

2ND REPORT OF THE
LONDON ADVISORY COMMITTEE ON HERITAGE

Meeting held on January 11, 2017, commencing at 5:30 PM, in Committee Rooms #1 and #2, Second Floor, London City Hall.

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

ABSENT: S. Gibson.

ALSO PRESENT: R. Armistead, J. Dent, L. Dent, K. Gonyou and M. Spinks.

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

II. SCHEDULED ITEMS

2. Municipal Class Environmental Assessment Study - Wharnccliffe Road South from Becher Street to Commissioners Road West

That the following actions be taken with respect to the Municipal Class Environmental Assessment Study - Wharnccliffe Road South from Becher Street to Commissioners Road West:

- a) the Civic Administration BE ADVISED that the London Advisory Committee on Heritage (LACH) does not support the potential demolition of the property located at 100 Stanley Street as it has significant heritage value and has been designated;
- b) the Civic Administration BE ADVISED that the LACH has serious concerns about the impact of increased traffic flow through a potential heritage conservation district; and
- c) it BE NOTED that the LACH commends the work done on the Cultural Heritage Assessment Report;

it being noted that the LACH commends N. Finlayson for her stewardship of the property located at 100 Stanley Street for the past 28 years with respect to its architectural and natural elements;

it being noted that the LACH received the attached presentation from T. Koza, Transportation Design Engineer, related to this matter; and

it being further noted that the LACH heard delegations from R. Unterman, Unterman McPhail Associates, N. Finlayson, 100 Stanley Street, P. & M. Rollings, C. Barnes-Moss, and S. Bentley, Heritage London Foundation, related to this matter.

III. CONSENT ITEMS

3. 1st Report of the London Advisory Committee on Heritage

That it BE NOTED that the 1st Report of the London Advisory Committee on Heritage from its meeting held on December 14, 2016, was received.

4. Updated Notice of Application by 748094 Ontario Ltd. and 2624 Jackson Road Inc. and the City of London re lands located on the east side of Jackson Road between Commissioners Road East and Bradley Avenue

That it BE NOTED that the Updated Notice from L. Mottram, Senior Planner, dated December 8, 2016, with respect to the application by 748094 Ontario Ltd. and 2624 Jackson Road Inc. and the City of London, relating to the lands located on the east side of Jackson Road between Commissioners Road East and Bradley Avenue, was received.

5. Revised Notice of Application by Auburn Developments Inc. re properties located at 560 and 562 Wellington Street

That the following comments of the London Advisory Committee on Heritage, with respect to the application by Auburn Developments Inc., relating to the properties located at 560 & 562 Wellington Street, BE FORWARDED to the Civic Administration for consideration:

- a) the London Advisory Committee on Heritage (LACH) strongly disputes the conclusions of the Heritage Impact Assessment (2016), prepared by Stantec, for the properties located at 560 & 562 Wellington Street; and
- b) the LACH encourages the reassessment of the following matters with respect to compatibility of the proposed application with the West Woodfield Heritage Conservation District Plan guidelines, Victoria Park and the adjacent properties:
 - i) the height of the building;
 - ii) the massing of the building;
 - iii) the setbacks of the building;
 - iv) the design of exterior facades; and,
 - v) shadowing impacts onto adjacent heritage properties.

IV. SUB-COMMITTEES & WORKING GROUPS

None.

V. ITEMS FOR DISCUSSION

6. Heritage Planner's Report

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

VI. DEFERRED MATTERS/ADDITIONAL BUSINESS

7. Simcoe School War Memorial

That Mary Spinks, University Student Council representative on the London Advisory Committee on Heritage (LACH), BE APPOINTED to the site selection team for the Simcoe School War Memorial; it being noted that the LACH received the attached presentation from R. Armistead, Manager, Culture, with respect to this matter.

VII. ADJOURNMENT

The meeting adjourned at 9:00 PM.

NEXT MEETING DATE: February 8, 2017



WHARNCLIFFE ROAD SOUTH ENVIRONMENTAL ASSESSMENT STUDY

Becher Street to Commissioners Road

WSP MMM GROUP

January 2017

London Advisory Committee on Heritage (LACH)



Policy and Planning Context

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City of London 2030 Transportation Master Plan (TMP)

- Phase 1: Becher Street to Springbank Drive - Replace the CN Rail Bridge and provide for one additional northbound lane on Wharncliffe Road between Horton Street and Becher Street
- Phase 2: Springbank Drive to Commissioners Road - 'Optimize' the function of the street for vehicles and pedestrians between Horton Street and Commissioners Road (no widening)

The London Plan

- Wharncliffe Road South is a Civic Boulevard with an emphasis on pedestrian, cycle and transit movements, medium volume of traffic, higher quality pedestrian environment and higher standard of urban design

