

City of London

**Cultural Heritage Evaluation Report  
243 Wellington Road, 55 Foxbar Road,  
49 Foxbar Road,  
London, Ontario**

**Prepared by:**

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## Revision History

Revision #	Date	Revised By:	Revision Description
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 243 Wellington Road, including 55 and 49 Foxbar 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 243 Wellington Road, including 55 and 49 Foxbar Road was identified in the City of London Cultural Heritage Screening Report (CHSR) (October 2018) as being a directly impacted, listed cultural heritage 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 includes two mid-20<sup>th</sup> century churches, a modest 1941 church building and the other a distinctive Mid-Century Modern church, constructed in 1957. Based on the evaluation of the background research, historical research, site investigation, and application of the criteria from *Ontario Regulation 9/06*, the subject property was determined to demonstrate significant cultural heritage value.

The completion of this CHER recommends that a Heritage Impact Assessment is required for this property to identify appropriate mitigation measures with respect to any proposed interventions.

Should the City of London wish to pursue designation of the property under Part IV of the *Ontario Heritage Act*, further research, and an interior assessment of the property is recommended in order to inform a comprehensive designating by-law for the property.

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# 1. Introduction

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## 1.1 Development Context

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 243 Wellington Road, including 55 and 49 Foxbar 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.

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## 2. Legislation and Policy Context

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### 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 Standard 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 impact 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 undertaken by Liam Smythe, Heritage Researcher at AECOM, and Michael Greguol, Cultural 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 have 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 243 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.

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## 3. Historical Context

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### 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.<sup>1</sup>

#### 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 1<sup>st</sup>, 1890. Bounded by Wellington Road, Wharncliffe Road, Emery Street and the 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 – known as Hamilton Row prior to 1890 - is so named for the large estates that once fronted on it.<sup>2</sup>

#### 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, 1<sup>st</sup> 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.<sup>3</sup> 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.<sup>4</sup>

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 section as Wellington Street. South of the Thames River, the road changes names to Wellington Road, and is

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<sup>1</sup> *A History of the County of Middlesex, Canada*. Toronto: W. A. & C. L. Goodspeed, 1889. p. 566-568

<sup>2</sup> The Architectural Conservancy of Ontario. *Tecumseh Trek; ACO's 38<sup>th</sup> Annual Geranium Heritage House Tour*. London, Ontario: ACO, June 5, 2011.

<sup>3</sup> *Michael Baker & Hilary Bates Neary. London Street Names*. Toronto: James Lormier & Company Ltd., 2003. p. 100

<sup>4</sup> *A History of the County of Middlesex, Op Cit*. p.570

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 historic Westminster Township. Located on the west side of Wellington Road, Lot 25 was vacant for many years following its original survey. In 1839, Albert S. 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.<sup>5</sup> One of ten children, Albert was born in 1787 to John Odell and Enor Schriver. The Odell family had originally settled in Dutchess 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 4<sup>th</sup> 1817 identify Albert S. Odell and Robert Frank as "overseers of highways".<sup>6</sup> Albert Odell did not reside on this property however; the 1854 assessment roll lists him as living on Lot 26, Concession I.<sup>7</sup>

### 3.2.2 1850-1940

All portions of the original Lot 25 were sold off and subdivided through the 1850s and 1860s. While the 1861 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.

Between 1882 and 1889, portions of the north half of the original Lot 25 was purchased by the Ontario Investment Association. In August of 1889, these lands were deeded to Lieutenant Colonel William Moir Gartshore, Born in Dundas, Ontario in 1853, Col. Gartshore arrived in London in 1873 to accept a superintendent position with the London Car Wheel Company. He would quickly become a major figure in the London business world, serving as director of The Mutual Fire Insurance Company, Ontario Loan and Debenture Company, and the Canada Trust Company. A distinguished military man, Col. Gartshore joined the Queen's Own Rifles in Toronto in 1871, transferring to the 7<sup>th</sup> Fusiliers upon arriving in London. He would go on to serve in the Northwest Rebellion in 1885. Col. Gartshore would later serve as a City Alderman, and ran for Mayor in 1916. In 1876 he married Catherine McClary, daughter of stove manufacturer John McClary. The couple had one daughter, and resided at 90 Ridout Street in South London.<sup>8</sup>

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<sup>5</sup> *A History of the County of Middlesex, Op Cit.* p.568

<sup>6</sup> *A History of the County of Middlesex, Op Cit.* p.948

<sup>7</sup> *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).

<sup>8</sup> *London and its Men of Affairs.* London, Ontario: Advertiser Job Printing Co. n.d. p. 34

### 3.2.3 1940-Present

In 1921 Col. Gartshore subdivided much of his property in the original Lot 25 into residential lots. Registered Plan 457 (4<sup>th</sup>) was completed by Ontario Land Surveyor F. W. Farncom and registered in June of that year. The new subdivision marked a departure from the usual grid pattern – it was the first subdivision in London to be designed with curved streets.<sup>9</sup> The property on which the St. Andrew Memorial Church sits comprises lots 83 to 92 of plan 457. Records indicate that the property was first purchased from William Gartshore in 1925 and that the Diocese of Huron purchased the property in 1940. The St. Andrew Memorial Church was completed the following year, and officially opened by Reverend C. A. Seager, bishop of the Diocese of Huron, on November 28, 1941; its first pastor was Reverend Alford Abraham. Construction of the St. Andrew Memorial Church was funded by Jessie Jameson, who willed an undisclosed sum of money in trust to the Diocese in order to fund the construction of as many churches as possible, wherever the authorities thought necessary. The St. Andrew Memorial Church was the fourth to be constructed using the funds; two others had been constructed on the Munsee Delaware First Nation Reserve near St. Thomas, another in Windsor. The only stipulation of the trust fund was that the churches be named for her father, the Reverend Andrew Jameson, who was the first missionary to the Chippewa First Nation on Walpole Island. A congregation that had previously met in a church at Adelaide Street and Edna Street in Chelsea Green voted to vacate their building and join the new congregation.<sup>10</sup> The Adelaide Street church building was taken over by the United Church of Canada, and is presently occupied by the Holy Cross Romanian Orthodox Church.

