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TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE MEETING ON TUESDAY MAY 23, 2017
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	REQUEST FOR DEMOLITION OF HERITAGE DESIGNATED PROPERTIES KNOWN AS 345, 349 & 351 RIDOUT STREET NORTH BY: INFO-TECH RESEARCH GROUP

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning & City Planner, with the advice of the Heritage Planner, the Chief Building Official **BE ADVISED** that Municipal Council permits the demolition of the buildings known as 345 Ridout Street North, 349 Ridout Street North, and 351 Ridout Street North (Appendix A) in the Downtown Heritage Conservation District pursuant to Section 42(1) of the *Ontario Heritage Act* subject to the following terms and conditions:

- a) Prior to any demolition, measured drawings and photo documentation **BE COMPLETED** by the applicant and submitted to Planning Services of the exterior of all existing buildings known as 341, 345, 349, 351, 355, and 359 Ridout Street North and 45 King Street (as noted in Appendix A);
- b) Prior to any demolition activity, a conservation plan satisfactory to the Chief Building Official **BE PROVIDED** by the applicant to ensure the protection and structural viability of the buildings remaining on site;
- c) The applicant **BE REQUIRED** to post a bond or provide a certificate of insurance as a guarantee that the buildings remaining on site will be protected during the demolition processes;
- d) The proposed project outlined in the Heritage Impact Assessment attached hereto as Appendix C **BE ENDORSED** in principle, and details be refined and submitted as part of a complete Heritage Alteration Permit application with approval authority delegated to the City Planner; and,
- e) The property owner **BE ENCOURAGED** to retain and interpret historic artifacts related to the histories of the subject properties.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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March 26, 2102: *Downtown Heritage London Conservation District Plan* Adoption.

April 7, 2015: *Our Move Forward: London's Downtown Plan* Adoption.

BACKGROUND

Location

The buildings subject of the demolition application are on a property located on the west side of Ridout Street North between York Street and King Street in Downtown London

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(Appendix A). Their removal would provide for accessory parking to support the larger complex of remaining contiguous buildings which are proposed to be sympathetically restored/rehabilitated to accommodate new commercial office uses.

Buildings

Three buildings with the following municipal addresses are proposed for demolition (see Appendix A):

- 345 Ridout Street North (former Haygarth Printing Ltd.),
- 349 Ridout Street North (former Sterling Building); and
- 351 Ridout Street North.

(A one-storey concrete-block structure at the rear of the property, with no discrete municipal address, is also proposed for demolition. It is not described in the Downtown Heritage Conservation District (HCD) Plan and is not subject to heritage clearance prior to demolition).

Four buildings with the following municipal addresses associated are proposed for retention:

- 341 Ridout Street North (former Teasdale/Richmond Hosiery)
- 355 Ridout Street North (former Jenkins Warehouse),
- 359 Ridout Street North (former McFarlane Hotel), and
- 45 King Street.

All these addressed buildings are designated under Part V of the *Ontario Heritage Act* as part of the Downtown Heritage Conservation District (HCD) Plan with A and B rankings. All properties are identified with a “Historic” assignment, and are identified as part of the commercial landscape of the Downtown HCD.

Description & History

The *Downtown HCD Plan* provides information noted below on each of the built heritage resources. Photographs are provided in Appendix B. Where further historical research has been undertaken, further information is provided below.

Table 1: Description & History of Buildings on the Subject Properties

Address	Downtown HCD			Further Historical Research
	Description	Rank	Character Defining Elements	
345 Ridout Street North	Dye house, blacksmith (c.1880)	B	Haygarth Printing: once served as the dye house for the plan with the power house located behind; the chimney is intact as well; the dye house is a c.1880s building original used as a blacksmith shop	Conflicting historical references question the c.1880 dating of the building and the attribution as a former blacksmith shop. The dye house appears to have been constructed c.1915-1922 and subsequently became Haygarth Printing which moved in 2016. The existing chimney was substantially altered in 1983, reduced in height, and capped.

