Heritage Impact Assessment—123 Queens Avenue, London, Ontario

FINAL REPORT

March 26, 2019

File: 160940616

Prepared for:
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Table of Contents

LIST OF TABLES

LIST OF FIGURES

Executive Summary

JAM Properties Inc. (the Proponent) retained Stantec Consulting Ltd. (Stantec) to prepare a Heritage Impact Assessment (HIA) for 123 Queens Avenue, in the City of London, Ontario. The Proponent purchased the property in December of 2018 and is considering removal of the vacant structure fronting Queens Avenue due to health and safety concerns associated with ongoing challenges securing the site. The property is situated within the Downtown Heritage Conservation District (HCD) that was designated under Part V of the *Ontario Heritage Act* in 2013. As such, the need to consider heritage implications as a result of the removal of the building triggered the need for this HIA.

The property at 123 Queens Avenue contains a former industrial building that was built between 1916 and 1922 as an addition to the adjacent Greene-Swift Block at 450 Talbot Street. The building originally housed two boilers for Green-Swift as well as a chimney, coal hopper, and boiler feed pumps. It is a three storey structure with a flat roof and a full basement. The building is constructed of reinforced concrete, reinforced concrete masonry units, and plain concrete masonry units. It contains a front (north) façade clad in red brick, buff brick, and concrete banding with decorative concrete diamonds. The structure has a flat roof and concrete block foundation intermixed in some areas with brick. It has been vacant since 1995.

The Study Area also takes into consideration 450 Talbot Street, 122 Carling Street, 126 Carling Street, and 120 Queens Avenue as properties adjacent to a property where a change is proposed. The structures at 126 and 122 Carling Streets are listed properties and all five properties are designated under Part V of the *Ontario Heritage Act*. Collectively, these five properties represent the Study Area. The Study Area is located in the downtown core of the City of London. It is situated on the west side of Talbot Street, between Carling Street and Queens Avenue and to the east by the parking lot adjacent to 126 Carling Street and 123 Queens Avenue.

Within the Study Area, a total of four properties were identified as containing character defining elements by the Downtown London HCD. Three of the properties are commercial/office buildings, 122 Carling Street, 126 Carling Street, and 450 Talbot Street, and one is a vacant former industrial building, 123 Queens Avenue. The Downtown HCD Study did not identify any character defining elements or heritage value for 120 Queens Avenue.

The HIA identifies impacts associated with removal of 123 Queens Avenue. Based on the presence of cultural heritage resources which have the potential to be affected by the proposed undertaking, the following mitigation measures are recommended:

- Vibration Assessment
  - A pre-demolition vibration assessment should be completed to establish a baseline for vibration levels in advance of demolition activities

  - Should any properties within the study area be determined to be within the zone of influence, additional steps should be taken to secure the buildings from experiencing negative vibration effects (i.e. adjustment of machinery or establishment of buffer zones)

- Demolition Plan
  - The existing Building Demolition Plan prepared by Jonathan Velocci, P. Eng., should be updated to consider ways to safeguard 450 Talbot Street where it is attached to 123 Queens Avenue
  - Depending on the findings, additional monitoring during demolition activities by a qualified building condition specialist may be required
- Documentation and Salvage
  - The site assessment completed for this HIA identified numerous safety concerns associated with ice cover in the building that restricted access to the entirety of the building; however, should safer access be feasible, a site plan should be prepared, additional photography undertaken, and 3D scanning considered
  - The location of the alleyway should be recorded and georeferenced to allow for re-creation in any future development
  - Salvage of materials related to the history of the site should be undertaken under the supervision of a heritage professional
  - Materials salvaged should be stored offsite in a secured location for use in a future development
- Commemoration
  - A commemoration plan should be prepared which will provide guidance to future development of the site
  - The commemoration plan should include:
    - A site-specific history including the results of Documentation and Salvage activities
    - Specific approaches to commemorating the site (interpretive signage, material reuse, etc.) that will be required in any future development
    - General design guidelines for future development
    - Consultation with the London Heritage Advisory Committee regarding the history of the site, potential interpretive approaches, and design guidelines

The Executive Summary highlights key points from the report only; for complete information and findings the reader should examine the complete report.

Project Personnel

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Acknowledgements

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1.0 STUDY PURPOSE

JAM Properties Inc. (the Proponent) retained Stantec Consulting Ltd. (Stantec) to prepare a Heritage Impact Assessment (HIA) for 123 Queens Avenue, in the City of London, Ontario. The Proponent purchased the property in December of 2018 and is considering removal of the vacant structure fronting Queens Avenue. The property is situated within the Downtown Heritage Conservation District (HCD) that was designated under Part V of the *Ontario Heritage Act* in 2013. As such, the need to consider heritage implications as a result of the removal of the building triggered the need for this HIA.

The purpose of this HIA is to respond to policy requirements regarding the conservation of cultural heritage resources in the land use planning process. Where a change is proposed within an HCD, consideration must be given to the conservation of heritage resources. The objectives of this report are as follows:

- Identify and evaluate cultural heritage value or interest of properties within the Study Area
- Identify potential direct and indirect impacts to cultural heritage resources
- Identify mitigation measures where impacts to cultural heritage resources are anticipated to address the conservation of heritage resources, where applicable

To meet these objectives, this report contains the following content:

- Summary of project methodology
- Review of background history of the Study Area
- Evaluation of cultural heritage value or interest of resources within, and adjacent to, the Study Area
- Description of the proposed site alteration
- Assessment of impacts of the proposed site alterations on cultural heritage resources
- Review of development alternatives or mitigation measures where impacts are anticipated
- Recommendations for the preferred alternative

In addition to 123 Queens Avenue, consideration has also been given to 450 Talbot Street, 122 Carling Street, 126 Carling Street, and 120 Queens Avenue as properties adjacent to a property where a change is proposed. The structures at 126 and 122 Carling Streets are listed properties. Collectively, these five properties represent the Study Area. The Study Area is located in the downtown core of the City of London (Figure 1). It is situated on the west side of Talbot Street, between Carling Street and Queens Avenue and to the east by the parking lot adjacent to 126 Carling Street and 123 Queens Avenue.