London Bikes

- London Bike does not propose cycling facilities on Wharncliffe Road South
- Existing signed bike routes on Byron Avenue, Elmwood Avenue, and Emery Street

Wharncliffe Road Reconstruction Elmwood Place to Baseline Road West Corridor Visioning Brief (2010)

- Refine the requirements for the corridor's long term vision
- Identify and confirm property requirements
- Prioritize desired corridor improvements (short term vs. longer term)



Wharncliffe Road South Environmental Assessment Study

London Advisory Committee on Heritage January 11, 2017



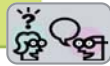
Purpose of Public Information Centre 2

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- Provide an update on the EA Study
- Provide a summary of PIC 1
- Present the Preliminary Preferred Design which includes:
 - The CN Rail Bridge replacement and the recommended improvements between Horton Street and Becher Street
 - The longer-term recommended improvements on Wharncliffe Road, south of Horton Street
- Review the potential benefits, impacts and mitigation recommendations
- Answer questions and gather feedback
- Identify next steps



Please ask questions and make your opinions known to the Project Team.
Fill out a comment sheet here or on-line.



Wharncliffe Road South Environmental Assessment Study

London Advisory Committee on Heritage January 11, 2017



Summary Feedback Received

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Below is a summary of the comments collected at PIC 1, and how these have been addressed in the study:

Keeping traffic moving efficiently on should reduce traffic congestion that leads to idling and higher emissions loading.

The project team has made every effort to minimize property impacts during a thorough review of alternatives

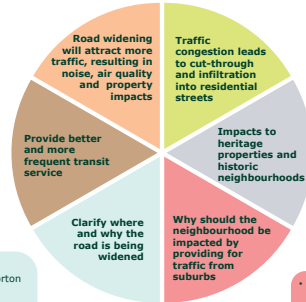
Project Team is working with London Transit Commission.

Wharncliffe Road will be a supporting part of the overall road and transit network.

One northbound through-lane will be provided to 'close the gap' between Horton Street and Becher Street.

Northbound and southbound left-turn lanes will be provided at Horton Street.

Other improvements at the Horton Street intersection (dedicated turn-lanes, increased storage length on turn lanes etc.) are proposed.



Adding one northbound through lane on Wharncliffe will remove the bottleneck and improve traffic flow.

Adding left turn lanes at Horton Street will shift traffic flow from Stanley Street and Springbank Drive.

The Project Team has considered all reasonable alternatives to avoid impacts to heritage properties.

Impacts and mitigation is being considered in accordance with City and Provincial heritage policies.

Wharncliffe Road is an arterial road and plays an important role in supporting north-south traffic.

The improvements on Wharncliffe Road are intended to benefit local mobility as well as access into the downtown for all traffic.

Wharncliffe Road South Environmental Assessment Study

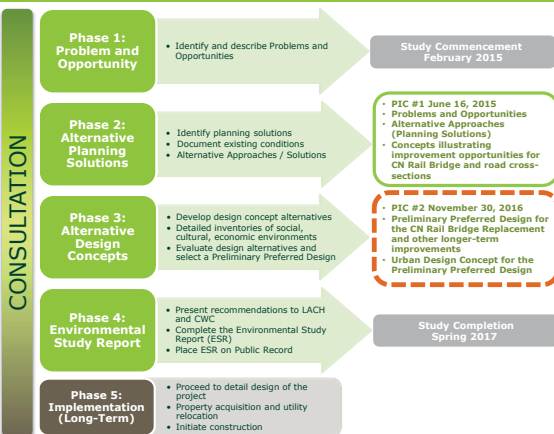
London Advisory Committee on Heritage January 11, 2017



Study Process and Schedule

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The Municipal Class EA process enables the planning and implementation of municipal infrastructure projects taking into account the environmental setting, agency and local community interests and unique project requirements.