From the beginning, the 1941 church building at 243 Wellington Road was intended to be the parish hall of a much larger facility, to be constructed once the congregation had grown to sufficient size.<sup>11</sup> The Diocese set aside the majority of the property for this purpose. Despite its temporary status, the 1941 church was outfitted with the finest furnishings; an elaborate memorial altar was constructed, also with the intention of being moved to the new building.<sup>12</sup> A statue from the altar the Church of St. Andrew Undershaft in London, England, was brought to the church in 1941. One of the oldest churches in England, St. Andrew Undershaft had survived the Great Fire of London and was at the time under threat of destruction by German bombing. The statue of St. Andrew was removed as a precautionary measure, and gifted to the Diocese of Huron to be displayed in the new church.<sup>13</sup> By the 1950s, the congregation had grown sufficiently to warrant the construction of a larger church. The congregation announced its plans in September of 1955, and sod was turned the following May. The new \$140,000 Mid-Century Modern building was dedicated in February of 1957.<sup>14</sup> A new rectory at 49 Foxbar Road was also constructed at this time, its yellow brick and Mid-Century Modern design echoing that of the new church. The land on which the building sits remains under the ownership of the Diocese of Huron. The 1957 church building continues to be used as the St. Andrew Memorial Church; the original 1941 building is currently occupied by the Church of God of Prophecy. The building is also used by two masonic orders operating youth education programs and the London Consistory Club.<sup>15</sup> The rectory at 49 Foxbar Road continues to be used for its original purpose.

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<sup>9</sup> Baker & Bates, *Op Cit.* p. 44

<sup>10</sup> "Dedicate New London Church". *London Free Press*. 15 November 1941.

<sup>11</sup> "Cornerstone of New St. Andrew Memorial Anglican Church Laid". *London Free Press*, 11 September 1941.

<sup>12</sup> "Church of St. Andrew Memorial to Observe Anniversary Sunday". *London Free Press*. 29 November 1947.

<sup>13</sup> *London Free Press*, 28 November 1941.

<sup>14</sup> *London Free Press*, 2 March 1957.

<sup>15</sup> St. Andrew Memorial Church, "Our History"; <http://standrewmemorial.org/about/history/>.

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## 4. Existing Conditions

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### 4.1 Landscape Context

The properties at 243 Wellington Road, 55 Foxbar Road, and 49 Foxbar Road are located on the west side of Wellington Road, at the corner of Wellington Road and Foxbar Road. Wellington Road follows a north-south orientation through the area before curving to the northwest at its intersection with Alexandra Street/Bevelery Street. Wellington Road is a four-lane road, serving as a major connection between Downtown London and Highway 401. The property is located in the South London neighbourhood of the City of London. The area is primarily residential. Almost all residential units are one- or one-and-a-half-storey single-family detached homes located on large lots with mature trees. Some houses fronting onto Wellington Road have been converted to small stores or offices. Most houses appear to have been constructed in the early- to mid-twentieth century. Residential streets generally follow a grid pattern with small rectangular blocks, typical of older residential subdivisions. The exception is the block in which the property is located. Here the streets follow a winding pattern of crescents. There are no sidewalks on streets within this block, although all other residential streets as well as Wellington Road have them on both sides. Streets are lit with lamps affixed to wooden utility poles.

The 1941 building at 243 Wellington is located adjacent to 1957 building at 55 Foxbar Road and is connected to it by a concrete footpath. The property is landscaped with grass, flowerbeds, and mature trees. A large open park is located in the triangle bounded by Foxbar Road and Wellington Crescent to the north of the Church. Together, the two churches represent a “campus” landscape where the 1941 church and 1957 church building are retained on the same property. The church rectory is located at 49 Foxbar Road, on the south side just west of the 1957 church, with the St. Andrew Memorial Community Garden to its west.

### 4.2 Architectural Description – 1941, 243 Wellington Road

#### 4.2.1 East (Front) Elevation

The east (front) elevation of the 1941 church building (**Images 1-4**) on the property is a symmetrical front façade framed by the steep gable of the church roof. A small gabled narthex, or enclosed entryway, projects from the centre, echoing the form and materials of the façade behind it. This entrance is flanked by two Gothic pointed arch windows (**Image 5**). The exterior cladding consists of brown-red rug brick, and the peaks of both gables are clad with white horizontal aluminum cladding. A single concrete step raises the walkway to the entryway of the church. Based on the arrangement of the fenestration, it is assumed that more stairs are located on the interior of the narthex. On the north side of this elevation is a cornerstone that notes the opening of the church, and includes the following text: “ST. ANDREW MEMORIAL SEPTEMBER 10, 1941” (**Image 6**). White vertical downspouts extending from the eaves troughs on the north and south sides of the building continue down the front elevation of the church.

