

<b>TO:</b>	<b>CHAIR AND MEMBERS LONDON ADVISORY COMMITTEE ON HERITAGE MEETING ON NOVEMBER 16, 2017</b>
<b>FROM:</b>	<b>EDWARD SOLDO, P.ENG DIRECTOR, ROADS AND TRANSPORTATION</b>
<b>SUBJECT:</b>	<b>WHARNCLIFFE ROAD SOUTH ENVIRONMENTAL ASSESSMENT 100 STANLEY STREET</b>

<b>RECOMMENDATION</b>
-----------------------

That, on the recommendation of the Director of Roads and Transportation, with the concurrence of the Manager, Urban Regeneration, Planning Services, this report providing an update on the Wharncliffe Road South Environmental Assessment **BE RECEIVED** for information.

<b>PREVIOUS REPORTS PERTINENT TO THIS MATTER</b>
--

- LACH - January 11, 2017 - Municipal Class Environmental Assessment Study - Wharncliffe Road South from Becher Street to Commissioners Road West

<b>BACKGROUND</b>
-------------------

**Context**

*Municipal Class Environmental Assessment Process*

All municipal infrastructure projects (roads, water, wastewater etc.) are subject to the Ontario *Environmental Assessment Act* through the application of the Municipal Class Environmental Assessment (Class EA) process. This is differentiated from the Planning Act and associated processes for land development.

The Municipal Class EA outlines a comprehensive and rational approach to considering *all* aspects of the environment (social, cultural, natural) and technical aspects (engineering design criteria / standards, feasibility) related to a proposed undertaking. It also incorporates consultation with agencies, directly affected stakeholders, Aboriginal Communities and the general public, throughout the process.

The Wharncliffe Road South Class EA Study has been identified as a Schedule ‘C’ project under the Municipal Class EA. Schedule C includes the construction of new facilities and *major* expansions to existing facilities that have the potential for significant environmental effects. An Environmental Study Report is required to document all aspects of the Class EA study.

The process for the Wharncliffe Road South Class EA is depicted in the schematic below:

