

DRAFT REPORT – NOVEMBER 5, 2018

CULTURAL HERITAGE EVALUATION REPORT

TRANSIT PROJECT ASSESSMENT PROCESS
LONDON BUS RAPID TRANSIT

44 WHARNCLIFFE ROAD NORTH
CITY OF LONDON
PROVINCE OF ONTARIO





CULTURAL HERITAGE EVALUATION REPORT

44 WHARNCLIFFE ROAD NORTH

CITY OF LONDON
PROVINCE OF ONTARIO

REPORT

PROJECT NO.: 141-21085-00
DATE: OCTOBER 2018

WSP

WSP.COM

SIGNATURES

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EXECUTIVE SUMMARY

WSP Canada Inc. (WSP) was retained by the City of London to complete a Cultural Heritage Evaluation Report (CHER) as part of the Transit Project Assessment Process for the proposed London Bus Rapid Transit system to determine the potential cultural heritage significance of the property at 44 Wharncliffe Road North, which has been identified in the City of London Cultural Heritage Screening Report (October 2018) as being a directly impacted and as a potential cultural heritage property listed on the City of London's Inventory of Heritage Resources.

The subject property contains a one-and-a-half storey red-orange rug brick, post-war bungalow built in 1951 (MPAC). Based on the results of background historical research, site investigation, and application of the criteria from *Ontario Regulation 9/06*, the subject property has been determined not to meet *Ontario Regulation 9/06*, and therefore not retain cultural heritage value or interest.

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

- 1 The property at 44 Wharncliffe Road North was determined not to have significant cultural heritage value or interest. The property may be removed from the heritage register. Subsequently, no additional cultural heritage work is recommended for this property.**



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1 INTRODUCTION

1.1 DEVELOPMENT CONTEXT

WSP Canada Inc. (WSP) was retained by the City of London to complete a Cultural Heritage Evaluation Report (CHER) 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 44 Wharncliffe Road North (Figure 1). The BRT system is comprised of four segments, combined into two operational 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 44 Wharncliffe Road North 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 Transit Project Assessment Process (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.

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 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 an environmental assessment. The following have informed the preparation of this CHER:

- Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments (1992),
- Guidelines on the Man-Made Heritage Component of Environmental Assessments (1981),
- MTCS Standards & 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 months 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 Provincial Policy Statement, 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 Ontario under the act. All designations under the *Ontario Heritage Act* after 2006 must meet the minimum criteria outlined in the regulation.

Criteria

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 it 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, or
 - 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, or
 - 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, or
 - iii. is a landmark. O. Reg. 9/06, s. 1 (2).
-

2.1.3 MUNICIPAL POLICIES

In addition to provincial legislation, policies and guiding documents, municipal policies regarding cultural heritage have also been considered as a part of this CHER.

The London Plan is the City of London's new Official Plan which was consolidated 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 Cultural Heritage Evaluation Report 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.

This CHER is guided and informed by 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. (See Section 11)

2.3 CONSULTATION

Consultation for the London BRT project has been conducted with the London Advisory Committee on Heritage (LACH). A draft CHSR report (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 an additional 30 properties be evaluated for their potential cultural heritage value which were not identified by the draft CHSR. 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 report was also provided to the Ministry of Tourism Culture and Sport (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 that recommended these properties be addressed through CHERs prior to the completion of TPAP, including the property at 44 Wharnccliffe Road North. Ongoing communications with MTCS have continued as a part of the TPAP process.

The revised CHSR (Dated October 8th, 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 at their November 14th, 2018 meeting.

3 HISTORICAL CONTEXT

3.1 LOCAL CONTEXT AND SETTLEMENT HISTORY

City of London

For a detailed local history of the City of London, please refer to the City of London Cultural Heritage Screening Report (CHSR): London Bus Rapid Transit System (WSP, 2018).

London West

London West began as two small communities on the west side of the Thames River. After initial settlement, Kensington developed on the west side of the Wharncliffe Highway while Petersville developed on the east side.

In 1807, Joshua Applegarth was granted 1000 acres of land to the west of the Thames River with the intention to cultivate hemp. The attempt at cultivation was unsuccessful, and after a short departure from the area, he returned and later served as the town clerk in 1819. Part of Applegarth's lands were later occupied by William Montague who offered a service to transport settlers across the Thames River by canoe (City of London, 2014).

In 1823, John Kent purchased Lots 1 and 2 on the east side of the Wharncliffe Highway (City of London, 2014). In 1834, Walter Nixon purchased Lot 1 on the west side of the Wharncliffe Highway, later purchasing Lot 2. After Nixon's death in 1871, his son, Joseph Nixon, sold Lot 1 to John Walker. Walker submitted plans for the Suburb of Kensington (Figure 2) to be completed on the west side of the Wharncliffe Highway (City of London, 2014). The suburb contained 115 new lots and was expected to flourish into a wealthy neighbourhood (City of London, 2014). However, in 1874, Kensington was severely flooded from the Thames River, with many residents having to be rescued by boat. The flood caused the Kensington neighbourhood to grow slower than originally anticipated (City of London, 2014; Brock & McEwen, 2011: 92).

Concurrently with the development of Kensington, Peterville was developing on the east side of the Wharncliffe Highway. The area was initially referred to as Bridgetown, but was renamed Petersville after Samuel Peters, a major land owner. His nephew, also named Samuel Peters, surveyed the area in 1854 (City of London, 2014). In 1872, the Petersville post office opened with William Lowgrey as postmaster (Grainger, 2002: 320; Brock & McEwen, 2011: 87). Petersville soon merged with Kensington, incorporating as the Village Of Petersville in 1875 (Grainger, 2002: 320; City of London, 2014). After previous designs of the Blackfriars Bridge had been severely compromised by flooding, the City of London's first iron bridge was constructed in 1875. This bridge served as an important east-west link between the Village of Petersville and the City of London (City of London, 2014; Brock & McEwen, 2011: 97).

In 1881, the Village of Petersville voted to change its name to London West (City of London, 2014; Brock & McEwen, 2011: 116). In 1897, London West was annexed by the City of London, which eventually allowed for more amenities, like street cars, paved streets and sidewalks, to be implemented into the London West area (City of London, 2014; Brock & McEwen, 2011: 151).