#### 4.2.2 North Elevation

The north elevation (**Image 1**) consists of the side gable portion of the church building and is organized into five bays, divided by the buttresses of the exterior church wall. The first, second, third, and fifth bays all include Gothic pointed arch windows, and each bay also includes a simple basement window. A set of metal stairs is attached at this elevation, leading to a side door on the church. The brown-red brick walls of the church extend from the ground to the roofline, and a tall brick chimney also extends through the roof on the west end of this elevation.

### 4.2.3 South Elevation

The south elevation is mostly obscured from view as a result of the adjacent property fence-line as well as vegetation and tree cover. However, based on visibility, it appears that the south elevation is almost identical to the north elevation in that this side of the structure consists primarily of a series of bays defined by the visible buttresses of the exterior church wall. Much like the north elevation, pointed arch windows appear to be located along the south wall of the church.

## 4.3 Architectural Description – 1957, 55 Foxbar Road

### 4.3.1 East (Front) Elevation

The east (front) elevation of the 1957 church on the property (**Images 7, 8 and 12**) consists of the gable front of the church, its large windows, and the steep gable roof. The building's exterior consists of a beige/yellow brick. In comparison to the adjacent 1941 church, the 1957 structure is much larger, and has a much more modern appearance to its exterior. The east elevation includes a set of wooden double doors centered on the elevation, surrounded by large windows that extend from the ground to the roof line in the gable. These large banks project from the windows and the corners are accented with quoin-inspired detailing. To the right of the front entrance is a projected vestibule or entryway with a gable roof that provides an alternate entrance to the church. On the north side of this elevation is a cornerstone that notes the opening of the church, and includes the following text: "CHURCH OF ST. ANDREW MEMORIAL 1956 WE PREACH CHRIST CRUCIFIED". A large spire rises above the roof ridge.

### 4.3.2 North Elevation

The north elevation (**Image 10**) consists of the winged gable end of the church, defined by the building's steep roof and long depth. It comprises a long brick wall punctuated by a series of narrow, vertical window bays in a regular rhythm. Each bay includes a blue-green panel beneath what appears to be painted glass. A rear wing has been constructed towards the back of the structure on this elevation, and includes an intersecting gable roof with a set of centrally located windows.

### 4.3.3 South Elevation

The south elevation (**Image 11**) faces the 1941 church, and is almost identical in composition to the north elevation. Like the north side of the structure, the south elevation includes a long wall defined primarily by its fenestration, consisting of blue-green panels beneath vertical windows that extend from the roofline to the ground. Given the form of the steep gable roof, the north and south sides of the building are defined primarily by the long depth of the building and its steep gable roof form.

## 4.4 Architectural Description – 1957, 49 Foxbar Road

### 4.4.1 Front (North) Elevation

The north elevation faces Foxbar Road. The building is set far back from the road with a large lawn and single-width driveway in front. The north elevation is a two-storey façade with a low pitched side gable roof covered in brown asphalt shingles. Attached to the building is a single car garage with low hipped roof, connected to the building with a covered breezeway that extends over the main entrance. This façade and the garage are clad in yellow brick, similar to that of the 1957 church next door. A recessed bay is located slightly to the right of centre. On



the ground floor, this contains a large window and single entrance door offset to the right. The second storey of this bay is clad in vertical aluminum siding and has two horizontally sliding windows offset to the left. The only other window on this façade is a small horizontally sliding window on the ground floor, just to the left of the main entrance.

#### 4.4.2 South (Rear) Elevation

The south elevation is obscured by high trees and neighbouring properties. It appears to be a two storey façade, clad in yellow brick. An awning with a sloping roof supported by square wooden posts extends out just below the eaves covering the rear entrance.

#### 4.4.3 East Elevation

The east elevation is obscured by large trees. It appears to be a two-storey end-gable façade with large windows on the first and second storeys.

#### 4.4.4 West Elevation

The west elevation faces onto the St. Andrew Memorial Community Garden. It is partially obscured by a large hedge and tree. It is a two storey, end gable façade with two symmetrically arranged windows on the first and second storeys. All windows consist of a large pane of fixed glass with small sliding horizontally windows below. The garage is clad in yellow brick, with a single horizontally oriented window just below the eaves.

### 4.5 Comparative Analysis

A comparative analysis was undertaken to establish a baseline understanding of cultural heritage resources 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 identified properties within the City of London, as well as similar examples of architecture identified as Mid-Century Modern architectural style and places of worship. Eight comparable properties with 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 eight 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:





- Eight were originally built as places of worship;
- Six still function as places of worship
- Seven contain buildings that can be considered examples of Mid-Century Modern places of worship
- Two contain more than one building (a historic building and a newer building) forming a “campus”
- Two have steep A-Frame gables/form
- Five are constructed or clad with exterior brick

The Mid-Century Modern architectural style evolved out of the larger modernist and Art Moderne movements from the earlier 20<sup>th</sup> century. Like the Art Moderne movement, the Mid-Century Modern style was a self-conscious effort

to put former architectural styles and traditions behind and separate into new streamlined and experimental forms. In architecture, traditional architectural elements like columns and capitals were replaced with inverted wing roofs, and reinforced concrete forms. In civic or institutional architecture, Mid-Century Modern buildings often took on the form of tented structures, which was often most noticeable in church architecture where traditional gable roof forms became much more exaggerated in form, sometimes built in an A-Frame style.<sup>16</sup>

The comparative analysis suggests that the subject property is an early example of a Mid-Century Modern place of worship within the City of London. It is typical in its size and massing, as well as its gable form. However, the exaggerated A-Frame included as a part of the subject property is a much more distinctive element of the building's form. Various shades of brick have been used for comparative styles of architecture in London.