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349 Ridout Street North	Office and hosiery mill	A/B	At the south end of the complex facing Ridout is a small hipped-roofed structure dating to c.1880 which was also used in that decade as a hotel; to the north is another c.1880 building; no features – replacement windows in original openings; to rear: Richmond Hosier Building, c.1925 largely intact with original rug brick exterior and large multi-paned windows	Buildings known as 349 Ridout Street North and 351 Ridout Street North built prior to 1881, served as: hotel, dwelling, wagon shop, garage and auto painting, offices.
				Building known as 341 Ridout Street North . Replaced an earlier building on the site, built as Teasdale Knitting Mill Limited building in c.1925, later operated as Richmond Hosiery. Third floor and north wing added prior to 1946. Believed by the Heritage Planner to be shown in very late revision to 1892, r. 1907 Fire Insurance Plan (after 1907).
355 Ridout Street North	Jenkins warehouse	A	Unpainted three-storey red brick; replacement windows in original openings; extruded tile cornice cap	Built between 1922 and 1935 based on the 1922 aerial photograph and the City Gas Co. of London map (1912-1935).
359 (363) Ridout Street North	Hotel, c.1870	A	McFarlane Hotel. C.1875; original window openings on the second and third floors; the ground floor display windows at the corner of the building were installed c. 1910	Built prior to 1881. Subsequent alterations, including removal of historic cornice brickwork. Storefront windows appear unaltered in 1914 photograph.
45 King Street	Addition to Jenkin's seed and stock supplies in c.1910	B	Cleaned two-storey red brick; replacement windows in original openings on second floor; decorative brick cornice	Built in 1915, based on 1914 photograph and 1912, r. 1915 Fire Insurance Plan.

Demolition Request

The *Ontario Heritage Act* requires the owner of property situated within an HCD to obtain a Heritage Alteration Permit from the municipality to: (1) alter, or permit the alteration of, any part of the property, other than the interior of any structure or building on the property; (2) erect, demolish or remove any building or structure on the property or permit the

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erection, demolition or removal of such a building or structure. Pursuant to s. 42(4) of the *Ontario Heritage Act*, within 90 days after the notice of receipt is served on the applicant, Municipal Council may give the applicant:

- a) The permit applied for;
- b) Notice that Council is refusing the application for the permit; or,
- c) The permit applied for, with terms and conditions attached.

If Municipal Council fails to take any of the above mentioned actions within 90 days, the application shall be deemed permitted. If Municipal Council refuses the permit applied for or gives the permit with terms and conditions attached, the owner of the property may appeal to the Ontario Municipal Board within 30 days of receiving notice of refusal or a permit with terms and conditions.

The Demolition Request for the properties was received on April 19, 2017. The 90 day timeline expires on July 18, 2017. A Heritage Impact Assessment was submitted as part of the demolition request for these properties (Appendix C). It provides a detailed explanation of the intended comprehensive development of the all the built form cited by address above. This information is presented to contextualize the proposed demolitions with the scope of restoration/rehabilitation work anticipated in a subsequent Heritage Alteration Permit application. More information in this regard is presented further below in this report.

POLICY REVIEW

Section 2.6.1 of the *Provincial Policy Statement* (2014) directs that “significant built heritage resources and significant cultural heritage landscapes shall be conserved.” “Significant” is defined in the *Provincial Policy Statement* (2014) as, in regards to cultural heritage and archaeology, “resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, and event, or a people.”

Official Plan

Policy 13.2.3 of the *Official Plan* (1989, as amended) states that “where heritage buildings are designated under the *Ontario Heritage Act*, no alteration, removal or demolition shall be undertaken which would adversely affect the reason(s) for designation except in accordance with the *Ontario Heritage Act*.” Also, Policy 13.3.2 requires that “after a Heritage Conservation District has been designated by Council the erection, alteration, demolition, or removal of buildings or structures within the District shall be subject to the provisions of the *Ontario Heritage Act* and any secondary plan which takes the form of a Heritage Conservation District Plan.”

Downtown Parking Lot Policy

Surface parking lots are permitted land uses within the Downtown designation of the *Official Plan*. Regarding surface parking lots, Policy 4.1.6.viii of the *Official Plan* states, *The long term intent of the Plan is to improve the aesthetics of existing surface parking lots and to discourage new surface parking lots within the Downtown, especially where they involve the removal of buildings.*

Policy 4.1.10 of the *Official Plan* states, “Council shall support the provision of adequate and well-located off-street parking facilities that are sufficient to meet the demand generated by existing and proposed land uses in the Downtown.” This is further refined by Policy 4.1.10.iv, regarding surface parking lots, which provides the following direction,

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“the creation of new surface level commercial and/or accessory parking lots within the Downtown Shopping Area will be discouraged. Parking lots outside of the Downtown Shopping Area that require the demolition of significant heritage buildings will also be discouraged.” The Downtown Shopping area is bounded by Ridout Street North, York Street, Wellington Street, and Dundas Street; properties fronting on the north side of Dundas Street from Talbot Street to Colborne Street; and a northerly extension comprised of the properties fronting onto Richmond Street and extending to Kent Street (Policy 4.1.4.i, *Official Plan*).