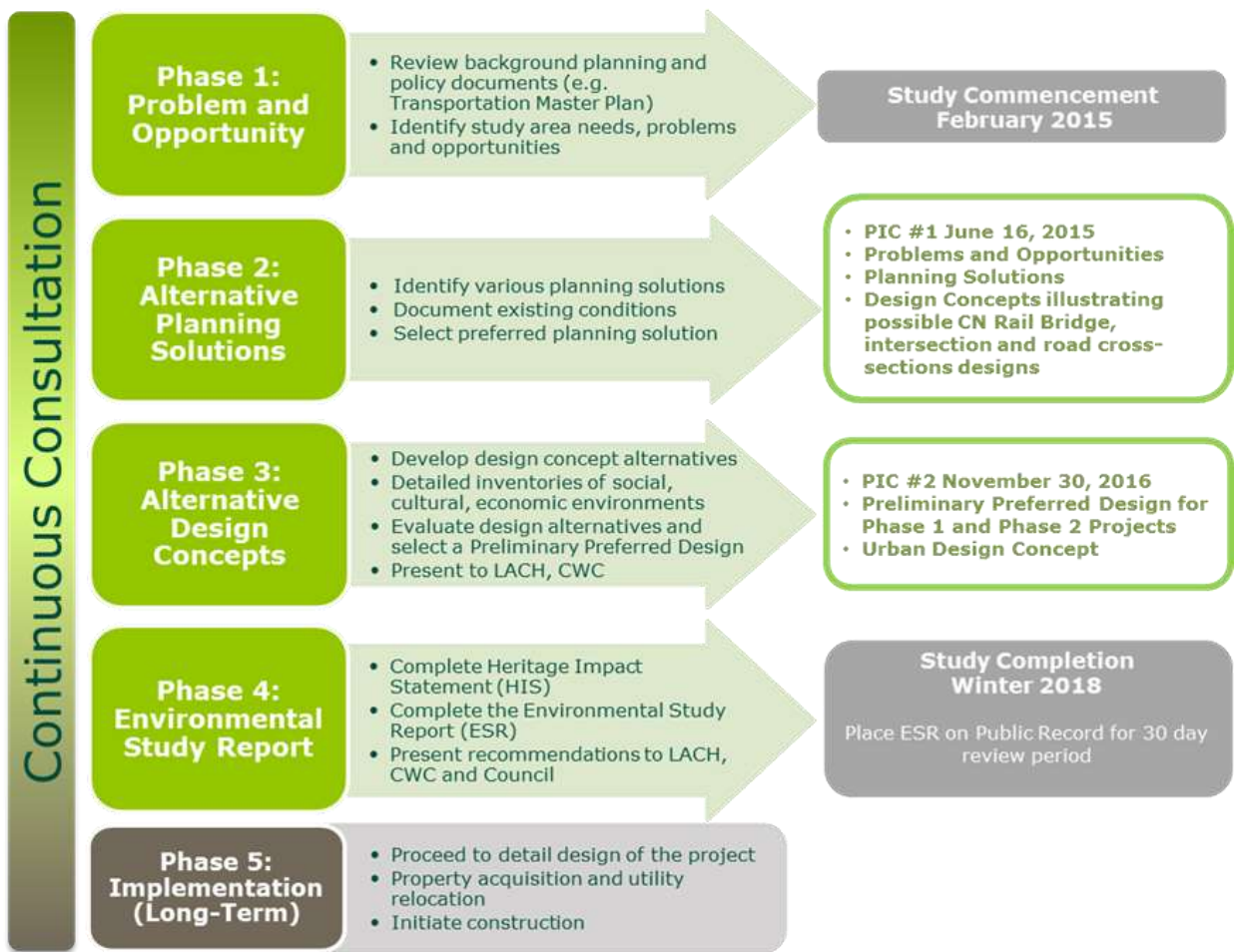


Figure 1 – Environmental Assessment Process

*Planning and Policy Rationale*

Municipal Class EA studies are always based on higher level municipal plans and policies i.e. broader infrastructure planning work undertaken by the City which identifies deficiencies that are then carried forward for a more detailed review in Class EA studies. For transportation infrastructure, the City of London 2030 Transportation Master Plan (2013) sets the policy framework /program and recommends specific projects for managing the transportation network (including transit and active transportation). The 2014 Development Charges Background Study, as it relates to transportation infrastructure, considered the Transportation Master Plan recommended projects and identified high level funding allocations as well as recommended timing for implementation. Municipal Class EA studies also consider other plans and policies, in this case the Official Plan, the City of London Strategic Plan (2015-2019), and SHIFT Rapid Transit Initiative.

Transportation objectives for Wharncliffe Road South were identified in the City of London 2030 Transportation Master Plan (TMP). The TMP recommended two distinct projects to improve Wharncliffe Road South that have been addressed within the Wharncliffe Road South Class EA:

Project 1 comprises: 1) Adding one northbound travel lane on Wharncliffe Road South between Horton Street and Becher Street thereby addressing the ‘gap’ that exists between the existing four lane Wharncliffe Road South to the north and south of this section; 2) Implementing operational improvements at the Horton Street intersection;

and 3) Replacing the CNR Bridge to accommodate the additional northbound lane and the intersection improvements. Replacement of this structure has been contemplated by the City over the past 40 years.

The City of London Transportation Master Plan recommended implementation of Project 1 on the 5 to 10 year horizon (i.e. 2018 to 2023) the Development Charges Background Study (2014) recommended implementation in 2019.

Project 2 involves the development of a long-term vision for Wharncliffe Road South from Springbank Drive to Commissioners Road West. This section of Wharncliffe Road South is already four lanes but has operational issues that reduce its efficiency. Improvements considered for this section includes road cross-section enhancements and access management. It is intended that the road improvements will also enhance transit system efficiency and performance. Efficient transit routes will play an important part in supporting the planned rapid transit network in London. The TMP recommended implementation on the 10 to 15 year horizon (i.e. 2023 to 2028).

As envisioned by the Transportation Master Plan, the Rapid Transit (RT) network will rely on a strategic program of road network improvements to support the City's overall transportation network. Even with the RT and greater emphasis on transit, active transportation and parking, many road improvements will still be required. Wharncliffe Road South is strategically positioned as a north-south route that offers a transportation alternative to Wellington Road for vehicular traffic and an opportunity to create a more efficient London Transit network to connect with and support RT via the stations planned at Riverside Drive and Oxford Street.

