

City of London

Cultural Heritage Evaluation Report 126 Wellington 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 the City of London
1	Nov. 21, 2018	M. Greguol, L. Smythe	Revised Draft Report to City of London and 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 126 Wellington Road. The BRT system is comprised of four segments, combined into two operation routes: the north/east corridor and the south/west corridor. The BRT network was approved by City of London Council through the Rapid Transit Master Plan in July 2017.

The property located at 126 Wellington Road was identified in the City of London Cultural Heritage Screening Report (CHSR) (October 2018) as being a directly impacted, heritage listed property. The CHSR was completed as part of the TPAP for the London Bus Rapid Transit project. The TPAP is regulated by the Environmental Assessment Act (EAA) under Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings (O.Reg. 231/08). This CHER forms part of the Environmental Project Report (EPR) completed under the TPAP.

The subject building is a two-storey brick/concrete block commercial building constructed circa 1952. Based on the background historical research, field review, comparative analysis, description of integrity, and application of Ontario Regulation 9/06 criteria, the property was not determined to have significant cultural heritage value or interest.

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

The property at 126 Wellington Road was determined not to have significant cultural heritage value or interest. The completion of the CHER has resulted in the following recommendation:

- The property at 126 Wellington Road was determined not to have significant cultural heritage value or interest. Subsequently, no additional cultural heritage work is recommended for the property.

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1. Introduction

1.1 Development Context

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2. Legislation and Policy Context

2.1 Provincial and Municipal Context and Policies

2.1.1 Provincial Policy Context

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

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

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

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

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

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

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

2.1.2 Ontario Regulation 9/06

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

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

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

2.1.3 Municipal Policies

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

2.2 Methodology

A CHER examines a property as a whole, its relationship to its surroundings, as well as its individual elements—engineering works, landscape, etc. The recommendations of the CHER are based on an understanding of the physical values of the property, a documentation of its history through research, and an analysis of its social context, comparisons with similar properties, and mapping.

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 126 Wellington Road. Ongoing communications with MTCS have continued as part of the TPAP.

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

3. Historical Context

3.1 Local Context and Settlement History

3.1.1 Westminster Township

Prior to European settlement, the area that would eventually become Westminster Township was settled by members of the Chippewa First Nation. One of the largest townships in Middlesex County, the first survey of Westminster Township was completed in 1809-10 by Deputy Provincial Surveyor Simon T. Z. Watson. The remainder of the township was surveyed by Colonel Mahlon Burwell and Colonel Bostwick in 1820. Unlike other townships in Upper Canada, lots were not parceled out to government “favorites” or speculators before 1817; the earliest settlers were farmers, many of whom arrived by way of the United States. By 1817, the township was home to 428 people and the price of land had quadrupled since tracts were first made available. By 1850, the township had a population of 4,525.¹

3.1.2 London South

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

3.1.3 Wellington Road

Running north to south from Huron Street to the City of St. Thomas with brief interruptions by the Grand Trunk Railway (now Canadian Pacific Railway) line, Wellington Road was named for Arthur Wellesley, 1st Duke of Wellington. A major figure in British military history, Wellington was famous for his victory over Napoleon at the Battle of Waterloo in 1815. From 1818 to 1827, he served Master General of the Ordnance, commanding military officers and artillery in Upper Canada.³ 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.⁴

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

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

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

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

⁴ *A History of the County of Middlesex, Op Cit*. p.570

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

3.2 Land Use History

3.2.1 1810-1850

The subject property is located on a portion of Lot 25, Broken Front Concession, or Concession "B" in the former Westminster Township. Located on the west side of Wellington Road, Lot 25 was vacant for many years following its original survey. In 1839, Albert Scriver Odell received 69 ½ acres in the north part of the lot from the Crown. The southern part of the lot was deeded to Edward Matthews in 1850. Odell already owned Lot 24 immediately to the east, having purchased it from James Lester in 1822. The Odell family was one of the earliest families to settle in Westminster Township. Albert was the first of his family to arrive in the Township in 1810, settling on Lot 24 Concession I, along Commissioner's Road near the present Victoria Hospital⁵ 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 4th 1817 identify Albert S. Odell and Robert Frank as "overseers of highways".⁶ Albert Odell did not reside on this property however; the 1854 assessment roll lists him as living on Lot 26, Concession I, former Westminster Township.⁷ Albert and his wife, Charlotte Percival, did not have children. Charlotte predeceased Albert sometime prior to 1852; Albert himself passed away in 1856.⁸