Wharncliffe Road

In 1824, Colonel Thomas Talbot commissioned Mahlon Burwell to survey the Wharncliffe Highway (later Wharncliffe Road) through the London Town Plot, extending along the western side of the North Branch of the Thames River to connect with Concession 4 within London Township (Brock & McEwen, 2001: 9; Baker & Neary, 2003: 104). Colonel Talbot named the road after James Archibald Stuart-Wortley, Baron Wharncliffe of Wortley (Baker & Neary, 2003: 104). Wharncliffe Road has served as a primary north-south route in the City of London since 1824.

3.2 LAND USE HISTORY

The Euro-canadian land use history for 44 Wharncliffe Road was produced using census returns, land registry records, city directories, assessment and/or collector rolls, historical mapping, and other primary and secondary sources where available. This section has generally been divided into periods of property ownership, separated by significant changes in tenure. The subject property is located on former Lot 17, Concession 1 in London Township.

3.2.1 1834-1871

According to the Abstract Index for the property, Walter Nixon purchased Lot 17, Concession 1 from the John Kent in 1834. The 1861 Census returns for the County of Middlesex (No Enumeration District identified, page 75) indicate that Walter Nixon was a 66 year-old farmer who resided in a two storey brick building on the Lot with his wife Hannah, aged 61, and his four children: Joseph Nixon (aged 29), Jane Nixon (aged 24), George Nixon (aged 23), and Hannah Nixon (aged 20). Thomas Hines, a farm labourer residing on the property, was also enumerated.

Tremaine's 1862 Middlesex County Map (Figure 3) confirms that Walter Nixon occupied Lot 17, Concession 1 at that time. The property retains a generally rectangular shape and the Wharncliffe Highway is indicated, transecting Nixon's property.

3.2.2 1871-1879

The property passed to Joseph Nixon, Walter's eldest son, in 1871 upon Walter's death. John Walker purchased the property that same year with ambitions to create a new suburb for the growing City of London. Popularly known as Kensignton, Walker's Suburb was located to the west of Petersville and was bounded by Wharncliffe Road

North to the east, the Thames River to the south, and agricultural properties to the north and west. The current boundaries of the subject property fall completely within Lot 7 of Walker's Plan (Plan 308). The 1872 *Plan of the Suburb of Kensington Belonging to John Walker, Esq.* (Figure 2) indicates that Lot 7 was oriented toward the Wharncliffe Highway, located on the west side of that right-of-way, with the property's northern boundary demarcated by the newly surveyed Walnut Street. The 1878 *Map of the City of London and Suburbs* confirms Walker's Plan was surveyed faithfully (Figure 4) and identifies the area as a distinct suburb.

The subject property was transferred in relatively quick succession during the 1870s. The Abstract Index for Lot 7 (Plan 308) indicates that Henry Johnston, a board member of the Huron & Middlesex Mutual Fire Insurance Company (Annon, 1889: 406), sold the property to Annie Hutchinson in 1876 (MCLRO 145). Annie Hutchinson was married to Charles Hutchinson who was the County Crown Attorney and Clerk of the Peace for the County of Middlesex (Annon., 1889). Later in 1876, Annie and Charles Hutchinson transferred the land to Thomas Barham (MCLRO 211). Barham then deeded Lot 7 to John S. Stanton in 1879 (MCLRO 631).

3.2.3 1879-1921

According to the 1881 Census Returns for London West Village (Schedule 1, Page 21), John Stanton was a 34 year-old harness maker who lived on the property with his wife Susan, aged 25, and his child Florence Mable, aged 2. The census also records Julia Alicia Stanton as an occupant of the household, though it appears that she was not a member of the immediate family.

The 1891 Census Returns for London West Village (Schedule 1, Page 57) reveal that the family lived in a single-storey, frame house on the subject property. The returns also indicate that the family had grown to include four more children: Lena (aged 11), Ethal (aged 6), Olive (aged 4), and William (aged 1).

Charles E. Goad and the Underwriter's Survey Bureau's (Goad's) *Fire Insurance Plans of the City of London* provide detail of the configuration and nature of the subdivided study area parcel. In the 1907 fire insurance plan, a frame structure is identified on the parcel with an extension at its rear (Figure 5). The plan records the rear extension as approximately two feet shorter than the rest of the structure. The residence is set back from Wharncliffe Road, though it appears that the setback along Walnut Street to the north was minimal. An outbuilding is identified at the parcel's western boundary, crossing into the neighbouring 42 Wharncliffe Parcel to the south. As this structure is not coloured on the plan its material composition is unknown. The structure was assigned an address of 12 Walnut Street, suggesting it was not associated with the properties on Wharncliffe Road.

The Goad's *Fire Insurance Plan for the City of London* published in 1915 identifies the structure at 44 Wharncliffe Road to be a one and a half storey frame dwelling (Figure 5). The rear extension appears to be omitted from the plan, and the building at 12 Walnut Street is no longer present on the parcel.

3.2.4 1921-PRESENT

In 1921, John Stanton transferred the land to Norman F. Schram (MCLRO 22540). Goad's 1922 revision of the 1915 fire insurance plan includes the rear extension, again indicating the rear portion is approximately two feet shorter than the rest of the structure (Figure 7). This structure was likely demolished following 1930, when the address is removed from the City Directory.

In 1946, Norman F. Schram transferred the property to William R. Fraser (MCLRO 38810). William R. Fraser transferred the land to James O. McCutcheon and Margaret M. McCutcheon in 1951 (MCLRO 44226). According to the Municipal Property Assessment Corporation, the subject residence was constructed in 1951, likely for James and Margaret McCutcheon. According to the 1951 City Directory, a J. McCutcheon, dentist, lives at this address. Previous to 1951 the address does not appear in the City Directories. Aerial photography from 1967 (Figure 8) captures the subject structure located on the corner of Wharncliffe Road and Walnut Street, which had been renamed Kensington Place.