Accessory parking lots are permitted as of right in all zones in the Downtown but only outside of the Dundas Street and Richmond Street corridors.

“Accessory” parking lots and “commercial” parking lots are defined within the Zoning By-law as:

“Parking lot, accessory,” “means a parking lot which is an open area, other than a street used for the temporary parking of two or more vehicles which is customarily incidental, subordinate and exclusively devoted to the main use and carried on with such main use on the same lot.”

“Parking lot, commercial,” “means a non-accessory parking area which is an open area, other than a street, use for the temporary parking of two or more vehicles for profit or gain.”

The London Plan

The London Plan (adopted 2016) establishes policies that support the process requirements of the *Ontario Heritage Act* regarding demolition requests for heritage designated properties. Policy 600 of *The London Plan* also requires mitigation measures “including a detailed documentation of the cultural heritage features to be lost, and may require salvage of materials exhibiting cultural heritage value for the purpose of re-use or incorporation into the proposed development.” Policy 569 encourages retention of heritage features and interpretive techniques when heritage-designated buildings are removed.

Strategic Plan for the City of London 2015-2019

The *Strategic Plan for the City of London 2015-2019* identifies heritage conservation as an integral part of “Building a Sustainable City.”

Urban Regeneration is a pillar of “Growing our Economy” in the *Strategic Plan*. This strategy supports investment in London’s downtown as the heart of our city and investing more in heritage restoration.

Our Move Forward: London’s Downtown Plan

The Downtown Vision in *Our Move Forward: London’s Downtown Plan* (February 2015) is: London’s face to the world. A vibrant destination. A unique neighbourhood. “Heritage” is one of the nine values that underpin this vision. “As the birthplace of the city, the downtown is rich in cultural heritage; this heritage sets the downtown apart from other neighbourhoods. When planning for new development, integration with the existing heritage will be a foremost consideration.” An explicit policy tied to this value [as well as “Sustainability”] is to “encourage the reuse of historic buildings and their materials to reduce the requirement for new materials.”

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London’s Community Economic Road Map

The urban landscape, which includes our built heritage resources, plays a central role in shaping the lives of Londoners. It is a reflection of the city’s traditions and aspirations. Layers of evolution in the Downtown are reflected in its built form with examples of London’s historic entrepreneurial spirit valued as part of the Downtown HCD.

Creating a vibrant, attractive, and competitive core is identified as one of the action items to support “An exceptional downtown and a vibrant urban environment” (Section 4.4.4 Economic Priority) of *London’s Community Economic Roadmap* (November 2015). To achieve this, the City is tasked with continuing to engage London’s property owners to upgrade and enhance the state of properties in the downtown by enforcing current by-laws related to building safety and design guidelines, which can also include complying with the *Downtown Heritage Conservation District Plan*.

Downtown Heritage Conservation District

The stated purpose in Section 1.2 of the *Downtown HCD Plan* is “to establish a framework by which the heritage attributes of the Downtown can be protected, managed, and enhanced as this area continues to evolve and change over time.” Taking a change management approach can assist in ensuring that changes proposed do not have an unmitigated, adverse impact on the cultural heritage value of the Downtown HCD.

The *Downtown HCD Plan* articulates the objectives of the designation of the Downtown HCD under the *Ontario Heritage Act*. Principles, physical goals and objectives and social goals and objectives provide guidance on undertaking actions that ultimately support the conservation of the Downtown HCD’s significant cultural heritage value or interest. The *Downtown HCD Plan* recognizes that, “the heritage of landscape is highly diverse, and though there is not a single dominant character, the landscape patterns are linked by common ideas, elements, and materials” (Section 6.2, *Downtown HCD Plan*).

