City of London

Cultural Heritage Evaluation Report
220 Wellington Road, London, Ontario

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Distribution List

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Revision History

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0	Nov 16, 2018	M. Greguol, L. Smythe	Draft Report to City of London
1	Nov 21, 2018	M. Greguol, L. Smythe	Revised Draft Report to City of London for LACH Stewardship Sub-Committee

Executive Summary

AECOM Canada Ltd. (AECOM) was retained by the City of London to complete a Cultural Heritage Evaluation Report (CHER) as part of the Transit Project Assessment Process (TPAP) for the proposed London Bus Rapid Transit (BRT) system to determine the cultural heritage value of the property at 220 Wellington Road. The BRT system is comprised of four segments, combined into two operation routes: the north/east corridor and the south/west corridor. The BRT network was approved by City of London Council through the Rapid Transit Master Plan in July 2017.

The property located at 220 Wellington Road was identified in the City of London Cultural Heritage Screening Report (CHSR) (October 2018) as being a directly impacted, heritage listed property. The CHSR was completed as part of the TPAP for the London Bus Rapid Transit project. The TPAP is regulated by the Environmental Assessment Act (EAA) under Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings (O.Reg. 231/08). This CHER forms part of the Environmental Project Report (EPR) completed under the TPAP.

The subject property at 220 Wellington Road contains a two-storey frame residential/commercial structure in a vernacular style, constructed circa 1941. Based on the results of background historical research, field review, and application of criteria from Ontario Regulation 9/06, the subject property at 220 Wellington Road was not determined to be of significant cultural heritage value or interest.

The completion of the CHER has resulted in the following recommendation:

- The property at 220 Wellington Road was determined not to have significant cultural heritage value or interest. Subsequently, no additional heritage work is recommended for the property.

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1. Introduction

1.1 Development Context

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2. Legislation and Policy Context

2.1 Provincial and Municipal Context and Policies

2.1.1 Provincial Policy Context

The Ministry of Tourism, Culture, and Sport (MTCS) is charged under Section 2 of the *Ontario Heritage Act* with the responsibility to determine policies, priorities and programs for the conservation, protection and preservation of the cultural heritage of Ontario and has published guidelines to assist in assessing cultural heritage resources as part of environmental assessment. The following have informed the preparation of this CHER:

- Guidelines for Preparing the Cultural Heritage Resource Component of Environmental Assessments (1992);
- Guidelines on the Man-Made Heritage Component of Environmental Assessments (1981);
- MTCS Standards and Guidelines for Conservation of Provincial Heritage Properties (2010);
- Environmental Guide for Built Heritage and Cultural Heritage Landscapes (2007); and
- The Ontario Heritage Toolkit (2006).

An Environmental Assessment is required for all large-scale projects that have potential impacts on the environment. These projects require approval from the Government of Ontario. Certain projects, such as transit projects, have more predictable environmental impacts or effects, and can be readily managed. This streamlined approach protects the environment, but shortens the timeline to six month for commencement, review and approval. This Environmental Assessment process for transit projects is known as the Transit Project Assessment Process (TPAP).

TPAP provides a framework for focused consultation and objection processes. Through TPAP, the Minister of the Environment may initiate a Time Out period if there is a potential for a negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest, or on a constitutionally protected Aboriginal or treaty right (TPAP Guide to Environmental Assessment Requirements for Transit Projects, 2014).

Additionally, the *Planning Act* (1990) and related *Provincial Policy Statement* (PPS) (2014) provide guidance for the assessment and evaluation of potential cultural heritage resources. Subsection 2.6 of the PPS, Cultural Heritage and Archaeological Resources, states that:

> 2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

Criteria for determining significance for the resources are mandated by the Province in Ontario Regulation 9/06.

2.1.2 Ontario Regulation 9/06

Ontario Regulation 9/06 provides the Criteria for Determining Cultural Heritage Value or Interest under the *Ontario Heritage Act*. This regulation was created to ensure a consistent approach to the designation of heritage properties under the *Ontario Heritage Act*. All designations under the *Ontario Heritage Act* after 2006 must meet at least one of the criteria outlined in the regulation.

A property may be designated under Section 29 of the *Ontario Heritage Act* if it meets one or more of the following criteria for determining whether the property is of cultural heritage value or interest:

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

2.1.3 Municipal Policies

The London Plan is the City of London's new Official Plan which was consolidated on August 27, 2018. *The London Plan* focuses on three areas of cultural heritage planning, including: general policies for the protection and enhancement of cultural heritage resources; specific policies related to the identification of cultural heritage resources, including individual cultural heritage resources, heritage conservation districts, cultural heritage landscapes, and archaeological resources; and specific policies related to the protection and conservation of these cultural heritage resources. The criteria outlined in *The London Plan* for the identification and designation of individual properties of cultural heritage value or interest reflect the criteria defined in O.Reg. 9/06.

2.2 Methodology

A CHER examines a property as a whole, its relationship to its surroundings, as well as its individual elements—engineering works, landscape, etc. The recommendations of the CHER are based on an understanding of the physical values of the property, a documentation of its history through research, and an analysis of its social context, comparisons with similar properties and mapping. A field review was completed by Liam Smythe, Heritage Researcher at AECOM in November 2018. Access was limited only to the public right of way.

This CHER is guided and informed by the key documents listed in 2.1.1. The following report has been prepared utilizing the Terms of Reference prepared for the London BRT TPAP process, which has been received by the London Advisory Committee on Heritage (LACH) (See Section 11).

2.3 Consultation

Consultation for the London BRT project has been conducted with the LACH. A draft CHSR (dated February 6, 2018) was provided for their review and comment. The LACH Stewardship Sub-Committee recommended that 104 properties which were identified by the draft CHSR to have potential cultural heritage value or interest, do not require further examination for consideration as having cultural heritage value or interest (CHVI). The LACH also recommended that an additional 30 properties, not identified by the draft CHSR, be evaluated for their potential

cultural heritage value. Further, the remaining properties flagged by the draft CHSR requiring further cultural heritage work were added to the Register (*Inventory of Heritage Resources*) pursuant to Section 27 of the *Ontario Heritage Act* by resolution of Municipal Council on March 27, 2018.

The draft CHSR was also provided to the MTCS for review, and comments were received in July 2018. In response to MTCS comments, the CHSR was revised to include additional information on impacted properties, and a preliminary impact assessment. The CHSR identified properties with direct impacts that cannot be mitigated through design, and recommended that these properties be addressed through completion of CHERs prior to completion of the TPAP, including the property at 220 Wellington Road. Ongoing communications with MTCS have continued as part of the TPAP.

The revised CHSR (October 8, 2018) was provided to the LACH on October 10, 2018. The Draft Terms of Reference for CHERs was also received and referred to the LACH Stewardship Sub-Committee for review. This CHER will be submitted and reviewed by the LACH Stewardship Sub-Committee for their November 28, 2018 meeting.