## **Purpose**

The project team presented the Cultural Heritage Assessment Report (CHAR) and the Preliminary Preferred Plan (as presented at Public Information Centre 2) to the London Advisory Committee on Heritage (LACH) on January 11, 2017.

Following the discussion, LACH recommended that the following actions be taken with respect to the Municipal Class Environmental Assessment Study - Wharncliffe Road South from Becher Street to Commissioners Road:

- 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.*

The purpose of this report is to provide, for information purposes, the follow-up work that was undertaken by the Wharncliffe Road South Class EA project team with respect to considering options to conserve the cultural heritage value of the heritage-designated property at 100 Stanley Street.

## DISCUSSION

### *Consideration of Cultural Heritage Value of 100 Stanley Street*

To examine viable approaches to conserving the cultural heritage value of 100 Stanley Street and to provide an increased level of certainty with respect to the preliminary infrastructure design, the City expanded the scope of Class EA study to:

- identify heritage options that considered the cultural heritage value of 100 Stanley Street;
- complete technical reviews to confirm feasibility of construction staging / access, relocating the dwelling and routes / relocation of utilities / municipal services and identify key issues / constraints associated with the heritage options; and
- prepare a Heritage Impact Statement (HIS) to inform the consideration of heritage value in recommending an approach.

It is noted that an HIS would typically be prepared during the detailed design phase and therefore is usually informed by an EA-approved plan and significantly more detailed knowledge of design and construction details. In this case, the HIS was prepared to provide additional documentation of heritage value and to assess the various heritage options from a heritage perspective.

### **Preliminary Recommendation**

The approach to conserving the cultural heritage value of 100 Stanley Street recommended by the project team is to relocate the dwelling. The proposed receiving site would utilize city-owned parcels on the west side of Wharncliffe Road South, south of Evergreen Avenue. These parcels are within approximately 60 m of the residence at 100 Stanley Street.

The project team believes that this recommendation offers the best opportunity to protect the cultural heritage value and reduces the risk to the dwelling by placing it out of harm's way in a manner that is both sympathetic to its original context and recognizes the importance of the building to City, the neighbourhood and the owner.

The City of London has designated the subject property under Part IV of the Ontario Heritage Act (OHA) with By-law No. L.S.P.-3413-272, dated November 1, 2010, which was registered as Instrument No. ER40074, November 26, 2010. The By-law includes a Statement of Cultural Heritage Value of Interest (SCHVI) and a description of heritage attributes:

*100 Stanley Street is a building of cultural heritage interest recommended for designation under Section 29.2 (a) of the Ontario Heritage Act. Stanley Street was so named as it was the main route out of the city to Port Stanley. The land along the south side of the street was originally named St. James Park, which extended the length of Stanley Street and abutted the railway tracks. Later it was potato patch. In the 1870s the land was developed for residential use.*

*The building has a number of unusual architectural elements. Built in the Queen Anne style in 1893, it is one of three white brick house built for John Taylor as a rental properties. It is the most distinctive in style of the three. Its first tenant was Maria T. Arkell, widow of John Arkell, who established the New American Hotel on Ridout Street and then later the Revere House, not the Richmond Hotel, on the corner of Richmond Street at King Street.*

The following description of heritage attributes is taken from the City of London Designation By-law No. L.S.P.-3413-272.

*Key exterior elements reflecting the Queen Anne style that are worthy of preservation include:*

- *Its steep roof with a varied roof line, gables at the front and on the sides and several long narrow windows;*
- *The front façade features two unusual windows, an elongated keyhole window on the main level and a rectangular oriel window located to the west of the main floor window. This oriel window has a small bracket detail above and rests on a decorated wood sill with three distinct detail elements. The upper portion of the glass in the oriel window features a palette that includes yellow and pale gold colours in the glass. The keyhole window has mauve, pale green and green coloured glass detail on the upper portion of the double hung window. It is set within a brick voussoir.*
- *A front entrance is recessed within a wooden porch, possibly a later addition; on the front west façade its front door has a transom window with coloured glass. The wooden door has beveled glass in its upper portion.*
- *Located to the west of the doorway is a window of multi coloured glass in geometric design of diamonds, rectangles and triangles.*
- *A double-hung window on the west facing façade has glass in yellow, white, mauve, green, pale gold and ruby colours.*
- *The east façade on the main floor at the front has a half window of beveled glass surmounted by a brick voussoir.*

