Joseph Nicholson in 1906. Immediately adjacent to the building at 28 Wellington Road, the buildings at 26 and 30 Wellington Road were

designed in the same style, with the same materials. Today, the appearance differs primarily in paint colour and siding, but the three properties are historically and visually linked to each other. Collectively, the three properties hold contextual value.

4.2.1.3 Heritage Attributes

The heritage attributes that reflect the cultural heritage value of the property include:

- Architectural design and form as a storey-and-a-half Queen Anne style cottage with side hall plan;
- Gable roof;
- Use and patterned arrangement of rusticated and smooth concrete block exterior;
- End gable on west façade as a key component of the architectural composition;
- Recessed entryway;
- Colonette on plinth at the southwest corner of the porch.
- Transom light above front door;
- Location of original windows;
- Imbricated wood shingles in second storey gables; and
- Applied leaf motif in bargeboard.

4.3 30 Wellington Road

4.3.1 Statement of Cultural Heritage Value

The following Statement of Cultural Heritage Value and the Heritage Attributes was excerpted directly from the *Cultural Heritage Evaluation Report: 35 Properties, Wellington Road, London Ontario* (AECOM, February 2019).

4.3.1.1 Description of the Property

The property consists of a one-and-a-half-storey, side hall plan residential structure with a steeply pitched gable roof. The building was designed with Queen Anne style influences and constructed of concrete block. In addition, the property contains an asphalt driveway that runs along the south elevation of the building and a medium sized backyard containing mature trees. The building is located on the east side of Wellington Road, between Watson Street and Grand Avenue. Historically, 26 Wellington Road, 28 Wellington Road and 30 Wellington Road were located in Lot 25, Broken Front Concession or Concession “B”, of Westminster Township. It is now part of the South London within the City of London.

4.3.1.2 Cultural Heritage Value

Originally constructed in 1906, the building located at 30 Wellington Road is a rare, representative example of a Queen Anne style building constructed of concrete block. The building was constructed by Joseph Nicholson, who constructed the neighbouring buildings at 26 and 28 Wellington Road at the same time, forming a grouping of three buildings nearly identical in architectural composition and materials. Nicholson acquired the land for the properties in 1906 and shortly thereafter divided the property into three lots, which he sold off for residential purposes after constructing the dwellings. The property at 30 Wellington Road was sold to Benjamin Askey, who in turn sold the property to Fred Delaney in 1911. Delaney continued to live at the building until the 1950s, when he sold it to Frank Woodward. Since then, the property has continued to exchange hands and be used for residential purposes.

As a storey-and-a-half Queen Anne style dwelling, with a side hall plan, the building at 30 Wellington Road was designed and constructed in a form and style that can be commonly found in London. However, the design is most commonly found in London with the use of buff brick with ornate wood detailing in the front gable of the building. In contrast, the building at 30 Wellington Road is constructed with concrete block. Further, the concrete block is arranged in an alternating pattern that includes coursing of smooth concrete block and much narrower rusticated concrete block. As a result, the building is a rare example of the Queen Anne style, side-hall plan dwelling constructed

with smooth and rusticated concrete block, which was a short-lived residential construction material introduced at the end of the nineteenth century and was briefly popular during the first few decades of the 20th century.

Contextually, the building is one of three nearly identical dwellings that were constructed by Joseph Nicholson in 1906. Immediately north of the building at 30 Wellington Road, the buildings at 26 and 28 Wellington Road were designed in the same style, with the same materials. Today, the appearance differs only in paint colour, but the three properties are historically and visually linked to each other. Collectively, the three properties hold contextual value.

4.3.1.3 Heritage Attributes

The heritage attributes that reflect the cultural heritage value of the property include:

- Architectural design and form as a storey-and-a-half Queen Anne style cottage with side hall plan;
- Gable roof;
- Use and patterned arrangement of rusticated and smooth concrete block exterior;
- End gable on west façade as a key component of the architectural composition;
- Recessed entryway; and,
- Colonnette on plinth at the southwest corner of the porch;
- Transom windows above front door;
- Location of original windows;
- Imbricated wooden shingles in gables; and
- Decorative wooden bargeboard with applied leaf motif.

5. Assessment of Existing Conditions

5.1 Introduction

In November 2018, Liam Smythe, Cultural Heritage Specialist with AECOM completed a field review of the subject properties as part of the completion of the CHER. A second field review was completed for this HIA by Tara Jenkins, Cultural Heritage Specialist with AECOM on November 23, 2021, from the public right-of-way to identify any changes to the properties since the completion of the CHER. Photographs from the 2021 field reviews are found within **Appendix A** of this HIA.

5.2 Description of Surrounding Context

The subject properties are located on the east side of Wellington Road, between Watson Street and Grand Avenue (**Photograph 2**). The subject properties are located in close proximity to Wellington Road (**Photograph 3**). Wellington Road is a major four-lane traffic artery road which follows a north-south orientation between Downtown London and Highway 401. Topographically, the properties are situated on a relatively level grade along this portion of Wellington Road.

The area surrounding the subject properties is a mixture of single detached buildings and low-rise apartment buildings, interspersed with commercial buildings along both sides of Wellington Road. Sidewalks are present along both sides the road, with street lighting mounted on wood utility poles. There are a few trees present along the roadway, aside from those located on private properties. Residential streets in the area are relatively straight, following a loose grid pattern with short rectangular residential blocks. Buildings in the area are typically small one or one-and-a-half-storey detached buildings, typically constructed in the early- to mid-20th century. Most of these buildings are located on large to medium rectangular lots with mature trees.

5.3 Property Description

In general, the existing conditions of the subject properties have not changed in any significant manner since the property's documentation in 2019 for the CHER.

5.3.1 Building – 26 Wellington Road

The building located at 26 Wellington Road is a one-and-a-half-storey building with a side hall plan and a steeply pitched gable roof (**Photograph 4**). It has been designed with Queen Anne Revival style influences and constructed of concrete block. The west (front) façade has a gable end that faces Wellington Road. The second storey gable is clad with green horizontal aluminium siding and flashing.

There is a narrow porch on the southwest corner of the building with concrete stairs, a concrete landing and cast-iron railings (**Photograph 5**). Located at the southwest corner of the concrete porch is a simple wooden colonnette on a concrete block plinth. A single-leaf door with a screen door and a transom light above serves as the main entrance. A large rectangular window with a concrete sill is located on the first storey and a one-over-one sash window located in the gable of the second storey. Dormers on the north and south sides also contain similar one-over-one sash windows. The south elevation of the building contains a concrete block chimney, and the north elevation contains a red brick chimney.

The first storey of the building is constructed of concrete blocks and narrower concrete blocks. These concrete blocks are arranged in an alternating pattern that includes coursing of smooth concrete block and much narrower rusticated

concrete brick[29]. Larger rusticated blocks are used to form quoins at the corners of the building and on the foundation (**Photograph 6**).

5.3.1.1 Landscape

The landscaping located at 26 Wellington Road is modest with a small garden located along the west (front) elevation. There are several mature trees located at the rear of the property. In addition, the property contains a brick driveway that runs along the south elevation of the building. A small utilitarian shed is located on the rear of the property.

5.3.2 Building – 28 Wellington Road

The building located at 28 Wellington Road is a one-and-a-half-storey building with a side hall plan and a steeply pitched gable roof (**Photograph 7**). It has been designed with Queen Anne Revival style influences and constructed of concrete block. The west (front) façade has a gable end that faces Wellington Road. The gable contains its original scalloped and shake cedar shingles in a pattern and there are wood brackets beneath the apex in the gable. There is evidence of decorative bargeboard with a leaf motif exhibited near the bottom of the gable.