2.0 STUDY METHODOLOGY

2.1 POLICY FRAMEWORK

2.1.1 Planning Act

The *Planning Act* provides a framework for land use planning in Ontario, integrating matters of provincial interest in municipal and planning decisions. Part I of the *Planning Act* identifies that the Minister, municipal councils, local boards, planning boards, and the Municipal Board shall have regard for provincial interests, including:

> *(d) The conservation of features of significant architectural, cultural, historical or scientific interest*

2.1.2 The 2014 Provincial Policy Statement

The Provincial Policy Statement (PPS) was updated in 2014 and is intended to provide policy direction for land use planning and development with regard to matters of provincial interest. Cultural heritage is one of many interests contained within the PPS. Section 2.6.1 of the PPS states that, “significant built heritage resources and cultural heritage landscapes shall be conserved”.

Under the PPS definition, conserved means:

> *The identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the Ontario Heritage Act. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.*

Under the PPS definition, significant means:

> *In regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people.*

The PPS also stipulates that development adjacent to protected heritage properties must be considered, in policy 2.6.3:

> *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

Under the PPS, "protected heritage property" is defined as follows:

> *property designated under Parts IV, V or VI of the Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of the Ontario Heritage Act; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.*
>
> (Government of Ontario 2014)

2.1.3 City of London Official Plan

The property at 123 Queens Avenue is Designated under Part V of the *Ontario Heritage Act*. The City's Official Plan, "The London Plan", contains the following policy with regard to development within or adjacent to designated and listed heritage properties:

> *586_ The City shall not permit development and site alteration on adjacent lands to heritage designated properties or properties listed on the Register except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the heritage designated properties or properties listed on the Register will be conserved.*

The London Plan also contains the following general objectives with regard to cultural heritage resources:

1. Promote, celebrate, and raise awareness and appreciation of London's cultural heritage resources.
2. Conserve London's cultural heritage resources so they can be passed on to our future generations.
3. Ensure that new development and public works are undertaken to enhance and be sensitive to our cultural heritage resources.

2.1.4 Downtown London Heritage Conservation District Plan

The Downtown London HCD Plan contains specific policies with regard to demolition and new construction within the district (Stantec 2012). Section 4.6 of the HCD Plan contains the following policies on demolition within the district:

> *The goal of a heritage conservation district is to preserve and protect the heritage assets within the short term and over the long term. Demolition of buildings within a heritage district is strongly discouraged. The* Ontario Heritage Act *allows municipalities to prevent demolition of heritage buildings, or establish conditions for demolition, such as the requirement for an approved site plan or a specific time frame for construction of a new building on the site. However, it is recognized that there are situations where demolition may be necessary such as partial destruction due to fire or other catastrophic events, severe structural instability, and occasionally redevelopment that is in keeping with appropriate City policies.*

2.2 BACKGROUND HISTORY

Background history for this project was obtained through review of aerial photography, fire insurance plans, city directories, census records, London Free Press articles, and secondary sources. Research was conducted at Western University and the London Public Library. To familiarize the study team with the Study Area, historical mapping, fire insurance plans, and aerial photographs were consulted to identify the presence of structures, and other potential heritage resources in the vicinity. Specifically, material reviewed included Fire Insurance Plans from 1888, 1907, 1915, 1922, 1940, 1948, and 1958.

2.3 FIELD PROGRAM

A site assessment was undertaken on February 22, 2019 by Meaghan Rivard, Senior Cultural Heritage Specialist, and Frank Smith, Cultural Heritage Specialist, with Stantec. The weather conditions were cold, sunny, and calm. The site visit consisted of a pedestrian survey of the Study Area from the publicly-accessible municipal right-of way. Interior access to 123 Queens Avenue was provided by the Proponent to inform the HIA.

2.4 EVALUATION OF CULTURAL HERITAGE VALUE OR INTEREST

2.4.1 Ontario Regulation 9/06

The criteria for determining cultural heritage value or interest is defined by *Ontario Regulation* (O. Reg.) *9/06*. Each potential heritage resource was considered both as an individual structure and as cultural landscape. Where cultural heritage value or interest was identified, a structure or landscape was assigned a cultural heritage resource (CHR) number and the property was determined to contain a heritage resource. Evaluations for each property are contained within Appendix A.