During the 1970s a decision was made to extend Dundas Street West, now Riverside Drive, west to meet Mount Pleasant Avenue. This 3 million dollar project significantly altered the landscape, requiring the demolition of a number of houses to the south and west of the subject property. The extension altered traffic flow in and out of the downtown, with Riverside Drive becoming a major thoroughfare following its completion in late 1977. While the residence was not demolished as part of the extension, the property boundaries were altered resulting in a general reduction in size. In addition, Kensington Place was dead-ended just beyond the western boundary of the subject property. (Figures 9 to 11)

James and Margaret McCutcheon transferred the land to Robert P. McCutcheon in 1966 (MCLRO 125982). According to the City Directories, the property remains a dentist office throughout this period. The property was then transferred to a numbered company in 2005 (MCLRO ER388634).

4 EXISTING CONDITIONS

4.1 DESCRIPTION OF STUDY AREA AND LANDSCAPE CONTEXT

The property at 44 Wharncliffe Road North is located at the intersection of Wharncliffe Road North and Riverside Drive, on a triangle of land intersected by Kensington Place, a short, dead end road which was formerly a part of Walnut Street before Riverside Drive was surveyed and built. It is within the London West neighborhood of London, historically the Petersville neighborhood, located west and north of the Thames River, and west of downtown London. The property is located nearby the Blackfriars/Petersville Heritage Conservation District (HCD), which consists of the residential areas to the west of Wharncliffe Road North, and along Wharncliffe Road, north of the subject property.

These residential areas consist of a mix of small and medium-sized homes, with narrow streets, short blocks and frequent dead ends where the roads meet the river. The neighbourhood includes the Blackfriars Bridge, a nineteenth-century bridge made of wrought iron and the Labatt Memorial Park a Part IV designated cultural heritage ballpark.

Wharncliffe Road North consists of four lanes, two northbound and two southbound, with sidewalks on either side of the road and very few street trees north of Riverside Drive. Riverside Park is located on the southeast corner of the intersection, and consists of an open green area, with mature trees. Riverside Drive consists of four lanes, two eastbound, two westbound with sidewalks on either side of the road and very few trees. There are traffic lights at the intersection, and streetlights and above ground utility poles line both streets (Images 11 to 16).

The intersection at Wharncliffe Road North and Riverside Drive is predominantly commercial, with some residential buildings which have been converted to use as commercial buildings. Commercial buildings are generally 1 story, flat roofed buildings including gas stations, restaurants, and auto repair facilities.

4.2 ARCHITECTURAL DESCRIPTION

The subject property contains a one-and-a-half storey red-orange rug brick post-war bungalow built in 1951 (MPAC). Bungalows are generally one or one-and-a-half storey homes with broad, roofs that seem to blanket the building. Large porches, overhangs, and verandahs link the bungalow to the exterior spaces surrounding the building. Bungalows are typically residential and are often made of rustic materials such as stone and rug brick.

4.2.1 FRONT (EAST) ELEVATION

The front elevation (Images 1, 2, 8, 10) consists of one storey, red-orange rug brick façade, a steep side gable asphalt roof with a large dormer in the roofline, and a covered entranceway with two access doors. There is a single window opening containing two aluminum windows, with a concrete window sill, and a vertical rug brick lintel above it. A wooden sign appears on the front of the building; however it is largely illegible, the word “Dental” visible at the base, and has been painted over in black.

A large front dormer is located within the roofline and is clad in brown aluminum horizontal siding. It consists of a front gabled roof, and contains a single 1/1 aluminum sash window. An aluminum eavestrough has been installed along the front end of the gable roof.

A covered porch and entranceway is located at the northern side of the front elevation, under the main roof, and contains two wooden entrance doors. The door located towards the front of the house contains a 3-pane window, and was likely used as the entrance to a former dental office. This suggests that the building was built as mixed-use structure, both a dentist office and a residence.

The porch consists of one plain wooden post, and simple wooden railing. The porch is constructed of poured concrete with concrete stairs off Wharncliffe Road North. The entranceway is decorated with a mailbox and porch light that are both consistent with the age and character of the building. Vines from the north side elevation have grown to cover the roofline of the covered porch.

The poured concrete foundation is also visible from the front elevation, with decorative solder course rug brick above the base of the foundation. At the base of the foundation there is a raised garden, which is overgrown, and located approximately 1.5 feet above the grade of the sidewalk along Wharncliffe Road North.

4.2.2 REAR (WEST) ELEVATION

The rear elevation is obscured by an overgrowth of trees and bushes located at the rear of the property (Image 5) and is not visible from Riverside Drive, however, the rear elevation is visible from Kensington Place, as seen from under the tree canopy.

The rear elevation (Image 6) consists of a one storey red-orange rug brick façade, a steep side gable asphalt roof with a large dormer in the roofline, and a red-orange rug brick chimney. A single window opening is located at the south side of the elevation, containing an aluminum window and contains an air conditioning unit. A large dormer is located within the roofline and is clad in brown aluminum horizontal siding. It consists of a front gabled roof, and contains a single 1/1 aluminum sash window.

The poured concrete foundation is also visible from the front elevation, with a decorative vertical rug brick above the base of the foundation. Vines from the north side elevation have grown to cover the north side of the elevation. An asphalt driveway with access off Kensington Place is also present.

4.2.3 NORTH SIDE ELEVATION

The north side elevation (Image 3, 9) consists of a one-and-a-half storey red-orange rug brick façade, with two aluminum windows in the side gable, one near the top of the building, one halfway between the first and second storey with an air conditioning unit. The windows both have a concrete window sill, and a vertical rug brick lintel. An additional side door provides access off Kensington Place, but is covered with vines and shrubs. Evergreen hedge plants have been planted along the foundation along with a number of species of vine that have grown up and over the majority of the north side elevation, and around to the front and rear elevations. The covered porch and entranceway is located at the eastern end of the side elevation.

4.2.4 SOUTH SIDE ELEVATION

The south side elevation is obscured by trees and bushes located beside the property (Image 4) and is not visible from Riverside Drive, however, the side gable is visible above the treeline, and consists of red-orange rug brick and a rectangular wooden vent.