**Table 1: Comparative analysis of properties with cultural heritage value with buildings/structures of similar age, style, and/or typology**

Address	Recognition	Picture	Age	Material	Style
534 Huron Street  Or Shalom Congregation	Listed  Priority 1		1960	Brick – brown, rug brick, and concrete	Mid-Century Modern place of worship, temple, circular form, flat roof
33 Bromleigh Avenue  Church of the Transfiguration	Listed  Priority 1		1962	Frame, metal exterior cladding, Stone/concrete	Mid-Century Modern, place of worship, shallow gable roof, projected awning
471 Ridgewood Crescent  Mount Zion United Church	Listed  Priority 1		1963	Frame, exterior faux stone/silica cladding, brick, and concrete	Mid-Century Modern, place of worship, steep folding plate, and tall spire
511 Cheapside Street  St. Michael's Roman Catholic Church	Listed  Priority 1		1971	Brick, yellow/orange brick	Mid-Century Modern, place of worship, medium-pitched gable roof

<sup>16</sup> Hal Kalman, A History of Canadian Architecture. Oxford Printing Press, 1994.

<p><b>29 Victoria Street</b></p> <p><b>Gibbons Park Montessori School (former Unitarian Fellowship Hall)</b></p>	<p>Listed</p> <p>Priority 1</p>		<p>1961</p>	<p>Brick, dark brown rug brick</p>	<p>Mid-Century Modern, former place of worship, one storey, flat roof</p>
<p><b>1246 Oxford Street West</b></p> <p><b>St. Aidan's Anglican Church</b></p>	<p>None</p>		<p>TBD</p>	<p>Stone</p>	<p>Mid-Century Modern, place of worship, steep A-Frame/gable roof</p>
<p><b>1344 Commissioners Road West</b></p> <p><b>St. Anne's Anglican Church</b></p>	<p>Listed,</p> <p>Priority 1</p>		<p>1853 (old church), 1950 (new hall)</p>	<p>Field stone (old church), buff brick (new hall)</p>	<p>Old church – Gothic Revival, single storey with shallow-pitched gable roof. New hall – Mid-Century Modern, hall associated with place of worship, shallow-pitched gable roof</p>

## 4.6 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 one-and-a-half storey church (1941) and a larger Mid-Century Modern church (1957). The 1941 church is constructed of red brick with a steep end-gable roof. Review of historic aerial photos and maps indicated that the church's footprint remains identical to its original construction, with no additions. The blank steel door on the main entrance is believed to be a recent modification, as is the steel stairs and landing on

north side. The aluminium siding on the gables would also be of more recent vintage, likely covering or replacing older wood siding. All windows appear to have been replaced with modern aluminum frames. It is not known if any stained glass windows were present at the time of the church's construction, although these are not mentioned in any contemporary articles. Given the modest nature of the building it is likely that the church was constructed with little ornamentation. The cornerstone remains present on the northeastern corner of the building.

The 1957 church is constructed of a yellow brick with a steep end-gable roof, and a review of available mapping and aerial photography indicates that the church's footprint remains similar, with the rear wing of the church evidently a part of the original construction. The church appears to remain relatively unaltered and the exterior doors, and windows also appear to be of their original design and materials.

As such, the buildings can be considered to retain much of its historic integrity and original built character.

## 5. Heritage Evaluation

### 5.1 Ontario Regulation 9/06

Criteria	Meets Criteria (Yes/No)	Rationale
<p>1) The property has <i>design or physical value</i> because it:</p> <p>i) Is a rare, unique, representative or early example of a style, type, or expression, material, or construction method.</p>	Yes	<p>The 1941 church at 243 Wellington Road is a typical example of modest mid-20<sup>th</sup> century church architecture within the City of London, and elsewhere in Ontario. The building's form and style are modest in design and does not represent a rare, unique, representative, or early example of a style, type, or expression of a style, type, or expression, material, or construction method.</p> <p>However, the 1957 church at 55 Foxbar Road is a representative example of a Mid-Century Modern church. The church is one of several Mid-Century Modern places of worship that have recently been identified within the City of London as having potential cultural heritage value. In particular, this church includes a number of design elements that are considered to be consistent with the Mid-Century Modern style and represents a good example of the style.</p>
<p>ii) Displays a high degree of craftsmanship or artistic merit.</p>	No	<p>The 1941 church is modest in in construction and does not appear to display a high degree of craftsmanship or artistic merit.</p> <p>The 1957 church may be aesthetically interesting, however no element of its design is unusual when compared with other Mid-Century Modern places of worship of the period.</p>