Wharncliffe Road South Environmental Assessment Study

London Advisory Committee on Heritage January 11, 2017



Summary of Problem / Opportunities and Recommended Planning Solution

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Problems	Opportunities		
<ul style="list-style-type: none"> CN Rail Bridge creates a bottleneck for northbound traffic Limited turning movements at the Horton Street Intersection Narrow travel lanes, sidewalks and boulevards High number entrances/ driveways High collision rates at and between major intersections Long traffic delays at intersections Cut-through traffic on residential streets 	<ul style="list-style-type: none"> A wider CN Rail Bridge to accommodate one additional northbound lane on Wharncliffe Road Addition of southbound and northbound left-turn lanes at Horton Street Addition of turn lanes and other improvements at other intersections Review accesses and driveways in an effort to reduce the number of potential conflict points Protect for a future long-term ideal street right-of-way through the strategic acquisition and dedication of property, as opportunities arise 		
<p>The Recommended Planning Solution includes:</p> <table border="0"> <tr> <td> <p>Phase 1 – Becher Street to Springbank Drive</p> <ul style="list-style-type: none"> CN Rail Bridge replacement Add one northbound lane to Wharncliffe Road, north of Horton Street Improvements to Horton Street and Wharncliffe Road intersection </td> <td> <p>Phase 2 – Springbank Drive to Commissioners Road</p> <ul style="list-style-type: none"> Partial Road Cross-Section Improvements Intersection improvements Access Management </td> </tr> </table>		<p>Phase 1 – Becher Street to Springbank Drive</p> <ul style="list-style-type: none"> CN Rail Bridge replacement Add one northbound lane to Wharncliffe Road, north of Horton Street Improvements to Horton Street and Wharncliffe Road intersection 	<p>Phase 2 – Springbank Drive to Commissioners Road</p> <ul style="list-style-type: none"> Partial Road Cross-Section Improvements Intersection improvements Access Management
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Wharncliffe Road South Environmental Assessment Study

London Advisory Committee on Heritage January 11, 2017



Phased Implementation

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A phased approach to improvements is recommended. This recognizes that the CN Rail Bridge replacement is high priority and provides the City with flexibility to implement longer-term improvements as needed.



CN Rail Bridge Replacement Alternatives

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CN Rail Bridge

- Constructed in 1924
- 3-span steel girder structure, with 2 rail tracks
- Currently has 2 southbound and 1 northbound lane
- Centre span of ~11.6 m
- Vertical clearance of 4.2 m (minimum clearance under the current design guidelines is 5.0 m)
- Elevated sidewalks on both sides

CN Rail Bridge Replacement Alternatives considered during this study were developed based on two basic construction techniques:

1. **In-Place Construction** – constructs new bridge adjacent to existing bridge, and over a four day period, replaces the old bridge with the new one
2. **Rail Diversion** – diverts rail traffic onto new temporary tracks, in order to work on existing bridge and maintain rail traffic



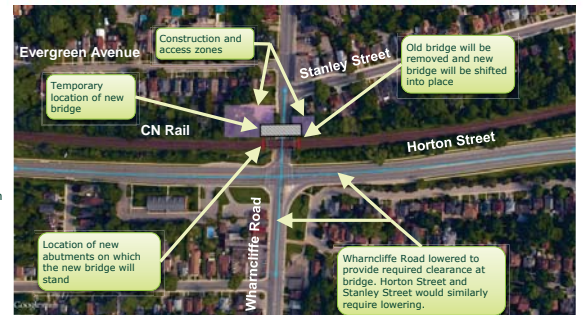
CN Rail Bridge Replacement Alternatives

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Staging Process

- 1) Coordinate existing municipal services projects with Wharncliffe Road construction
- 2) Construct temporary trestles
- 3) Lower Horton Street and Wharncliffe Road
- 4) Construct abutments for new bridge
- 5) Construct new bridge north of existing bridge on temporary abutments
- 6) Remove existing bridge and jack new bridge in place (full closure over long weekend)

ALTERNATIVE 1 - IN-PLACE CONSTRUCTION (PREFERRED)



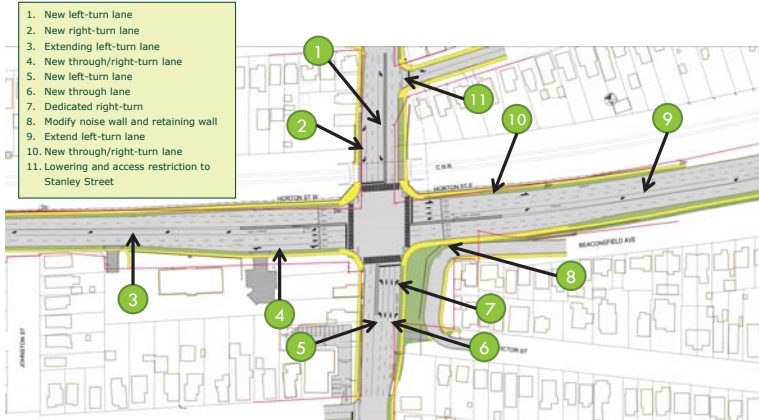
- Duration of bridge construction (stages 2 to 6 above) would be approximately 15 months.
- Opportunity to maintain traffic on Wharncliffe Road for longer period of time.
- Estimated cost for In-Place Construction and CN Rail Bridge (stages 2 to 6 above) is \$15.6M.



