

City of London

# Cultural Heritage Evaluation Report 253-255 Wellington Road, London, Ontario

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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 253-255 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 253-255 Wellington Road was identified in the City of London Cultural Heritage Screening Report (CHSR) (October 2018) as being a directly impacted, heritage listed property. The CHSR was completed as part of the TPAP for the London Bus Rapid Transit project. The TPAP is regulated by the Environmental Assessment Act (EAA) under Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings (O.Reg. 231/08). This CHER forms part of the Environmental Project Report (EPR) completed under the TPAP.

The subject property contains a one-and-a-half storey frame commercial/residential building constructed circa 1941-42. 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. Subsequently, no additional cultural heritage work is recommended 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 253-255 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.

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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 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 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 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 carried out by Liam Smythe, Heritage Researcher at AECOM in November 2018. Access was limited to the public right-of-way.

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

## 2.3 Consultation

Consultation for the London BRT project has been conducted with the LACH. A draft CHSR (dated February 6, 2018) was provided for their review and comment. The LACH Stewardship Sub-Committee recommended that 104 properties which were identified by the draft CHSR to have potential cultural heritage value or interest, do not require further examination for consideration as having cultural heritage value or interest (CHVI). The LACH also recommended 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 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 255 Wellington Road. Ongoing communications with MTCS have continued as part of the TPAP process.

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 and 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, Wharnccliffe 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 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 the former Westminster Township. Located on the west side of Wellington Road, Lot 25 was vacant for many years following its original survey. In 1839, Albert Scriver Odell received 69 ½ acres in the north part of the lot from the Crown. The southern part of the lot was deeded to Edward Matthews in 1850. Odell already owned Lot 24 immediately to the east, having purchased it from James Lester in 1822. The Odell family was one of the earliest families to settle in Westminster Township. Albert was the first of his family to arrive in the Township in 1810, settling on Lot 24 Concession I, along Commissioner's Road near the present Victoria Hospital<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, former Westminster Township.<sup>7</sup> Albert and his wife, Charlotte Percival, did not have children. Charlotte predeceased Albert sometime prior to 1852; Albert himself passed away in 1856.<sup>8</sup>

### 3.2.2 1850-1910

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.

In June 1874, a section of the south part of the original lot 25 owned by Colonel John B. Taylor was subdivided into residential lots under Registered Plan 328.<sup>9</sup> It appears that development did not take hold immediately. Fire insurance plans indicate that the northern portion of the original lot 25 had been developed as a residential community by the turn of the twentieth century, but the southern half remained largely undeveloped. The London City Directory of 1897 identifies thirty-eight people living along Wellington Road between the river and what were then the city limits, just south of Maryboro Place (identified as Marybora Place on the 1892 revised 1907 Fire Insurance Plan, and presently McClary Avenue). Many of the small residential streets extending off of Wellington Road have since been renamed. For example on the 1912, revised 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 streets had assumed their present names by 1948.

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

<sup>9</sup> Middlesex County (33) Land Registry Office (MCLRO), *Book 57, County Plan 328*

### 3.2.3 1910-Present

In September 1914, the north half of the southern half of Lot 25 was subdivided into residential lots as part of the Springwood Park subdivision, registered as Plan 452 (4<sup>th</sup>). The survey was carried out on behalf of the London and Western Trusts Company who had purchased much of Colonel Taylor's former property (RP 328) in 1910.<sup>10</sup> The survey was carried out by J. M. Moore, who is likely the namesake of Moore Street. The 1914 drawings identify the street as "Windsor Avenue", which has been scratched out and replaced with "Moore Street" below.

The property at 253-55 Wellington Road comprises Lots 32 and 33, of Plan 452 (4<sup>th</sup>). Land registry records indicate that the London and Western Trusts Company originally granted Lots 32 and 33 to M. J. Smith in July of 1923, who sold them the following year to James Gilmour. Historic mapping and aerial photography indicate that the property was not developed at this time, although the surrounding neighbourhood was becoming established. In 1931, the property was requisitioned by the City of London for unpaid taxes, and both lots were sold to Frank L. Scriver in 1941.<sup>11</sup> The building was likely constructed in 1941 or 1942; 255 Wellington Road is first identified in the 1942 city directory, with F. L. Scriver listed as a resident and identified as a grocer. The property address changes during the 1940s; it is identified as either 253 or 255 Wellington Road, depending on the edition of the directory, although both addresses refer to the same property. It is likely that Scriver lived in the house at 253 Wellington Road and operated the attached store at 255 Wellington Road.