There is a narrow wooden porch on the southwest corner of the building with wooden railings. A single-leaf door and a transom light above serves as the entrance. Located at the southwest corner of the concrete porch is a simple wooden colonnette on a concrete block plinth. A large rectangular window with a concrete sill is located on the first storey and a one-over-one sash window located in the end gable of the second storey. Dormers on the north and south sides of the building and the windows located on the northern and southern elevations on the first storey of the building also contain similar one-over-one sash windows.

The first storey of the building is constructed of concrete blocks and narrower concrete blocks. These concrete blocks are arranged in an alternating pattern that includes coursing of smooth concrete block and much narrower rusticated concrete brick. The larger rusticated blocks are used to form quoins at the corners of the building and on the foundation (**Photograph 8**). The concrete blocks and bricks of the entire first storey have been painted light yellowish beige.

5.3.2.1 Landscape

The landscaping located at 28 Wellington Road is modest with a small garden located along the west (front) elevation of the building and several mature trees are located on the rear of the property. In addition, the property contains a brick driveway that runs along the south elevation of the building. A small utilitarian shed is located on the rear of the property.

5.3.3 Building – 30 Wellington Road

The building located at 30 Wellington Road is a one-and-a-half-storey building with a side hall plan and a steeply pitched gable roof (**Photograph 9**). It has been designed with Queen Anne Revival style influences and constructed of concrete block. The west (front) façade has a gable end that faces Wellington Road. The gable contains its original scalloped and shake cedar shingles in a pattern, similar to the building located at 28 Wellington Road, and there are wood brackets beneath the apex in the gable. There is evidence of decorative bargeboard with a leaf motif exhibited near the top of the gable.

There is a narrow wooden umbrage porch with wooden handrails on the southwest corner of the building. A single wooden leaf door with a 3 x 3 window, screen door and a transom light above serve as the entrance, and there is a

[29] *The difference between the concrete blocks and concrete bricks are the size, composition, shape and weight. For example, concrete blocks are larger in size and come in both solid and hollow variants. Whereas as concrete bricks are smaller and are dominated by the solid variant.*

simple wooden colonnette on a stone plinth at the southwest corner of the porch. A large rectangular window with a concrete sill and wooden shutters is located on the first storey of the building and a one-over-one sash window is located in the end gable of the second storey. Dormers on the north and south sides of the building and the windows located on the northern and southern elevations on the first storey of the building also contain similar one-over-one sash windows. In addition, a concrete block chimney is located on the southern elevation of the building.

The first storey is constructed of concrete block and narrower concrete blocks. The blocks and bricks are arranged in an alternating pattern that includes coursing of smooth concrete block and much narrower rusticated concrete bricks. The larger rusticated blocks are used to form quoins at the corners of the building and the foundation (**Photograph 10**). The concrete blocks and bricks have been painted a pale orange.

5.3.3.1 Landscape

The landscaping located at 30 Wellington Road is modest with a small garden located along the west (front) elevation of the building and several mature trees are located on the rear of the property. In addition, the property contains an asphalt driveway that runs along the south elevation of the building.

5.3.4 Adjacent Properties

Based on the City of London's *Register of Cultural Heritage Resources* and a review of the CHER for the subject properties (AECOM, 2019), there are no cultural heritage properties adjacent to the Subject Properties.

16 Wellington Road, a property that is listed on the City of London's *Register of Cultural Heritage Resources* is located a short distance north of the subject properties on the north side of Grand Avenue (specifically, north of 26 Wellington Road).

6. Impact Assessment

6.1 Description of the Proposed Project

Dillon Consulting, teamed with AECOM to deliver the overall project, is completing the detailed design for Design Segment 2 of Wellington Gateway London BRT Project. In June 2021, AECOM received the 50% Detailed Design for Wellington Gateway from Dillon Consulting. The full rapid transit project is scheduled for a phased construction over 2023-2026, with Design Segment 2 scheduled for later in the overall schedule. Based on the 50% Detailed Design (**Figure 4**), the impacts to 26 Wellington Road, 28 Wellington Road and 30 Wellington Road are directly related to the widening of Wellington Road to accommodate dedicated transit lanes and to align with the widening of Clark's Bridge over the Thames River.

6.2 Assessment of Impacts

6.2.1 Screening for Potential Impacts

To assess the potential impacts of the undertaking, identified cultural heritage resources are considered against a range of possible impacts based on the *Ontario Heritage Tool Kit, Heritage Resources in the Land Use Planning Process, InfoSheet #5 Heritage Impact Assessments and Conservation Plans* (MTCS 2006:3) which include, but are not limited to:

- Destruction, removal or relocation of any, or part of any, significant heritage attributes or features;
- Alteration that is not sympathetic, or is incompatible, with the historic fabric or appearance;
- Shadows created that alter the appearance of a heritage attribute or change the exposure or visibility 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 from, within, or to a built or natural heritage feature;
- 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; and
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource[30].

The MTCS document defines "impact" as a change, either positive or adverse, in an identified cultural heritage resource resulting from a particular activity. This HIA identifies *direct (physical) impacts*, *indirect impacts*, and/or *positive impacts* as the impact types that a construction component and/or activity may have on cultural heritage resources.

A direct (physical) negative impact has a permanent and irreversible negative affect on the cultural heritage value or interest of a property, or results in the loss of a heritage attribute on all or part of the heritage property. Any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect a heritage property, including archaeological resources. An indirect negative impact is the result of an activity on or near the property that

[30] *This HIA only examines impacts to above-ground cultural heritage resources. Archaeological resources are presented in a separate report.*

may adversely affect its cultural heritage value or interest and/or heritage attributes. A positive impact will conserve or enhance the cultural heritage value or interest and/or heritage attributes of the property.

GRAND AVE

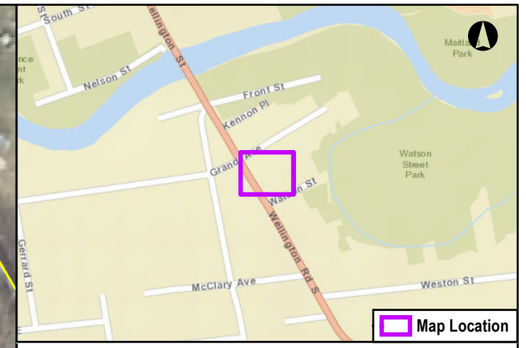
26 Wellington Rd.

28 Wellington Rd.

30 Wellington Rd.

WELLINGTON RD

WATSON ST



Legend

- Edge of Pavement
- Curb
- Lane Markings
- Sidewalk
- Parcel Boundary
- Subject Property

Heritage Impact Assessment
Wellington Gateway Bus Rapid Transit & Infrastructure Improvements

50% Design - 26 Wellington Road, 28 Wellington Road and 30 Wellington Road
City of London

0 5 10 20
Meters
DATUM: NAD 1983 UTM Zone 17N

September 2022	1:300 * when printed 11"x17"	Source: MNRF 2020, City of London 2019 Image: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User
P#:60641336	V#:	

AECOM

Figure 4

Map location: \\na.aecomnet.com\LFS\AMER\Kitchener-CAKCN1\DCS\Projects\TRN\60641336_RT_WEL_Gateway\900_CAD_GIS\820_929_GIS_Graphics\Design\01_Reports\HIA\26-30 Wellington\MXD-Fig4-26-30WellingtonSt SODesign_60641336.mxd
Date Saved: 9/1/2022 12:11:20 PM User Name: clairb

6.2.2 Impact Assessment Approach

Based on the 50% Detailed Design, the subject properties will be directly impacted by the demolition of the buildings on each property. The proposed new roadway alignment will create a widened road, complete with a new curb and sidewalk on the eastern side of Wellington Road. This proposed new infrastructure is within the current property boundaries of the subject properties. The impact assessment of the proposed project in **Table 2** below, presents the impacts in the *Ontario Heritage Tool Kit, Heritage Resources in the Land Use Planning Process*, *InfoSheet* #5 *Heritage Impact Assessments and Conservation Plans* (MTCS 2006:3).