3. Historical Context

3.1 Local Context and Settlement History

3.1.1 Westminster Township

Prior to European settlement the area that would eventually become Westminster Township was settled by members of the Chippewa First Nation. One of the largest townships in Middlesex County, the first survey of Westminster Township was completed in 1809-10 by Deputy Provincial Surveyor Simon T. Z. Watson. The remainder of the township was surveyed in 1820 by Colonel Mahlon Burwell and Colonel Bostwick. Unlike other townships in Upper Canada, lots were not parceled out to government "favorites" or speculators before 1817; the earliest settlers were farmers, many of whom arrived by way of the United States. By 1817, the township was home to 428 people and the price of land had quadrupled since tracts were first made available. By 1850, the township had a population of 4,525.[1]

3.1.2 London South

Originally part of Westminster Township, South London was originally settled in the 1810s. For most of the nineteenth century, the area was home to a number of wealthy Londoners, who constructed large country mansions away from the increasingly congested city. South London remained predominantly rural until the 1880s, but was connected to the City of London by a series of bridges over the Thames. By the 1890s, the population of the area had increased to the point where annexation was considered. Eager to reap the benefits of electric street lighting, safe drinking water, sidewalks and the city's education system, this section of the township became part of the City of London on May 1st, 1890. Bounded by Wellington Road, Wharncliffe Road, Emery Street and the Thames River, the new suburb was designated as Ward 6. The building boom of the 1880s and 1890s was concentrated largely to the western side of the ward; parcels of land along Wellington Road were still held by wealthy families such as the McClary and Mackenzie families until the end of the century. Grand Avenue – formerly Hamilton Row prior to 1890 – is so named for the large estates that once fronted on it.[2]

3.1.3 Wellington Road

Running north to south from Huron Street to the City of St. Thomas with brief interruptions by the Grand Trunk Railway (now Canadian Pacific Railway) line, Wellington Road was named for Arthur Wellesley, 1st Duke of Wellington. A major figure in British military history, Wellington was famous for his victory over Napoleon at the Battle of Waterloo in 1815. From 1818 to 1827, he served Master General of the Ordnance, commanding military officers and artillery in Upper Canada.[1] The road was cut through Westminster Township by W. L. Odell, who also assisted in the construction of an iron bridge to carry Wellington Road across the Thames River.[2]

Within London, Wellington Road is identified by various official names, at varying points within the City. Between Huron Street and the Thames River, the road runs relatively parallel with Richmond Street and is identified in this

[1] *A History of the County of Middlesex, Canada.* Toronto: W. A. & C. L. Goodspeed, 1889. p. 566-568
[2] The Architectural Conservancy of Ontatio. *Tecumseh Trek; ACO's 38th Annual Geranium Heritage House Tour.* London, Ontario: ACO, June 5, 2011.
[1] *Michael Baker & Hilary Bates Neary. London Street Names. Toronto: James Lormier & Company Ltd., 2003. p. 100*
[2] *A History of the County of Middlesex, Op Cit*. p.570

section as Wellington Street. South of the Thames River, the road changes names to Wellington Road, and is identified as such between the River and the road's intersection with Exeter Road, just north of Highway 401. Lastly, the road is identified as Wellington Road South southwards from Exeter Road to south of the municipal city limits.

3.2 Land Use History

3.2.1 1810-1850

The subject property is located on a portion of Lot 25, Broken Front Concession, or Concession "B" in the former Westminster Township. Located on the west side of Wellington Road, Lot 25 was vacant for many years following its original survey. In 1839, Albert Scriver Odell received 69 ½ acres in the north part of the lot from the Crown. The southern part of the lot was deeded to Edward Matthews in 1850. Odell already owned Lot 24 immediately to the east, having purchased it from James Lester in 1822. The Odell family was one of the earliest families to settle in Westminster Township. Albert was the first of his family to arrive in the Township in 1810, settling on Lot 24 Concession I, along commissioner's road near the present Victoria Hospital[3] One of ten children, Albert was born in 1787 to John Odell and Enor Schriver. The Odell family had originally settled in Duchess County, New York and were of Dutch origin. John left New York following the American Revolution, and relocated near Montreal. All of John and Enor's children would eventually settle in Westminster Township, with the exception of their son Loop, who died in Lower Canada. The first records of the Westminster Council, dated March 4th 1817 identify Albert S. Odell and Robert Frank as "overseers of highways".[4] Albert Odell did not reside on this property however; the 1854 assessment roll lists him as living on Lot 26, Concession I, former Westminster Township.[5] Albert and his wife, Charlotte Percival, did not have children. Charlotte predeceased Albert sometime prior to 1852; Albert himself passed away in 1856.[6]

3.2.2 1850-1930

All portions of the original Lot 25 were sold off and subdivided through the 1850s and 1860s. While the 1862 Tremaine map of the township does not provide details of the property, the 1878 atlas shows the property as being subdivided into as many as thirteen parcels. The portions of Lots 24 and 25 fronting on the Thames River are both listed to landowner G.B.R Frank. The northern portion of the lot was originally dominated by a large meander in the river. Aerial photography suggests that this section of the river was realigned and the meander filled in by 1922, although its former location is still evident today as a small oxbow in Watson Street Park. Historic maps and fire insurance plans indicate that the subject property remained vacant well into the twentieth century. The 1926 Geodetic Survey of the City of London indicates that Beverly Street had been constructed by that time, although the block bounded by Beverley Street, Raywood Avenue and Wellington Road was vacant. 220 Wellington Road is located on Lot 39, Plan 467 (4th). Land registry records indicate that the property was originally granted to the Service Truck Company Limited in 1924, although city directories make no mention any address on Beverley Street south of Raywood drive until much later.

[3] *A History of the County of Middlesex, Op Cit*. p.568
[4] *A History of the County of Middlesex, Op Cit*. p.948
[5] *Index to the 1854 Assessment Roll, Westminster Township, Middlesex County, Canada West.* https://londonmiddlesex.ogs.on.ca/docs/membpubs/assessment/1854-Westminster-Twp.pdf. (Accessed November 2018).
[6] Dan Brock "All in the Family: An Account of Some Members of the Odell Family". *London & Middlesex County Historical Society Newsletter,* Fall, 2018.

3.2.3 1930-Present

The property came under ownership of the City of London in 1936, who in turn sold it to Anne and Mary Johnson in 1940. 57 Beverley Street first appears in the 1942 city directory, with A. Johnson, Grocer listed as resident. The Johnsons operated a grocery business at this location until they sold the property in May of 1956 to Henry Mullins. Later the same year, the property was sold to Howard Turner. In the 1958 City Directory the property is identified as vacant; however in 1959, Turner is listed as owner with Alec Ross as a tenant; the grocery store appears to have reopened as Bert and John's Variety. The following year, the store was renamed as V. Variety, a name it would hold for the next two decades. In 1964, the property was purchased by Ivan Doupe who retained ownership of the property through the 1970s.[7]

Beverley Street originally extended directly north from Wellington Road. During the early 1960s, the intersection was realigned so that Beverley Street now curved northward from Alexandra Street. The official address of the property is now listed as 220 Wellington Road, despite the fact that the property continues to front onto Beverley Street. It was not determined when the address was changed.