3.2.2 1850-1949

All portions of the original Lot 25 were sold off and subdivided through the 1850s and 1860s. While the 1862 Tremaine map of the township does not provide details of the property, the 1878 atlas shows the property as being subdivided into as many as thirteen parcels. The portions of Lots 24 and 25 fronting on the Thames River are both listed to landowner G.B.R Frank. The northern portion of the lot was originally dominated by a large meander in the river. Aerial photography suggests that this section of the river was realigned and the meander filled in by 1922, although its former location is still evident today as a small oxbow in Watson Street Park.

In 1873, a plan of "Villa Lots" was prepared by Samuel Peters and registered as Plan 312 (4th) in June of that year. Prepared for Lieutenant Colonel John B. Taylor, the plan divided a portion of Taylor's property on the original Lot 25 into seven smaller lots for residential development. In the drawing submitted to the County, Wellington Road is identified as a "gravel road to Wellington Bridge", and Weston Street is also identified. Land registry records indicate that Colonel Taylor sold the lots to Daniel Torrance in August 1873. Lot 4, Plan 312 (4th) on the northeast corner of Wellington Road and Weston Street is where 122 Wellington Road currently sits.

The abstract index for the Lot 4 (Plan 312) indicates that the lot on which 126 Wellington Road sits was first subdivided and sold by John H. Taylor to David Torrance in 1873. The lot quickly passed through several owners

⁵ *A History of the County of Middlesex, Op Cit.* p.568

⁶ *A History of the County of Middlesex, Op Cit.* p.948

⁷ *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).

⁸ Dan Brock "All in the Family: An Account of Some Members of the Odell Family". *London & Middlesex County Historical Society Newsletter*, Fall, 2018.

before the majority of it was purchased by the City of London for the “construction of a public highway” in 1913, presumably a widening of Wellington Road.⁹

Fire insurance plans indicate that the north portion of the original Lot 25 had been developed as a residential community by the turn of the twentieth century. A number of small brick and frame houses were present along Wellington Road and its side streets. The London City Directory of 1897 identifies thirty-eight people living along Wellington Road between the Thames River and what was then the city limits, just south of Marybora Place (presently McClary Avenue). Many of these small residential streets extending off of Wellington Road have since been renamed. For example on the 1922 Fire Insurance plan, Grand Avenue is identified as Clarke Street east of Wellington Road. It was not determined why these streets were renamed; however a review of later city directories indicated that all of the respective streets had assumed their present names by 1948.

3.2.3 1949-Present

Although subdivided as early as 1873, City Directories and aerial photography indicate that Lot 4, Plan 13 remained vacant until after the Second World War. In 1949 Hugh Cheung purchased the property from the City of London¹⁰ and by 1952, constructed the existing building at 124-126 Wellington Road. The original tenants of the building were “Huey” Cheung and his restaurant named Huey’s Coffee Bar at 126, as well as Kirby Distributors, a manufacturer of vacuum cleaners at 124. By 1955, Kirby Distributors had been replaced by Alfred’s House of Beauty, and a tenant named Mrs. E. Davidson was also identified. As with many two-storey commercial buildings, the ground floor would typically have been leased to retail tenants with residential units above. A barber shop operated in the building from 1956 through the 1970s. In 1963, Cheung and his restaurant moved next door to a new building at 122 Wellington Road. The building at 126 Wellington was later home to a number of commercial tenants, and is currently occupied by a+LiNK Architecture (formerly SJMA Architects), who extensively modified the building’s exterior facades in 2015.

⁹ Middlesex County (33) Land Registry Office (MCLRO). *Book 38. Chester Street; Plan 259, 312, 313, 443, 456, 474*

¹⁰ MCLRO *Book 38*. Op Cit.