The conservation of cultural heritage resources in planning is a matter of public interest. Changes to a roadway such as widening projects and modifications to intersections have the potential to adversely affect cultural heritage resources by direct impacts.

This HIA documents the assessment of anticipated construction impacts on the subject properties as related to the 50% Detailed Design.

The intention of the impact assessment contained in this HIA is to:

- Review the Detailed Design as it relates to the Subject Properties;
- Identify the impacts as outlined in the *Ontario Heritage Toolkit* (MTCS 2006) based on the 50% Detailed Design, on the Subject Properties; and
- Provide mitigation measures to avoid or mitigate potential direct and indirect adverse impacts to the Subject Properties, including its heritage attributes. The proposed mitigation measures inform the next steps of the project planning and design.

The following section presents the results of the impact assessment and outlines the potential impacts to the subject properties based on the 50% Detailed Design of the project for Design Segment 2 of Wellington Road.

6.2.3 Assessment of Impacts

The impact assessment for the proposed project in **Table 2** utilizes the *Ontario Heritage Tool Kit, Heritage Resources in the Land Use Planning Process*, *InfoSheet* #5 *Heritage Impact Assessments and Conservation Plans* (MTCS 2006:3):

Table 2: Impact Assessment – 26-30 Wellington Road

Impact	Discussion of Impacts
Destruction, removal or relocation	**Direct Adverse Impacts – Destruction of the three buildings within the subject properties:** Based on the 50% Detailed Design (**Figure 4**), the impacts to 26 Wellington Road, 28 Wellington Road and 30 Wellington Road are directly related to the widening of Wellington Road to accommodate dedicated transit lanes and to align with the widening of Clark's Bridge over the Thames River. The 50% Detailed Design indicates that the subject properties will accommodate a new curb and sidewalk on the eastern side of Wellington Road This proposed new infrastructure is within the current property boundaries of the subject properties. Given the 50% Detailed Design overlay, the design indicates that this will require the demolition of all three buildings located within the subject properties.
Alteration	This category is not applicable as the buildings within the subject properties will be removed by the proposed development.

Impact	Discussion of Impacts
Shadows	This category is not applicable as the buildings within the subject properties will be removed by the proposed development.
Isolation	This category is not applicable as the buildings within the subject properties will be removed by the proposed development.
Direct or indirect obstruction of significant views	This category is not applicable as the buildings within the subject properties will be removed by the proposed development.
A change in land use	Based on the 50% Detailed Design (**Figure** 4), the impacts to 16 Wellington Road are limited to an estimated 0.030 hectares of land. The estimated 0.030 hectares of land will be impacted and changed into the widened road, complete with a new curb and sidewalk.
Land disturbance	There is expected soil disturbance involved in removal of the proposed building. However, these lands have been previously disturbed by construction of the existing building on the Subject Properties. Refer to the Stage 1-2 Archaeological Assessment that was completed during the TPAP.

6.2.4 Summary of Impacts

The proposed Wellington Gateway section for the London BRT project is anticipated to directly impact the subject properties through the demolition of the three buildings located at 26-30 Wellington Road. Each of the properties were determined to meet the criteria of Ontario Regulation 9/06 based on the CHER completed in 2019 (AECOM, 2019). The destruction of the three buildings within the subject properties are an adverse impact to the cultural heritage value and interest of each property. Mitigation measures options and recommendations have been summarized in **Section 7** and **Section 8** below.

7. Assessment of Mitigation Options

The properties at 26-30 Wellington Road have cultural heritage value or interest since they meet the criteria set out in O. Regulation 9/06 of the *Ontario Heritage Act*. As identified in **Table 2**, the proposed development will have a direct adverse impact on the cultural heritage value of the three separate buildings located within the Subject Properties. Accordingly, three mitigations alternatives are presented.

- Retention *in Situ* (Alternative 1);
- Relocation (Alternative 2); and
- Demolition with Additional Mitigation Measures (Alternative 3).

7.1 Evaluation of Alternatives

7.1.1 Retention *in Situ* (Alternative 1)

The Environmental Assessment process[31] included reviewing multiple design alternatives for each proposed leg of the BRT system and experienced a "Time Out" Process as outlined in Section 1.6.4 of the EPR, stating that further consideration was required for the cultural heritage strategy before completing the TPAP. Throughout the process, many factors were taken into consideration to find the optimal design solution, which formed the Council approved EPR drawings. These drawings included consideration for minimizing property impacts while designing the transportation infrastructure required within the right-of-way such as minimum sidewalk, bike lanes, vehicle lanes, dedicated bus lanes, median widths, and setbacks. Throughout detailed design, the City and Consultants continued to review the EA design for Wellington Road and make adjustments where possible to help revise the right-of-way to further scale back property impacts. As the design process continues, Dillon Consulting continues to search for ways to avoid further disruption to other land while providing a safe transportation design.

The subject properties are located within the Wellington Road Curve design segment, which is located along Wellington Road south of the Thames River to Base Line Road crossing. This section of the road has an existing reverse horizontal curve[32] (or "S" curve) which does not meet current design standards. Various alignments and configurations were considered for this section of Wellington Road. The preferred design of the 50% Detailed Design is to lengthen the curves improving safe movement of vehicles, which will result in an improvement to pedestrian safety. Wellington Road will have two centre running BRT lanes with two lanes of traffic in either direction. The preferred design of the Wellington Road Curve has been optimized in preliminary design to reduce the impacts to the fronting properties where possible, while meeting the design standards and safety requirements along this portion of the road.

The property and building located at 26-30 Wellington Road are directly impacted by the proposed roadway alignment. The impacts are directly related to the widening of the road itself, to accommodate the dedicated transit lanes, to align with the widening of Clark's Bridge over the Thames River, and to improve the overall horizontal geometry of the road to improve vehicle and pedestrian safety along this portion of the corridor. At this specific location, the signalized Grand Avenue intersection is being maintained, which includes the northbound left turn lane and the inclusion of a bike lane/multi-use path. The additions will result in a wider road cross section. A shift of alignment to the west to reduce the impacts to 26-30 Wellington Road would create impacts to three high density residential buildings and a single commercial building. Therefore, avoiding the building at 26-30 Wellington Road is not feasible.

[31] *The environmental assessment process ensures that governments and public bodies consider potential environmental effects before an infrastructure project begins.*

[32] *A reverse curve (or "S" curve) is a section of the horizontal alignment of a highway or a railroad route in which a curve to the left or right is followed immediately by a curve in the opposite direction.*

7.1.2 Relocation (Alternative 2)

Where retention *in situ* is not feasible, 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 cultural heritage value or interest identified. Moving these building at 26-30 Wellington Road would be a multi-stage process which requires coordination, experience, and attention-requiring applications. Relocation removes the three buildings from their contextual setting. This is only a viable option where the integrity of each structure is sound, and an economically viable new location for this group of buildings is available.

A Structural Condition Assessment for 26, 28 and 30 Wellington Road was completed by EXP Services Inc. (EXP) on June 10, 2022. The Structural Condition Assessment was completed by a qualified structural engineer to document the existing conditions of the three buildings located at 26, 28 and 30 Wellington Road and provide a professional opinion on the movability and/or relocation of the existing buildings. No forensics, coring and/or material testing was carried out as a part of this assignment. Only visual observations were undertaken in the assessment by EXP.