In order to identify cultural heritage value or interest at least one of the following criteria must be met:

1. The property has design value or physical value because it:
    a. is a rare, unique, representative or early example of a style, type, expression, material or construction method
    b. displays a high degree of craftsmanship or artistic merit
    c. demonstrates a high degree of technical or scientific achievement
2. The property has historical value or associative value because it:
    a. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
    b. yields, or has the potential to yield, information that contributes to an understanding of a community or culture

c. 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:

   a. is important in defining, maintaining or supporting the character of an area

   b. is physically, functionally, visually or historically linked to its surroundings

   c. is a landmark

(Government of Ontario 2006a)

2.5 ASSESSMENT OF IMPACTS

The assessment of impacts on cultural heritage resources is based on the impacts defined in the Ministry of Tourism, Culture and Sport (MTCS) *Infosheet #5 Heritage Impact Assessments and Conservation Plans* (Infosheet #5). Impacts to heritage resources may be direct or indirect. Direct impacts include:

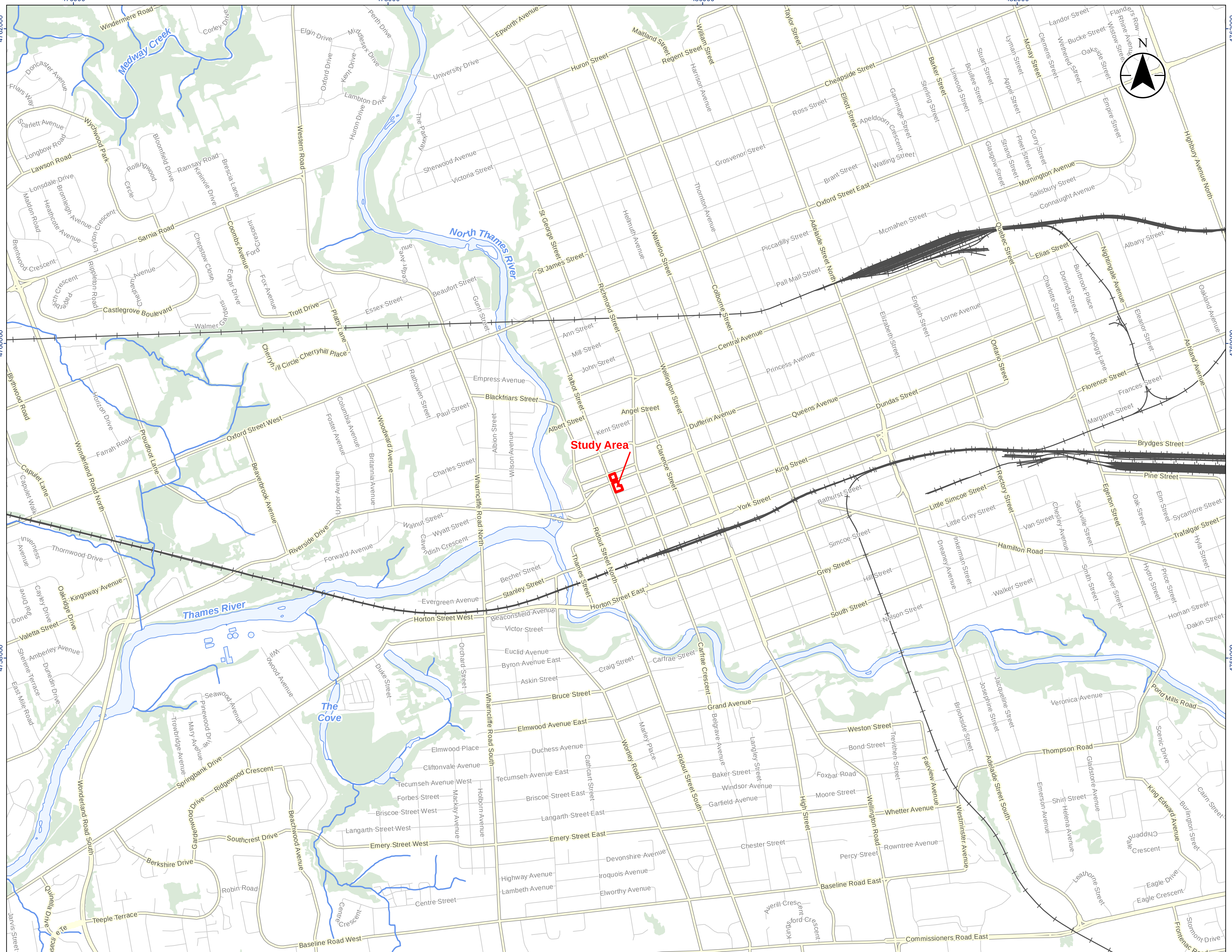
- Destruction of any, or part of any, significant heritage attributes or features
- Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance

Indirect impacts do not result in the direct destruction or alteration of the feature or its heritage attributes, but may indirectly affect the cultural heritage value or interest of a property by creating:

- Shadows that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship
- Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces
- Land disturbances such as a change in grade that alters soil, and drainage patterns that adversely affect an archaeological resource

(Government of Ontario 2006b)

In addition to impacts discussed in InfoSheet #5, this HIA also evaluated the potential for indirect impacts resulting from the vibrations of demolition activities. For the purposes of this HIA, this activity was categorized together with land disturbance. Although the effect of construction or demolition vibrations on historic period structures is highly variable, research suggests that vibrations may be perceptible in buildings with a setback of less than 40 meters from project activity (Crispino and D'Apuzzo 2001; Ellis 1987; Rainer 1982; Wiss 1981). Therefore, the proximity of the proposed change was considered in this assessment.



Legend

- Study Area
- Major Road
- Minor Road
- Railway - Operational
- Watercourse
- Waterbody
- Wooded Area

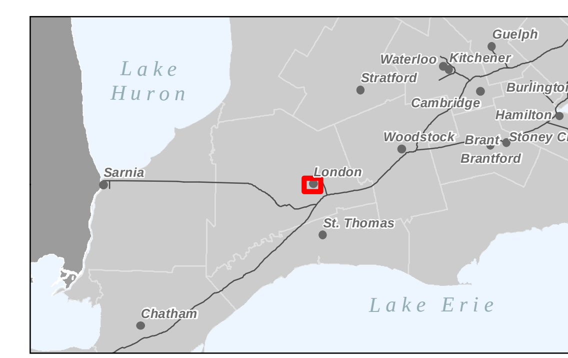
0 500 1,000 metres

1:25,000 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N

2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2019.