5 CULTURAL HERITAGE EVALUATION

5.1 ONTARIO REGULATION 9/06 EVALUATION

Table 1: Ontario Regulation 9/06 Evaluation

CATEGORY	CRITERIA	Y/N	COMMENTS
Design/ Physical Value	Is a rare, unique, representative or early example of a style, type, expression, material or construction method	N	The subject property retains a residential building constructed in 1951 to reflect a post-war bungalow style. The structure is a late example of a bungalow, and a consistent age for a post-war style. Its material and architectural detailing is typical for its age. Therefore, the property does not meet this criterion.
	Displays a high degree of craftsmanship or artistic merit	N	The building is of a post-war bungalow style architectural style, built utilizing skills and techniques typical of the era and therefore the property does not meet this criterion.
	Demonstrates a high degree of technical or scientific achievement	N	The building does not reflect a high degree of technical or scientific achievement. Therefore, the property does not meet this criterion.
Historical/ Associative Value	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	N	While the lot was surveyed as a part of Lot 7 Plan 308 in 1872, the building itself was built in 1951 (MPAC, City Directory). No notable individuals, associations, institutions or themes are associated with the building. Therefore, the property does not meet this criterion.
	Yields, or has the potential to yield, information that contributes to an understanding of a community or culture,	N	The building has not been associated with any notable communities or cultures, and is not known to potentially yield information regarding its neighborhood community context. Therefore, the property does not meet this criterion.
	Demonstrates or reflects the work or ideas of an architect, artist, builder,	N	The building is not associated with a known architect, artist, builder, designer or theorist, and therefore the property does not meet this criterion.

	designer or theorist who is significant to a community		
Contextual Value	Is important in defining, maintaining or supporting the character of an area	N	While the building reflects mixed uses along Wharncliffe Road North, its relative isolation following the extension of Riverside Drive in the 1970s prevents it from defining or contributing to the character of the area. Therefore, the property does not meet this criterion.
	Is physically, functionally, visually or historically linked to its surroundings	N	The subject building has been isolated from its physical and historical context by the extension of Riverside Drive in the 1970s, which resulted in the demolition of its neighbouring properties, and in its resulting isolation on a triangular island of land between Wharncliffe Road North, Riverside Drive, and Kensington Place. Therefore, the property does not meet this criterion.
	Is a landmark	N	The building has not been identified as a landmark. No significant views into the property distinguish the building as a notable or distinct property. While the property does have distinct placement surrounded by municipal rights-of-way, this is not a particularly significant placement or position. Therefore, the property does not meet this criterion.

5.2 COMPARATIVE ANALYSIS

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

Comparative examples were drawn from Part IV designated properties within the City of London, and Part V designated properties from within the Blackfriars/Petersville HCD, from properties on Wharncliffe Road, and from residential developments on Empress Avenue, Rathnally Street and Rathowen Street. Residential and mixed-use buildings were selected from this data set, with a preference for buildings of similar age, style, typology and material.

Five comparable properties with cultural heritage status were identified. However, this sample does not represent all available properties, and is rather intended to be representative (Table 1). Of these examples:

- Two (2) are of a bungalow style, built between 1922 and 1925

- Two (2) are of a Post-war style, built between 1947 and 1955
- One (1) is of a period revival style, built in 1936
- Two (2) are wood frame construction, three (3) are rug brick and one (1) is smooth brick.
- Four (4) have a covered porch or entranceway, two (2) do not.
- Three (3) have a side gabled roof, three (3) do not.
- All are residential buildings, none are mixed-use.

In addition, one comparable property with no cultural heritage status was identified on Wharncliffe Road North. This residence does not represent all available properties but is intended to be an example of a mixed-use typology along Wharncliffe Road North. This example is:



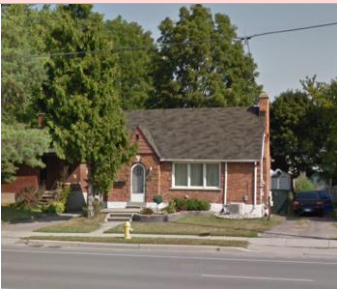

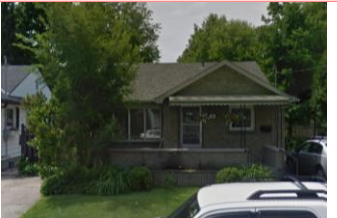
- A Bungalow style.
- Built around 1930.
- Is brick.
- Has covered porch or entranceway.
- Has a hipped roof.
- Is a mixed-use building which has been altered for use along Wharncliffe Road.

Additionally, three clusters of comparable properties with no cultural heritage status were identified on Empress Avenue, Rathnally Street and Rathowen Street. Of these examples:

- All are of a Post-war style.
- All are built between 1945 and 1955
- All are rug brick.
- Some have a covered porch or entranceway, but none are built into the footprint of the house or are under the main roofline.
- All have a side gabled roof.
- All are residential buildings, none are mixed-use.

The comparative analysis suggests that the building located at 44 Wharncliffe Road is a late example of a bungalow style, likely influenced by post-war design. The property was built for use as both a residence and a dental office, and this is reflected in its architecture, however, mixed use buildings along Wharncliffe Road North are not unusual or rare. The general design, architectural features, and utilization of brick and concrete is typical for buildings constructed in the mid-twentieth century and therefore the structure is not considered to be a rare, unique, representative, or early example of its type when compared to similar structures.

Table 1. Comparative analysis of Part IV or Part V properties of a similar age, style and/or typology.

Address	Recognition	Picture	Age	Material	Style
10 Moir Street	Part V Blackfriars/ Petersville HCD		1922	Wood frame- Horizontal siding	Bungalow, one- and-a-half storey with side gabled roof, a shed dormer within roofline and covered porch.
53 Empress Ave	Part V Blackfriars/ Petersville HCD		1955	Brick – Red- Brown Rug Brick	Post-war Victory housing. one-and- a-half storey, side gable roof, with tripled rows of 1/1 sash windows.
65 Riverside Drive	Part V Blackfriars/ Petersville HCD		1936	Brick – Red- Orange Rug Brick	Period revival – English cottage. one-and-a-half storey, side gable roof, with arched entranceway.
3 Cummings Ave	Part V Blackfriars/ Petersville HCD		1925	Brick – Red Brick	Bungalow with Edwardian influences. one- and-a-half storey, hipped roof with two dormers in the roofline.
18 Cummings Ave	Part V Blackfriars/ Petersville HCD		1947	Brick – Yellow Rug Brick	Post-war Victory style. 1 storey, covered porch area, L-shaped gable roof.