EXP notes that the three buildings located at 26, 28 and 30 Wellington Road are constructed of "one-of-a-kind hand made brick in a hand-made patterned heritage style"[33]. As supported by the Statements of Cultural Heritage Value for each building, much of the cultural heritage value and character of the buildings are directly associated with the "one-of-a-kind hand made brick" on all elevations of the buildings. Note, AECOM determined the buildings were constructed on-site using a hand-operated concrete block making machine. The blocks are smooth (panel face) or rusticated (rock face) of various sizes which give the blocks an architectural appearance creating a unique visual effect. However, it is possible the smaller narrow rusticated courses are made of concrete brick, however that likely would have required a separate brick-making machine.[34] Without an extraction of material, it cannot be concluded if block and/or brick was made to construct the buildings.

The Structural Condition Assessment estimated that approximately 30%-40% of the exterior façade of the "one-of-a-kind hand made brick" would require repairs and/or removal for each building, to be acceptable and safe to move[35]. This estimate does not include any additional repairs required on the exterior walls from the inside, that may have potential to affect the bricks on the outside (i.e., replacing or reinforcing an exterior wall from the inside. This will require work on the exterior of the structure as well) [36]. In addition, it is believed that a new structural lintel for each building would be required at the entire building perimeter in order to support the block façade if the building is elevated out-of-place[37]. Any repairs would need to include structural rehabilitation on the interior of the building along with exterior façade restoration and/or reinforcement. EXP concludes that the number of repairs or removals required to move the structure and exterior façades of all three residential buildings would compromise the integrity of the buildings[38].

The AECOM cultural heritage team agrees with EXP's expert opinion that the number of repairs required would diminish the integrity of the three residential buildings, which includes the current heritage value. The use and patterned arrangement of the rusticated (or rock-faced) and smooth concrete block exterior must be preserved in order to retain their cultural heritage value. The comparative examples in subsection 3.3 of this HIA show that builders in London prior to 1907 were creating their desired shape and appearance which means they were creating their own molds for each building or row of concrete block buildings they built. Therefore, replicating the hand-made concrete blocks on the façade of the three buildings would be a difficult task due to the loss of such technology.

[33] *EXP 2022:2*
[34] *Sears, Roebuck and Co., n.d. [b]: 24-25*
[35] *EXP 2022:2*
[36] *EXP 2022:2*
[37] *EXP 2022:2*
[38] *EXP 2022:2*

Parks Canada *Standards and Guidelines for the Conservation of Historic Places in Canada* for the rehabilitation for exterior walls state that replacement material of exterior walls should convey the same or compatible appearance. Replacement concrete blocks should be compatible in size, scale, material, style, and colour (Section 4.3.2. Exterior Walls, Standard 18). Selecting incompatible new concrete blocks would create a false historic appearance. If adding new concrete blocks in the amount of 30-40% is done incorrectly, it can lead to a loss in the cultural heritage value of the buildings.

Given EXP's findings, AECOM has determined there are four conservation options for the buildings:

- Replace with modern blocks;
- Find salvaged block for the repairs;
- Find a mason who could cast new blocks to match the old; and
- Treat the exterior with a new cladding.

Modern Blocks: Consultation with Dillon Consulting suggests that the pattern of the blocks may be possible to replicate by using modern day casting technologies, however the difficulty lies in creating the same aged appearance of the current blocks, especially for the building located at 26 Wellington Road which consists of unpainted blocks[39]. The newly created precast blocks would not contain the same character and therefore would not be complimentary to the remaining blocks. It is likely that modern blocks, especially at 26 Wellington Road would create an unsightly appearance which is not recommended by Parks Canada, as stated above. Therefore, using modern day casting technologies to create replacement blocks is not recommended.

Salvaged Blocks: Alternatively, from manufacturing new blocks, the buildings could be repaired with salvaged concrete blocks. However, finding salvaged blocks with the same pattern is highly unlikely since, as discussed in subsection 3.1.4.1, these buildings built with concrete blocks at the turn of the 20th century were using different unique molds. Therefore, it is unlikely that salvaged blocks can be procured with the same pattern and reused in the repair of the buildings.

Replication by a Mason: Although the process is not overly complicated or impossible to replicate "antique" rusticated concrete blocks by using the hand-made machine method, it is a slow and tedious process. Replication by hand would allow for a block that is compatible in size, scale, material, style, and colour, as recommended by Parks Canada, above. However, this method is an uncommon approach used to repair turn-of-the-century concrete block buildings. The process of replication using the hand-made machine method as the possibility of taking over two years depending on the skills of the mason to produce enough block for the buildings on the subject properties, the availability of such hand-made machines and the interesting completing a time-consuming and difficult task. It has been described as a "lost art"[40]. Such companies like "Classic Rock Face Block" are in the United States and ship to Canada and was one of the few companies found in an internet search for a company that specializes in restoring early 20th century concrete block buildings and makes customized concrete blocks[41]. Therefore, finding a local mason to replicate the concrete block may be challenging in London. Regardless, given the time to create the replicated block, this option will not be possible in the schedule for this project, since EXP made it clear that the block requires replacement prior to relocation.

New Cladding: When there are failures in these early concrete blocks, especially in large areas of the exterior façade, the most common treatment is to coat the whole exterior of the building with cement mortar or stucco finish[42].

[39] *email communication with Kate Preston, Landscape Architect at Dillon, July 27, 2022*
[40] *Special to The Oregonian, 2013*
[41] *http://www.classicrock faceblock.com/*
[42] *Kibbel III, n.d*

However, this method would conceal these decorative block homes which would diminish the cultural heritage value of the buildings on the subject properties. Therefore, this repair method is not recommended.

In summary, although by the results of the EXP's Structural Condition Assessment, AECOM believes relocating the buildings in one piece is possible, the steps necessary to relocate, including replacement of 30-40% of the concrete block, would diminish the integrity of the cultural heritage value of these properties. Relocation only allows for only partial preservation of their heritage attributes and is not recommended.

7.1.3 Demolition with Additional Mitigation Measures (Alternative 3)

Demolition is the mitigation option only when retention or relocation is not feasible. Removing this structure without further mitigation would not comply to Policy 591 which states; *where a heritage designated property or a property listed on the Register is to be demolished or removed, the City will ensure the owner undertakes mitigation measures including a detailed documentation of the cultural heritage features to be lost and may require the salvage of materials exhibiting cultural heritage value for the purpose of re-use or incorporation into the proposed development.* In addition, Policy 569 states that *where through the process established in the specific Policies for the Protection Conservation and Stewardship of Cultural Heritage resources section of this chapter and in accordance with the Ontario Heritage Act, it is determined that a building may be removed, the retention of architectural or landscape features and the use of other interpretive techniques will be encouraged where appropriate*.

Based on AECOM's assessment of Alternative 1 and Alternative 2, demolition is considered the only viable option for these properties. Therefore, the following sections present the mitigation measures required for demolition.

7.1.3.1 Demolition with Documentation

Given the properties have been determined to have cultural heritage value, prior to demolition of the buildings 26, 28, and 30 Wellington Road, documentation is required. Documentation will provide a record of the houses construction details and a detailed visual record of each resource, including its interior. Documentation is required before there are any changes to the property. Documentation should pay specific attention to the cultural heritage attributes of each property identified in the CHER (AECOM, 2019) and excerpted in **Section 4** in this report.

Documentation of the houses prior to demolition may be achieved by using a Remotely Piloted Aircraft System (RPAS), commonly referred to as a drone, which provides a three-dimensional (3D) model of each building. A drone service company, such as that of AECOM's Unmanned Aircraft Systems (UAS) Operations team, could be used to photograph and generate a 3D representation of each house in the subject properties before demolition. This approach will facilitate comprehensive documentation of the house, including communication of material types and dimensions. The 3D model created will ensure a detailed and accurate record of the property. The 3D representation must include:

- Overall dimensions[43];
- Site plan depicting the location of the existing building;
- Elevation plan for each elevation of the existing building;
- Specific sizes of existing building elements of interest, including:
    - Rusticated and smooth concrete blocks;
    - Recessed entryway;
    - Colonnette on plinth;
    - Transom above central entrance;
    - Original windows (including sills, trim, etc.);
    - End gable on west façade; and
    - Gable roof.