In referencing demolition, the *Downtown HCD Plan* establishes in Policy 4.6 that “The goal of a heritage conservation district is to preserve and protect the heritage assets within the short term and over the long term. Demolition of buildings within a heritage district is strongly discouraged...However, it is recognized that there are situations where demolition may be necessary such as partial destruction due to fire or other catastrophic events, severe structural instability, and occasionally redevelopment that is in keeping with appropriate City policies”.

The subject properties are identified as part of the “Commercial Landscape” of the Downtown HCD. The Commercial Landscape is defined by Section 6.2.2 of the *Downtown HCD Plan* as,

...the development of lots built out to the front and side lot lines thereby creating a continuous street wall with the rhythm of the recessed entrances and storefronts that foster interest at the street level. It is identifiable by a narrow busy corridor of pedestrian movement with walkways tight to the buildings, level and continuous, defined along the road edge by services and signage. The landscape material is predominantly concrete and unit pavers with little ornamentation other than street furniture.

With regards to vacant lands and parking lots, the *Downtown HCD Plan* directs these uses to “respect the heritage aspects of the District through enhanced and conscientious landscaping and screening” (Section 6.2.6). The *Downtown HCD Plan* offers the following guidance:

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- Non-heritage facilities (e.g. service boxes) should be placed in inconspicuous locations;
- Landscaping that complements the existing landscapes of the District, screen parking areas, and contributes to the overall pedestrian quality should be encouraged;
- New parking areas added adjacent to existing buildings should be screened through the use of landscape materials such as brick walls, shrubs, and/or trees;
- These landscape materials should have the same location as the front walls of adjacent buildings;
- Property owners in the Downtown area are encouraged to enhance existing parking lots with appropriate landscape materials; and,
- Corner parking lots should have the edges defined through appropriate landscaping or fencing.

PROPOSED PROJECT

The proposed project has multiple components:

1. Demolition of the buildings known as 345 Ridout Street North (former Haygarth Printing Ltd.), 349 Ridout Street North (former Sterling Building), and 351 Ridout Street North and installation cobblestone-style pavers for an accessory parking courtyard and a rug brick and wrought iron landscape wall;
2. Interior alterations to “peel back to the original structure and finishes”;
3. Interior renovations, designed to minimize the impact on the existing building (e.g. modular office system); and,
4. Exterior alterations to the buildings known as 341 Ridout Street North (former Teasdale/Richmond Hosiery Building), 355 Ridout Street North (former Jenkins Warehouse), 359 Ridout Street North (former McFarlane Hotel), and 45 King Street, which will require Heritage Alteration Permit approval:
 - a. General rehabilitation work including: masonry repointing/restoration, replacement of existing non-original windows in styles based on historic precedence, roof repair/replacement
 - b. Replication of lost cornices based on historic documentation;
 - c. Introduction of new outdoor amenity space (roof top) at 355 Ridout Street North (former Jenkins Warehouse);
 - d. New entrances to 341 Ridout Street North (former Teasdale/Richmond Hosiery Building) in a compatible but distinguishable manner;
 - e. Exterior lighting to highlight heritage attributes; and,
 - f. Interior renovation work focused on highlighting historic details of the post and beam structures.

A Heritage Impact Assessment was submitted as part of the demolition request and Heritage Alteration Permit application for these properties (Appendix C). Overall, a rehabilitation approach has been identified as the conservation approach for the retained buildings at the subject properties. Rehabilitation includes,

...the sensitive adaptation of an historic place or individual component for a continuing or compatible contemporary use, while protecting its heritage value. It can include replacing missing historic features with accurate replicas of the missing features. It may include replacing the feature with a new design compatible with the style, era, and character of the historic place (Section 6.1.5, Downtown HCD

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Plan).

ANALYSIS

Downtown's long period of evolution has resulted in structures that contribute to its significance which differ greatly in terms of their scale and design. The existing buildings on the subject properties contribute to an understanding of the evolution of Downtown London, which is seen in the variety of uses of the buildings throughout their history. These structures were adapted from residential dwellings to industrial uses and office functions, which has eliminated or obscured their integrity. The HIA notes,

This represents new uses and replicates a similar pattern of the natural evolution of the block following lock and step with London's own evolving economy with the rapidly growing digital creative and technology sector (Nicholson Sheffield Architects, April 17, 2017, page 48).