Project Location
City of London, ON

Prepared by BCC on 2019-03-15
TR by ABC on yyyy-mm-dd

Client/Project 160940616 REVA

2470894 ONTARIO, INC.
HERITAGE IMPACT ASSESSMENT:
123 QUEENS AVENUE, LONDON, ONTARIO

Figure No.

1

Title

Study Area Location

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3.0 SITE HISTORY

3.1 INTRODUCTION

The Study Area is located on part of Lot 15, Concession 1, in the former Township of London, now City of London. The Study Area is located east of Talbot Street, between Queens Avenue and Carling Street on Part Lots 6 and 7 of Plan 61 and includes 123 Queens Avenue, 122 Carling Street, 126 Carling Street, 450 Talbot Street, 120 Carling Street, and 120 Queens Avenue (Figure 2). The following sections outline the historical development of the Study Area from the time of Euro-Canadian settlement to the 21st century.

3.2 PHYSIOGRAPHY

The Study Area is located in the Caradoc Sand Plain and London Annex physiographic regions. Both regions are flat sand plains extending from east London to the Strathroy area in the southwest. In its entirety, the region compromises approximately 482 square kilometres in southwestern Ontario. The land is generally flat with a few rolling hills. The soil in the area consists of three types: Fox fine sandy loam, which appears on the finer soils which are deep and well drained; Berrien sandy loam, a shallow layer of sand over clay, with wet subsoil; and Oshtemo sand, which appears on sand hills and dunes (Chapman and Putnam 1984: 146).

The City of London is located along the Thames River. The well-defined river channel runs through a shallow valley. This is demonstrated through a history of critical flooding in the City as it was developed on land that, in physiographical terms, belongs to the river. This watershed area has proven from its land use history to be rich soil for agriculture development (Chapman and Putnam 1984: 139). London itself developed into the commercial centre for Southwestern Ontario because of its position along the river as an early travel route and the high alluvial terrace which offered good building sites (Chapman and Putnam 1984: 146).

3.3 HISTORICAL DEVELOPMENT

3.3.1 Survey and Settlement

During the 17th century and until 1763, southwestern Ontario was part of France's vast colonial holdings in North America called New France. In 1763, the Seven Years war concluded with the signing of the Treaty of Paris, and France relinquished nearly all of its colonial holdings in North America to Great Britain and Spain. The Thirteen British colonies along the Atlantic seaboard eagerly participated in the Seven Years War and believed that dislodging France from the continent's interior would open land west of the Appalachian Mountains to settlement by the burgeoning colonies. Instead the British *Proclamation of 1763* closed most of former New France to settlement to appease Indigenous allies and protect the fur trade. In 1774, the Quebec Act transferred the Ohio Valley and southwestern Ontario to the Province of Quebec. The Quebec Act enflamed tensions with the increasingly restless Thirteen Colonies and was a

contributing factor to the American Revolution, which culminated with the recognition of the independence of the Thirteen Colonies as the United States in 1783 (Craig 1963: 2 and Phelps 1989: 1).

Approximately one quarter of the population of the former Thirteen Colonies were Loyalists to the British Crown. During and following the conflict, about 50,000 people left the United States for Great Britain or other colonies, including Canada (Craig 1963: 3). Between 1778 and 1786, the Province of Quebec was governed by Frederick Haldimand. Initially, Haldimand wished to settle present-day Ontario with mostly First Nations allies of the Crown, but upon hearing of the favourable agricultural conditions throughout much of the region, he soon changed his mind. Haldimand also realized that settling the area with Loyalists would provide a bulwark against further aggression by the United States. Writing to Lord North, Prime Minister of Great Britain, Haldimand argued that the settlers would be "attached to the interests of Great Britain and capable of being useful upon many occasions" (Craig 1963: 4-5). To facilitate settlement, southern Ontario was divided into four districts, with present-day London being located in the Hesse District (Archives of Ontario 2015).

The Loyalist population wished to live under the customs and common law they were familiar with in Great Britain and the former Thirteen Colonies, instead of the French civil law practiced in Quebec as part of the *Quebec Ac*t of 1774. To accommodate the Loyalists, the British parliament passed the *Constitutional Act of 1791*, which divided Quebec into Upper and Lower Canada. The division was both geographic and cultural; French laws would be preserved in Lower Canada, while the British constitution and laws would rule in Upper Canada (Craig 1963: 17). John Graves Simcoe was selected as Lieutenant Governor of the newly created province. Simcoe was a veteran of the American Revolution, having served in the Queens Rangers, and eagerly planned to build a model British society in Upper Canada. He wrote of his desire to "inculcate British customs, manners, and principles in the most trivial as well as serious matters" in the new colony (Craig 1963: 20-21). In 1792, Simcoe renamed the Hesse District the Western District (Archives of Ontario 2015).

While studying maps of Upper Canada, Simcoe decided the provincial capital should be named London and located in the southwest at the confluence of the north and south branches of the river called La Tranche by the French (Finkelstein 2006). Simcoe renamed the river the Thames to match his plan for a capital city called London. He believed this strategic location would be too far inland for American forces to easily attack in the event of renewed war.