4. Existing Conditions

4.1 Landscape Context

The property at 126 Wellington Road is located on the east side of Wellington Road between Weston Street and Watson Street. Through the area, Wellington Road follows a roughly north-south orientation and is a four-lane arterial road. Weston and Watson Streets are both two-lane residential streets that dead-end just east of Wellington Road. Sidewalks are present on both sides of all streets. No trees are present along Wellington Road; however residential properties on the side streets have large mature trees. The area is a mixture of commercial retail and residential uses, with mostly retail and restaurant uses fronting onto Wellington Road; some of which have been converted from residential buildings. A small commercial shopping plaza with a parking lot is located on the east side of Wellington Road, with a stand-alone Liquor Control Board of Ontario store on the west side of the street.

4.2 Architectural Description

The building located at 126 Wellington Road is a two-storey, rectangular plan commercial building with a flat roof. The ground floor was divided into two commercial units, with large display windows and doors trimmed with aluminium. Prior to its renovation, the building had a second story awning, supported by steel columns and finished with shingles (**Image 7**). This was likely a later addition and not original to the building. In 2015, a+LiNK architects extensively renovated the building's façade.

4.2.1 West (Front) Elevation

The west elevation of the building (**Image 2**) faces onto Wellington Road. Four windows are present on the second storey. Symmetrically arranged, the outermost are single-pane casement windows with fixed sidelights; centre windows are smaller and appear to be a single fixed pane of glass, respectively. A flat awning of wood and unpainted metal extends from ground level, along the top of the ground floor windows, and wraps around to the south side. Windows on the ground floor are large and are situated towards the southern end of the façade (**Image 3**). A spandrel glass panel on the southern corner has the address number below the awning. The most defining feature of the building's exterior is the bright yellow and green exterior cladding panels (**Image 4**) that was added to the building in 2015. The cladding appears to be a composite material that is organized or applied in panels to form rectangular segments with a block building-like appearance. The cladding has dramatically altered the overall appearance of this elevation and creates a design that stands out along this portion of Wellington Road.

4.2.2 North Elevation

The north elevation of the building is obscured by the neighbouring building at 126 Wellington Road. It is a two-storey façade clad in horizontal vinyl corrugated metal siding. Two windows are present on the second storey.

4.2.3 South Elevation

The south elevation of the building (**Image 5**) faces onto Weston Street and includes the main entrance. It is a two-storey façade, clad in green and yellow composite panels in a rectangular pattern. Three windows are present on the second storey; each is a single-pane casement-style window with a fixed sidelight framed with what appears to be grey aluminium. On the west half of this façade, there is a single glass entrance door with large sidelights and

an awning of wood and unpainted metal that wraps around to the west façade. This is the main entrance door to the ground floor unit. A second single door is present on the eastern half of the façade, with a smaller awning similar to that of the main entrance. Both doors are accessed by sets of three stairs with metal handrails. At ground level is a landscaped flower bed constructed of stone blocks.

4.2.4 East (Rear) Elevation

The east elevation (**Image 6**) is a two-storey façade facing onto a paved parking area at the rear of the building. The façade is clad in panels, with the exception of the southern corner, where the green and yellow cladding wraps around from the south façade. Four windows are present on the second storey; all are two-pane sash-type windows with brightly painted sills and surrounds. There is a single window on the first storey as well as a small basement window in the exposed concrete foundation. A covered entranceway with a single panel door extends out from the east façade, serving as an entrance to the second storey units.

4.3 Comparative Analysis

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

Comparative examples were drawn from listed properties within the City of London, as well as similar examples of architecture identified as two-storey commercial or mixed-use buildings within the City, not all of which are listed.

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

Of these examples:

- Six include buildings that were originally designed to be two-storey commercial buildings;
- Five include various alterations to the exterior materials and appearance of the building;
- Five include large picture windows at the ground level;
- Five appear to still function as commercial uses;
- Six have flat roofs;
- Six are clad with exterior brick;
- Three are clad with artificial stone;
- One is clad with exterior siding.