*Key interior elements worthy of preservation:*

- *Elaborate woodwork in the main rooms, including a rectangular wooden newel post topped with a simplistic design of the King piece in a chess board. The woodwork surround of the key hole is also elaborately detailed with a wider lower portion tapering more narrowly as it rises. On the lower portion of the surround, the millwork features a fan-shape peak. Woodwork throughout these rooms is similarly elaborate.*
- *The impressive woodwork is also present in the detailing of the corner fireplace with its wood surround, a wood mantle, edged with beading and carved rosette corners. It also contains on each side a design element composed of three ceramic tiles featuring musical instruments. Tiles separated by cream and grey stripes.*
- *Beveled glass pocket doors connect the rooms in the gable portion of the main floor.*
- *French doors with beveled glass connect the front room to the hall.*
- *Original metal and glass light fixtures remain in the front room and hall.*
- *Wainscoting in the upstairs bathroom.*
- *Hardwood flooring on the main and second floors.*
- *Tongue in groove pine floor in the kitchen.*

The project team proposes to relocate the dwelling in such a way that conserves all of the exterior and interior attributes ascribed in the By-law. The project team acknowledges that the context / setting of the dwelling will change in relation to the

neighbourhood and streetscape. However, the proposed receiving property is sympathetic to the original 100 Stanley Street address in that it is located very close to the original property, on a corner of Wharncliffe Road South, in a similar streetscape realm to the existing.

Depending on the final site plan, the dwelling will be partially or entirely visible at the end of Stanley Street, which maintains some relationship to its original location on Stanley Street and the historic route to Port Stanley. Although the project team's recommendation will not preserve the authenticity of the original site, it is believed to preserve the cultural heritage values of 100 Stanley Street with integrity.

Options for orientation of the dwelling on the new property will consider its relationship to the street, including the orientation of the porch to the streetscape, and will also consider the most ideal location for driveway and garage. For safety, it is proposed that driveway access will be located on Evergreen Avenue.

Following construction, there would be an opportunity to reinstate a park setting at 100 Stanley Street, to be named St. James Park, with associated heritage interpretive materials reflecting the history of original St. James Park at this site, the route to Port Stanley and the original location of the dwelling.

Other considerations that recognize the importance of the existing 100 Stanley Street property may include, for example, salvaging plant materials and seedbanks from the existing gardens for use at the receiving property.

The project team has made this recommendation on the basis that no other options to retain the dwelling in its current location were considered viable, that LACH does not support the potential demolition of the property located at 100 Stanley Street (LACH Meeting January 11, 2017), and that this option minimizes the period of displacement of the resident, should the resident wish to retain ownership in the new location.

The HIS notes the following direct and indirect impacts associated with the recommended approach:

- Residence: The relocation of the residence from its original location permanently alters the cultural heritage interest and value of the municipally designated property. The context and setting of 100 Stanley Street will be permanently altered. The residence will no longer be a corner lot, the house will face east not north, and associated mature trees, garden and the garage will be lost. Its historical linkage to its existing location will be severed.
- Potential alterations to the designated heritage attributes of the residence may occur as a result of the moving and relocation of the residence.
- The built heritage resource, i.e., the residence, will be subject to temporarily disruption effects related to dust and vibration as part of the moving process.

The HIS recommends that an updated HIS be prepared that specifically speaks to the plan to relocate the dwelling. Mitigation measures that may be included in the updated HIS may include, for example:

- Prepare a building relocation management plan for relocating the designated residence. The plan should detail the methodology to be employed by the building mover including technical information related to the lift process, transport, new site preparation, building protection and security arrangements.

- Prepare a lot plan with building orientation to properly locate the residence on a new lot.
- Prepare a landscape plan with consideration to re-plant vegetation from 100 Stanley Street.
- Prepare a Strategic Conservation Plan for the relocated residence addressing a methodology for the care and conservation of the residence on a new foundation. This may include interior and exterior conservation measures.
- There is an opportunity for the establishment of a park (St. James Park) and cultural heritage interpretive materials.
- The relocation plan should include the salvage of plant materials/seed beds from the existing gardens at 100 Stanley Street for the establishment on the new property.
- Prepare a monitoring plan. This plan should cover the duration of the infrastructure construction period.