[7] Middlesex County (33) Land Registry Office (MCLRO). *Book 155. Plan 439, 449, 467.*

4. Existing Conditions

4.1 Landscape Context

The subject property is located at 220 Wellington Road in the City of London. The property is on the east side of Wellington Road, on a triangular piece of land bounded by Wellington Road, Beverley Street, and the adjacent property to the north. Wellington Road is a four-lane arterial road following a diagonal orientation through the area from northwest to southeast. Beverley Street is a two-lane residential street running north from Alexandra Street, just east of its intersection with Wellington Road.

East of Wellington Road, the area is largely residential. Houses are typically small, single-storey detached houses on large narrow lots with mature trees. Residential streets follow a grid pattern of small rectangular blocks, typical of early residential subdivisions. Sidewalks and curbs are present on all streets, and streets are lit with lamps on wooden utility poles. A length of steel guardrail separates sidewalk on the east side of Wellington Road from the roadways itself. Houses fronting onto Wellington Road are similar to those on the side streets, although some have been converted into stores or other commercial offices. On the west side of Wellington Road is the St. Andrew Memorial Anglican Church and Gartshore Park, an open park with large mature trees.

4.2 Architectural Description

The property at 220 Wellington Road includes a two-storey building, originally constructed circa 1941 as a combined residence and retail storefront, but now being used as commercial office space. The building is of a vernacular style, with a low pitched hipped roof, and is clad primarily in dark grey vertical aluminium siding. The roof is covered with asphalt shingles. The building is oriented parallel with Wellington Road, roughly 45 degrees skewed to Beverley Street. The orientation of the building is unusual in comparison to other properties along Wellington Road as a result of the curvature and trajectory of Wellington Road.

4.2.1 Northeast Elevation

The northeast elevation fronts onto Beverley Street **(Image 2)**. It is a two-storey façade with two small sash-type windows on the second storey. A single entrance door with one sidelight is located on the right side of the façade. This door is accessed by means of a low, stepped wooden porch with no railing. A single-storey extension extends from the northern corner of the building. This extension has a flat roof and is clad in what appears to be smooth, grey painted concrete. On this elevation, the extension has two sash type windows made of vinyl or aluminium.

4.2.2 Northwest Elevation

The northwestern elevation **(Image 5)** is a two-storey façade with an aforementioned single-storey, flat-roofed extension at the first storey. A brick chimney extends up the main façade of the building. The portion of the chimney below the roofline has been painted grey to match the siding; the portion above the roofline remains unpainted red brick. Large single-pane fixed windows are present on the northwest corner of the first and second storeys. Two smaller sash windows are also present on the second storey. The first-storey extension has no windows on this side, and has red painted metal flashing. It has a single panel door with cast concrete step below. A free-standing backlit advertising sign is located on this corner of the property.

4.2.3 Southwest Elevation

The southeast elevation of the building **(Image 3)** faces Wellington Road. Its features are symmetrically arranged, with the first and second storeys each having three windows. Windows are large with no sills, and all appear to be a fixed single pane of glass. The central window on the first storey is narrower and was originally a doorway; a low concrete stoop with three steps is located directly below the window. A band of red-painted aluminum trim runs horizontally around the floor level of the second storey. A single-storey extension juts out from the northwestern front of the structure; this is clad in grey painted concrete or stucco and contains a single-pane horizontal window. A single storey brick extension with a low hipped roof extends out from the southeastern face of the building. This extension is of grey painted brick and is embellished with a large red letter “A” on this façade.

4.2.4 Southeast Elevation

The southeast elevation **(Image 1)** is a two-storey façade, clad mainly in vertical aluminium siding. A single storey brick storefront extends out at ground level. This storefront is symmetrical in design, offset to the left (south) of the façade with a low hipped roof covered in grey asphalt shingles. A cast concrete stoop with three stairs on either side leads up to what was formerly a doorway. This has been filled in with a large picture window and section of aluminium siding. The former doorway is flanked on either side by two large picture windows with concrete sills. No other windows are present on this side of the building. A backlit advertising sign is affixed to the second storey just below the eaves.

4.3 Comparative Analysis

A comparative analysis was undertaken to establish a baseline understanding of similar cultural heritage designated properties in the City of London, and to determine if the property “is a rare, unique, representative, or early examples of a style, type, expression, material or construction method” as described in O.Reg. 9/06.

Comparative examples were drawn from listed and non-listed properties within the City of London, as well as similar examples of architecture identified as two-storey commercial or mixed-use buildings within the City.

Three comparable properties with and without identified cultural heritage value were identified. However, this sample does not represent all available properties, and is rather intended to be a representative selection (**Table 1**). Various similar or comparable properties are located throughout the City, however, these six were identified to provide similar examples for the purposes of this report. The following observations were noted in analyzing the comparable properties.

Of these examples:

- Three include buildings that appear to be originally designed as two-storey commercial buildings with an apparent residential use on the second storey;
- One includes extensive alterations and modifications to the exterior materials that has drastically altered the appearance of the building;
- Two include large picture windows at the ground level;
- Three appear to still function as commercial uses;
- Two have hipped roofs, one has a gambrel roof; and
- Three are clad with exterior brick, one is clad with horizontal vinyl siding.

The comparative analysis suggests that this property is a relatively common example of the two-storey commercial buildings with a second storey apartment or residential use. Buildings of this type are located along many major roads within the City of London. The subject property is typical in size, scale, form, and materials, and has been

significantly altered over the last several decades. As a result, from a comparative perspective, the property does not appear to be a rare, unique, representative, or example of a style, type, expression, material, or construction method.

Table 1: Comparative analysis of properties with building/structures of similar age, style, and/or typology

Address	Recognition	Picture	Age	Material	Style
2525 Main Street (Lambeth)	None		TBD	Brick – red	Two storey vernacular commercial building built with gambrel roof. Large storefront windows at ground level, and set of second storey windows. Side entrance suggests mixed use with commercial at ground level and residential unit above
247 Wellington Street	Listed		TBD	Frame or brick, horizontal vinyl cladding	Two storey vernacular building, with hipped roof. Commercial use at ground level and residential unit on second storey.
750 Lorne Avenue	Listed		1891	Brick – buff brick	Two storey vernacular commercial store, hipped roof, store front windows at ground level

4.4 Discussion of Integrity

According to the Ontario Heritage Toolkit, Heritage Property Evaluation (MTCS 2006), *"Integrity is a question of whether the surviving physical features (heritage attributes) continue to represent or support the cultural heritage value or interest of the property."* The following discussion of integrity was prepared to consider the ability of the

property to represent and retain its cultural heritage value over time. It does not consider the structural integrity of the building. Access to the interior of the building was not available, and observations have been made from the public right-of-way. Structural integrity, should it be identified as a concern, should be determined by way of a qualified heritage engineer, building scientist, or architect.