The comparative analysis suggests that the subject property is a relatively common example of the two-storey commercial buildings that are located along many major roads within the City of London. It is typical in size, scale, form, and materials and has been significantly altered over the last several decades. As a result, from a comparative perspective, the property does not appear to be a rare, unique, representative, or example of a style, type, expression, material, or construction method. The existing exterior of the building located at 126 Wellington Road is certainly a dramatic, and unusual exterior application applied in 2015. The exterior of the building is unique in its appearance, however, it is not a rare or unique in a manner that expresses cultural heritage value.

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

Address	Recognition	Picture	Age	Material	Style
116 Wharncliffe Road South	None		TBD	Brick – brown/beige	Two-storey commercial building, storefront windows at ground level, and projected awnings over window and door entrances, flat roof.
120 Wellington Road	Listed		TBD	Brick - brown/yellow, Artificial stone	Two-storey commercial building, storefront windows at ground level, projected awnings over window and door entrances, flat roof.
193-199 Wellington Street	Listed		c.1880	Brick – yellow/beige	Two-storey commercial buildings with storefront windows at ground level, flat roof.
221 Wharncliffe Road South	None		TBD	Brick – white, Aluminum siding	Two-storey commercial buildings with, large storefront windows at ground level, and projected awnings, flat

					roof.
246 Wharncliffe Road South	None		TBD	Brick – grey/beige/red, Artificial stone	Two storey former commercial building, ground floor window has been altered to accommodate current residential use, flat roof.
744 & 746 Richmond Street	Listed		TBD	Brick – red, Artificial stone	Two-storey commercial building with large picture windows at ground floor, modern artificial stone exterior appears to be a recent alteration, flat roof.

4.4 Discussion of Integrity

According to the Ontario Heritage Toolkit, Heritage Property Evaluation (MTCS 2006), “Integrity is a question of whether the surviving physical features (heritage attributes) continue to represent or support the cultural heritage value or interest of the property.” The following discussion of integrity was prepared to consider the ability of the property to represent and retain its cultural heritage value over time. It does not consider the structural integrity of the building. Access to the interior of the building was not available, and observations have been made from the public right-of-way. Structural integrity, should it be identified as a concern, should be determined by way of a qualified heritage engineer, building scientist, or architect.

The subject property contains a two-storey commercial building constructed of concrete blocks, with a flat asphalt roof. The building has been extensively modified since its construction in the 1950s. As constructed, the street façade was clad with yellow brick, and the remaining facades of exposed concrete block. Original second-storey windows were likely double hung with aluminium frames similar to other commercial buildings of the period. Based on information in City Directories, the ground floor would have been divided into at least two storefronts; each would have had a large display window and single entrance door. In 2015, the building was heavily modified. An awning of wood and unpainted metal was added over the southwest corner of the building, and over a small entrance door on the south side. The second storey window arrangement appears to remain original, although all windows have been replaced with modern vinyl frames. The south and west facades of the building were clad with a composite material in a bright green and yellow brick pattern. The east façade has been clad in brown vinyl siding with brightly painted window surrounds. As such, the building retains little integrity of its original character.

5. Heritage Evaluation

5.1 Ontario Regulation 9/06

Criteria	Meets Criteria (Yes/No)	Rationale
1) The property has <i>design or physical value</i> because it:		
i) Is a rare, unique, representative or early example of a style, type, or expression, material, or construction method.	No	The building at 126 Wellington Road is a simple two-storey commercial building similar to many others of the period. It has been extensively renovated and subsequently retains little of its original built character. Therefore, it does not meet this criterion.
ii) Displays a high degree of craftsmanship or artistic merit.	No	The building is a simple commercial building similar to many others. The cladding on the south and west facades is distinctive and consideration has been given to the overall appearance and aesthetics of the exterior elevations. However, this application is a recent addition and does not display a high degree of craftsmanship or artistic merit that exhibits cultural heritage value.
iii) Demonstrates a high degree of technical or scientific achievement.	No	The building does not demonstrate an unusual degree of technical or scientific achievement. It is very similar to many other storefront commercial buildings of the era.
2) The property has <i>historic or associative value</i> because it:		
i) Has direct associations with a theme, event, belief, person, activity, organisation, or institution that is significant to a community.	No	There is no information that suggests Hugh Cheung, Huey's Coffee Bar, or any of the building's other tenants were of particular significance to the community.
ii) Yields, or has the potential to yield information that contributes to the understanding of a community or culture.	No	The building does not yield any information towards understanding the community or its culture.
iii) Demonstrates or reflects	No	Although the building and its