The project team believes that the recommendation is consistent with The City of London Official Plan (1989, as amended) Chapter 13, Heritage Resource Policies. Section 13.1 states as its objectives:

- Protect in accordance with Provincial policy those heritage resources which contribute to the identity and character of the City;
- Encourage the protection, enhancement, restoration, maintenance, and utilization of buildings, structures, areas, or sites within London which are considered to be of cultural heritage value or interest to the community; and
- Encourage new development, redevelopment, and public works to be sensitive to, and in harmony with, the City's heritage resources.

### *Relocation Logistics*

Western Mechanical Electrical Millwright Services Ltd. was retained by the City of London to evaluate the feasibility of relocating the two-story dwelling at 100 Stanley Street. The review included meeting with the project team and a site visit to complete a visual review of the residence. The site visit was completed on May 17, 2017 with full access to the residence to facilitate review of the general layout and construction methodology of the building. This site visit included a visual non-destructive review only; second floor, wall, and roof framing were covered with finishes and could not be confirmed. Building documents were not available at the time of the review and a structural condition assessment of the building has not been provided.

Following a visual inspection of the structure, it was determined that the home was in good structural condition. It is believed that relocation using conventional techniques with minimal damage is feasible. The structure would be supported on a stiff platform that is lifted on hydraulic trailers and driven off the original foundation to the new foundation. Overhead utilities along Wharncliffe Road South would need to be temporarily relocated or permanently moved to an underground duct to facilitate moving the building. Underground utilities or ducts may need to be reviewed for the heavy loads when moving the building.

While preparing the existing building for relocation, the final site can be readied for receiving the building. The proposed sites are currently cleared and leveled. The new foundation can be installed and earthwork completed that will allow for the installation of the building. The preferred method would be to omit one of the foundations walls and

drive the trailers into the basement and lower the house onto the new foundation. Hydraulic trailers are ideal since they are able to keep the building level and plumb for the duration of the building move and when driving on inclined grades. This method will be dependent on the final grade elevations.

The methods of preparing a building for relocation are similar regardless of building construction and materials. Relocating the building would be completed in the following sequence:

1. Building to be vacated, furnishings removed and all services disconnected. The furnace in the basement would need to be removed and any ducts and plumbing pipes below the floor joists. If completing the move in the winter, supplementary heat will need to be considered.
2. Excavate around the perimeter of the building to lower the grade to an elevation that will allow installation of new steel beams in basement. The grade will need to ramp down at the front into the basement or close to the basement level in order to bring in moving hydraulic trailers.
3. Cut an access hole in the foundation wall to bring in equipment.
4. Core drill through the existing brick foundation walls at a pre-determined spacing (i.e. 600 mm centres) and install short steel beams perpendicular to the wall with non-shrink grout. Install steel channels on interior and exterior of foundation walls below the short beams. Provide anchors through the channel to the brick.
5. Holes are cut in the foundation walls to install a series of steel beams below the channels longitudinally and transversely to create a steel grillage below the building to evenly support the building. This steel grillage should be rigid enough to support the building without causing any differential movement when lifted or moved.
6. Additional steel on the exterior may be required to contain the brick veneer together – historically, brick veneer was not well anchored to the wood framed exterior walls. Steel cables can be added to tie the corners of the building together. Steel bracing should be extended up the chimneys for increased rigidity.
7. Hydraulic jacks would be placed below the steel grillage and connected to a central power supply which uniformly controls each jack so that lifting and lowering is synchronized.
8. Hydraulic jacks then pre-loaded and the remaining sections of foundation walls are cut free.
9. Once the building is free of the foundation, continue lifting until of sufficient height to load onto hydraulic trailers.
10. The front foundation wall would be demolished at the ramp for the hydraulic trailers.
11. Additional ballast or steel and timber mats may be required in the basement to sufficiently support the loads from the hydraulic trailers. The area of the existing slab that may have been a well or cistern should be investigated to ensure any voids below the slab are filled.
12. Hydraulic trailers would be driven below the building and lift the steel grillage and structure above off of the hydraulic jacks.
13. The building would then be driven off of the original foundation and moved to the new permanent location. The travel path would ramp at the front into the new



basement and the hydraulic trailers would drive down into the basement and set the steel grillage on supports on the new foundation. Work would be completed to ensure the building is level on the new foundation.