Intersection Improvements – Horton Street

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1. New left-turn lane
2. New right-turn lane
3. Extending left-turn lane
4. New through/right-turn lane
5. New left-turn lane
6. New through lane
7. Dedicated right-turn
8. Modify noise wall and retaining wall
9. Extend left-turn lane
10. New through/right-turn lane
11. Lowering and access restriction to Stanley Street



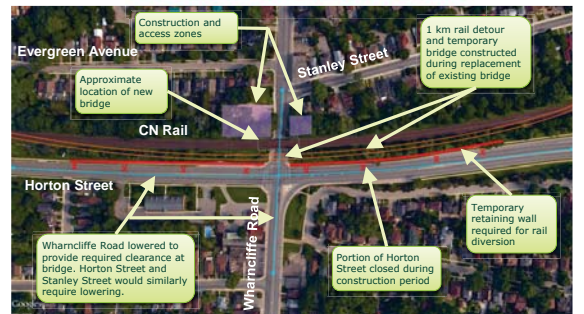
CN Rail Bridge Replacement Alternatives

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Staging Process

- 1) Coordinate existing municipal services projects with Wharncliffe Road construction
- 2) Construct temporary retaining walls, bridge, and diversion tracks (~1 km)
- 3) Lower Horton Street
- 4) Build new bridge
- 5) Remove existing bridge and build new abutments
- 6) Lower Wharncliffe Road
- 7) Install new bridge
- 8) Restore rail traffic to original line and remove temporary bridge, retaining wall, and diversion

ALTERNATIVE 2 - RAIL DIVERSION

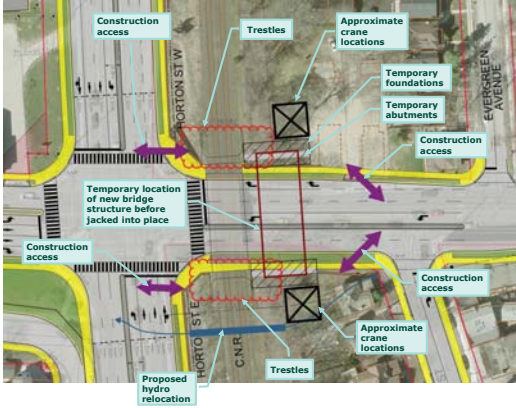


- Duration of bridge (stages 2 to 8 above) construction would be approximately 22 months.
- Anticipated periodic road closures associate with construction.
- Estimated cost of Rail Diversion and CN Rail Bridge (stages 2 to 8 above) is \$18.5M.



CN Rail Bridge Replacement Preliminary Staging Plan

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Typical Trestle Construction



Typical Crane Positioning



Cultural Heritage for Phase 1 (Becher Street to Springbank Drive)

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- A Cultural Heritage Assessment Report has been completed to determine which properties may require further review during detail design and the completion of a Cultural Heritage Evaluation Report, Heritage Impact Statement, or Cultural Heritage Documentation Report
- There are anticipated impacts to the following heritage properties:
 - ◆ 100 Stanley Street, which is municipally designated under Part IV of the Ontario Heritage Act.
 - ◆ 32 Wharncliffe Road South is listed on the City of London's Inventory of Heritage Resources (the Register) as Priority 3 resource and has partial (land only) impacts.



CN Rail Bridge Replacement Assessment

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	In-Place	Diversion
Alignment Options	• Can only maintain existing alignment	• Flexible for maintaining existing alignment or shifting to west
Property Impacts	• Five (5) full and six (6) partial (edge, land only) property requirements	• Six (6) full and four (4) partial property requirements
Staging impacts	• Construction equipment required on properties just north of the rail tracks, east and west of Wharncliffe Road	• Construction equipment required on properties just north of the rail tracks, east and west of Wharncliffe Road
Temporary infrastructure	• Temporary trestles and abutments for new bridge during construction	• Temporary 1 km diversion, retaining wall, and bridge during construction
Transportation Impacts	✓ Opportunity to maintain traffic on Wharncliffe Road for longer periods of time.	✗ Longer anticipated road closures associated with construction.
Cost	✓ \$15.6 M (only includes bridge and rail construction costs)	✗ \$18.5 M (only includes bridge and rail construction costs)



Mitigation Recommendations

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- Mitigation actions for heritage resources that have been identified as potential direct impacts may include:
 - ◆ a Cultural Heritage Evaluation Report (CHER) that follows the evaluation criteria set out under the 'Ontario Regulation 9/06'
 - ◆ a Heritage Impact Statement (HIS)
 - ◆ a Cultural Heritage Documentation Report (CHDR), if the property is or considered to be worthy of listing or designation under the OHA.
- The CHER will be conducted during the next phase of design, when additional details regarding the bridge construction are being considered.