69 Wharncliffe Road North	None		1920	Brick – Red Brick	Bungalow with Edwardian influences. One-and-a-half storey, hipped roof with dormer in the roofline. Adapted for mixed use.
Rathowen Street Cluster	None		1945 to 1955	Brick – Red-Orange Rug Brick	Post-war Victory style. One-and-a-half storey, side gable roof.
Empress Avenue Cluster	None		1950	Brick – Red-Orange Rug Brick	Post-war Victory style. One-and-a-half storey, side gable roof.
Rathnally Street Cluster	None		1945 to 1955	Brick – Red-Orange Rug Brick	Post-war Victory style. One-and-a-half storey, side gable roof.

5.3 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, or the overall condition 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 a qualified heritage engineer, building scientist, or architect.

The subject property retains a one-and-a-half storey red-orange rug brick post-war bungalow. The building does not appear to have been significantly altered since its construction in 1951 and no additions have altered the footprint of the building. The two large dormers may be original and are consistent with the age, style and character of the building. The three wooden doors appear to be early or original and the covered porch entranceway also includes original or early features such as the wooden posts, railings and spindles. The original wood windows appear to have been replaced by aluminum windows. Accordingly, the property generally retains the integrity of its original built character.

6 CONCLUSIONS

The property is not considered to be a rare, unique, representative, or early example of its type when compared to similar structures, which was determined through a comparative analysis. A consideration of the integrity of the building indicates that it retains its original built character. However, based on the results of background historical research, site investigation, and application of the criteria from Ontario Regulation 9/06, the subject property at 44 Wharncliffe Road North was determined not to be of significant cultural heritage value or interest. Accordingly, no Statement of Cultural Heritage Value or Interest or Description of Heritage Attributes has been prepared.

7 RECOMMENDATIONS

The subject building is a one-and-a-half storey red-orange rug brick post-war bungalow built in 1951 (MPAC). Based on the background historical research, site investigation, comparative analysis, description of integrity, and application of *Ontario Regulation 9/06* criteria, the subject property was not determined to have no significant cultural heritage value or interest.

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

- 1 The property at 44 Wharncliffe Road North was determined not to have significant cultural heritage value or interest. The property may be removed from the heritage register. Subsequently, no additional cultural heritage work is recommended for this property.**

8 IMAGES



Image 1: View of the front (east) elevation of 44 Wharncliffe Road North, looking southwest.



Image 2: View of the front (east) elevation of 44 Wharncliffe Road North, looking west.



Image 3: View of the north side elevation of 44 Wharncliffe Road North, looking south.



Image 4: View of the south side elevation of 44 Wharncliffe Road North, looking north.



Image 5: View of the rear (west) elevation of 44 Wharncliffe Road North, looking east.



Image 6: View of the rear (west) elevation of 44 Wharncliffe Road North, looking southeast.



Image 7: View from 44 Wharncliffe Road North, looking west along Kensington Place.



Image 8: View of the porch detail 44 Wharncliffe Road North.



Image 9: View of the side entrance detail 44 Wharncliffe Road North.



Image 10: View of the foundation and garden detail 44 Wharncliffe Road North.



Image 11: View of Wharncliffe Road North looking northeast.



Image 12: View of Wharncliffe Road North looking northeast.



Image 13: View of Wharncliffe Road North and Riverside Drive looking east towards Riverside Drive.



Image 14: View of Wharncliffe Road North looking northwest, towards the property at 44 Wharncliffe Road North.



Image 15: View of Riverside Drive looking east from Wharncliffe Road North.



Image 16: View of Wharncliffe Road North looking south.

9 MAPPING



Figure 1 Location and context of 44 Wharncliffe Road North, City of London Parcel Data 2018, Imagery: ESRI 2017