<p>iii) Demonstrates a high degree of technical or scientific achievement.</p>	<p>No</p>	<p>Assessment of the interior of both churches was outside of the scope of this assessment, and would be encouraged to more fully understand the application of this criteria for the purposes of designation, if pursued. While visually interesting, no evidence was found to suggest that either building demonstrates a high degree of technical merit or scientific achievement. Their construction is typical of other small places of worship of the era.</p>
<p>2) The property has historic or associative value because it:</p>		
<p>i) Has direct associations with a theme, event, belief, person, activity, organisation, or institution that is significant to a community.</p>	<p>No</p>	<p>While the property is associated with a longstanding organisation and reflects the twentieth century growth of the organisation, the church organisation is not of particular local significance. The property does not appear to have direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community.</p>
<p>ii) Yields, or has the potential to yield information that contributes to the understanding of a community or culture.</p>	<p>No</p>	<p>The building does not yield information towards understanding the community or its culture. It is unlikely that the buildings provide any information about the community.</p>
<p>iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to the community.</p>	<p>No</p>	<p>No evidence was found to suggest that either building was the work of a major architect, artist, builder, designer or theorist who was significant to the community.</p>
<p>3) The property has contextual value because it:</p>		
<p>i) Is important in defining, maintaining, or supporting the character of an area</p>	<p>No</p>	<p>Although the two church buildings on the property are one of a few places of worship located in a primarily residential area along Wellington Road. The area also includes Gartshore Park, located just north of the church property. The Redeemer Evangelical Lutheran Church is located north of the park, another example of Mid-Century Modern architecture.</p>

		<p>However, the two church buildings on the subject property do defining or maintain or support a particular character in the area and as a result, the property does not appear to be an important element in defining or maintaining the character of this portion of Wellington Road.</p>
<p>ii) Is physically, functionally, visually or historically linked to its surroundings</p>	<p>Yes</p>	<p>The property represents an unusual example of a church property where the original building was retained rather than being replaced. The property illustrates the evolution of the church and the growth of the area during the mid-twentieth century and the buildings form a “campus”. Further, as a result of the irregular curvature of Wellington Road, the orientation of the 1957 church is unusual. Together, the two churches are physically, and historically linked, and in particular, the 1957 church is physically, and functionally linked to its surroundings.</p>
<p>iii) Is a landmark</p>	<p>No</p>	<p>Although the property contains two small to mid-scale churches, located at an unusual orientation on the property and along Wellington Road, the property does not appear to be considered a landmark.</p>

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## 6. Conclusions

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Based on the evaluation of background historical research, site investigation, and application of the criteria outlined in *Ontario Regulation 9/06*, the subject property at 243 Wellington Road was determined to have significant cultural heritage value or interest. Accordingly, the following Statement of Cultural Heritage Value or Interest and list of Heritage Attributes have been prepared.

### 6.1 Statement of Cultural Heritage Value

#### 6.1.1 Description of Property

The property at 243 Wellington Road, 55 Foxbar Road, 49 Foxbar Road, in the City of London consists of two mid-20<sup>th</sup> century churches, and rectory built in 1941 and 1957. The 1941 church building consists of a brown and red rug brick and gable roof. The 1957 church building consists of a beige/yellow brick and is much larger in scale than the 1941 structure, also including a gable roof. The rectory building is also constructed of yellow brick, similar to the 1957 church and is situated with its frontage entirely on Foxbar Road. Both church structures maintain frontage on the west side of Wellington Road, however, the orientation of the 1957 church building is much more unusual given the unusual curvature of Wellington Road.

#### 6.1.2 Cultural Heritage Value

Originally developed in 1941, the property at 243 Wellington Road, 55 Foxbar Road, 49 Foxbar Road, in the City of London includes two church buildings, and a rectory built by and for the St. Andrew Memorial Church. The first of the church structures built in 1941, consists of a modest brown and red rug brick church building built with a gable roof, and includes horizontal white cladding in the gable peak of the structure. Pointed arch windows punctuate the north, east, and west façades of the structures. As a result of its growing congregation in the mid-20<sup>th</sup> century, the congregation was in need of a larger church and by 1957, a newer, and much larger second church building was constructed on the property in the Mid-Century Modern style of architecture, and a rectory building was also constructed, adjacent to the church, and fronting onto Foxbar Road.

The 1957 church structure was designed with a steeply-pitched gable roof form, and tall, narrow windows and panelling in a manner representative of Mid-Century Modern architectural style, applied in the design and construction of a place of worship. As an example of Mid-Century Modern architecture, the building includes a number of design elements that represent the style including its steep-pitched roof, designed in a steep A-Frame form, as well as its uses of narrow windows and panelling.

As a campus-like property, the retention of the 1941 church building, the 1957 church building, and 1957 rectory, all retained on a single property represents a functional, historical, and physical link to its surroundings. The 1941 and 1957 church buildings are historically and functionally linked in that they represent the growing congregation of the St. Andrew Memorial Church in the mid-20<sup>th</sup> century and the requirement for the construction of a larger place of worship. The two church buildings are physically connected by a walkway and represent a campus of sorts that typically not found elsewhere within the City of London. Lastly, the orientation of the 1957 church structure is unusual as a result of the curvature of Wellington Road and the church's placement on the property adjacent to the 1941 church. As a result, the property demonstrates a contextual value that is represented by its orientation and surroundings.



Individually, the 1957 church building is a representative example of mid-20<sup>th</sup> century Mid-Century Modern architectural utilized in the design and construction of a place of worship. Together, with the retention of the 1941 church structure and the presence of the 1957 rectory on the same property, the property at 243 Wellington Road, 55 Foxbar Road, and 49 Foxbar Road form a campus that represents the growth, contextual relationship, and value of all three structures.

## 6.2 Heritage Attributes

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

- 1941 church building including:
  - Small, modest scale and form;
  - Gable—pitched roof;
  - Pointed-arch windows;
  - Cornerstone
  - Contextual and spatial relationship with the 1957 church building and rectory constructed on the same property.
  
- 1957 Mid-Century Modern church including:
  - Steeply-pitched gable roof;
  - Yellow brick;
  - Distinctive greenish-blue panels, and narrow window units;
  - Leaded glass windows;
  - Centrally-located spire;
  - Cornerstone; and
  - Contextual and functional, and spatial relationship with the 1941 church building and 1957 rectory constructed on the same property.