[43] *Note the "raw data" from the RPAS is compatible with CAD, BIM or GIS systems*

- Detailed information, including:
  - Rusticated and smooth concrete blocks (size, colour, type, maker stamp, etc.);
  - Recessed entryway;
  - Colonnette on plinth;
  - Transom above central entrance;
  - Original windows (including sills, trim, etc.);
  - End gable on west façade; and
  - Gable roof.
- Building materials used;
- Interior documentation, including:
  - General representative photographs; and
  - Floor Plan.
- Profile reliefs of the concrete pattern of each elevation; and
- Concrete blocks and bricks distinctive attributes to capture a sample of all patterns on the block/brick itself.

The quality of the documentation must be such that the building can be understood even though the physical evidence has disappeared.

The documentation will be filed with the Heritage Planner at the City of London. Post-demolition, the remnants of 26-30 Wellington Road should be de-listed from the City of London's *Register of Cultural Heritage Resources*.

7.1.3.2 Demolition with Commemoration

Given the properties have been determined to have cultural heritage value or interest, commemoration is required. Commemoration creates a public record of the subject properties and provides a physical reminder of the land use history of the property. A commemoration strategy communicates the cultural heritage value of the group of concrete block buildings after they are demolished. The following commemorative option has been proposed to memorialize and remember the three concrete building located at 26-30 Wellington Road:

Commemoration Option: Metal Plaques

This commemoration option is to incorporate three metal plaques flush with the hardscape boulevard or sidewalk (**Image 14** and **image 15**). The plaques will memorialize and remember the three concrete block building located at 26-30 Wellington Road which are associated with early concrete block manufacturing in London. Each plaque is context-specific and should be placed in the general location of where the building once stood. The plaques should contain the address of the building and its date of construction (e.g., 26 Wellington Road, Built ca. 1906). The plaque may also contain an etched outline of the buildings.

The location of each metal plaque should be included in the design drawings for the project. The design of the plaques should be completed by the 90% Detailed Design. This commemorative option is to be integrated in the landscape drawings with any necessary installation details included in the Special Provisions. The information and design included in the plaques should be provided to London's Cultural Office, in coordination with the Consultant team Landscape Architect. The plaque should be installed after demolition of the three buildings, and during the construction of the sidewalk and boulevard.

The documentation report should include the proposed design of the plaque and the etched outline intended for its incorporation.

Image 14:
An example of a circular metal plaque integrated into the concrete paving located at Waterton Lakes National Park (Dillon Consulting, 2019)

Image 15:
An example of a rectangular metal plaque integrated into the concrete paving (Derek & Edson, N.d.)

8. Conclusion and Recommendations

The subject properties at 26, 28 and 30 Wellington Road are each listed on the City of London's *Register of Cultural Heritage Resources*. As part of the CHER completed by AECOM in 2019, the three properties were evaluated using the criteria of Ontario Regulation 9/06 and they were determined to have cultural heritage value or interest. Based on the impact assessment conducted in this HIA, the properties will be directly adversely impacted. Specifically, the demolition of the three buildings located within the subject properties will be required as part of the project. Therefore, based on the results of the impact assessment and the assessment of mitigation options presented in **Section 7** of this HIA, the following is recommended.

As retention of the concrete block buildings located 26-30 Wellington Road *in-situ* and relocation of each building is not considered to be feasible, and demolition is the only viable option (**Alternative 3**), the following mitigation measures are recommended:

1) Prior to demolition of the building located at 26-30 Wellington Road, detailed documentation for each building should be completed by a Qualified Person, such as a professional architect to measure and photographically document the building in compliance with Policy 567_, *The London Plan*[44]. The City of London should complete a documentation which could employ use of a Remotely Piloted Aircraft System (RPAS) which will photograph and generate a three-dimensional representation of each house prior to demolition. This approach will facilitate comprehensive documentation of the house, including communication of material types and dimensions. The three-dimensional model created will ensure a detailed and accurate record of the property. See Section 7.1.3.1. for a list of details to document;

2) Commemoration of the subject properties should be considered. The commemorative option proposed in **Section 7** of this HIA, should be established by the 90% Detailed Design for the subject properties. The following steps are required to implement Commemoration Option: Metal Plaques:
    - Allocate a location of the three metal plaques for 26, 28, and 30 Wellington Road, in the 90% Detailed Design;
    - Budgeting for the metal plaque commemoration option should be allocated during the construction phase of this project;
    - The metal plaques will be designed as part of the Landscape Architecture design and specified in the tender. A shop drawing shall be provided at the time of construction; and
    - The metal plaques should be installed following the demolition of the buildings located at 26-30 Wellington Road, and preferably during the construction of the sidewalk and boulevard for the project.

[44] *A documentation report is not within the scope of AECOM's existing assignment*

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Appendix A

Photographs

Photograph 2:
View of the three building located at 26-30 Wellington Road, looking east (AECOM 2021)

Photograph 3:
View of the three building located at 26-30 Wellington Road, illustrating their proximity to Wellington Road looking north (AECOM 2021)

Photograph 4:
View of the one-and-a-half storey building located at 26 Wellington Road, looking southeast (AECOM 2021)

Photograph 5:
View of the one-and-a-half storey building located at 26 Wellington Road, illustrating the porch, concrete landing, cast-iron railings and wooden colonnette on a concrete block plinth, looking northeast (AECOM 2021)

Photograph 6:
View of the first-storey building located at 26 Wellington Road, illustrating the concrete brick pattern and the large, rusticated blocks that form quoins, looking east (AECOM 2021)

Photograph 7:
View of the one-and-a-half storey building located at 28 Wellington Road (AECOM 2021)

Photograph 8:
View of the first-storey building located at 28 Wellington Road, illustrating the concrete brick pattern and the large, rusticated blocks that form quoins, looking east (AECOM 2021)

Photograph 9:
View of the one-and-a-half storey building located at 30 Wellington Road (AECOM 2021)

Photograph 10:
View of the first-storey of the building located at 30 Wellington Road, illustrating the concrete brick pattern and the large, rusticated blocks that form quoins, looking east (AECOM 2021)

Appendix B

Historical Documents

Image 16:
An image of the 1907-1908 City Directory illustrating that the London Concrete Machinery Company was located at 28 Redan Street in 1907[45]