Preferred CN Rail Bridge Replacement Alternative

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The preferred CN Rail Bridge Replacement Alternative is the **In-Place Construction** because it:

- ✓ Does not require building a 1 km temporary rail detour, temporary bridge and retaining wall, thus has a smaller impact footprint
- ✓ Has more flexibility in the construction staging
- ✓ Reduced construction duration
- ✓ Has opportunity to maintain more open traffic lanes on Horton Street during construction
- ✓ More cost effective as does not require building temporary infrastructure required for diversion
- ✓ Similar property impacts for both alternatives when considering construction staging
- ✓ Train traffic is maintained on the existing tracks with short-term rail disruption
- ✓ CN Rail has provided input and an endorsement to the In-Place construction design



Mitigation Recommendations

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- 100 Stanley Street
 - As a municipally designated property an HIS shall be completed prior to any changes in the environment due to the undertaking.
- An HIS evaluates the impact a proposed infrastructure development will have on resources identified as having cultural heritage significance and heritage attributes in the Reasons for Designation and recommends an overall approach to conservation of the heritage resources.
- The HIS may recommend the completion CHDR and/or a Strategic Conservation Plan (SCP) as mitigation actions for direct or indirect impacts resulting from of the Preliminary Design.



Mitigation Recommendations

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100 Stanley Street

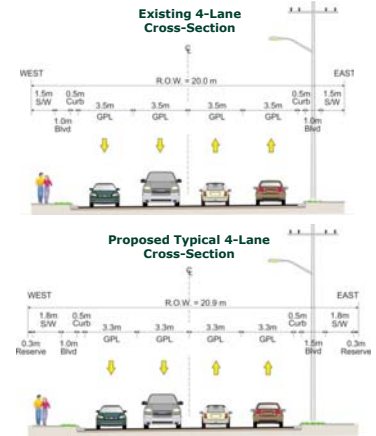
- If the house can be preserved on-site, the preferred option, or relocated to a new location, preferably nearby, a Strategic Conservation Plan (SCP) should be completed.
- If displacement of the house becomes an option, a relocation strategy will be prepared to explore potential alternatives.
- LACH will be consulted on matters related to the review of alternatives and the results of the HIS.
- A CHDR shall be completed as a mitigation action prior to any change, i.e., removal or alterations, to the building and site.
 - ♦ The CHDR should include photo-documentation of the existing streetscape on Stanley Street.



Partial Road Cross-Section Improvements

Elmwood Avenue to Emery Street

- Increase sidewalk width to 1.8 m (City Standard)
- Increase boulevard widths to 1 m and 1.5 m to improve the pedestrian environment and better accommodate hydro poles
- Reduce lane widths to 3.3 m to create continuity between corridor sections
- Opportunity to provide additional boulevard width on the west side during property redevelopment to provide space for additional streetscaping treatments



Phase 1 Implementation

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	2016	2017	2018	2019	2020
PIC #2	★				
Review and respond to all public and agency comments		■			
Prepare the Environmental Study Report (ESR)		■			
Present the ESR to Civic Works Committee and Council		★			
File the ESR for public review (30-day review period)		■			
Detail design for the CN Rail bridge replacement and Horton Street Improvements including additional review of heritage features, impacts and mitigations			■		
Property acquisitions and coordination with other infrastructure projects				■	
Construction of Phase 1 following the Staging Process and other infrastructure projects					■

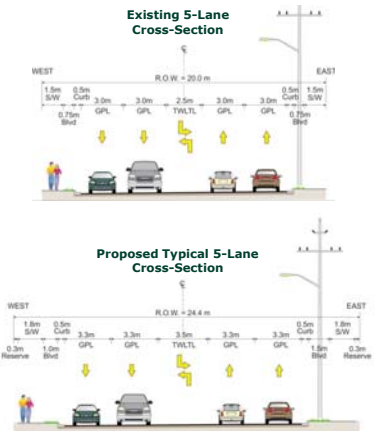
*Schedule pending coordination of other municipal servicing projects, and obtaining all required permits and approvals



Partial Road Cross-Section Improvements

Springbank Drive to Elmwood Avenue, and Emery Street to Base Line Road

- Increase the lane widths to 3.3 m and 3.5 m to improve safety and create continuity
- Increase sidewalk width to 1.8 m (City Standard)
- Increase the boulevard widths to 1 m and 1.5 m to improve pedestrian environment and better accommodate hydro poles
- Opportunity to provide additional boulevard width on the west side during property redevelopment to provide space for additional streetscaping treatments