14. Grouting to the new foundation would be completed and adequate anchorage installed. As work progresses supporting the building on the new foundation, the steel grillage can be disassembled and removed. The front foundation wall would then be completed up to the underside of the floor.
15. Waterproofing and backfilling would be completed. Utilities ran to the new basement and basement insulated.
16. Furnace and ducts installed along with plumbing.
17. A review of the building condition should be completed once the new foundation is complete. Any work to patch the interior finishes or brick veneer can then commence as required.
18. Final grading and landscaping completed.

It was acknowledged that any alterations and repairs to the building post-relocation may need to be completed in conformance with the Ontario Heritage Act.

The works related to the relocation are estimated to be 7 months: 1 month detailed review of the existing condition, design building move and fabricate steel; 2 months excavation, grading, install steel cribbing, and install new foundations; 3 weeks additional reinforcing of building & brick veneer; 1 week prepare trailers for building move; and 3 months to restore building for occupation. It has been assumed that additional time may be required prior to and following the relocation. A more conservative timeframe is approximately 12 months.

Prior to relocation the existing building condition must first be well documented. Once the building is vacated, an extensive review of the structure should be carried out so that the building is returned to existing condition or better. This will also ensure any heritage features are maintained following the building move.

Any repair work required should be undertaken by a contractor that has experience with heritage structures. Selecting the appropriate products for repointing the mortar joints or patching lath and plaster is critical to ensure a good bond with the existing. Experienced contractors will be able to select the appropriate product and ensure a seamless joint when blending with the existing.

## **Next Steps**

The Project Team preliminary recommendation to relocate the dwelling from 100 Stanley Street to another property will be carried forward as part of the overall Class EA, as documented in the Environmental Study Report (ESR), to Civic Works Committee.

The Civic Works Committee will consider the preliminary recommendation for 100 Stanley Street within the context of the overall Class EA study and broader budget considerations to make a final recommendation to Council. Council will have the final approval authority for the Environmental Study Report and all recommendations including the approach with respect to 100 Stanley Street.

Once the Council-approved Class EA ESR goes through the final 30 day public review process, and once any outstanding concerns raised during that time are addressed, the City will proceed to detailed design. All process requirements related to the Ontario

Heritage Act or permitting /approvals (e.g. Heritage Alteration Permit) will be undertaken during detailed design. There is no trigger for that process at this time.

### **Other Heritage Options Considered**

The heritage options were considered in the context of heritage policies including the Provincial Policy Statement, the Ontario Heritage Act, City of London Official Plan, City of London Heritage Register, Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada.

#### *Preserve 100 Stanley Street In-Situ*

In order to fully preserve (i.e. have the infrastructure construction completely avoid) 100 Stanley Street in its entirety, a completely new alignment of Wharncliffe Road South would have to be constructed from south of Springbank Road to Riverview Avenue.

The new road alignment would be located west of the existing location, shifting the CNR crossing west by approximately 40 m and shifting the entire intersection at Horton Street, west. The amount of the alignment shift is required to reconstruct the railway bridge while keeping the rail line active. The existing road and rail crossing would be abandoned following construction of the new road and new rail crossing.

Property impacts would occur along the west side of Wharncliffe Road South and extend from south of Springbank Drive to Riverview Avenue.

All homes fronting onto Wharncliffe Road South between Evergreen Avenue and Riverview Avenue would be removed, as well as four homes on Evergreen Avenue. In total approximately 13 properties would be fully removed, based on the design concept developed by the Project Team. One of the properties impacted would be 12 Evergreen Avenue that is listed on the Inventory of Heritage Resources (the Register pursuant to Section 27 of the Ontario Heritage Act).

Within this option, the project team considered the most 'compact road alignment' design concept in order to minimize overall property impacts. However it was found that this approach results in highly undesirable geometric design aspects including siting the new CNR crossing and the Horton Street intersection on a road curve, resulting in sight line issues and safety concerns. In order to alleviate these design issues, the realignment would likely end up impacting a greater number of properties, possibly more than 20 properties.