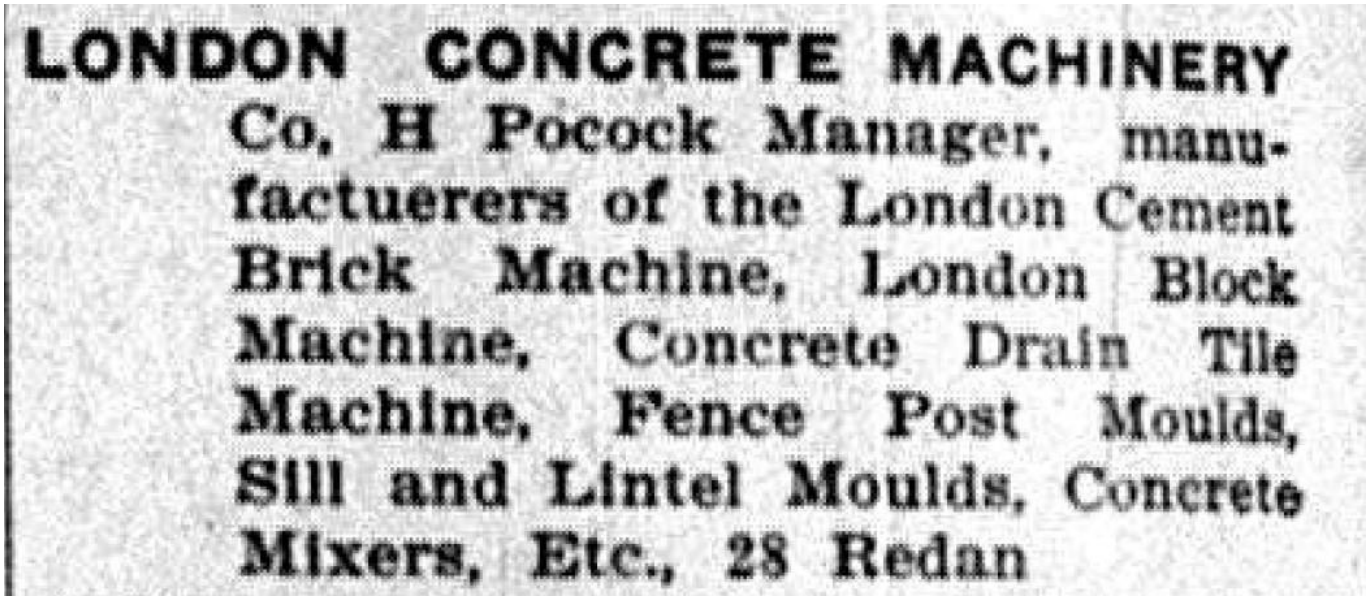
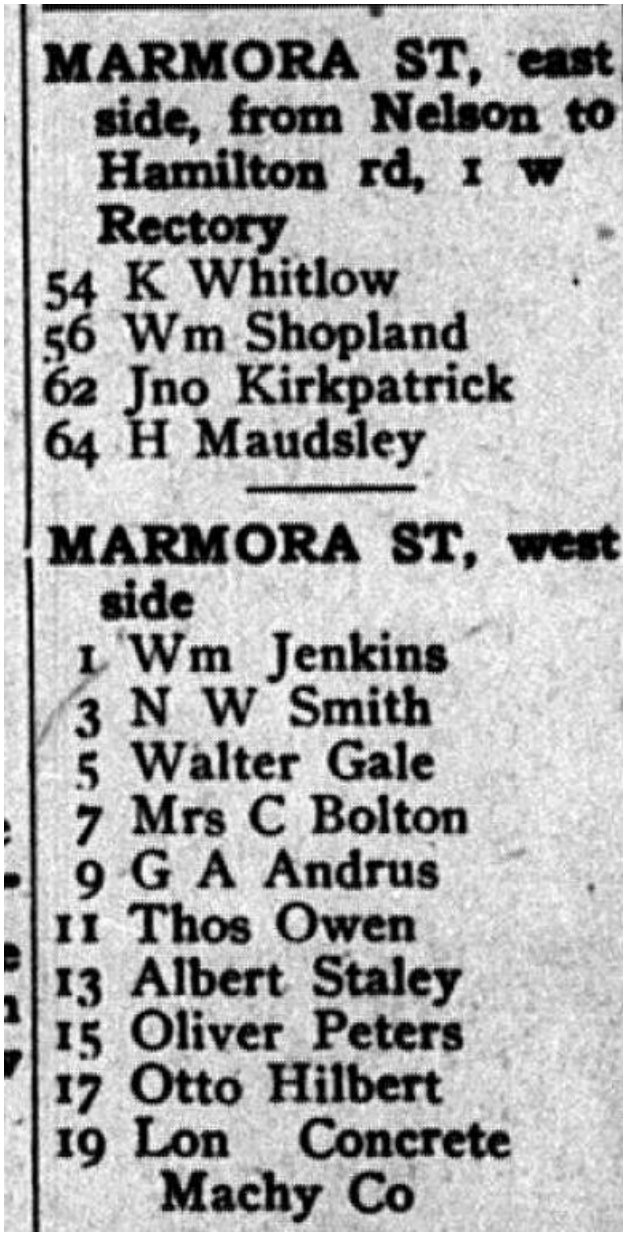


Image 17:
An image of the 1907-1908 City Directory illustrating that the London Concrete Machinery Company was producing and selling concrete block making machines in 1907[46]

[45] *Vernon, 1907-1908*
[46] *Vernon, 1907-1908*



MARMORA ST, east side, from Nelson to Hamilton rd, 1 w
Rectory
54 K Whitlow
56 Wm Shopland
62 Jno Kirkpatrick
64 H Maudsley

MARMORA ST, west side
1 Wm Jenkins
3 N W Smith
5 Walter Gale
7 Mrs C Bolton
9 G A Andrus
11 Thos Owen
13 Albert Staley
15 Oliver Peters
17 Otto Hilbert
19 Lon Concrete Machy Co

Image 18
An image of the 1908-1909 City Directory Illustrating that the London Concrete Machinery Company was located at 19 Marmora Street in 1907[47]

[47] *Vernon, 1908-1909*

Appendix C

Structural Condition Assessment by EXP Services Inc. (EXP)

June 10, 2022 LON-00018372-GE

Mr. David Bourne, P.Eng and Ms. Tara Jenkins, MA.,GPCert CHS,CAHP VIA Email
AECOM
250 York St,
London, ON
N6A 6K2

Re: **Structural Condition Assessment**
26, 28 and 30 Wellington Road
London ON

Dear Mr. Bourne and Ms. Jenkins,

As requested, EXP completed observations of the structures located at 26, 28 and 30 Wellington Road in London Ontario. These services were provided per your request to develop an opinion on the underlying structural condition of the buildings as it relates to relocating/moving the buildings. The following report will serve to document the results of our visual observations and review, along with our opinions regarding the condition on this project.

1. Purpose and Scope

The purpose of our site visit was to review and document the existing conditions of the three (3) residential buildings located at 26, 28 and 30 Wellington Road for the purpose of providing our opinion on the movability and/or relocation of the existing structures.

No forensics, coring and/or material testing was carried out as a part of this assignment. Visual observations were undertaken. Mr. Anthony Travaglini, P.Eng. of EXP Services, Inc. visited the sites on May 4, 2022 and performed the visual survey, with the access/assistance provided by Ms. Stacy Badeen of the City of London.

2. Executive Summary

It is EXP's professional opinion that the three (3) residential buildings will be extremely difficult to re-locate and/or move.

Due to the proprietary, handmade nature of the bricks installed on all the buildings, an identical match is impossible and anything that is installed or repaired would not carry the cultural and/or heritage significance that the existing bricks contain.

This is based on our engineering judgement, knowledge of the existing structures and current condition of the structures and their façade components.

The amount of repair required to both the structure and the façade of the structures would dimmish their current "heritage" and/or cultural state. EXP estimates that approximately 30%-40% of the exterior façade would require repairs, in order to be acceptable and safe to move. This estimate does not include any additional repairs required on the exterior walls from the inside, that would likely affect the bricks on the outside (i.e., replacing or reinforcing an exterior wall from the inside will require work on the exterior of the structure as well).

Additionally, due to the brick construction on these buildings, a new structural lintel would be required at the entire building perimeter in order to support the brick façade if the building is elevated out of place.

Any repairs would need to include structural rehabilitation on the interior of the building along with exterior façade restoration and/or reinforcement.

3. Background

EXP understands that the City of London requested a Heritage Impact Assessment be carried out on the properties as it pertains to the impending work on Wellington Road.

Based on information gathered through the City of London's "Register of Cultural Heritage Resources" report, the age of the buildings is established at (circa) 1906.

The one-of-a-kind, handmade brick is installed on all elevations of the façade. There is hand made, patterned "heritage" style brick utilized on the exterior at the main level "floor line", with smooth faced, hand made, bricks covering the remainder of the façade. The main level of the buildings is above grade; however, the distance above grade varied between structures.