Simcoe and a party of men set out from Niagara in February 1793 to explore the area en route to Detroit (Armstrong 1986: 17 and Miller 1992: 2-3). Joining him on this expedition was Thomas Talbot, who later became a major colonizer and land owner in southwestern Ontario. Simcoe was impressed when he arrived at the forks of the Thames and confirmed his desire for the site to become the capital of the Province (London Township History Book Committee 2001: 11). Edward Baker Littlehales, who accompanied Simcoe during the expedition, wrote that Simcoe "judged it [London] to be a situation eminently calculated for the metropolis of all Canada" (Miller 1992: 3). Despite Simcoe's wishes, London was still considered too remote and inaccessible a location to be a capital city. Instead, the capital was moved to York (present-day Toronto) (Armstrong 1986: 21). However, in 1796 the land around the forks of the Thames was set aside as Crown Reserve for the future site of London (Brock 2011: 3).

The first surveyor in the region, Abraham Iredell, reported the agricultural conditions in Southwestern Ontario to be among the finest in North America. In 1800, the Western District was divided roughly in half and the London District and Middlesex County were created (Archives of Ontario 2015). Middlesex County was further divided into townships, London Township being the largest at 12 square miles (approximately 31 square kilometres) and encompassing 96,000 acres.

The first settler in London Township was Joshua Applegarth, who arrived in 1807, and attempted to cultivate hemp before switching to other crops (Page 1878: 5). However, London Township remained almost entirely unsettled until 1810 when Thomas Talbot returned, along with surveyor Mahlon Burwell, to develop the township. Talbot would eventually be instrumental in the settlement of 29 townships in southwestern Ontario (London Township History Book Committee 2001: 12). Burwell's survey was interrupted by the War of 1812 and he completed the work in 1818. (Page 1878: 5). The first Township meeting was held in January 1819 at Joshua Applegarth's home (Armstrong 1986: 29).

3.3.2 19th Century Development

In November 1825, the London District courthouse and jail at Vittoria in Norfolk County was damaged by fire. District authorities, including Thomas Talbot, decided to move the district capital to a more central location, instead of rebuilding at Vittoria (Miller 1992: 7). In January 1826, the District Town for the London District was transferred from Vittoria to the Crown Reserve Land in London Township set aside for Simcoe's envisioned capital. The townsite for London was surveyed in May and June of 1826 by Burwell (Armstrong 1986: 33 and Miller 1992: 7). The northern boundary of the townsite was marked by a road allowance called "North Street". The road allowance jogged to the south just west of Richmond Street to accommodate the farm owned by John Kent. The northern portion of North Street is present-day Queens Avenue and the southern part is present-day Carling Street. The Study Area is positioned just north of the original townsite (Miller 1992: 7).

By 1831, considerable progress had been made in clearing and developing the townsite. In July 1831, Allen Talbot wrote about the village in both the *London Sun* and *Montreal Gazette*, writing "less than five years ago its present site was a cheerless wilderness, without human habitation, it now numbers upwards of seventy framed houses, verging fast towards completion, some of which are of a very superior order" (Brock 1975: 67). By 1832, the village of London had a courthouse, two churches, three hotels, six general stores, and a total of about 130 buildings. The village had a population of about 300. The Study Area, and other land north of the original townsite, remained outside the Village. However, developments north of the townsite, included the erection of the first Blackfriars Bridge, approximately 600 metres northwest of the Study Area (Armstrong 1986: 35). The village continued to grow and in 1840, the Town of London was incorporated (Brock 2011: 23). When the Town of London was incorporated the boundaries of the town were extended north to present-day Huron Street and east to present-day Adelaide Street (Armstrong 1986: 67). This extension included the lands within the Study Area. The new town had a population of 1,716 (Armstrong 1986: 63).

As the Town of London began to develop, residents began to clamor for access to a railway. As early as 1831, merchants and farmers of London and London Township had proposed constructing a railway through the community. In the 1840s, planning began on a line that would run from Niagara to Detroit.

The planned route would run through London and many prominent Londoners helped finance the project. The Great Western Railway was chartered in 1845 and construction on the London portion of the line began in October 1847. The ground-breaking ceremony in London was led by Thomas Talbot, who was then 77 years old and still deeply involved in the development of London. In December 1853, the first train pulled into London. The train had travelled from Hamilton and arrived in six hours at an average speed of 25 mph (40 km/h) (Armstrong 1986: 82-83). In 1882, the Great Western Railway became part of the Grand Trunk Railway.

London benefited greatly from the arrival of the railway and experienced a boom. The town developed into the centre of industry and finance in Southwestern Ontario. Because of this growth, the Town of London was incorporated as a city on January 1, 1855 (Armstrong 1986: 68). Land value greatly increased in the City and township, with some properties increasing nearly 300% between 1849 and 1856.

The boom in development and investment ended in 1857. The conclusion of the Crimean War in 1857 started a depression in the British Empire, which included Canada. The impact was particularly hard on London. By 1860, three quarters of the businesses in the city had failed and the population dropped from 16,000 to 11,000. It would take almost three decades for land values in London to rebound (Armstrong 1986: 86-87). London's economy would begin to recover when the American Civil War (1861-1865) created demand for exports to help feed and supply the Union Army (Armstrong 1986: 99). By 1871, the population of the City had rebounded to about 16,000 and in 1881 the population climbed to 19,941 (Burley ND.: 392 and Armstrong 1986: 125).

3.3.3 20th Century Development

In 1912, the City of London had a population of 49,102, which would increase to 69,742 in 1929 (Armstrong 1986: 163). During this period, many modern improvements arrived in the City. Main roads in the central part of the City were paved in asphalt, replacing cedar blocks (Armstrong 1986: 133). The Hydro Electric Power Commission (HEPC), under the leadership of Adam Beck, commenced to service London with hydroelectricity from Niagara in 1910 (Armstrong 1986: 136). The Public Utilities Commission was established in 1914 to manage the distribution of electricity, water, and manage City parks (Armstrong 1986: 168).