Retention and adaptive reuse of the existing building stock of the Downtown HCD is encouraged. Consistent with Policy 4.6 of the *Downtown HCD Plan*, demolition in keeping with the appropriate City policies may be considered. While demolition of heritage buildings for commercial parking lots is discouraged by municipal policy, accessory parking is an as-of-right use in the Downtown outside of the Richmond Street and Dundas Street corridors.

The demolition of the three structures located known as 345 Ridout Street North (former Haygarth Printing Ltd.), 349 Ridout Street North (former Sterling Building), and 351 Ridout Street North will have an adverse impact on the continuity of the commercial street wall located on the west side of the 300-block of Ridout Street in the Downtown HCD. Their built form contributes to an understanding of the evolution of the Downtown HCD, and contributes to its contextual values. However, their integrity, or ability to continue to represent or support the cultural heritage value or interest, is weak. As articulated by the HIA, the buildings known as 345 Ridout Street North (former Haygarth Printing Ltd.), 349 Ridout Street North (former Sterling Building), and 351 Ridout Street North are not suitable candidates for adaptive reuse. The HIA notes that the individual existing structures have no architectural details that are suitable candidates for salvage.

The adverse impact of the demolition should be considered in conjunction with the rehabilitation approach for the remaining buildings on the subject properties, which promotes the important value of industrial heritage as part of the Downtown HCD. The demolition request and approach for the anticipated Heritage Alteration Permit application are guided by the Principles of the *Downtown HCD Plan*, as articulated in Section 7 of the HIA (see Appendix C). Mitigation of this impact, as discussed by the HIA, includes the following:

- Rehabilitation of the remaining buildings on the properties, with restoring or replicating based on historic precedence where available;
- Brick landscape wall to screen parking area and to maintain the spatial relationship of the built form to the sidewalk and roadway, supporting the commercial landscape of the Downtown HCD;
- Conservation of the historic London & Middlesex Historical Society plaque (1906) commemorating the site of Peter MacGregor's dwelling and its replication for reinstatement (original to be reinstalled in interior location).

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Details of these mitigation approaches can be finalized through the Heritage Alteration Permit process.

Rehabilitation

A rehabilitation approach has been selected as the most appropriate conservation intervention for the buildings known as 341 Ridout Street North (former Teasdale/Richmond Hosiery), 355 Ridout Street North (former Jenkins Warehouse), 359 Ridout Street North (former McFarlane Hotel), and 45 King Street. For these buildings, mechanical systems and contemporary life safety upgrades will be completed. Roof replacement or repair is also required. Extensive masonry repointing and repair work will be completed on the exterior. Replication of lost details must be based on accurate historic documentation when available. For example, the brick cornice of the McFarlane Hotel was previously removed. The 1914 photograph included in the HIA should be used for the replication of the cornice detail. The windows of the buildings were previously replaced. Where evidence exists (e.g. historic photographs), replacement windows should be based on historic precedence. For example, steel windows in an industrial style should be used for the former Teasdale/Richmond Hosiery building at 341 Ridout Street North and whereas six-over-six sash windows are more appropriate for the McFarlane Hotel building at 359 Ridout Street North. Details of the rehabilitation affecting the exterior of the buildings will require Heritage Alteration Permit approval.

Other elements that contribute to an understanding the history and evolution of these buildings are proposed for retention. Interior elements, not covered by the designation of the properties under Part V of the *Ontario Heritage Act*, will be retained. These include the historic freight elevator, fire doors, safes, and post-and-beam details. The proposed modular office system will allow a contemporary office to be installed within the framework of the post-and-beam structure of the historic building in a reversible and sensitive manner. Artifacts (such as historic printing presses, etc.) discovered during the rehabilitation work should be retained, conserved, and interpreted to help to provide an understanding of the past uses and evolution of the subject properties and the Downtown HCD.

Brick Landscape Wall

To help mitigate the loss of the demolished structures, the brick landscape wall has been designed to retain the commercial landscape pattern of this part of the Downtown HCD. It maintains a continuous street wall with a rhythm articulated by the masonry posts of the walls entablature. This will help to sustain the existing street pattern in historically appropriate materials (wrought iron and rug brick) that relates to other built elements of the subject properties. The brick landscape wall, together with the tumbled cobblestone pavers of the parking court, will help to create a sense of enclosure and forecourt for the space. It will also screen parking areas, pursuant to the design guidelines of the *Downtown HCD Plan* and will be further reviewed as part of the Heritage Alteration Permit application.