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PHASE 2

- Cross-section improvements
- Intersection improvements
- Access Management

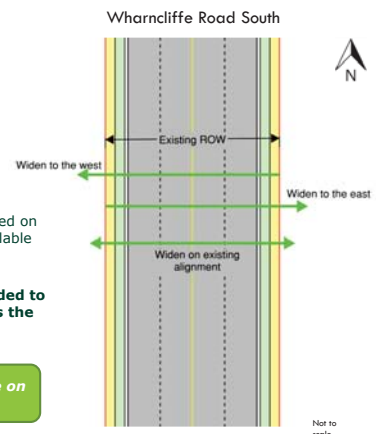


Road Design Alternatives

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- Based on the partial road cross-section improvements, additional road right-of-way (ROW) is required.
- 3 design alternatives were reviewed:
 - Widen to the east
 - Widen to the west
 - Widen on existing alignment
- Overall impacts to residential and commercial properties were assessed for each alternative.
- The majority of residential properties are located on the east side, and there is generally more available right-of-way on the west side from recently developed properties.
- **Based on the assessment, it is recommended to widen the roadway to the west, which has the lowest overall impacts.**

See Preliminary Preferred Plans available on the tables.





Cultural Heritage for Phase 2

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- A Cultural Heritage Assessment Report has been completed to determine which properties may require further review during detail design and the completion of a Cultural Heritage Evaluation Report, Heritage Impact Statement, or Cultural Heritage Documentation Report
- The Project Team will be meeting with the London Advisory Committee on Heritage (LACH) regarding the recommended design
- There are anticipated impacts to the following heritage properties:
 - One (1) property, 189 Wharncliffe Road South, included on the City of London's Inventory of Heritage Resources (the Register) as a Priority 2 resource, will be fully impacted. An evaluation of the property's potential cultural heritage value or interest will be required prior to consideration of its removal.
 - Six (6) heritage listed properties will be partially impacted with acquisition of land only through strip widenings.



Next Steps

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	2016 / 2017								
	Fall			Winter			Spring		
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	
PIC #2			★						
Review and respond to all public and agency comments			■						
Prepare the Environmental Study Report (ESR)			■						
Present the ESR to Civic Works Committee and Council						★			
File the ESR for public review (30-day review period)							■	■	■

LACH will receive a Notice of Study Completion identifying when the ESR will be available of review.
 Future consultation will also be taken for the HIS and CHDR (after the EA)

Heritage Planners' Report to LACH: January 11, 2017

1. Heritage Alteration Permits processed under Delegated Authority By-law:
 - 209 Dundas Street (Downtown HCD): façade upgrade, signage
 - 161 Duchess Avenue (Wortley Village-Old South HCD): windows replacement and alteration
 - 469 Waterloo Street (West Woodfield HCD): window replacement
2. UPDATE: St. George - Grosvenor Heritage Conservation District Study
3. Consideration for LACH Comments (draft): see reverse

Heritage Upcoming Events

- Heritage Week | February 20th to 25th
- Canada 150 London Events Calendar
<https://www.canada150london.ca>
- 5th Annual Heritage Fair
Saturday, February 25th
<http://www.londonculture.ca/heritagefair>
- Architectural Conservancy Ontario | 10th Annual Heritage Awards Program
Held at Delta Armouries Hotel on Thursday, February 16, 2017 at 7:00 pm
Heritage Awards and London Heritage Scholarship will be presented
<http://acolondon.ca/acoLondon/Awards.html>
<http://acolondon.ca/acoLondon/Scholarship.html>
- Eldon House
<http://www.eldonhouse.ca/whats-on/>
 - Behind the Ropes Tour
Saturday, January 28, 2017
 - Family Day at Eldon House
Monday, February 20, 2017
- Fugitive Slave Chapel Preservation Project | Heritage Event
My Name is Margaret Harman, a new play written and directed by Jason Rip
Wednesday February 8th, 2017 until Saturday February 11th.
Play presented at 8 pm, each day with a matinee at 2 pm on Saturday
Location: The Arts Project, 203 Dundas Street
Opening reception on Wednesday, February 8, at 7 pm.
The Fugitive Slave Chapel Preservation Project: <http://fscpp.ca/>
The Arts Project: <http://www.artsproject.ca/theatre/my-name-is-margaret-harman>
- The London Community Foundation | London Endowment for Heritage
Grant applications accepted from February 7 to April 4, 2017
More information at: <http://lcf.on.ca/receive/london-endowment-heritage-grant-program>
- London Heritage Council | 2017 Community Heritage Investment Program
Canada 150 Project Fund Guidelines
Application Deadline: Friday, February 10th, 2017
<http://www.londonculture.ca/things-we-do/community-heritage-investment-program-chip>

City of London Heritage Staff

Laura E. Dent

Kyle Gonyou



Considerations for LACH Comments

- Is the LACH satisfied by the research, assessment, and conclusion of the HIS?
- Is the proposed development appropriate to conserve the cultural heritage value of the on site resource?
 - Will there be adverse/positive impacts to the cultural heritage resource?
 - Are these impacts mitigated?
 - Are the heritage attributes conserved?
- Is the proposed development appropriate to conserve adjacent cultural heritage resources?
 - Will there be adverse/positive impacts to the cultural heritage resource?
 - Are these impacts mitigated?
 - Are the heritage attributes conserved?