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## 7. Recommendations

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AECOM was retained by the City of London to complete a Cultural Heritage Evaluation Report as part of the Transit Project Assessment Process for the proposed London Bus Rapid Transit (BRT) system to determine the cultural heritage value of the property at 243 Wellington Road.

The subject property includes two mid-20<sup>th</sup> century churches, a modest 1941 church building and the other a distinctive Mid-Century Modern church, constructed in 1957. Based on the evaluation of the background research, historical research, site investigation, and application of the criteria from *Ontario Regulation 9/06*, the subject property was determined to demonstrate significant cultural heritage value.

The completion of this CHER recommends that a Heritage Impact Assessment is required for this property to identify appropriate mitigation measures with respect to any proposed interventions.

Should the City of London wish to pursue designation of the property under Part IV of the *Ontario Heritage Act*, further research, and an interior assessment of the property is recommended in order to inform a comprehensive designating by-law for the property.

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## 8. Images

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**Image 1: 1941 St. Andrew Memorial Church, looking south from Wellington Road. (AECOM, 2018)**



**Image 2: St. Andrew Memorial Church, showing original 1941 church at left, with 1957 structure at right. (AECOM, 2018)**



**Image 3: East façade of 1941 church, showing vestibule. (AECOM, 2018)**



**Image 4: 1941 church, showing relationship to 1957 church and surrounding residential neighbourhood. (AECOM, 2018).**

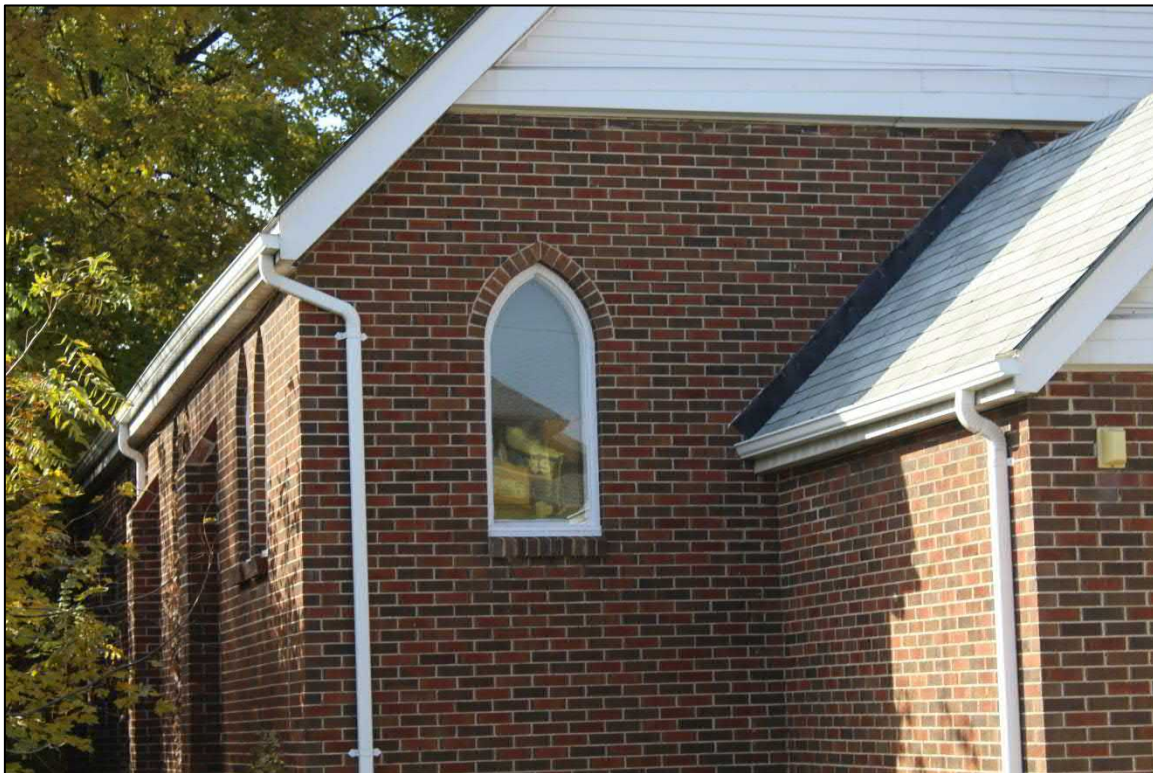


Image 5: Detail of pointed arch window on east façade of 1941 church. (AECOM, 2018)



Image 6: Cornerstone on the northeast corner of the 1941 church. (AECOM, 2018)



**Image 7: East elevation of 1957 church showing design with steep gable roof. (AECOM, 2018)**



**Image 8: 1957 church looking southwest from Wellington Road. (AECOM, 2018)**



**Image 9: 1957 church, showing parking area and surrounding landscape. (AECOM, 2018)**



**Image 10: North elevation of 1957 church, showing narrow vertical windows and intersecting side gable roof. (AECOM, 2018)**



**Image 11: St Andrew Memorial Church property with 1941 church at left, south elevation of 1957 at right. (AECOM, 2018)**