The HIS identifies a preference for this option from a heritage perspective because it completely avoids impacts to 100 Stanley Street.

However, this option would have significant and un-mitigatable impacts to the Riverforks neighbourhood and the streetscape / context along Wharncliffe Road South and Evergreen Avenue by removing the row of homes fronting on Wharncliffe Road South as well as homes on Evergreen Avenue.

#### *Modifications to 100 Stanley Street*

This option considered the feasibility of retaining the dwelling at 100 Stanley Street on a smaller parcel of property. Approximately 40% of the lot area at 100 Stanley Street would be acquired by the City permanently to accommodate the new CNR Bridge and additional northbound lane on Wharncliffe Road South. This takes into account the use of retaining walls to minimize permanent property requirements.

Based on a preliminary construction staging and access plan, the remainder of the property was identified as being required for a temporary construction easement. To understand the feasibility of maintaining the dwelling on site, the construction requirements were reviewed on site with a CN-approved contractor and utility companies were engaged through several meetings to confirm service relocation and design requirements.

Construction access was confirmed to be required from east and west sides of Wharncliffe Road South, north of the underpass including 100 Stanley Street, for a period of approximately 18 months and possibly up to 24 months. The resident would be relocated for the duration of the construction period.

All vegetation (trees, gardens) on the entire property would be removed. The construction staging will require that earthen fill be placed on 100 Stanley Street to an elevation close to the existing tracks, above the first floor of the house. This is a significant quantity of temporary fill to be placed adjacent to the dwelling. Cranes will be utilized during the bridge construction. One of the crane pads is to be located within approximately 7 m of the dwelling.

To protect the dwelling during construction, a system of soldier piles, lagging and hoarding would be installed, almost completely encasing the dwelling. An environmental monitoring system would need to be installed to monitor interior conditions over the duration of the construction period, recognizing that there would be limited to no access inside the dwelling during that period.

Given the close proximity of the dwelling to construction activities, associated impacts may be a concern e.g. vibration and dust / particulates. Dust particulate levels may affect exterior masonry, wood windows and decorative wood elements and the front porch. These potential effects will be largely managed through protective hoarding but there remains some potential for impacts. Potential for vibration impacts will require monitoring and post-construction inspection.

The project team expects that hydro and other utilities will require a new conduit from south the CNR right-of-way, across 100 Stanley Street. Utility owners will require permanent easement and unencumbered access to the facility. Since the exact location of the routing and therefore access requirements are not known at this time, there is a risk of reaching a conclusion in detailed design that this option is not feasible or reasonable, requiring an alternative solution that carries significantly higher cost.

Following construction, the 'quality' of the remnant 100 Stanley Street property would be substantially changed from the existing condition. The existing driveway and garage located on west side of property would be removed, and not replaced. The existing joint use driveway between 98 and 100 Stanley Street would serve as access to the rear yard.

The reconstruction and lowering of Wharncliffe Road South will require a lowering of Stanley Street by approximately 0.5 to 0.8 m adjacent to 100 Stanley Street. The lower grade will result in a steeper and lower driveway entrance between 98 and 100 Stanley Street as well as require new retaining walls behind the new sidewalks to minimize grading adjacent to the existing residence. Lowering of the driveway entrance profile will result in exposure of the foundations at both 98 and 100 Stanley Street. Given the proximity of the homes to each other, addressing this issue within such a constrained area will present some challenges. Retaining walls around the property and steps up to the dwelling would be required.

The HIS identifies the following direct and indirect impacts associated with the recommended approach:

- The principal built heritage resource, namely the residence, will remain in-situ during construction activities on site. The existing character and setting of 100 Stanley Street will be altered permanently. The proposed on-site construction activities for the CNR Bridge replacement will result in a significant loss of mature trees and plant material. The widening of Wharncliffe Road South will result in the lot size being diminished on the west side of the property and the existing driveway and the removal and loss of the garage structure adjacent to Wharncliffe Road South. There may be associated changes in grade and/or drainage patterns that may adversely affect the cultural heritage resource.
- There is potential for disruption effects to the principal built heritage resource, namely the residence, related to air, noise, dust and vibration due to the proposed infrastructure work for the widening of Wharncliffe Road South and the associated CNR Bridge construction work on-site.
- The streetscape context associated with 100 Stanley Street will be altered. This is due to the potential lowering of Wharncliffe Road South for clearance under the CNR Bridge replacement structure and the intersection of Wharncliffe Road South and Stanley Street due to infrastructure changes for the widening and the change in the property limits of 100 Stanley Street such as a new municipal sidewalk and the removal of mature trees.