Design

- The Memorial consists of a large irregular oval-shaped stone, made of granite, sitting on top of a rectangular shaped limestone base.
- The stone features a Canadian maple leaf in a circle at the top, followed by a banner engraving, which states, "Simcoe School War Memorial: 1914-1918." Beneath this, the names of commemorated soldiers are listed in uppercase letters.
- There are no military rankings attached to the names (i.e. sergeant, private, corporal, etc.). At the base, three additional names are engraved on a limestone plaque. It is possible that these three names were added to the memorial after the stone had been erected. The designer and commissioners of the stone are unknown.



Significance

- The Memorial commemorates a few individuals of notable interest to Canadian history. **William Groshow** was one of the sons in Canada's only mother-sons group to serve overseas during the First World War. He was born in 1894 in Mount Recasant, Michigan to Janet B. Groshow and Nicholas Groshow.
- The family moved to London where they lived at 418 ½ Talbot Street and William attended the school. At age 20, William enlisted in the war effort. He served for the 15th Battalion, Canadian Infantry. He died on April 24, 1915 of an unknown cause during the Second Battle of Ypres. He is currently buried at Menin Gate (Ypres) Memorial in Belgium. The Menin Gate Memorial lists the names of 55,000 men who "were lost without trace during the defence of the Ypres Salient in the First World War." He is also commemorated on a plaque in St. Julien, Belgium, which remembers those of the 15th Battalion who died during the Second Battle of Ypres.
- A memorial plaque at Gravenstafel Ridge, which commemorates the members of the 15th Battalion who died during the Second Battle of Ypres also lists William's name. After William's death, his two older brothers James and Thomas and their mother Janet, enlisted in the war effort, becoming the only Canadian mother-and-sons group to serve.

The "Governor" Simcoe School War Memorial

- located at 241 Simcoe St., in the So-Ho neighbourhood of London, commemorates former students of Simcoe School that died while serving for the Canadian Armed Forces in WWI
- Erected around 1920 in front of the school, the Memorial consists of a large engraved granite stone, sitting on top of a limestone base. Engraved in the stone is a Canadian maple leaf in a circle, the words "Simcoe School War Memorial: 1914-1918" and the names of fallen soldiers. Three additional names are engraved on the limestone base.
- In 1976, the school was demolished and the Memorial Stone was moved across the street.

Public Memorial Assessment Process

- Request for Assessment (condition, ownership, location) to the Culture Office
- Research concerning history of Memorial by LHC
- Determination of City of London Responsibility (ownership, location of City property, lifecycle maintenance)
- Formal Condition Assessment by City's Conservator
- Stakeholder Consultation (neighbourhood, military, heritage)
- London Advisory Committee for Heritage (LACH) – January 11, 2017
- Public Community Discussion – January 19, 2017
- City Site Selection Team Meeting to review the location of this Memorial

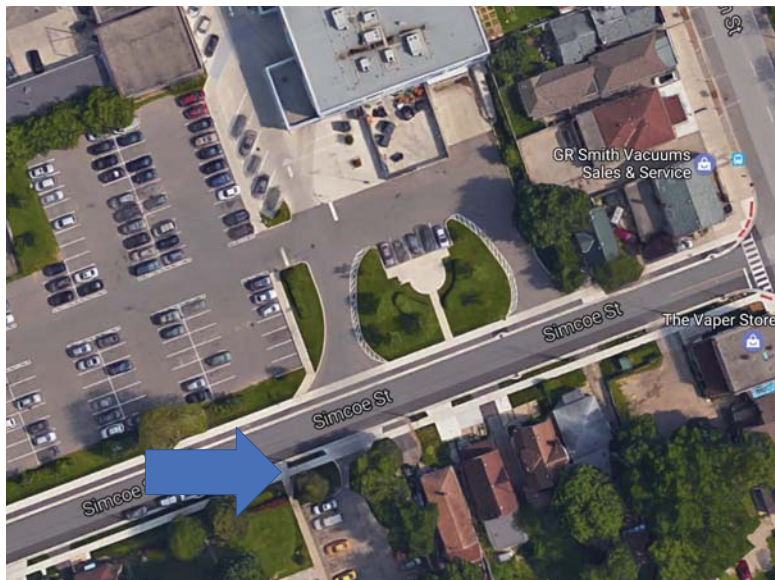
Selection/Approval Process

City Property Locations

- Monument movement and/or restoration by conservator
- Placement of memorial as part of ongoing City lifecycle maintenance program