The subject property contains a two-storey frame residential/commercial structure with a low-pitched hipped roof. The building and property appears to have been heavily modified since its construction. Although difficult to discern, aerial photographs suggest that the single-storey extension on the northern corner of the building is a later addition and was not present in the 1940s. The 1957 Geodetic Survey of the City of London shows this extension was present by that time, as was a detached single car garage and driveway facing onto Beverley Street. The garage and driveway have since been replaced with an asphalt parking pad. A single-storey brick storefront with a low hipped-roof and cast concrete stoop extends out from the southeast façade. As the building originally housed a grocery store, this likely dates to the building's construction, although the vinyl windows are a recent addition and the entrance door has been filled in. As constructed, the building's other windows would likely have been sash-type windows constructed of wood; all of these have been replaced with fixed single-pane windows or vinyl framed sash windows. Most of the building is clad in vinyl or aluminium siding, and at some point after 2017 the entire building was painted a dark grey. The backlit signage affixed to the building is a recent addition as well. As a result of these modifications, the building retains little integrity of its original character.

5. Heritage Evaluation

5.1 Ontario Regulation 9/06

Criteria	Meets Criteria (Yes/No)	Rationale
1) The property has *design or physical value* because it:		
i) Is a rare, unique, representative or early example of a style, type, or expression, material, or construction method.	No	The building at 220 Wellington Road is a two storey residential/commercial building constructed in a vernacular style. The building is similar in design and function to many other structures in the area. Additionally, it has been heavily modified since its construction, and is not a representative example of its type. Therefore, it does not meet this criterion.
ii) Displays a high degree of craftsmanship or artistic merit.	No	The building does not show any evidence of artistic merit above the base standards for a mixed use residential / commercial building of the period. Therefore it does not meet this criterion.
iii) Demonstrates a high degree of technical or scientific achievement.	No	The building is a typical two-storey frame building of the period. It does not reflect a high degree of technical or scientific achievement.
2) The property has historic or associative value because it**:**		
i) Has direct associations with a theme, event, belief, person, activity, organisation, or institution that is significant to a community.	No	No information was found to indicate that any of the identified property owners or residents are significant to the community, and no other significant associations were determined. Therefore, the property does not meet this criterion.
ii) Yields, or has the potential to yield information that contributes to the understanding of a community or culture.	No	The building does not yield any information towards understanding the community or its culture and development. Therefore, it does not meet this criterion.
iii) Demonstrates or reflects the work or ideas of an	No	No information was found regarding the building's designer

architect, artist, builder, designer or theorist who is significant to the community.		or builder, or indicating that the building is in any way related to a significant figure in the community. Therefore, it does not meet this criterion.
3) The property has contextual value because it**:**		
i) Is important in defining, maintaining, or supporting the character of an area	No	While the building reflects mixed commercial/residential uses along Wellington Road, such uses are common in this area. This building does not play an important role in defining, maintaining, or supporting this character. Therefore, it does not meet this criterion.
ii) Is physically, functionally, visually or historically linked to its surroundings	No	The building has been extensively renovated and no longer serves its original use as a residence and grocery store. While a prominent building along Wellington Road, it is not linked in any way to its surroundings. Therefore, it does not meet this criterion.
iii) Is a landmark	No	While the building is prominently located along a curve in the east side of Wellington Road, there is no evidence to suggest that it is a landmark in the community. Therefore, it does not meet this criterion.

6. Conclusions

Based on the results of background historical research, field review, and application of criteria from Ontario Regulation 9/06, the subject property at 220 Wellington Road was not determined to be of significant cultural heritage value or interest. As such, no Statement of Cultural Heritage Value or Interest, or Description of Heritage Attributes has been prepared.

7. Recommendations

The subject property at 220 Wellington Road contains a two-storey frame residential/commercial structure in a vernacular style, constructed circa 1941. Based on the results of background historical research, field review, and application of criteria from Ontario Regulation 9/06, the subject property at 220 Wellington Road was not determined to be of significant cultural heritage value or interest.

The completion of the CHER has resulted in the following recommendation:

- The property at 220 Wellington Road was determined not to have significant cultural heritage value or interest. Subsequently, no additional heritage work is recommended for the property.

8. Images

Image 1: Southeast façade, 220 Wellington Road, showing former storefront. (AECOM, 2018)

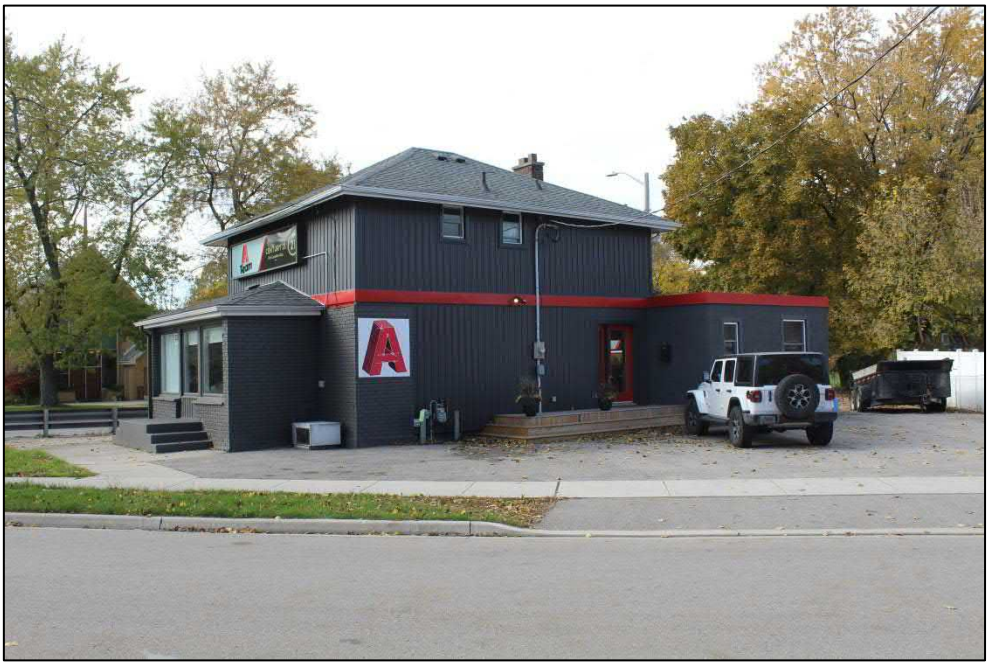


Image 2: 220 Wellington Road, looking west from Beverley Street. Storefront extends out from southeastern elevation (left), with single-storey extension on north corner of building (right). (AECOM, 2018)