In 1948, Scriver sold the property to Robert Cunningham; the city directories identify Cunningham as a resident here until 1949. By 1950, the property was sold to Roy Fox, then to Elmer Morgan and John Horodyski as joint tenants in 1953. At this time the address is listed in City Directories as Morgan's Market.<sup>12</sup> Through the 1960s, John Horodyski is listed as a resident and the store continued to operate under the name of Morgan's Superior Market. The building continued to be used as a variety or grocery store through the 1970s. As recently as 2015, the building was renovated to be used as a hair salon and beauty parlour.

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<sup>10</sup> MCLRO, *Book 57, County Plan 328*

<sup>11</sup> Middlesex County (33) Land Registry Office (MCLRO). *Book 48. Lot 1 to 86, Plan 452 (4<sup>th</sup>)*

<sup>12</sup> MCLRO, *Book 48, Lot 1 to 86, Plan 452 (4<sup>th</sup>)*

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## 4. Existing Conditions

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### 4.1 Landscape Context

The property at 253-255 Wellington Road is located on the northeast corner of the Wellington Road and Moore Street intersection. Wellington Road is a four-lane arterial road that follows a north-south orientation through the area. Moore Street is a narrow two-lane residential road. A stop sign on Moore Street is the only traffic control at the intersection. Few trees are present along Wellington Road, although Moore Street is lined with large mature trees. Residential streets within the area follow a grid pattern of small rectangular blocks. Houses are typically small one or two-storey detached homes on large, deep lots. Sidewalks are present on both sides of all streets, and streets are lit by lamps on wooden utility poles.

Land use within the Study Area is primarily residential, although some properties fronting onto Wellington Road (Such as this one) are being used for commercial purposes. North of the Study Area, Wellington Road curves to the west, with the St. Andrews Memorial Anglican Church and Gartshore Park on the west side.

### 4.2 Architectural Description

The property at 253-255 Wellington Road contains a frame residential structure (253 Wellington Road) with an attached single storey commercial storefront (255 Wellington Road). Research indicates that the two structures were likely completed at the same time.

#### 4.2.1 East (Front) Elevation

The east elevation of the building faces onto Wellington Road. It is divided into two sections; the storefront to the south and the residential unit to the north. The residential unit has a steeply pitched side gable roof and a steep asymmetrical centre gable over the central front vestibule. A small octagonal window is located within this front gable. The roof is covered with brown asphalt shingles. The single front door is slightly offset to the right of the vestibule, with a decorative porch light and mailbox to the left. On either side of the vestibule are large 6 x 3 light windows with aluminium frames. These appear to be fixed. Both windows have brown painted shutters, which appear to be decorative rather than functional. The front of the house is fenced by a low spear top iron fence with a gate. A central brick chimney extends above the top of the gable.

The storefront is generally symmetrical. It has a “boomtown” style front with a stepped cornice. Generally associated with rapidly developing frontier settlements in the nineteenth century, boomtown style fronts are decorative false fronts extending above the roofline on the front façade of a building. Designed to make a smaller building seem more substantial, these flat fronts provided large display windows with advertising space above.<sup>13</sup>

There is a central entrance door flanked by two large picture windows and ornamental light fixtures. A cast concrete stoop provides access to the front door, with three steps on the south side and a low ramp on the north, and a metal handrail.

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<sup>13</sup> Sara E. Quay. *Westward Expansion*. Westport, Connecticut: Greenwood Press, 2002. p. 81-82

## 4.2.2 West (Rear) Elevation

The west elevation is obscured by a high wooden fence and large trees. It appears to be a two-storey façade with only one small horizontally sliding window on the second storey. It is clad in beige painted aluminium siding.

## 4.2.3 North Elevation

Details of the north elevation could not be determined from the public right-of-way, as it is obscured by a neighbouring building and a large tree. It has an end gable roof with a single-storey flat-roofed extension to the rear (west). Four windows are present on the ground floor with a single window on the second floor.