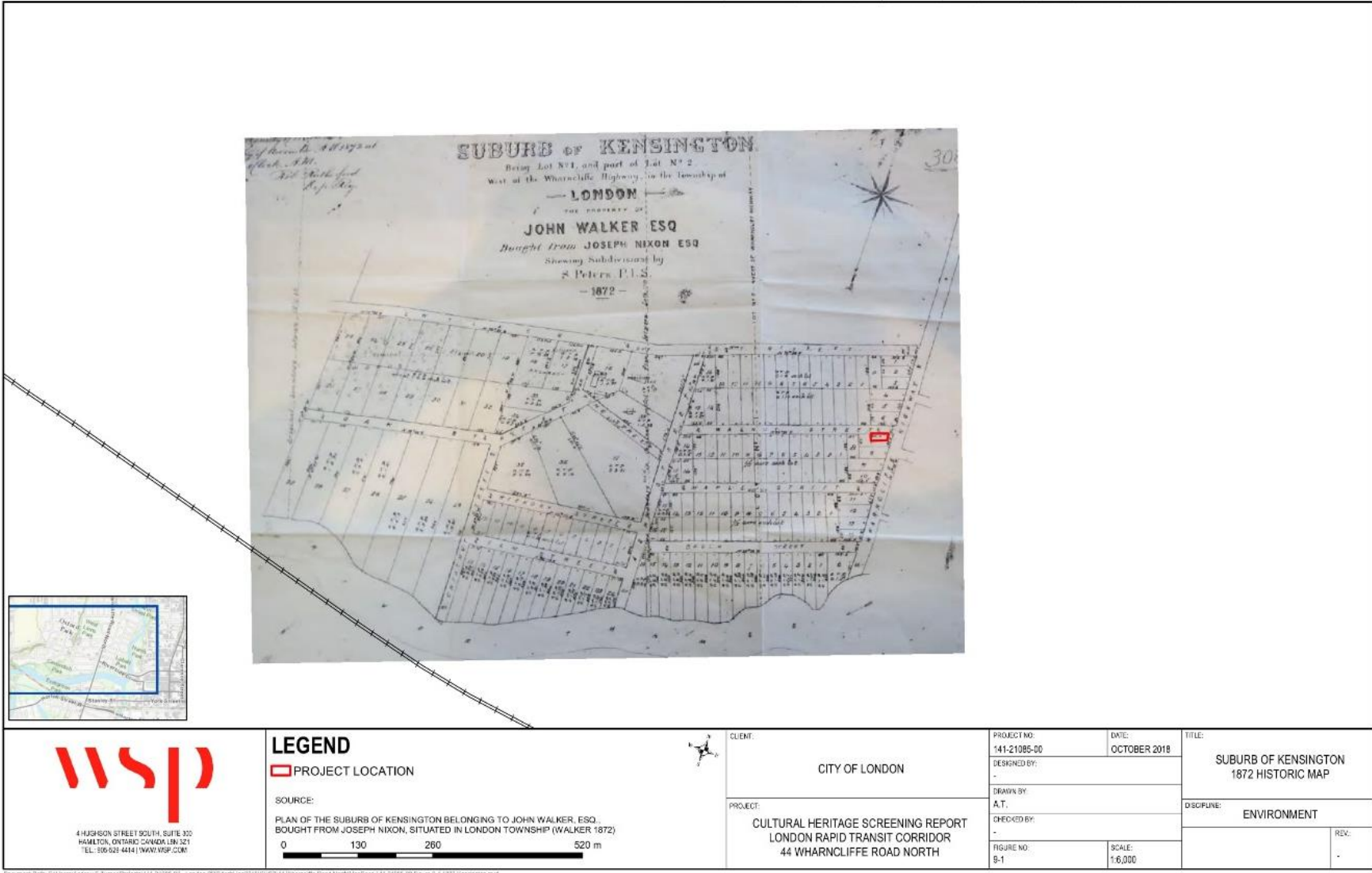


Figure 2 44 Wharncliffe Road North, City of London, Ontario 1872 "Suburb of Kensington" Plan 308.

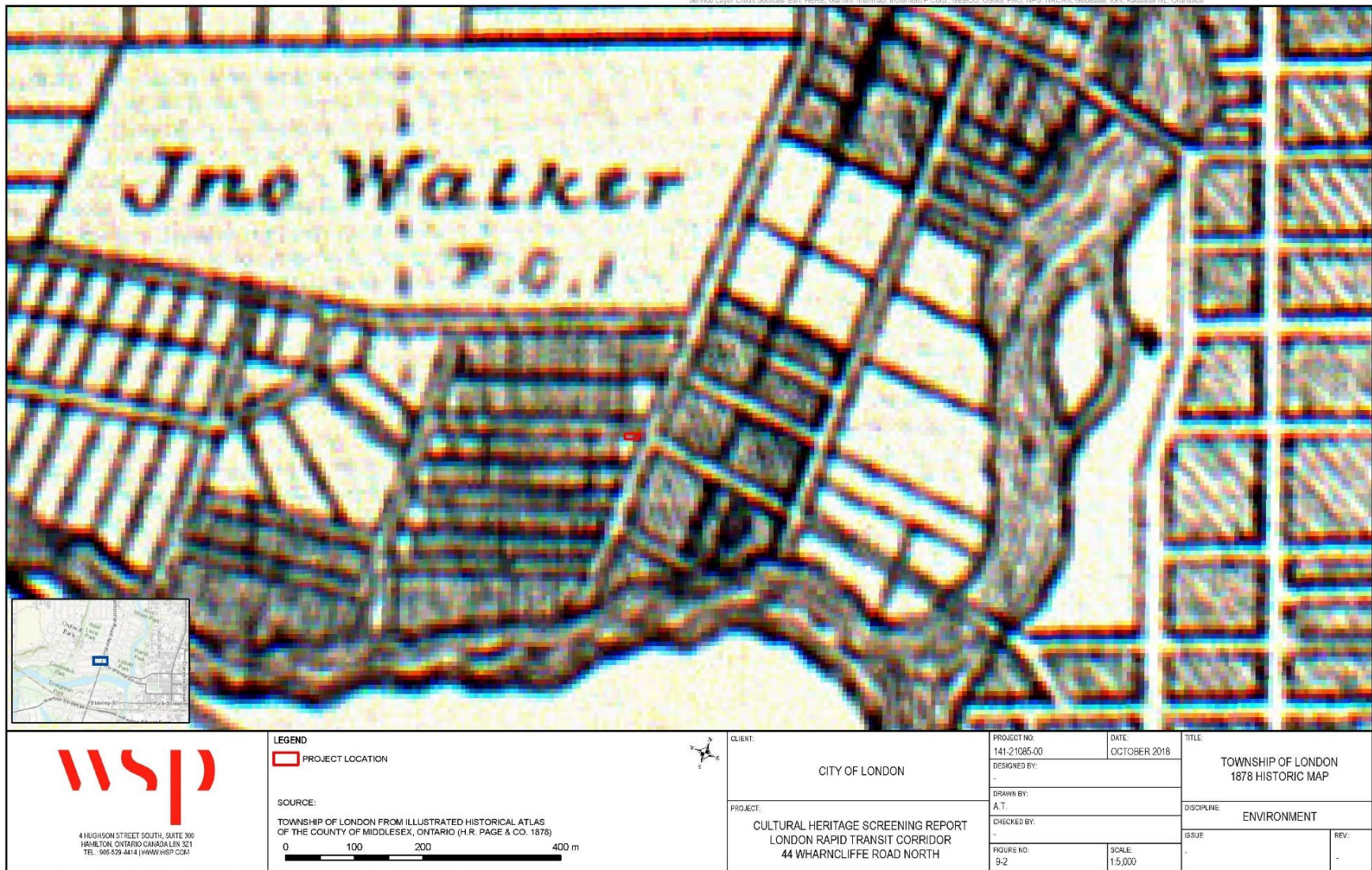
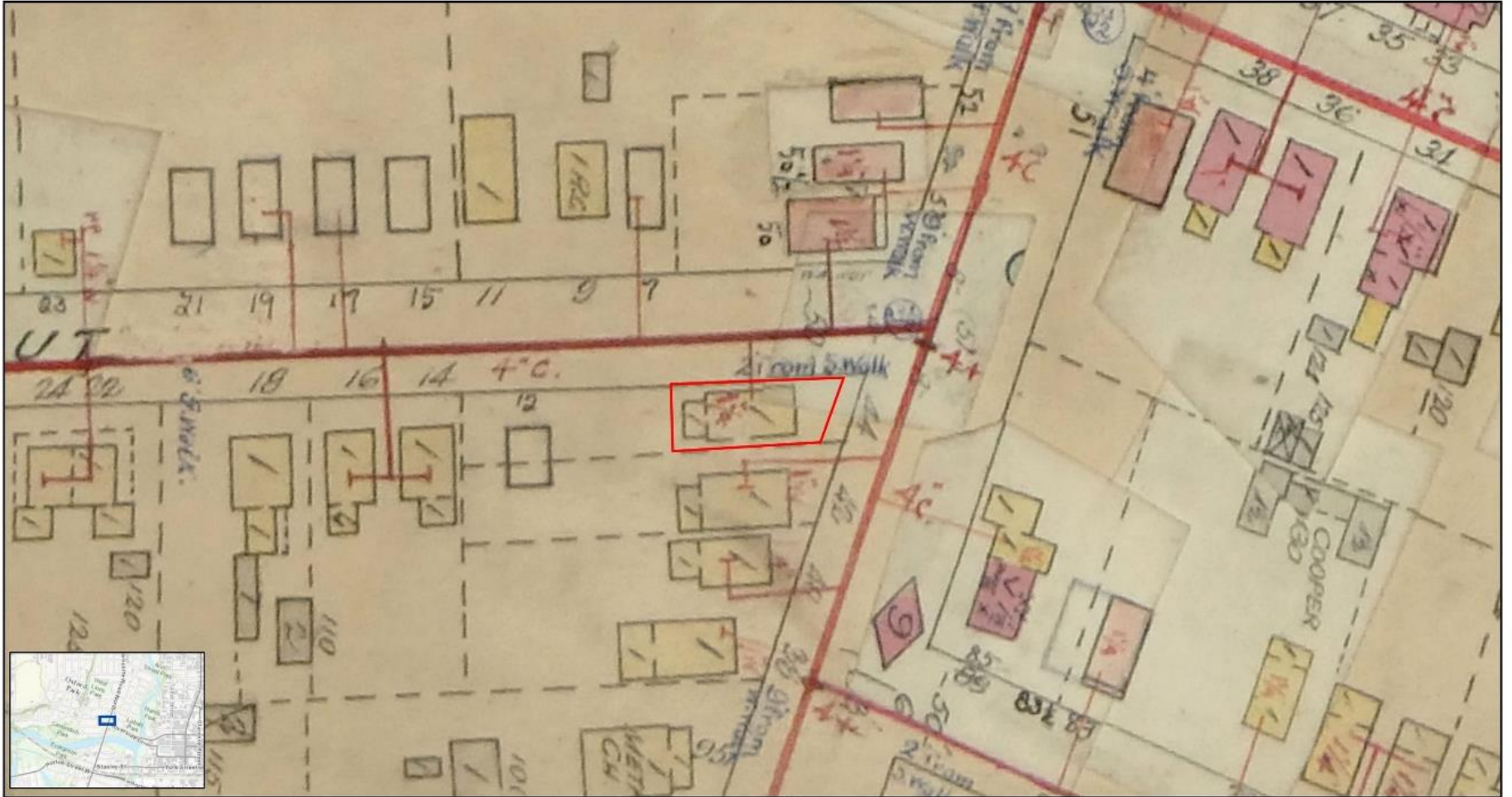