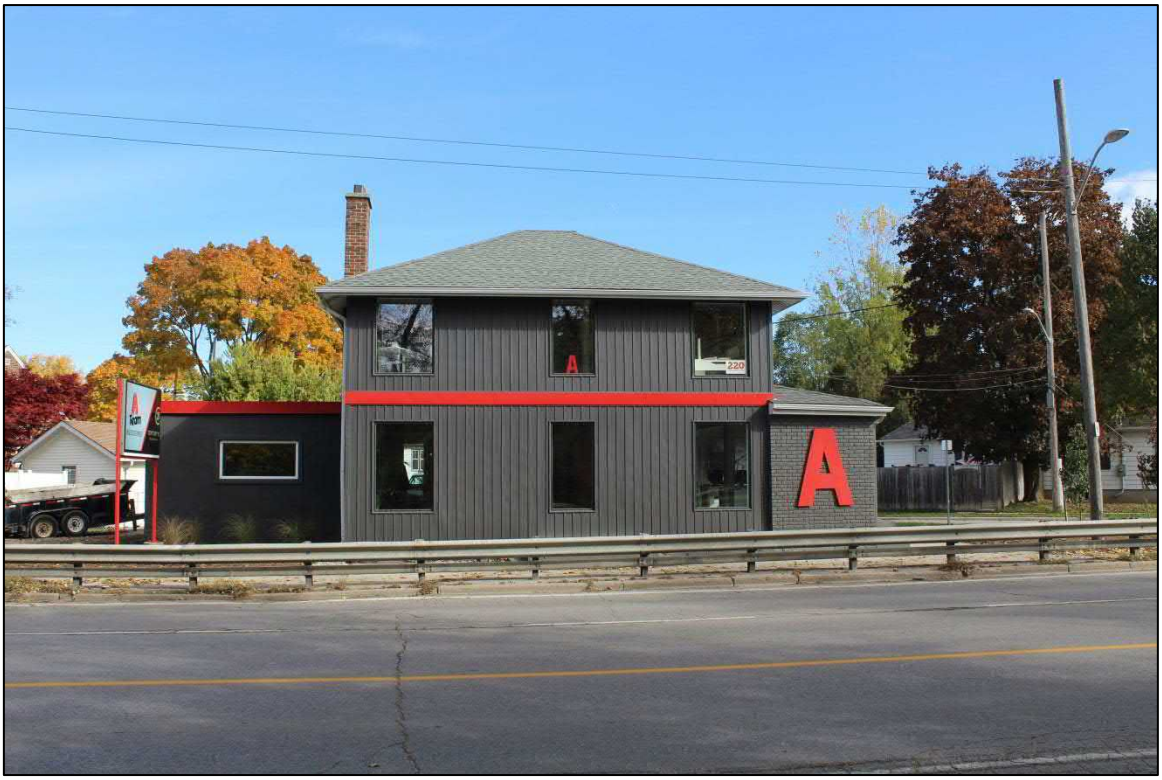


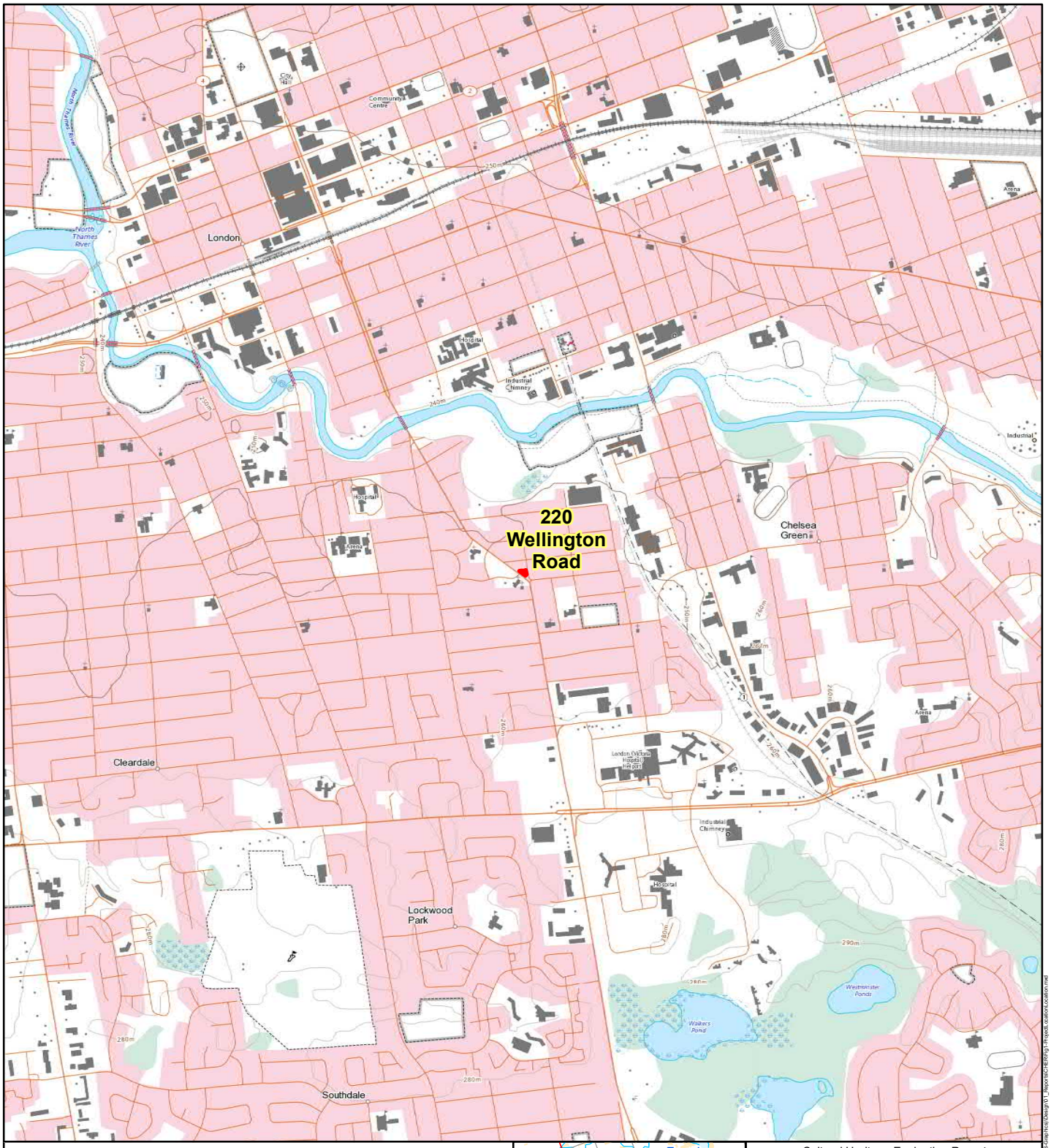
Image 3: Southwest elevation of 220 Wellington Road showing extension and storefront. Middle window on ground floor is a former doorway. (AECOM, 2018)

Image 4: Looking east towards property from Wellington Road, showing northwest and southwest elevations. (AECOM, 2018)

Image 5: Northwest elevation of 220 Wellington Road, showing extension, chimney and modern signage. (AECOM, 2018)

9. Historic Photos and Mapping

All mapping related to the subject property is included on the following pages.