**Image 12: Detail of windows and brickwork on east elevation of 1957 church. (AECOM, 2018)**





**Image 13: View of the rectory at 49 Foxbar Road, located adjacent to the 1957 church building (AECOM, 2018)**



**Image 14: View looking south, showing the 1957 church structure and the 1957 rectory along Foxbar Road (AECOM, 2018)**

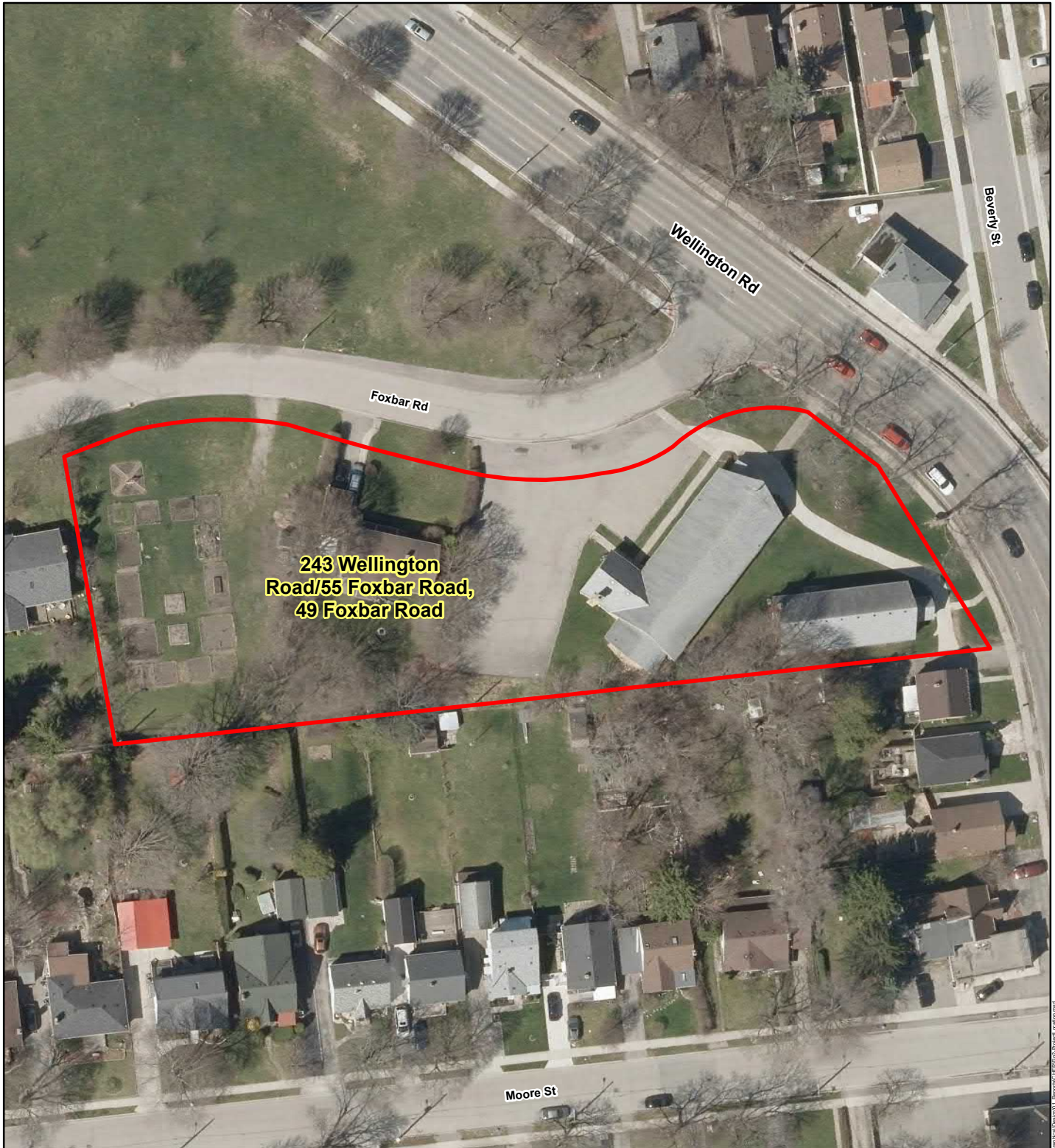
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## **9. Historic Photos and Mapping**