The project team believes that there are unacceptable risks to the dwelling and to the ability to protect cultural heritage values with this option, given the close proximity to the construction area and the nature of construction activities. The level of uncertainty regarding final design of utilities increases the risk of substantial additional costs being identified in detailed design.

#### *Documentation / Demolition / Salvage*

The full 100 Stanley Street property would be purchased by the City and the dwelling would be removed subject to meeting regulatory requirements and permits / approvals.

The option would result in the permanent loss of a heritage-designated property in the City of London. This is the least preferred approach from a heritage perspective. If the building were to be demolished, the HIS recommends the following mitigation measures:

- Prepare an updated HIS to specifically address the impact of the demolition.
- Prepare a Salvage Plan for the built heritage resource to include architectural materials such as brick masonry, decorative exterior woodwork and interior woodwork, doors, windows and wood flooring.
- The Salvage Plan can also include the salvage of plant material/seed beds from the existing gardens at 100 Stanley Street for establishment elsewhere.
- Prepare a Documentation Report for the residence complete with photography and as-found record drawings. Record the cultural heritage landscape and property context photographically. Include in the report the property history, documentation record pictures and drawings. The report should be filed with the Local History Collection of the City of London Public Library and Western University Library.
- There is an opportunity for establishment of a park and heritage interpretive materials on the remnant 100 Stanley Street property related to the original location of the dwelling.

## CONCLUSION

The approach to conserving the cultural heritage value of 100 Stanley Street recommended, on a preliminary basis, by the project team is to relocate the dwelling in such a way that conserves all of the exterior and interior attributes listed in the By-law.

The project team acknowledges that the context / setting of the dwelling will change in relation to the neighbourhood and streetscape. However, the proposed receiving property is sympathetic to the original 100 Stanley Street address in that it is located very close to the original property, on a corner of Wharncliffe Road South, in a similar streetscape realm to the existing. Although the Project Team's recommendation will not preserve the authenticity of the original site, it is believed to preserve the cultural heritage values of 100 Stanley Street with integrity.

The project team believes that this preliminary recommendation offers the best opportunity to protect the cultural heritage value and reduces the risk to the dwelling by placing it out of harm's way in a manner that is both sympathetic and recognizes the importance of the building to City, the neighbourhood and the owner.

The project team has made this preliminary recommendation on the basis that no other options to retain the dwelling in its current location were considered viable, that LACH does not support the potential demolition of the property located at 100 Stanley Street (LACH Meeting January 11, 2017), and that this option minimizes the period of displacement of the resident, should the resident wish to retain ownership in the new location.

The project team preliminary recommendation to relocate the dwelling from 100 Stanley Street to another property will be carried forward as part of the overall Class EA, as documented in the Environmental Study Report (ESR), to Civic Works Committee.

The Civics Works Committee will consider the preliminary recommendation for 100 Stanley Street within the context of the overall Class EA study and broader budget considerations to make a final recommendation to Council. Council will have the final approval authority for the Environmental Study Report and all recommendations including the approach with respect to 100 Stanley Street.

### **Acknowledgements**

This report was prepared with the assistance of Ted Koza, P.Eng., Transportation Design Engineer and Josh Ackworth, C.E.T., Technologist II of the Transportation Planning & Design Division.

<b>PREPARED BY:</b>	<b>REVIEWED AND CONCURRED BY:</b>
<b>DOUG MACRAE, P. ENG. DIVISION MANAGER TRANSPORTATION PLANNING &amp; DESIGN</b>	<b>JIM YANCHULA, MCIP, RPP MANAGER URBAN REGENERATION</b>
<b>REVIEWED AND CONCURRED BY:</b>	<b>RECOMMENDED BY:</b>
<b>JOHN FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER</b>	<b>EDWARD SOLDI, P. ENG. DIRECTOR, ROADS AND TRANSPORTATION</b>

Attachments: Heritage Impact Statement

c. Gillian Thompson – WSP