<p>the work or ideas of an architect, artist, builder, designer or theorist who is significant to the community.</p>	<p>neighbour was constructed under the ownership of Hugh Cheung, no evidence was found the he, or any previous landowners were of particular significance to the community. Further, it was determined if Cheung hired an artist, builder, designer or theorists, who is 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 Although this commercial building is located in a mixed commercial/residential area, it has been highly altered to a contemporary aesthetic and does not play a role in defining, maintaining, or supporting the character of the area. With regards to its form and massing, the building shares similar qualities to its neighbours at 122 and 120 Wellington Road. However, together the three properties are not significantly important in defining, maintaining, or supporting the character of the area.</p>
<p>ii) Is physically, functionally, visually or historically linked to its surroundings</p>	<p>No As a highly modified commercial building, the property is not physically, functionally, visually or historically linked to its surroundings. As noted, the building is one of three similar buildings, located in a row, constructed within a close timeframe. However, the three buildings are not physically, functionally, visually, or historically linked to their surroundings in manner that conveys cultural heritage value or interest.</p>
<p>iii) Is a landmark</p>	<p>No Although the recent cladding makes the building distinctive among its neighbours, as well as along Wellington Road, it is not considered to be a landmark.</p>

6. Conclusions

Based on the results of background historical research, field review, and application of the criteria from Ontario Regulation 9/06, the subject property at 126 Wellington Road was not determined 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 two-storey brick/concrete block commercial building constructed circa 1952. Based on the background historical research, field review, comparative analysis, description of integrity, and application of Ontario Regulation 9/06 criteria, the property was not determined to have significant cultural heritage value or interest.

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

- The property at 126 Wellington Road was determined not to have significant cultural heritage value or interest. Subsequently, no additional cultural heritage work is recommended for the property.

8. Images



Image 1: Looking north on Wellington Road from west side of the road, showing properties at 118-126. The building at 126 Wellington Road is the green and yellow clad building on the northeast corner of Wellington Road and Weston Street. (AECOM, 2018)



Image 2: 126 Wellington Road showing west and south elevations. (AECOM, 2018)



Image 3: Detail of ground floor glazing. (AECOM, 2018)



Image 4: Detail of green and yellow cladding added in 2015. (AECOM, 2018)