Removal of the buildings known as 349 and 351 Ridout Street North will allow the former Teasdale/Richmond Hosiery Building (341 Ridout Street North) to have a greater street presence and improved public visibility. “The proposal is to remove these structures to enable a clear view of the most handsome building of the collection [the building known as 341 Ridout Street North, former Teasdale/Richmond Hosiery]” (Nicholson Sheffield Architects, April 17, 2017, page 53).

The HIA notes, “The proposed accessory parking courtyard will be a placeholder for future development on the site” (Nicholson Sheffield Architects, April 17, 2017, page 53). The

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balance achieved by the rehabilitation of the retained buildings on the subject properties should not be upset by future development that is not compatible with these built heritage resources and the Downtown HCD. A subsequent HIA assessing the impact of any future change on these properties will be required. Any future demolition request should be strongly discouraged, as all retained resources are significant built heritage resources on their own right as well as part of the Downtown HCD.

London & Middlesex Historical Society Plaque

The McFarlane Hotel is the site of London’s oldest known historical plaque. In 1906, the London & Middlesex Historical Society (established 1901) installed a “tablet” to commemorate the location of the first dwelling in the town plot of London erected by Peter MacGregor in 1826 (see Appendix B, Image 8). The “tablet” is noted as having been ordered in the records of the meeting of the London & Middlesex Historical Society on October 16, 1906.

The plaque itself is an artifact of cultural heritage value. The existing condition of the plaque requires intervention to ensure its long-term integrity. It is recommended that the original plaque be removed from its current exterior location, restored by the property owner, and reinstalled in an interior location. A replica plaque should be created and installed on the exterior of the building to mark this significant location by the property owner in cooperation with the London & Middlesex Historical Society.

Consultation

Pursuant to Council Policy for the demolition of heritage listed properties, notification of the demolition request was sent to 257 property owners within 120m of the subject property on April 25, 2017, as well as community groups including the Architectural Conservancy Ontario – London Region, London & Middlesex Historical Society, and the Urban League of London. Notice was also published in *The Londoner* on May 3, 2017.

CONCLUSION

Each demolition within any of London’s HCDs is considered on a case-by-case basis. In some situations, the careful removal of some elements of our built environment can help to highlight other aspects previously cloaked. The impact of the removal of the buildings known as 345 Ridout Street (former Haygarth Printing Ltd.), 349 Ridout Street North (former Sterling Building), and 351 Ridout Street North can be mitigated, in part, by the rehabilitation approach to the remaining buildings on the properties.

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PREPARED BY:	SUBMITTED BY:
KYLE GONYOU, CAHP HERITAGE PLANNER URBAN REGENERATION	JIM YANCHULA, MCIP, RPP MANAGER URBAN REGENERATION
RECOMMENDED BY:	
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER	

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Ridout Street North 3.docx

Attach:


- Appendix A – Map
- Appendix B – Images
- Appendix C – Heritage Impact Assessment: 345, 349, 355, 359 Ridout Street & 45 King Street, London, Ontario (Nicholson Sheffield Architects, revised April 17, 2017)

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APPENDIX A — Map



 Building to be demolished

Above: Subject properties at 345-359 Ridout Street North and 45 King Street outlined in bold, with the buildings proposed for demolition at 345, 349, 351 Ridout Street North noted in hatching.

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APPENDIX B — Images



Image 1: 345 Ridout Street North (former Haygarth Printing Ltd.)



Image 2: 341 Ridout Street North (former Teasdale Hosiery/Richmond Hosiery).



Image 3: 349 Ridout Street North (former Sterling Building)



Image 4: 351 Ridout Street North



Image 5: 355 Ridout Street North (former Jenkins Warehouse).



Image 6: 359 Ridout Street North (former McFarlane Hotel/Grand Central Hotel).

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Image 7: 45 King Street.



Image 8: Detail of London & Middlesex Historical Society plaque to Peter MacGregor.

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APPENDIX C — Heritage Impact Assessment: 345, 349, 355, 359 Ridout Street & 45 King Street, London, Ontario (Nicholson Sheffield Architects, revised April 17, 2017)