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4. Description of Building/Structure

All three (3) of the residential structures are constructed of wood structural framing members with a brick façade. The structural wood framing supports the exterior walls (bricks) interior floors, and the roof. Interior walls consist of a stucco plaster applied over metal and wood lath.

The basements could be considered crawl spaces, as the ceiling height is less than six feet (6'). The exterior brick façade continues below the visible grade surrounding the structures. Concrete block was observed to be the construction material utilized for the foundations.

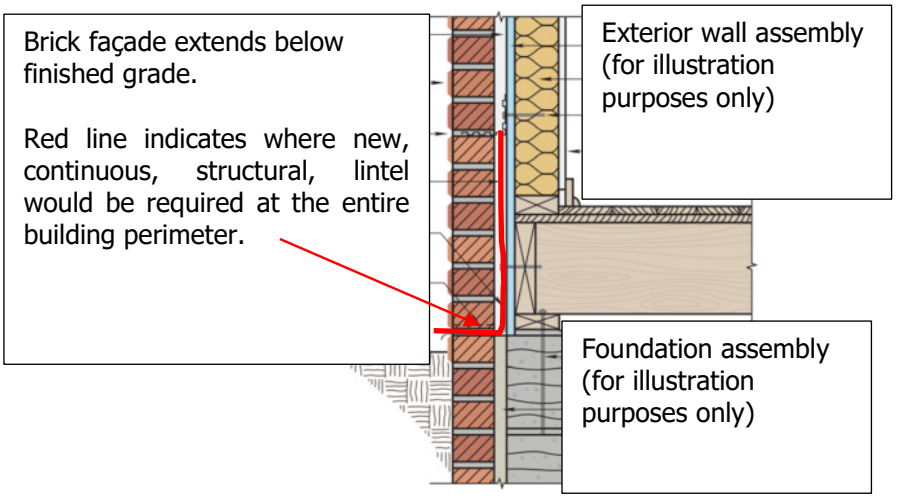
Each of the structures has at least one (1) chimney, with some having two (2) chimneys.

The one-of-a-kind, hand made brick is installed on all elevations of the façade. There is hand made, patterned "heritage" style brick utilized on the exterior at the main level "floor line", with smooth faced, hand made bricks covering the remainder of the façade. The main level of the buildings is above grade, however the distance above grade varied between structures.

Based on EXP's experience with similar properties, it is typically the façade that gives a building its "character" and/or heritage and/or culturally significant status.

The brick façade on all of these buildings runs, uninterrupted, from below grade, to the roof line. This means that the bricks on the upper level are supported by the bricks on the lower level, which are supported by the bricks below grade. It is unknown whether the bricks below grade are supported on any type of separate footing or the foundation wall footing.

This means that if the structure is moved out of place, wherever it is elevated from, will require a continuous lintel or structural support for the entire brick façade above the lifting point (See illustration below)



Typical exterior wall assembly requiring new, structural lintel (for illustration purposes only).

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5. Observations and Discussion

5.1 26 Wellington

5.1.1 Access to the interior was not provided for this structure. It was arranged prior to the site visit; however, tenants were either not home or chose not to permit access, preventing our view of the superstructure on the interior. The exterior façade and bricks were reviewed (Reference Photo Nos. 1-3).

5.1.2 Based on the exterior observations as well as the condition of the façade, along with the interior observations performed in the subsequent buildings, EXP believes that the superstructure is likely in the same condition as the other buildings.

5.1.3 The exterior façade is in poor condition and extends below grade at the majority of the house perimeter. This façade would have to be broken in order for the structure to be elevated. Repairs would need to be carried out in an exceptional manner in order to achieve the same level of finish. It is EXP's experience that these repairs would never exactly match the existing.

5.1.4 EXP observed the bricks at/around the windows and doors to be cracked and/or damaged. Repairs to the brick façade, in conjunction with any structural repairs, are recommended prior to relocating the structure in order to ensure that the façade stays tied to the sub-structure.

5.1.5 There is a large, mature tree in the front yard, immediately in the sensible direction of structure movement. The tree would have to be removed prior to moving or relocating the structure.

5.1.6 An active power line is present in front of this property. Any relocation work and/or work on the property to relocate the structure, should account for this.

5.1.7 EXP observed that the chimney of this building was separating from the structure. This chimney would either need to be removed, or structural restoration/repairs would have to be undertaken to ensure that the chimney remains intact during a building move.

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5.2 28 Wellington

5.2.1 Access to the interior was provided via a front door and rear door. There are two separate units within this building (Reference Photo No. 4).

5.2.2 EXP observed substantial cracking on the brick façade. The cracking extended through mortar joints as well as through bricks. EXP observed the bricks at/around the windows and doors to be cracked and/or damaged. Repairs to the brick façade, in conjunction with any structural repairs, are recommended prior to relocating the structure in order to ensure that the façade stays positively connected to the sub-structure.

5.2.3 Based on the cracking observed, an extensive facade restoration and/or repairs would need to be carried out before a building relocation project could be undertaken (Reference Photo Nos. 5 -7).

5.2.4 EXP observed evidence of structural deterioration and/or settlement within the building. Large cracks within the plaster finishes were observed. These cracks indicate that the sub-structure (Framing and structural members) have shifted and/or settled. A medium to large scale structural restoration and/or retrofit project would need to be undertaken to ensure that the superstructure (and/or finishes) are reinforced and maintained during a building move or relocation (Reference Photo Exhibit Nos. 8-10).

5.2.5 These cracks were observed on the main level and on the upper-level ceiling.

5.2.6 The chimney has separated from the main building and would need to be removed or structurally reinforced prior to the building relocation or move. If the chimney is removed, this would change the overall look of the building.

5.2.7 The exterior façade is in poor condition and extends below grade at the majority of the house perimeter. This façade would have to be broken and/or disconnected and then supported entirely in order for the structure to be elevated. Repairs would need to be carried out in an exceptional manner in order to achieve the same level of finish. It is EXP's experience that these repairs would never exactly match the existing (Reference Photo Exhibit Nos. 11 and 12).

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5.3 30 Wellington

5.3.1 Access to the interior was provided via a front door. EXP observed the interior of the building was observed to be in extremely poor condition. Damage throughout the interior was observed (Reference Photo Nos. 13-16).

5.3.2 At locations where interior damage was observed on the exterior walls, EXP was able to view the backside of the exterior wall cavity. Large amounts of visible moisture were present within the wall on the back side of the exterior bricks. Construction in the early 1900's did not typically include an exterior weather barrier to prevent moisture and/or air movement between the exterior and interior environments (Reference Photo Exhibit No. 17).

5.3.3 Due to the observed moisture, EXP believes that there is likely an elevated level of deterioration on the exterior wall structural members that will affect the movability of the structure.

5.3.4 EXP observed substantial cracking on the brick façade. The cracking extended through mortar joints as well as through bricks. Based on the cracking observed, an extensive facade restoration and/or repairs would need to be carried out before a building relocation project could be undertaken. The chimney has also separated a large amount from the building. EXP believes the façade restoration would require re-work and/or replacement of approximately 30%-40% of the brick façade. (Reference Photo Nos. 18 and 19)

5.3.5 EXP observed evidence of structural deterioration and/or settlement within the building. Large cracks within the plaster finishes were observed. These cracks indicate that the sub-structure (Framing and structural members) have shifted and/or settled. Water damage from the roof was also observed on the upper level. The extent of the damage is unknown, however a large-scale restoration and/or retrofit project would need to be undertaken prior to relocation (Reference Photo Exhibit Nos. 20-22).