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


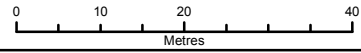




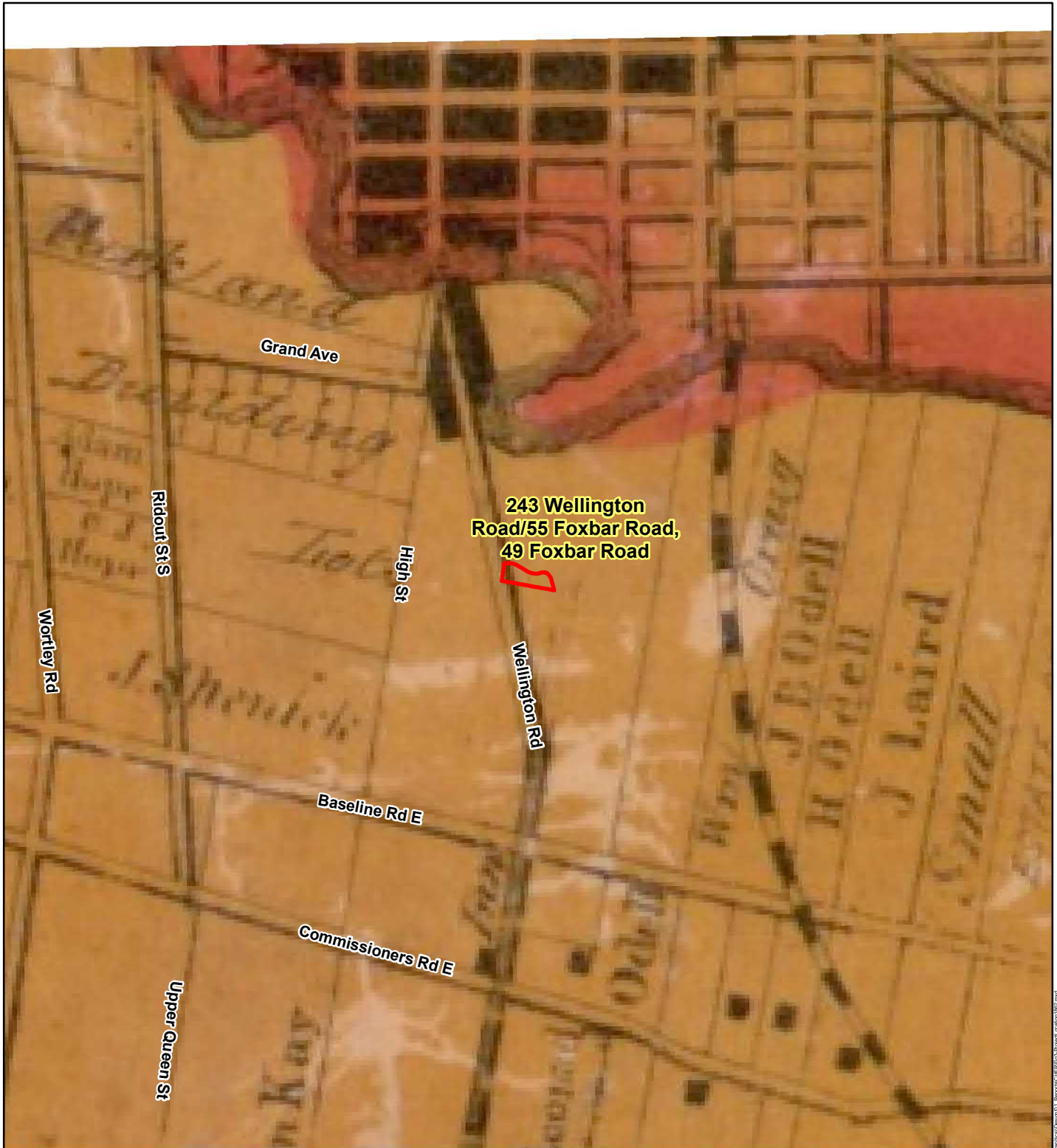
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 Project Location



Cultural Heritage Evaluation Report 243 Wellington Road/55 Foxbar Road, 49 Foxbar Road London, Ontario		
Project Location in Detail		
November 2018 P#: 60590467	1:900 V#:	Datum: NAD 83 UTM17 Source: LIO 2017, City of London 2017
		<b>Figure 2</b>
		
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Map Source: "Map of the City of London, Ontario" (2017) by the City of London, Ontario. Aerial Imagery: "Aerial Imagery" (2017) by the City of London, Ontario. Project Location: "Project Location" (2017) by the City of London, Ontario.



**Legend**

 Project Location

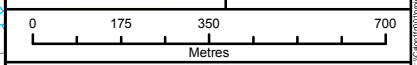


Cultural Heritage Evaluation Report  
 243 Wellington Road/55 Foxbar Road, 49 Foxbar Road  
 London, Ontario

Project Location, 1862

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

**AECOM** **Figure 3**



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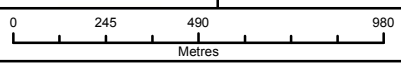
Map Source: "London (1862).tif" (2018-08-08 10:00:00 AM) - 100% Scale - 1862.mxd



**Legend**

 Project Location



Cultural Heritage Evaluation Report		
243 Wellington Road/55 Foxbar Road, 49 Foxbar 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.
PH#: 60590467	V#:	
<b>AECOM</b>		<b>Figure 4</b>
		
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Map Source: "Illustrated Historic Atlas of Middlesex County" (1878) by H.R. Page & Co. Digitized by the University of Toronto. Project Location: 43.651111, -81.233333. Scale: 1:20,000. Date: 2018-11-08.













1945


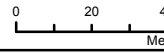


1965

**Legend**

 Project Location



Cultural Heritage Evaluation Report 243 Wellington Road/55 Foxbar Road, 49 Foxbar Road London, Ontario	
Project Location, 1945 & 1965	
November 2018	1:2,000
P#: 60590467	V#:
	
<b>Figure 9</b>	
	
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Map Source: "LONDON (1945 AND 1965) AERIAL PHOTOGRAPHS" (1945 AND 1965) - 1000.mxd  
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 User: jason.gardner



**243 Wellington Road/55 Foxbar Road, 49 Foxbar Road**

### Legend

 Project Location

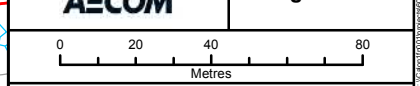


Cultural Heritage Evaluation Report  
243 Wellington Road/55 Foxbar Road, 49 Foxbar Road  
London, Ontario

Project Location, 1972

November 2018	1:2,000	Datum: NAD 83 UTM17 Source: LIO 2017, City of London - 1972 Line 6 Photo 130
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P#: 60590467	V#:	<b>AECOM</b>	<b>Figure 10</b>
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### **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](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](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](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](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](http://www.pc.gc.ca/progs/lhn-nhs/index_e.asp)

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