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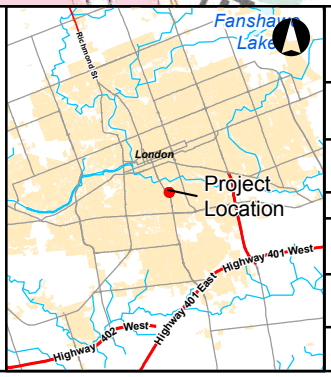

Cultural Heritage Evaluation Report
220 Wellington Road
London, Ontario

Location of Project Location

November 2018	1:25,000	Datum: NAD 83 UTM17 Source: http://wms.ess-ws.nrcan.gc.ca/wms/toporama_en
P#: 60590467	V#:	

AECOM

Figure 1

0 250 500 1,000
Metres

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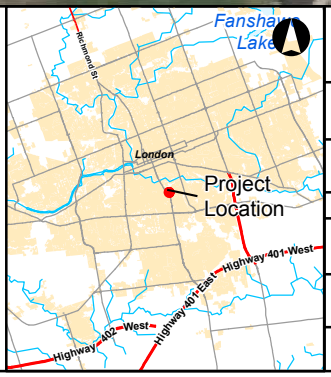
Legend

Project Location



Cultural Heritage Evaluation Report
220 Wellington Road
London, Ontario

Project Location in Detail

November 2018	1:400	Datum: NAD 83 UTM17 Source: LIO 2017, City of London 2017
P#: 60590467	V#:	

AECOM

Figure 2

0 5 10 20
Metres

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File location: C:\Users\ROY\Desktop\60590467 BA Lucas BR1 Heritage Support\60-CAD_GIS\60290-2\B (GIS-Graphics)\Design\1_Report\60-HER\Fig2-Project_location.mxd
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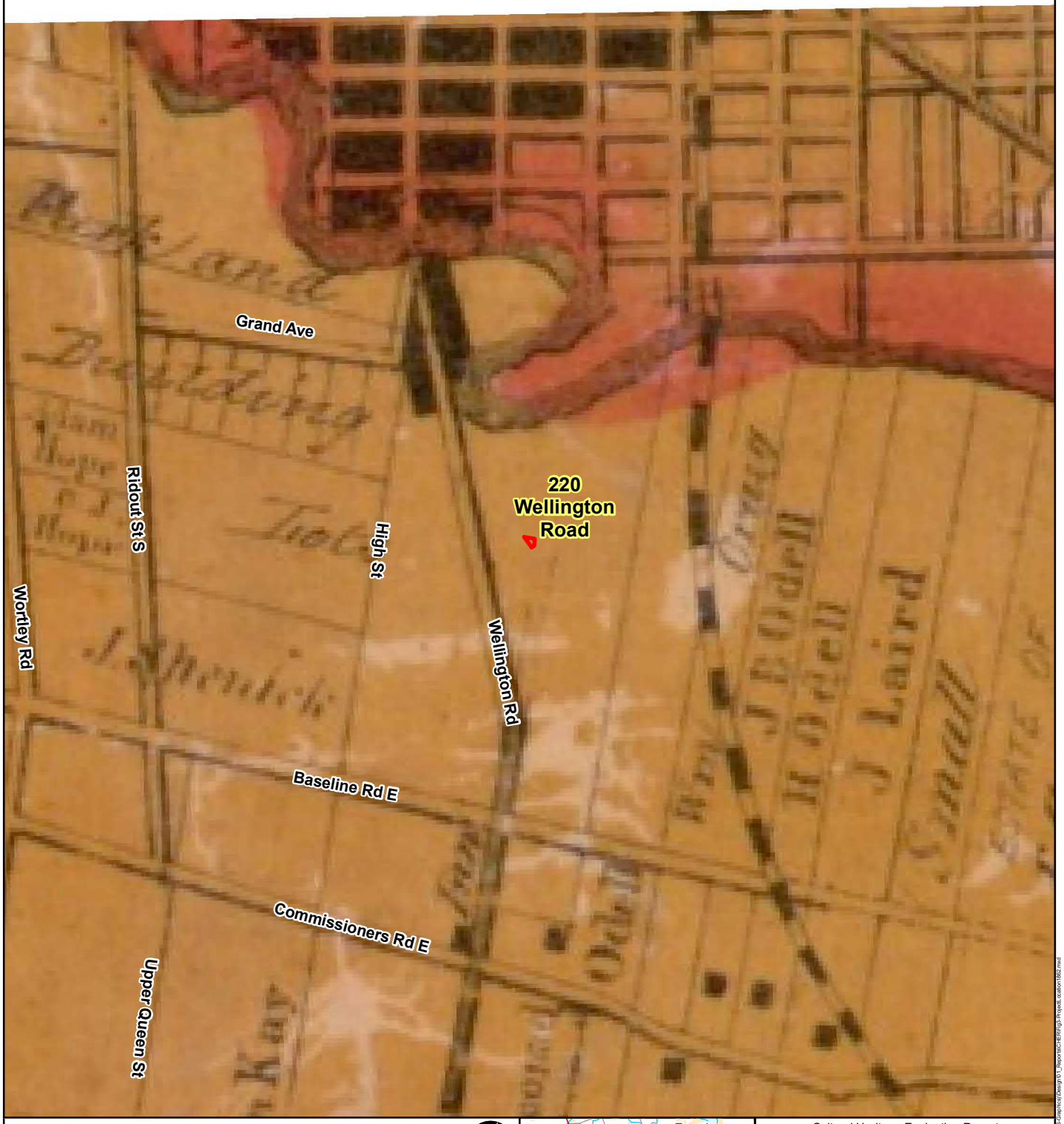

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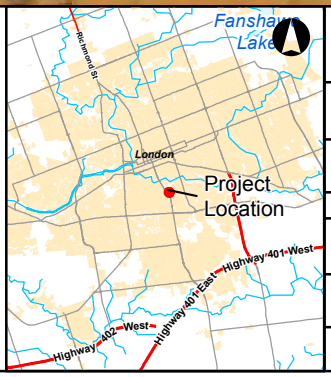

Cultural Heritage Evaluation Report
220 Wellington Road
London, Ontario

Project Location, 1862

November 2018	1:15,000	Datum: NAD 83 UTM17 Source: Tremaine's Map 1862
P#: 60590467	V#:	

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Figure 3

0 175 350 700
Metres

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Map location: C:\Users\ron.hoskins@aecom.com\Desktop\Heritage Support\60590467_Wellington BKR Heritage Support\60590467_CHER\Figures\Project location 1862.mxd
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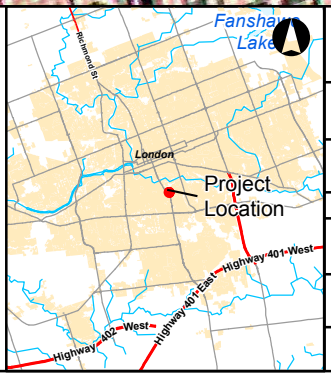
Project Location



Cultural Heritage Evaluation Report
220 Wellington Road
London, Ontario

Project Location, 1878

November 2018	1:20,000	Datum: NAD 83 UTM17 Source: Illustrated Historic Atlas of Middlesex County, Toronto: H.R. Page & Co.
P#: 60590467	V#:	
AECOM		**Figure 4**