## 4.2.4 South Elevation

The south elevation faces onto Moore Street. On this side of the building there is a large paved parking area. The left section of this elevation is a two-storey façade with a roof that gently slopes to the rear (west) of the property. This section has a single entrance door with three cast concrete stairs and a painted aluminium awning. There is a single vinyl framed sash window on the second storey, with another window on the first storey obscured by a tree. The south side of the storefront extension has a stepped cornice, rising towards the front (east) of the building. There is a single entrance door with four cast concrete steps and an aluminium awning at the west end. Three small horizontally sliding basement windows are present in the exposed concrete foundation wall at ground level.

## 4.3 Comparative Analysis

A comparative analysis was undertaken to establish a baseline understanding of similar cultural heritage resources in the City of London, 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 listed and non-listed properties within the City of London, as well as similar examples of architecture identified as two-storey commercial or mixed-use buildings within the City.

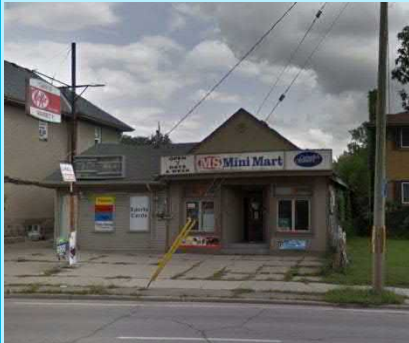


Six comparable properties with and without identified cultural heritage value were identified. However, this sample does not represent all available properties, and is rather intended to be a representative selection (**Table 1**). Various similar or comparable properties are located throughout the City, 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:

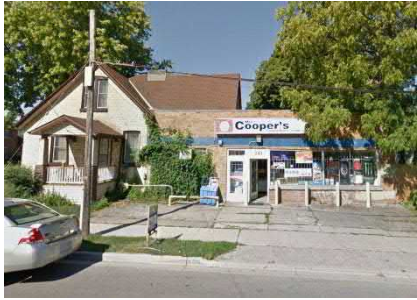


- Six include various alterations to the exterior materials and appearance of the building;
- Six include large picture windows at the ground level;
- Five include buildings that have a combined residential and commercial use
- Five appear to still function as commercial uses;
- Five have gable roofs
- Three appear to still function as residential uses;
- Six have flat roofs;
- Six are clad with exterior brick;
- Two have boomtown style fronts
- Two are clad with exterior siding.



The comparative analysis suggests that the subject property is a relatively common example of combined commercial and residential buildings that are located in many neighbourhoods within the City of London. It is typical in size, scale, form, and materials and has been 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 early example of a style, type, expression, material, or construction method.

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

Address	Recognition	Picture	Age	Material	Style
244 Wellington Road	None		c. 1940s	Wood – grey Aluminium Siding / Insulbrick	Single-storey commercial building, intersecting gable roof, small retail store located in largely residential area
189 Wellington Street	Listed		TBD	Brick - beige/yellow  Wood – Beige/White Aluminium Siding	Single-storey commercial building, with former residential structure at rear, boomtown style front, and storefront constructed of brick with frame structure at rear, gable roof on rear structure
219 Wellington Street	Listed		c.1880	Wood – white/ painted blue	Single-storey commercial buildings with picture windows at ground level, gable roof at rear, boomtown style front

<p><b>241 High Street</b></p>	<p>None</p>		<p>TBD</p>	<p>Brick – Yellow/ Beige</p>	<p>Two-storey residential building with attached commercial storefront, large picture windows at ground level, flat roof</p>
<p><b>980 Oxford Street East</b></p>	<p>None</p>		<p>TBD</p>	<p>Concrete Block / Brick – grey</p>	<p>Two storey combined commercial and residential building, steeply pitched, intersecting gable roof on house, flat roof on storefront</p>
<p><b>555 Emery Street West</b></p>	<p>Listed</p>		<p>TBD</p>	<p>Brick – painted green</p>	<p>Single-storey residential building with attached two-storey former commercial storefront, flat roof on storefront, picture windows</p>