Compared to other municipalities in Ontario, London fared relatively well during the Great Depression. Several major building projects were completed in London during the 1930s, including the underpass of Richmond Street under the CNR tracks and construction of the Dominion Public Building, located approximately 50 metres east of the Study Area. In 1932, only 8% of the population was unemployed, a much lower number than other cities in southern Ontario like Toronto, Hamilton, and Windsor (Armstrong 1986: 185). Nonetheless, the effects of the Great Depression and Second World War curtailed growth in the City (Curtis 1992: 15).

Like much of North America, London experienced a post-war population boom and by 1961 the population of the City was 165,815. The increase in population was mostly spurred by several annexations of Westminster and London Townships between 1954 and 1961. The largest annexation

occurred in 1961 when the City grew from 32 square kilometres in size to 172 square kilometres (Miller 1992: 213). By the early 1960s, the City of London contained 328 manufacturing plants, 80 wholesalers, and 70 construction firms (Miller 1992: 219).

Infrastructure improvements during the 1960s included new overpasses over the railway at Adelaide Street, Highbury Avenue, and Quebec Street. In the 1970s, Queens Avenue was extended over the Thames River as was Dundas Street and Wonderland Road and Hutton Roads were connected via the new Guy Lombardo Bridge (Armstrong 1986: 213-214). As the population of London shifted to the suburbs during the mid-20th century it was becoming increasingly unnecessary to visit downtown London (Armstrong 1986: 234). By the 1970s, a revitalization plan was needed for the City's downtown. A cohesive vision for the city core did not develop and a mix of infill and new construction occurred during the 1970s, including the City Centre Complex, the London Centre Arcade, the new City Hall, and new federal building and courthouse (Armstrong 1986: 234, 238).

During the 1980s, the pace of growth in the City steadied. The population of the City in 1980 was 261,841 (Armstrong 1986: 327) and most new growth in London occurred at the south and north ends of the city as subdivision development accelerated (Miller 1992: 229). The City of London is continuing to grow and develop in the 21st century. In 2016, the City of London had a population of 383,822, an increase of 4.8% since 2011 (Statistics Canada 2017).

3.4 PROPERTY HISTORY

3.4.1 450 Talbot Street/120 Carling Street

The former Greene-Swift Block, constructed between 1906 and 1907, is located at 450 Talbot Street/120 Carling Street (Plate 1). The building was one of London's first buildings constructed of reinforced concrete (Baker 2000: 122). The firm was a manufacturer of clothing for men and boys and operated a cap department. The company was founded in 1900 by Robert Greene, S.D. Swift, and W.E. Greene as Greene, Swift & Co. and was initially located at 139 Carling Street. Two years later they moved to 186 King Street, between Richmond and Clarence Streets (Scott 1930: 246 and Baker 2000: 122). The company's great success and rapid expansion led to further expansion at 450 Talbot Street/120 Carling Street only four years later to fulfill orders and space requirements (Scott 1930: 246). The Greene-Swift Block replaced a spice mill and several timber frame buildings (Figure 3).

Shortly after their move to Talbot Street, the company was incorporated as Greene-Swift Limited. Initially, the company only utilized 24,900 feet of space in the building and rented out the remainder. The payroll for Greene-Swift increased from about $10,000 in 1900 to $289,612 in 1913. As the organization continued to grow, they utilized more space in the building, and by 1913 used over 50,000 feet of space (Gardner 1914: 62).

The Greene-Swift company was known for a small and carefully designed product line, which reduced costs and simplified the production process. By the 1920s, the company had a staff of approximately 250, the majority of which were women. The main material for the garments was wool, 80% of which was imported from the United Kingdom and the remainder was sourced domestically. Clothing manufactured

by the company was sold throughout Canada (Scott 1930: 247). The company was well regarded in the City, demonstrated by their selection to produce the London Fire Department's uniforms from 1920 until at least 1927 (Baker 2000: 123).

Plate 1: The Greene-Swift Block, c. 1914 (Gardner 1914: 62)

When the Greene-Swift block was built, the structure had a large boiler at the northwest corner of the building (Figure 4). The company sold the exhaust from the boiler to nearby buildings as steam heat (Scott 1930: 246). The Greene-Swift company was not the only downtown clothing manufacturer to sell steam heat. The Helena Costume Company, located on King Street between Clarence and Richmond, also sold heat to nearby buildings (Goad 1915 and Baker 2000: 122). Between 1916 and 1922, two new boilers were built as an addition to the building on the northwest corner. The new boilers expanded the ability of Greene-Swift to sell steam heat and between 1927 and 1928 the steam heating component of Greene-Swift was spun-off to form the Cities Heating Company Limited (CHC). The new company was assigned the municipal address of 123 Queens Avenue (Vernon 1928: 153 and Scott 1930: 246).

Despite the early success, the Greene-Swift company did not survive the Great Depression and closed during the 1930s (Underwriters Survey Bureau 1940). After the closure of Greene-Swift, the building was used as a warehouse and practice theater for the London Little Theatre (Baker 2000: 122). During the 1950s, the building was converted to office space (Underwriters Survey Bureau 1958). By 1998, the building had been remodeled and clad in stucco, obscuring the original architectural details of the structure, with the exception of the east elevation (Baker 2000: 122). The building is presently occupied by the Harrison Pensa law firm.

3.4.2 123 Queens Avenue

Initially, the structure at 123 Queens Avenue was considered an addition to the Greene-Swift Block at 450 Talbot Street. The addition, constructed between 1916 and 1922, housed two new boilers for Greene-Swift and included a chimney, coal hopper, and boiler feed pumps (Figure 5).