Figure 3 44 Wharncliffe Road North, City of London, Ontario 1878 Illustrated Historical Atlas.



 <p>4 HUGHSON STREET SOUTH, SUITE 302 HAMILTON, ONTARIO CANADA L8N 3Z1 TEL: 306-528-4414 WWW.WSP.COM</p>	<p>LEGEND</p> <p> PROJECT LOCATION</p> <p>SOURCE: LONDON FIRE INSURANCE PLANS 1892 (REVISED 1907) PLATE 40</p> <p>0 10 20 40 m</p>	 <p>CLIENT: CITY OF LONDON</p> <p>PROJECT: CULTURAL HERITAGE SCREENING REPORT LONDON RAPID TRANSIT CORRIDOR 44 WHARNCLIFFE ROAD NORTH</p>	<p>PROJECT NO: 141-21085-00</p>	<p>DATE: OCTOBER 2018</p>	<p>TITLE: LONDON FIRE INSURANCE PLAN 1907</p>
			<p>DESIGNED BY: -</p> <p>DRAWN BY: A.T.</p> <p>CHECKED BY: -</p> <p>FIGURE NO: S-4</p>	<p>SCALE: 1:500</p>	<p>DISCIPLINE: ENVIRONMENT</p> <p>REV: -</p>

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Figure 5 44 Wharncliffe Road North, City of London, Ontario 1892, revised 1907 Fire Insurance Map.