## 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, 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 contains a one-and-a half storey residential structure with an attached single-storey commercial storefront on the south side. Although the City of London’s Heritage Register indicates that the residential portion of the building was likely constructed first with the store added later, historical background research indicates that both were likely constructed at the same time. It appears that a two-storey addition was constructed on the rear of the building at a later date. As such, the footprint of the building appears to have been altered somewhat from its original construction. The building is currently clad in horizontal vinyl siding, which would be a replacement for what would likely have been wood siding originally. It appears that all windows and doors have been replaced, with the possible exception of the octagonal window in the front gable. The storefront was remodelled a few years ago, with the addition of a boomtown style front with stepped cornice. The concrete ramp

and front stoop are also likely later additions to satisfy contemporary requirements. Despite these changes, the outward appearance of the building would be largely similar to its original construction. As such, the building retains little integrity of its original built 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 property at 253-255 Wellington is not considered to be a rare, unique, representative or early example of a style. Combined commercial and residential structures are not uncommon in the City of London, and the building has been modified since its original construction. Therefore, it does not meet this criterion.
ii) Displays a high degree of craftsmanship or artistic merit.	No	The building does not appear to display any artistic merit or degree of craftsmanship above the usual standards for the period. Therefore, it does not meet this criterion.
iii) Demonstrates a high degree of technical or scientific achievement.	No	No evidence was found to suggest that the building demonstrates a high degree of technical merit or scientific achievement. Its construction appears to be typical of other small commercial buildings of its era. Therefore it does not meet this criterion.
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	No information was found to suggest that any previous tenants or landowners were significant in the area. Further significant associations were not determined. Therefore the property does not meet this criterion.
ii) Yields, or has the potential to yield information that contributes to the understanding of a community or culture.	No	The building does not yield any information that contributes to an understanding of the community or its culture.
iii) Demonstrates or reflects	No	No evidence was found related to

<p>the work or ideas of an architect, artist, builder, designer or theorist who is significant to the community.</p>		<p>the architect, builder, or designer of the building. As a result, no significant associations with an architect, artist, builder, designer, or theorist. Therefore the property does not meet this criterion.</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>While located in a mixed commercial and residential area, this property does not significantly contribute to the character of the area. Therefore, it does not meet this criterion.</p>
<p>ii) Is physically, functionally, visually or historically linked to its surroundings</p>	<p>No</p>	<p>The property does not appear to be physically, functionally, visually or historically linked to its surroundings. Therefore this property does not meet this criterion.</p>
<p>iii) Is a landmark</p>	<p>No</p>	<p>The building is not considered to be a landmark in the area. Therefore, it does not meet this criterion.</p>

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## 6. Conclusions

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Based on the results of background historical research, field review, and application of the criteria from Ontario Regulation 9/06, the subject property at 253-255 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.

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## 7. Recommendations

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The subject building is a one-and-a-half store commercial/residential frame building constructed circa 1941-42. 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 253-255 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: 255 and 253 Wellington Road, showing commercial storefront at left with residential unit at right. (AECOM, 2018)



Image 2: Detail of storefront, 255 Wellington Road. (AECOM, 2018)





**Image 3: Note the asymmetrical gable on the front of the house, and the wrought iron fence. The boomtown style front on the storefront is a recent addition. (AECOM, 2018)**



**Image 4: South elevation, 255 Wellington Road; the two-storey residential unit at left appears to be a later addition. (AECOM, 2018)**



Image 5: Rear of storefront showing entrance door and boulevard parking. (AECOM, 2018)



Image 6: South elevation, showing stepped cornice and boomtown style front. (AECOM, 2018)