Prior to the construction of the structure at present-day 123 Queens Avenue, two structures were located at 123 Queens Avenue, stables for the adjacent Queens Hotel, located on Carling Street. The Queens Hotel opened in 1871 and the stables were likely built at this time. Between 1921 and 1922 the Queens Hotel closed, and the stables became McCartney's Horse Repository (Vernon 1922: 48). The horse repository does not appear in subsequent city directory listings and, based on city directories and mapping, the stable closest to Talbot Street was likely demolished to accommodate the construction of the structure at present-day 123 Queens Avenue. The second stable was likely demolished between 1924 and 1925 as it last appeared listed in the city directory for 1924. However, the fire insurance plan of 1922 does not depict any stables in the area and depicts a structure similar in size to the northern stable as "Wood Box Manufacturing" (Underwriters Survey Bureau 1922).

The address 123 Queens Avenue was assigned to the property when CHC was created as an independent company between 1927 and 1928. Sometime between 1925 and 1940, an addition to 123 Queens Avenue was constructed at 125 Queens Avenue. The 1940 Fire Insurance Plan for London shows that 125 Queens Avenue had two boilers and a chimney and was the heating plant for CHC (Figure 6). In 1952, the original 125-foot chimney on 123 Queens Avenue was demolished and replaced with a small chimney and the interior of the building converted to office space for CHC (Western Archives 1952 and Figure 7). During this same period, 125 Queens Avenue was expanded (Plate 2 to Plate 4).

By 1958, CHC was supplying heat to the majority of downtown businesses, including the Kingsmills Department Store, Covent Garden Market, and the Simpsons Department Store (Underwriters Survey Bureau 1958). An archival photo from 1960 shows the chimney at 125 Queens Avenue bellowing smoke (Plate 5). An advertisement in the *London Free Press* from 1974 boasted that CHC heated the London Free Press building on York Street and provided a source of heating that produced minimal pollution. The business was extolled with the following statement "Ours is the modern, economical way to ensure reliable warmth through the heating season and reliable cooling throughout the summer months, without pollution" (London Free Press 1974: 68). Research indicates that CHC heating extended south to at least York Street, west to at least Ridout Street, and east to at least Waterloo Street (London Free Press 1954). The approximate northern extent of CHC's service was not determined.

Plate 2: 123-125 Queens Avenue, c. 1953 (Carty 1953)

Plate 3: 123-125 Queens Avenue, c. 1964 (Altenberg 1964)

Plate 4: View of front façade of 123 Queens Avenue, 1954 (London Free Press 1954)

Plate 5: Smoke rising from the chimney of CHC and 125 Queens Avenue, 1960 (London Free Press 1960)

From the 1950s until about 1989, CHC was owned by Thomas Hayman. Hayman was born in 1924 in London. After graduating from the University of Toronto with an engineering degree and the University of Western Ontario with a B.A., Hayman worked for his father's construction company before he purchased CHC. Hayman was a noted member of the community and avid outdoorsman. He was a member of the Emily Creek Club, Upper Thames Conservation Authority, Nature London, and the London Hunt Club. He was also a columnist for the *London Free Press,* writing the "World Outdoors" column for 48 years. He also taught bird identification classes at Fanshawe College. His dedication to conservation and birding earned him an award from the Ontario Field Ornithologists in 2003 and the Conservation Award from Nature London in 2006. Hayman passed away in 2014 (Your Life Moments/London Free Press 2014).

In 1989, Hayman sold CHC to Trigen (London Free Press 2017). From 1990 to 1993, Trigen continued to use the CHC name and directories listed 123 Queens Avenue as "Trigen London District Energy and Cities Heating Company" (Vernon 1990: 330). In 1994, the CHC name was retired (Vernon 1994: 322). That same year, the plant and offices at 123 and 125 Queens Avenue were closed and a new facility running on natural gas was opened at the corner of Bathurst and Colborne Streets (London Free Press 2017). Trigen left 123 and 125 Queens Avenue in 1995 and the building has remained vacant since this time (Vernon 1995: 321). Based on Google Earth imagery, 125 Queens Avenue was demolished between 2003 and 2006. In 2010, the original east façade of 123 Queens Avenue was parged over (City of London 2010).

3.4.3 122 Carling Street

The structure at 122 Carling Street was constructed in the 1850s during the building boom following the arrival of the railway. The building was the original site of the *London Free Press* and operated from 122 Carling Street until 1871. After the departure of the newspaper, the building became the Queen's Hotel, one of London's more prestigious hostelries described as a "landmark of London before the turn of the century" (Historic Sites Committee 2000: 10 and London Free Press 1942). The hotel was operated by James McMartin (London Free Press 1942). The Census of 1901 lists James McMartin as a 48-year-old Ontario born hotel keeper of Scottish descent. He lived with his wife Martha, age 48, son Edward, age 21, son Frank, a printer, age 19, and daughter Edith, age 17 (Library and Archives Canada 1901). Their son Frank, also known as Frederick, went on to become the night editor of the London Free Press (London Free Press 1942).

In 1921, the Queen's Hotel closed, and 122 Carling Street returned to its roots in the printing industry as the home of the *Farmer's Advocate,* published by the William Weld Company Limited (Plate 6). The publication was an agricultural journal that was founded in 1866 by William Weld and was Canada's longest published agricultural paper distributed throughout the United States and Canada (Historic Sites Committee 2000 and Western Archives ND.). After Weld's death, his sons and grandsons continued the operation. The paper was published on a monthly basis and contained advertisements, new ideas, and information about agricultural practices. The paper ceased publication in 1965 and since 1974 the property has been the location of the Marienbad Restaurant (Ivey Family London Room ND.).