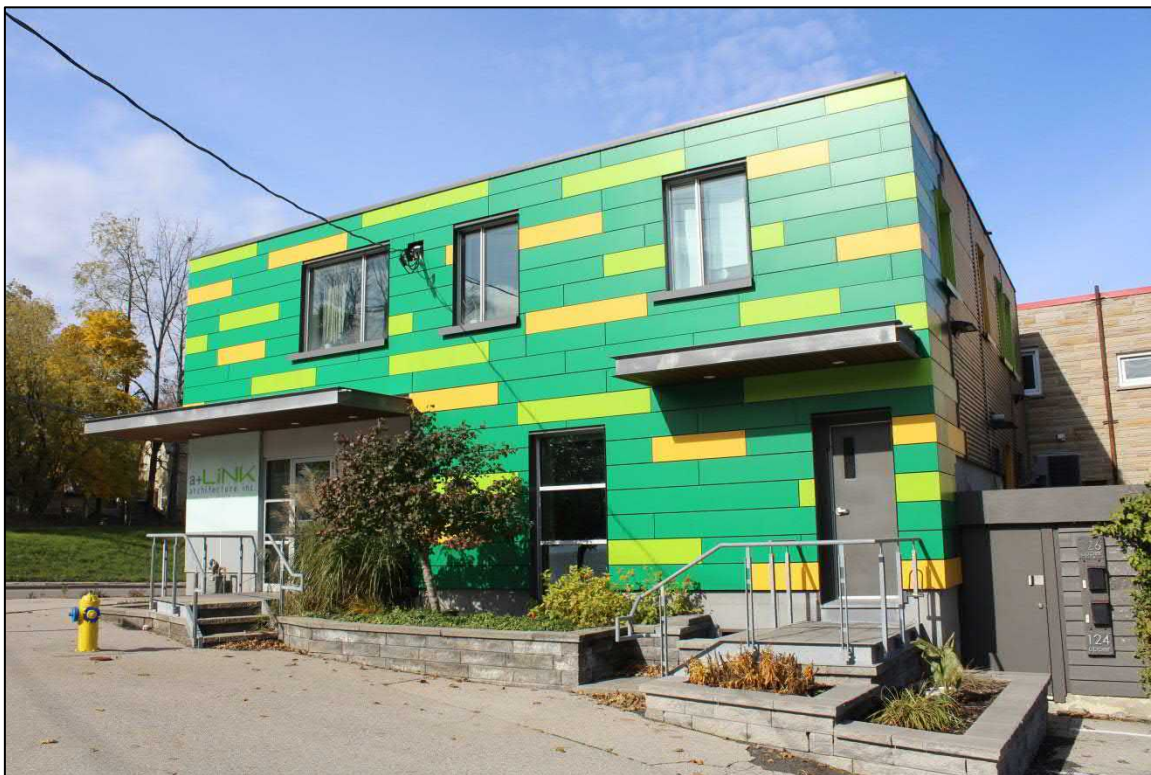


Image 5: South elevation. (AECOM, 2018)