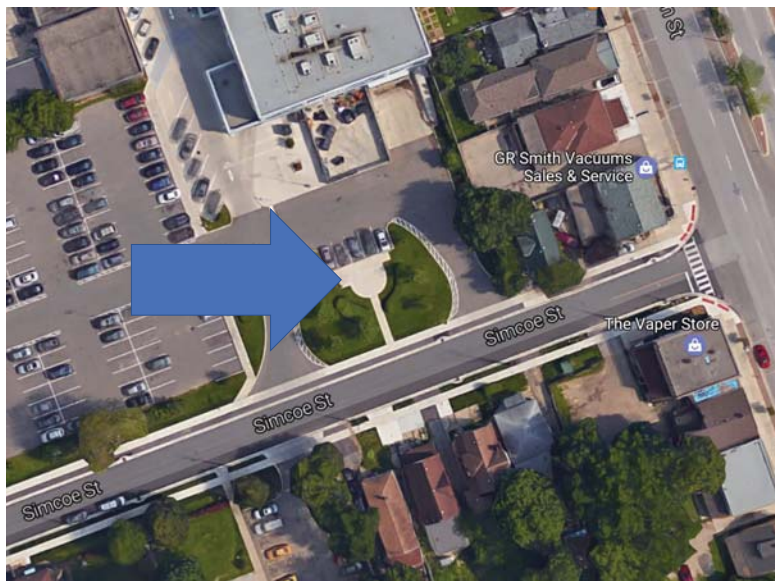
Community Locations - Require Council Approval

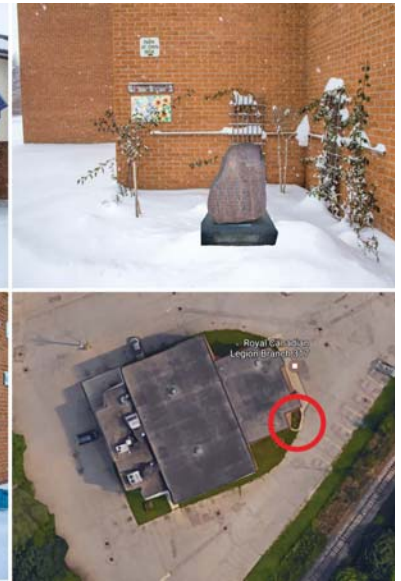
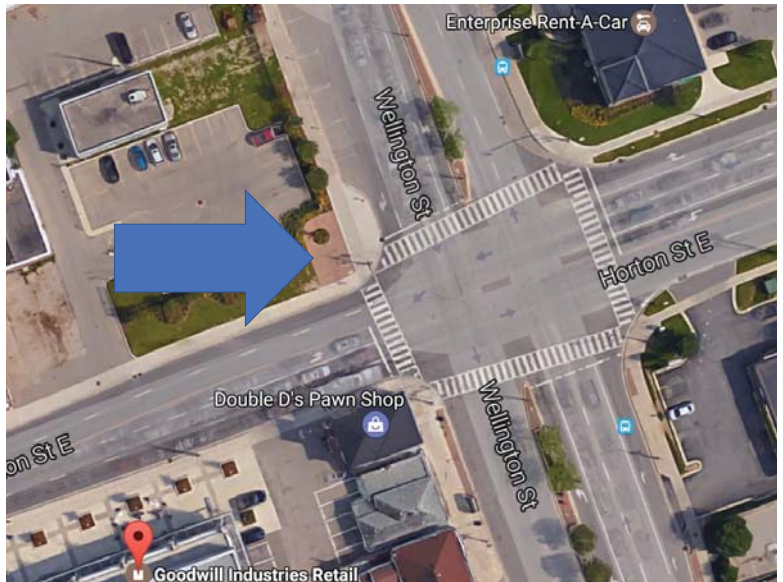
Agreement between the City and Community property owner to locate a City owned and maintained memorial to a community property; or
De-accession Memorial and maintenance of memorial to a new owner



Some Potential Locations Being Considered

- Current Simcoe Street location
- Wellington Road Sites
- Goodwill
- Victory Legion
- Parkwood Hospital
- Various London Parks









Request to LACH

- Community Discussion Meeting January 19 at Goodwill Career Centre Town Hall Open House 4:30 to 6:30 p.m.
- Request for a Site Selection Team Representative to review the location of this Memorial