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

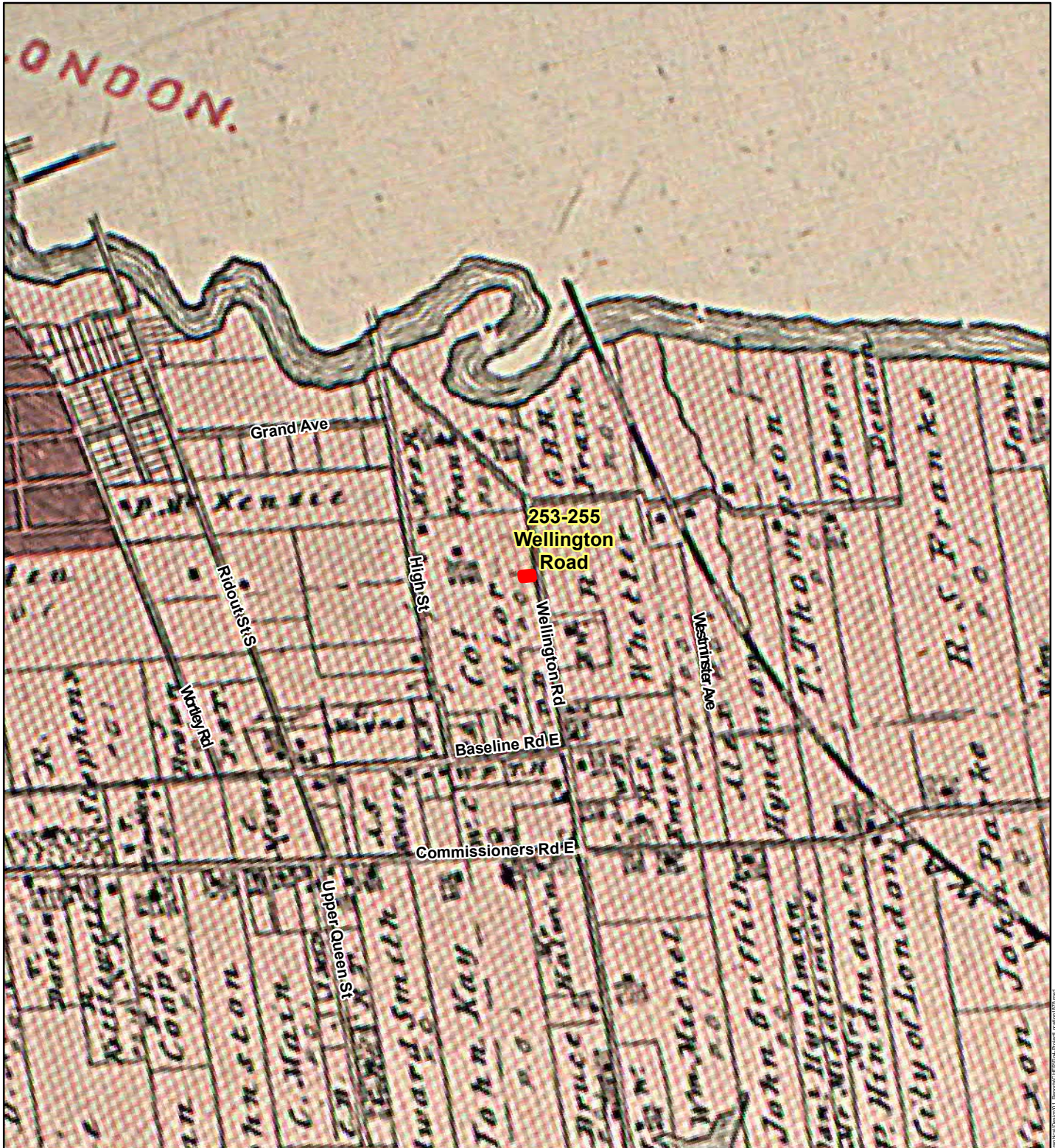
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All mapping related to the subject property is included on the following pages.









**Legend**

 Project Location



Cultural Heritage Evaluation Report  
253-255 Wellington Road  
London, Ontario

Project Location, 1878

November  
2018

1:20,000

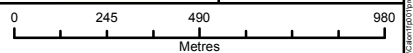
Datum: NAD 83 UTM17  
Source: Illustrated Historic Atlas  
of Middlesex County,  
Toronto: H.R. Page & Co.

PH: 60590467

V#:

**AECOM**

**Figure 4**



This drawing has been prepared for the use of AECOM's client and may not be used, reproduced or relied upon by third parties, except as agreed by AECOM and its client, as required by law or for use by governmental reviewing agencies. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that modifies this drawing without AECOM's express written consent.

Map Source: "Illustrated Historic Atlas of Middlesex County, Toronto: H.R. Page & Co." (1878). Digitized by Google. Project Location: 1878.















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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](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)

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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)