0 245 490 980
Metres

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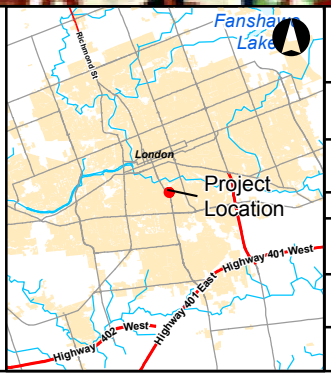

Cultural Heritage Evaluation Report
220 Wellington Road
London, Ontario

Project Location, 1913

November 2018	1:10,000	Datum: NAD 83 UTM17 Source: LIO 2017, Department of Militia and Defence, 1913
P#: 60590467	V#:	

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Figure 5

0 100 200 400
Metres

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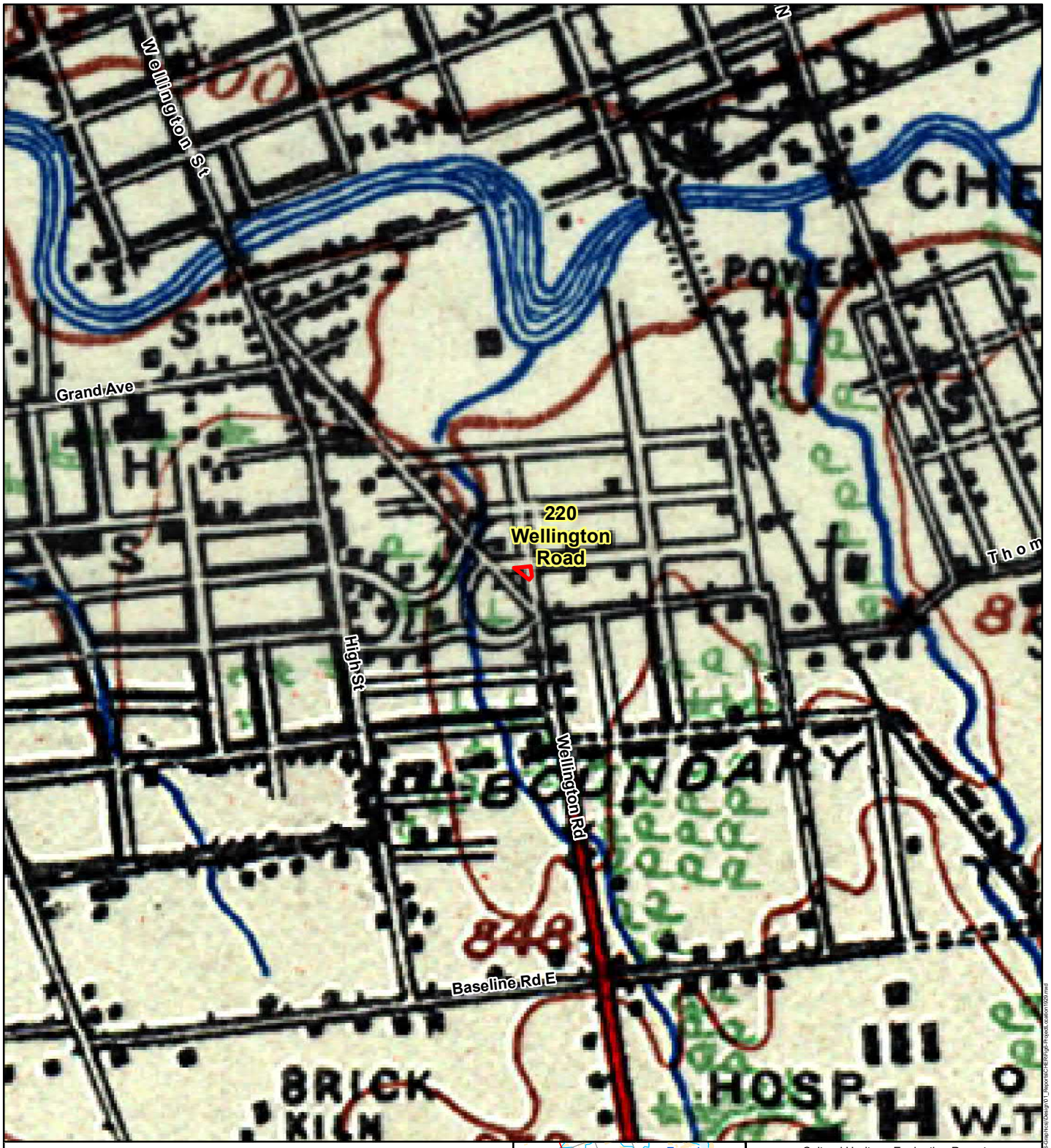

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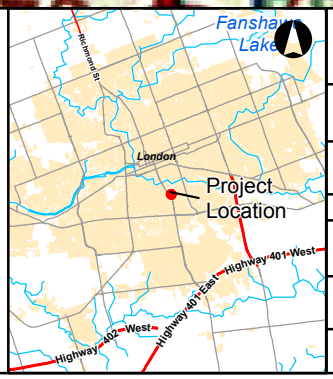

Cultural Heritage Evaluation Report
220 Wellington Road
London, Ontario

Project Location, 1929

November 2018	1:10,000	Datum: NAD 83 UTM17 Source: LIO 2017, Department of Militia and Defence, 1929
P#: 60590467	V#:	