5.3.6 The exterior façade is in poor condition and extends below grade at the majority of the house perimeter. This façade would have to be broken and/or disconnected and then supported entirely in order for the structure to be elevated (Reference Photo Exhibit No. 23)

5.3.7 The attic was not accessible for review.

6. Structure Movement

6.1 The recommended method of structural movement for these buildings would involve assembling/erecting a steel structure beneath and/or around the building. This steel structure would then be attached to a heavy duty wheel base for moving the structure.

6.2 In addition to this steel sub-structure, installation of a continuous steel lintel will be required in order to fully support the brick façade.

6.3 This can be accomplished with excavation because the main floor level is above grade. However, removal of the brick façade will be required at multiple locations around the building.

6.4 Before any of these structures could be moved, extensive restoration to the facades and underlying structure needs to be carried out.

6.5 Based on the amount of moisture observed in the wall cavity of 30 Wellington, it is not unreasonable to expect the same level of moisture within 26 and 28 Wellington. This moisture has likely contributed to a level of deterioration that would need to A) be determined and B) restored prior to a building relocation.

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7 Conclusions and Recommendations

7.1 26 Wellington

7.1.1 Prior to movement/relocation, EXP recommends carrying out a comprehensive exterior restoration. This would include removal and/or restoration of the damaged bricks and mortar joints. Approximately 30%-40% of the exterior façade will be affected by this exterior restoration. The 30%-40% does not account for any interior structural work required to ensure that the exterior walls are sufficiently sturdy prior to the movement of the structure.

7.1.2 EXP recommends carrying out a structural rehabilitation of any deteriorated structural members within the exterior walls and attic spaces prior to relocation of the structure.

7.2 28 Wellington

7.2.1 Prior to movement/relocation, EXP recommends carrying out a comprehensive exterior restoration. This would include removal and/or restoration of the damaged bricks and mortar joints. Approximately 30%-40% of the exterior façade will be affected by this exterior restoration. The 30%-40% does not account for any interior structural work required to ensure that the exterior walls are sufficiently sturdy prior to the movement of the structure.

7.2.2 EXP recommends carrying out a structural rehabilitation of any deteriorated structural members within the exterior walls and attic spaces prior to relocation of the structure.

7.3 30 Wellington

7.3.1 Prior to movement/relocation, EXP recommends carrying out a comprehensive exterior restoration. This would include removal and/or restoration of the damaged bricks and mortar joints. Approximately 30%-40% of the exterior façade will be affected by this exterior restoration. The 30%-40% does not account for any interior structural work required to ensure that the exterior walls are sufficiently sturdy prior to the movement of the structure.

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7.3.2 EXP recommends carrying out a structural rehabilitation of any deteriorated structural members within the exterior walls and attic spaces prior to relocation of the structure.

We trust this information is sufficient for your requirements. If you have any questions or require any further clarification, please do not hesitate to contact this office.

Yours truly,

EXP Services Inc.

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8 Limitations

This report was prepared by EXP Services Inc. for the sole account of **Aecom.** The observations, comments, and recommendations in it reflect the judgement of EXP Services Inc. in light of the information available to it at the time of preparation. Any use, which a Third Party makes of, this report, or any reliance on decisions based on it, are the responsibility of such Third Parties. EXP Services Inc. accepts no responsibility for damages, if any, suffered by any Third Party as a result of decisions made or actions based on this report. Any opinion on potential budget cost estimates in no way is intended to warrant the total cost of any item or all future costs. This report is not intended to confirm that the various building components or systems are capable of fully performing their designed or required functions.

In order to achieve the objectives outlined, EXP arrived at conclusions based upon the best information presently known to us. No investigative method can completely eliminate the possibility of obtaining partially imprecise or incomplete information; it can only reduce the possibility to an acceptable level. Professional judgment was exercised in gathering and analyzing the information obtained and in the formulation of the conclusions. Like all professional persons rendering advice, we do not act as absolute insurers of the conclusions we reach, but we commit ourselves to care and competence in reaching those conclusions.

The client has agreed that EXP's employees, officers, directors and agents shall have no personal liability to the client in respect of a claim, whether in contract, tort and/or any other cause of action in law related to this report. Accordingly, the client expressly agrees that it will bring no proceedings and take no action in any court of law against any of EXP's employees, officers, directors, or agents in their personal capacity.

The client has agreed to the following limitations of liability of EXP and its consultants and sub-consultants: EXP shall have no liability to the client or any third party, in contract or tort for related claim obligations including those arising from the presence, discharge, release, escape or effect of mould, mildew, or other fungus in any form contaminants, or any other hazardous, dangerous or toxic substance. EXP's total aggregate liability direct or indirect for this project is limited to the lesser of the limit of our standard insurance or the amount set out in our proposal for this project.

EXP Services Inc. has conducted this service in a manner consistent with the level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality and under similar conditions as this project. No other representation, expressed or implied, is included or intended. It is understood that EXP is entitled to rely upon the accuracy and completeness of all information provided.

This report and any budget projections were obtained at a time when the current Global Pandemic (Covid 19) and European markets are causing large disruptions to supply chain, oil prices and labor shortages and therefore effecting costs of construction, all over. Best efforts were taken to obtain accurate pricing, however until a project is bid out, pricing will not be known.

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Photo Exhibit No. 1
26 Wellington – front elevation.

Photo Exhibit No. 4
28 Wellington – front elevation.

Photo Exhibit No. 2
26 Wellington – chimney is separating from main structure.

Photo Exhibit No. 5
28 Wellington – cracking through bricks.

Photo Exhibit No. 3
26 Wellington – north elevation, cracking throughout brick façade.

Photo Exhibit No. 6
28 Wellington – cracking through bricks.

Photo Exhibit No. 7
28 Wellington – cracking through bricks at door opening.

Photo Exhibit No. 10
28 Wellington – large cracks extending full ceiling length in upper-level ceiling.

Photo Exhibit No. 8
28 Wellington – large cracks extending full ceiling length in upper-level ceiling.

Photo Exhibit No. 11
28 Wellington – exterior façade bricks extend below grade but support the bricks above.

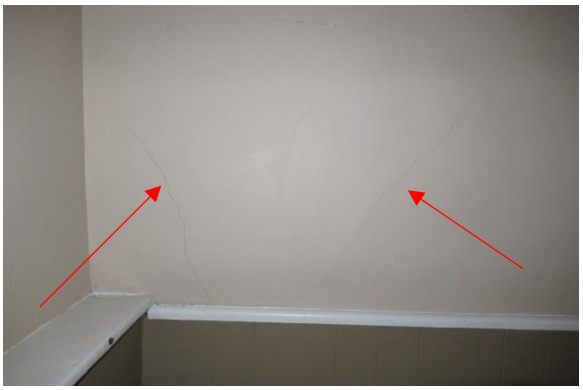

Photo Exhibit No. 9
28 Wellington – large cracks extending full wall height in stairwell walls.

Photo Exhibit No. 12
28 Wellington – exterior façade bricks extend below grade but support the bricks above.

Photo Exhibit No. 13
30 Wellington – overall of front elevation.

Photo Exhibit No. 16
30 Wellington – substantial water damage on the interior.

Photo Exhibit No. 14
30 Wellington – substantial interior damage.

Photo Exhibit No. 17
30 Wellington – substantial amount of moisture in exterior walls.

Photo Exhibit No. 15
30 Wellington – substantial interior damage.

Photo Exhibit No. 18
30 Wellington – large cracks through bricks and mortar joints.

Photo Exhibit No. 19
30 Wellington – substantial separation of chimney from the structure.

Photo Exhibit No. 22
30 Wellington – large cracks in the ceiling, along with water damage from the roof.

Photo Exhibit No. 20
30 Wellington – large cracks in the stairwell concrete wall.

Photo Exhibit No. 23
30 Wellington – exterior façade bricks extend below grade but support the bricks above.

Photo Exhibit No. 21
30 Wellington – large cracks in the ceiling, extending full ceiling length.

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