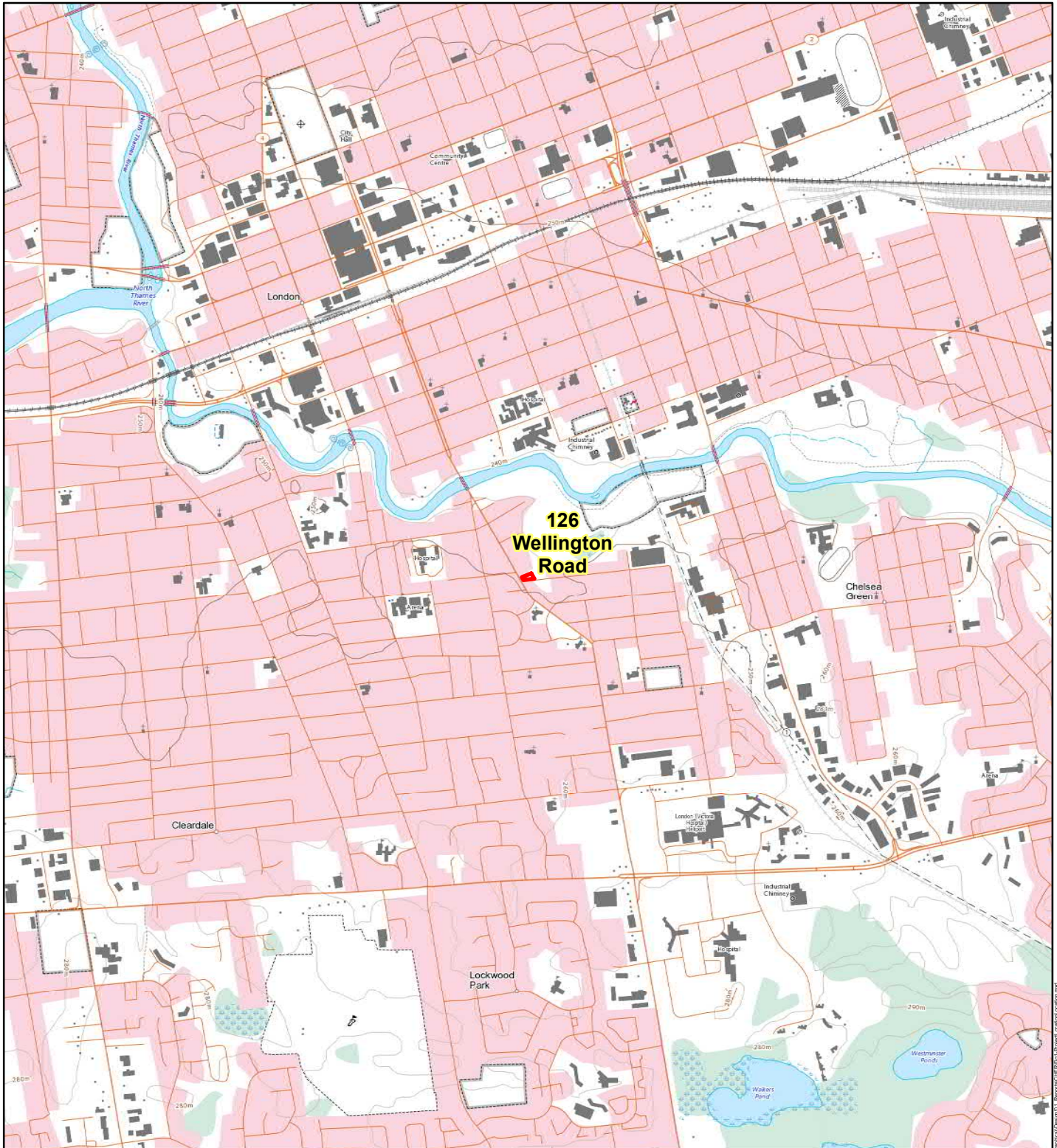


Image 6: South and east (rear) elevations of 126 Wellington Road, showing parking area and rear of 122 Wellington Road at right (AECOM, 2018).

9. Historic Photos and Mapping



Image 7: View of building located at 126 Wellington Road, as shown from online street imagery showing exterior elevations and details prior to 2015 exterior alterations (2011)



Legend

 Project Location



Cultural Heritage Evaluation Report
126 Wellington Road
London, Ontario

Location of Project Location

November 2018

1:25,000

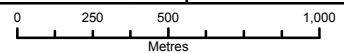
Datum: NAD 83 UTM17
Source: http://wms.ess-ws.nrcan.gc.ca/wms/toporama_en

PH: 60590467

V#:

AECOM

Figure 1



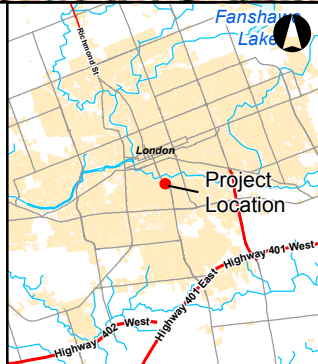
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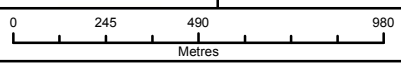
Map Source: "http://wms.ess-ws.nrcan.gc.ca/wms/toporama_en" (1/1/2018 11:58:00 AM) - Lockwood Park, London, Ontario



Legend

 Project Location



Cultural Heritage Evaluation Report		126 Wellington Road London, Ontario	
Project Location, 1878			
November 2018	1:20,000	Datum: NAD 83 UTM17 Source: Illustrated Historic Atlas of Middlesex County, Toronto: H.R. Page & Co.	
P#: 60590467	V#:		
AECOM		Figure 4	
			
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Map Source: "Illustrated Historic Atlas of Middlesex County" by H.R. Page & Co., Toronto, 1878. Digitized by the University of Toronto. Project Location: 126 Wellington Road, London, Ontario. Date: 2018-11-08.



Legend

 Project Location



Cultural Heritage Evaluation Report
126 Wellington Road
London, Ontario

Project Location, 1951

November
2018

1:2,000

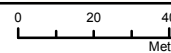
Datum: NAD 83 UTM17
Source: LIO 2017, City of
London - 1951-04-27 Line 9,
Photo 81

PH: 60590467

V#:

AECOM

Figure 9



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Map Source: "LIONEL" (1951-04-27 Line 9, Photo 81) - Aerial Photo - City of London, Ontario. Project Location: 126 Wellington Road, London, Ontario. Date: 2018-11-08. File: 126 Wellington Road - CHER - Figure 9 - 1951.mxd

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