AECOM

Figure 6

0 100 200 400
Metres

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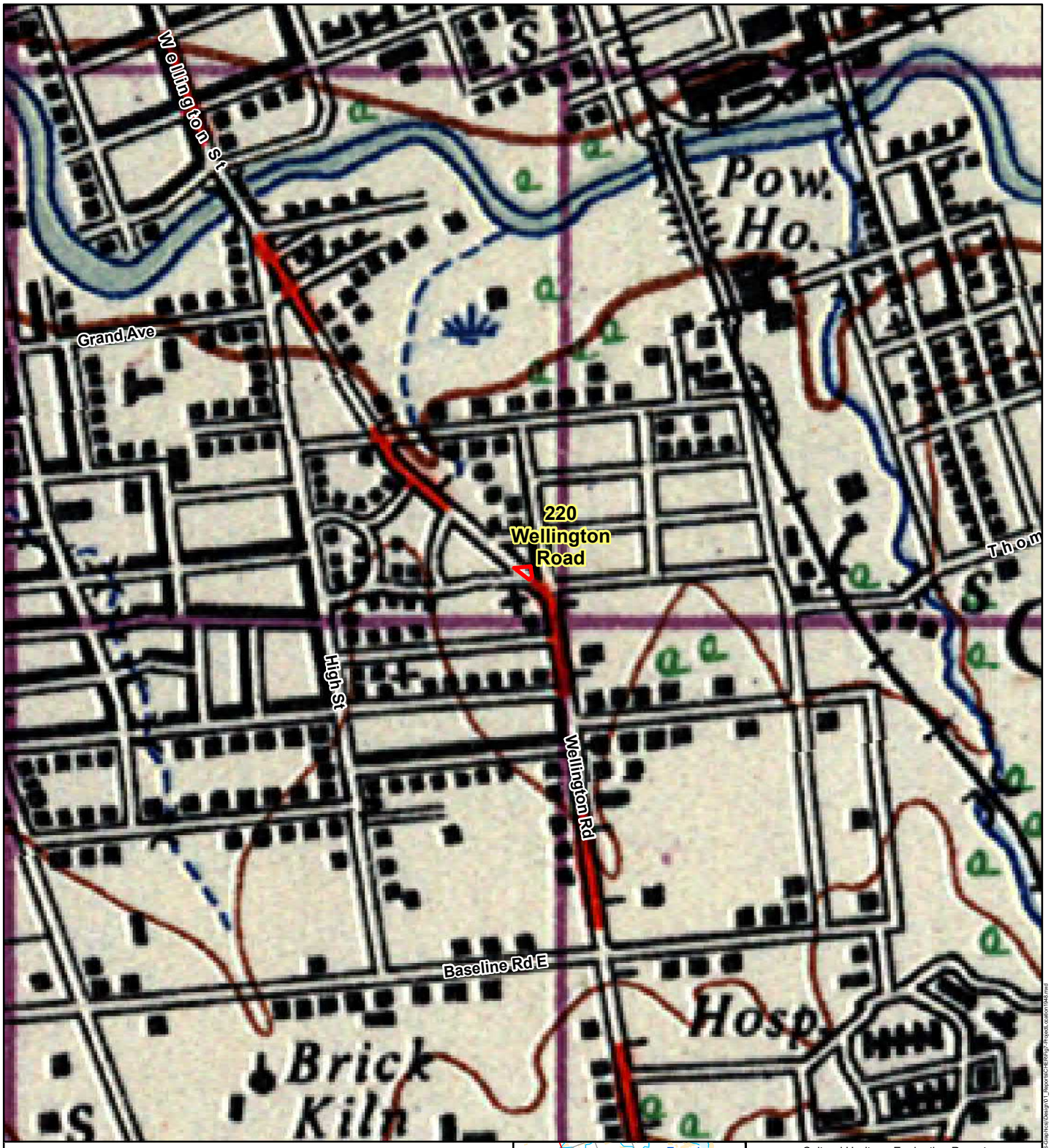

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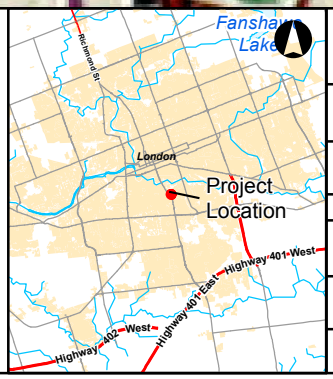

Cultural Heritage Evaluation Report
220 Wellington Road
London, Ontario

Project Location, 1948

November 2018	1:10,000	Datum: NAD 83 UTM17 Source: LIO 2017, Department of National Defence, 1948
P#: 60590467	V#:	

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Figure 7

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Metres

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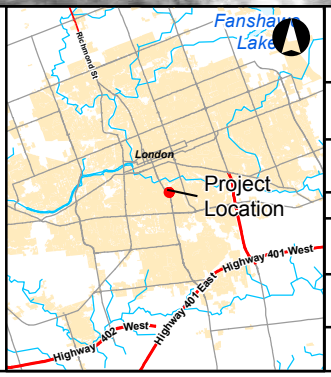

Cultural Heritage Evaluation Report
220 Wellington Road
London, Ontario

Project Location, 1922

November 2018	1:2,000	Datum: NAD 83 UTM17 Source: LIO 2017, Department of Lands and Forests, 1922
P#: 60590467	V#:	

AECOM

Figure 8

0 20 40 80
Metres

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Map location: C:\Users\jcrothers\Desktop\60590467 BA Lucas BR1 Heritage S-p\cad\60_CAD_GIS\620-9.2\F_GIS\Graphics\Deliv\01_Report\GIS\HER\Fig8_Aerial 9.22.mxd
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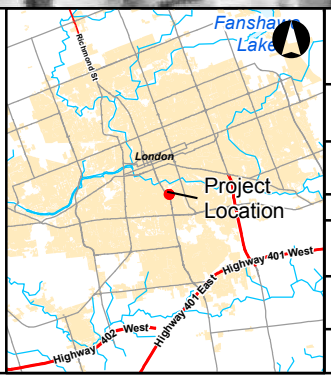

Cultural Heritage Evaluation Report
220 Wellington Road
London, Ontario

Project Location, 1945

November 2018	1:2,000	Datum: NAD 83 UTM17 Source: LIO 2017, Department of Planning and Development, Roll 1025, Line 42, 1945
P#: 60590467	V#:	

AECOM

Figure 9

0 20 40 80
Metres

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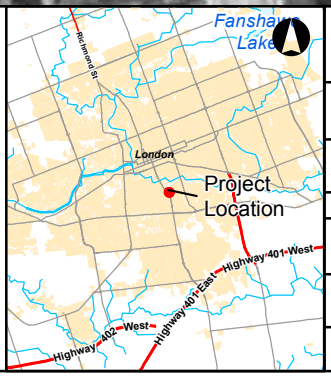

Cultural Heritage Evaluation Report
220 Wellington Road
London, Ontario

Project Location, 1972

November 2018	1:2,000	Datum: NAD 83 UTM17 Source: LIO 2017, City of London -1972 Line 6 Photo 130
P#: 60590467	V#:	

AECOM

Figure 10

0 20 40 80
Metres

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10. Bibliography and Sources

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Page, H. R. & Co. *Illustrated Historical Atlas of the County of Middlesex, Ont.* Toronto: H. R. Page & Co., 1878

Tremaine, Geo. R. & G. M. *Tremaine's Map of the County of Middlesex, Canada West.* Toronto: Geo. R. & G. M. Tremaine, 1862

Provincial Standards and Resources:

Ontario Heritage Tool Kit
http:// www.culture.gov.on.ca/english/heritage/Toolkit/toolkit.ht

Ontario Ministry of Tourism, Culture and Sport: Heritage Conservation Principle's for Land Use Planning
http://www.culture.gov.on.ca/english/heritage/info_sheets/info_sheet_landuse_planning.htm

Ontario Ministry of Tourism, Culture and Sport: Eight Guiding Principles in the Conservation of Historic Properties

http://www.culture.gov.on.ca/english/heritage/info_sheets/info_sheet_8principles.htm

Ontario Heritage Act (2006)

Reference Guide on Physical and Cultural Heritage Resources (1996)

Guidelines for Preparing the Cultural Heritage Resource Component of Environmental Assessments (1992)

Guidelines on the Man-Made Heritage Component of Environmental Assessments (1981)

Environmental Guide for Built Heritage and Cultural Heritage Landscapes (2007)

National and International Standards and Resources:

Canadian Register of Historic Places
http://www.historicplaces.ca/visit-visite/rep-reg_e.aspx

Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada
http://www.pc.gc.ca/docs/pc/guide/nldclpc-sgchpc/index_E.asp

Parks Canada National Historic Sites of Canada
http://www.pc.gc.ca/progs/lhn-nhs/index_e.asp