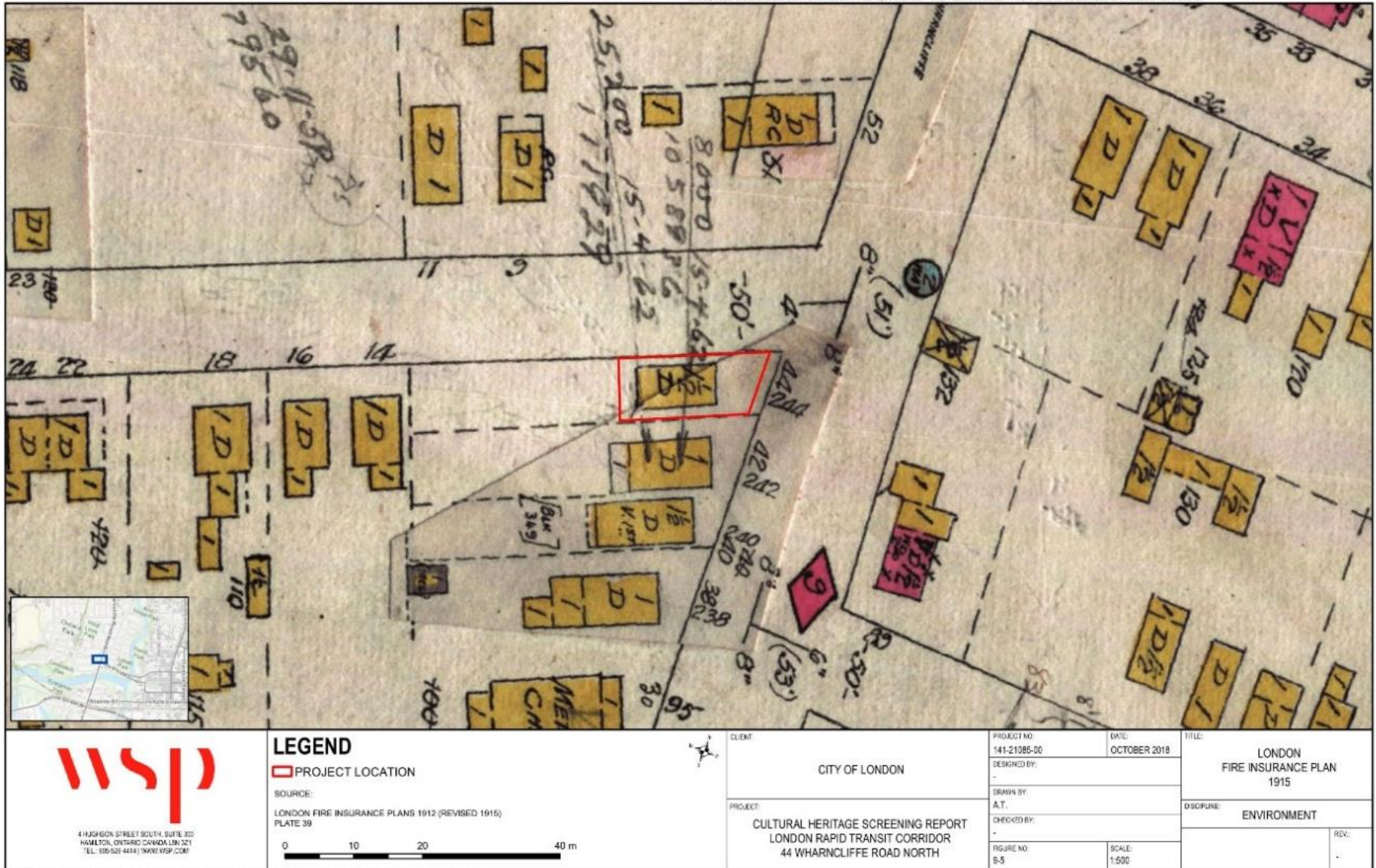


Figure 6 44 Wharncliffe Road North, City of London, Ontario 1912 revised 1915 Fire Insurance Map.



Figure 8 44 Wharncliffe Road North, City of London, Ontario 1967 Aerial Photograph.






Figure 9 44 Wharncliffe Road North, City of London, Ontario 1969 Aerial Photograph.



Figure 10 44 Wharncliffe Road North, City of London, Ontario 1976 Aerial Photograph.



 <p>4 HAMILTON STREET SOUTH, SUITE 300 HAMILTON, ONTARIO, CANADA L8N 3Z1 TEL: 905-529-4414 WWW.WSP.CCA</p>	<p>LEGEND</p> <p> PROJECT LOCATION</p>		CLIENT:	PROJECT NO:	DATE:	TITLE:
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<p>0 40 80 160 m</p>			PROJECT:	DESIGNED BY:	DISCIPLINE:	
			CULTURAL HERITAGE SCREENING REPORT LONDON RAPID TRANSIT CORRIDOR 44 WHARNCLIFFE ROAD NORTH	A.T.		
				CHECKED BY:	SCALE:	REV:
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Figure 11 44 Wharncliffe Road North, City of London, Ontario 1998 Aerial Photograph.

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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

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 Ministry of Culture, Tourism and Sport: Archaeological Assessments

http://www.mtc.gov.on.ca/en/archaeology/archaeology_assessments.shtml

Municipal Heritage Bridges Cultural, Heritage and Archaeological Resources Assessment Checklist (Revised April 11, 2014)

Ontario Heritage Act (2005)

Ontario Heritage Bridge Guidelines (2008)

Reference Guide on Physical and Cultural Heritage Resources (1996)

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

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

International Council of Monuments and Sites (ICOMOS): Appleton Charter

<http://www.international.icomos.org/charters/appleton.pdf>

11 DRAFT TERMS OF REFERENCE

DRAFT Terms of Reference (As provided to the LACH, October 2018):

Individual Cultural Heritage Evaluation Report

A stand-alone Cultural Heritage Evaluation Report will be prepared by a qualified heritage consultant as required by the recommendations of the Cultural Heritage Screening Report. The Cultural Heritage Evaluation Report will include:

- an executive summary, describing a summary of the outcome of the heritage evaluation;
- an introduction providing context for the report and providing a brief overview of how and why the research was undertaken;
- a general description of the history of the immediate context, considering the unique setting of the property, which may consist of a village, neighborhood, commercial district, and/or street the property is located within;
- a land use history of the property parcel describing key transfers of land and milestones, informed by Land Registry records to the Crown and additional archival research into prominent owners or tenants, including but not limited to the use of tax assessments or City Directories, if identified;
- a description of the heritage character of the immediate landscape context, including significant views and/or vistas;
- a description of the exterior of a built heritage resource visible from the public right-of-way for a building, and if an engineering work, a description of its structural design and materials;
- representative photographs of the exterior of a building or structure, character-defining architectural details taken during a site visit from the public right-of-way, or, of a structure, representative photographs of the elevations and structural details of a bridge or engineering work;
- a comparative analysis, using buildings of a similar age, style, typology, context and/or history, informed by a search of the City of London Heritage Register;
- a qualified statement about integrity, including observations from the public right-of-way, description of limitations, and recommendations for future work by a qualified heritage engineer, building scientist, or architect;
- a cultural heritage resource evaluation under O. Reg. 9/06, guided by the Ontario Heritage Toolkit (2006) and the Ministry of Tourism, Culture and Sport's Standards and Guidelines for the Conservation of Provincial Heritage Properties (2014);
- a statement of cultural heritage value or interest;
- a description of the heritage attributes;
- historical mapping, photographs of the building if available;
- a location plan;
- a description of consultation undertaken;
- recommendations for future work; and
- sources cited.