Plate 6: 122 Carling Street, c. 1935 (Ivey Family London Room 1935)

3.4.4 126 Carling Street

The structure at 126 Carling Street was built between 1929 and 1930. Like the adjacent 122 Carling Street, the building was initially occupied by various publishers and print shops. The first occupant of the building was the Western News Company (Vernon 1930: 620). The company did not remain at 126 Carling Street for long and in 1932 the building was occupied by the London office of the Toronto based Rapid, Grip & Batten Limited (Vernon 1932: 636).

Rapid, Grip & Batten Limited was founded in Toronto in 1893 as The Grip Printing Company. The company achieved wide commercial success with their satirical periodical called *Grip.* The editor of *Grip* was J.W. Bengough, who also published work in *The Farmer's Advocate* (Spadoni 1988: 13). In about 1900, the company ended the publishing branch of their business and focused on engraving. The engraving process used metal plates to reproduce illustrations for magazines and books. Through a series of mergers and acquisitions the company was named Rapid, Grip, and Batten Limited by the time they opened their London office (Spadoni 1988: 27). The London office of the company closed around 1934.

According to a 1935 report by the Dominion Bureau of Statistics, the occupant of 126 Carling Street was Wesley Engravers and they appear as the occupant of the building in the City Directory of 1939 (Dominion Bureau of Statistics 1935: 3 and Vernon 1939: 777). Between the mid-1940s and the 1950s the occupant of the building was Artcraft Engravers, which originally had an office at 430 Richmond Street (Underwriters Survey Bureau 1940 and 1958). Wesley Engravers and Artcraft Engravers were two of 43 businesses in 1935 within Ontario that were "engaged wholly or principally in the production of printed matter by the engraving process, and the manufacture of plates, stereotypes and electrotypes for the printing trade" (Dominion Bureau of Statistics 1935: 1). The building is currently occupied by Chaucer's Pub, an affiliate of Marienbad Restaurant.

3.4.5 120 Queens Avenue

The structure at 120 Queens Avenue is known as the Lipton Building and was constructed in 1956 (Stantec 2011). From at least the 1880s until the mid-1950s, the area contained the municipal addresses 454-464 Talbot Street. The structures at this address were six attached residences. The residences were two and one half storey structures with a hip roof and dormers (Plate 7). During the 19th century these rowhouses were home to some of London's affluent citizens, including two doctors and a reverend in 1883 (London Publishing Company 1883: 34).

In 1954, the rowhouses were demolished and construction began on 120 Queens Avenue, known as the Lipton Building (Plate 8). The first occupant of the building is recorded in 1957 and was the Unemployment Insurance Commission (Vernon 1957: 686). Archival photographs show that the original façade of the Lipton building had elements of the mid-century modern design style, expressed primarily by the building's curtainwall (Plate 9 and Plate 10). For the remainder of the 20th century, the building has been used as government and municipal offices.

In 1966, the Canadian military opened the Western Ontario Division Recruiting Centre in the building (Ivey Family London Room 1971). From the 1970s to 1990s, occupants included the London and Middlesex Disaster and Emergency Planning, the Canada Employment and Immigration Commission, Human Resources Centre of Canada, Teledek Employment Insurances, and Human Resources Development Canada (Vernon 1974, 1981, 1990, 1995, and 2000). According to the Downtown HCD Study, "the building has been completely renovated in recent years leaving no heritage elements" (Stantec 2012).

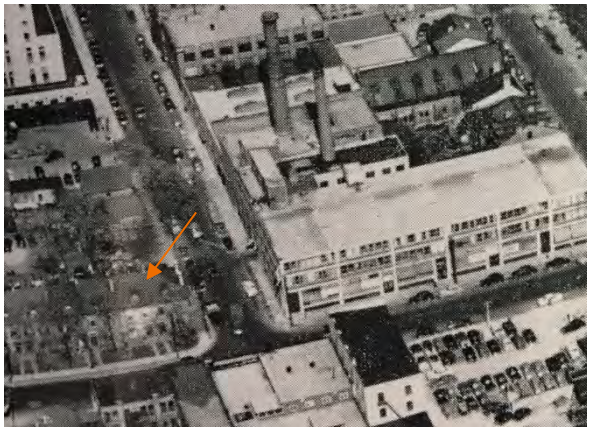

Plate 7: 454-464 Queens Avenue, bottom right of the photo, c. 1953 (Caty 1953)

Plate 8: The Lipton Building under construction, 1955 (London Free Press 1955)

Plate 9: Lipton Building, c. 1964 (Altenberg 1964)

Plate 10: Lipton Building, c. 1965 (London Free Press 1965)

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Legend

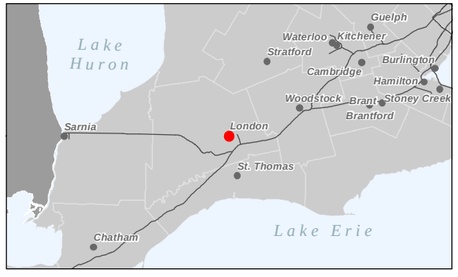
- Study Area
- Property Boundary

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N

2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2019.

3. Orthoimagery © First Base Solutions, 2019. Imagery Date, 2018.



Project Location
City of London, ON

Prepared by BCC on 2019-03-15
TR by ABC on yyyy-mm-dd

Client/Project
160940616 REVA
2470894 ONTARIO, INC.
HERITAGE IMPACT ASSESSMENT:
123 QUEENS AVENUE, LONDON, ONTARIO

Figure No.
2

Title
Study Area

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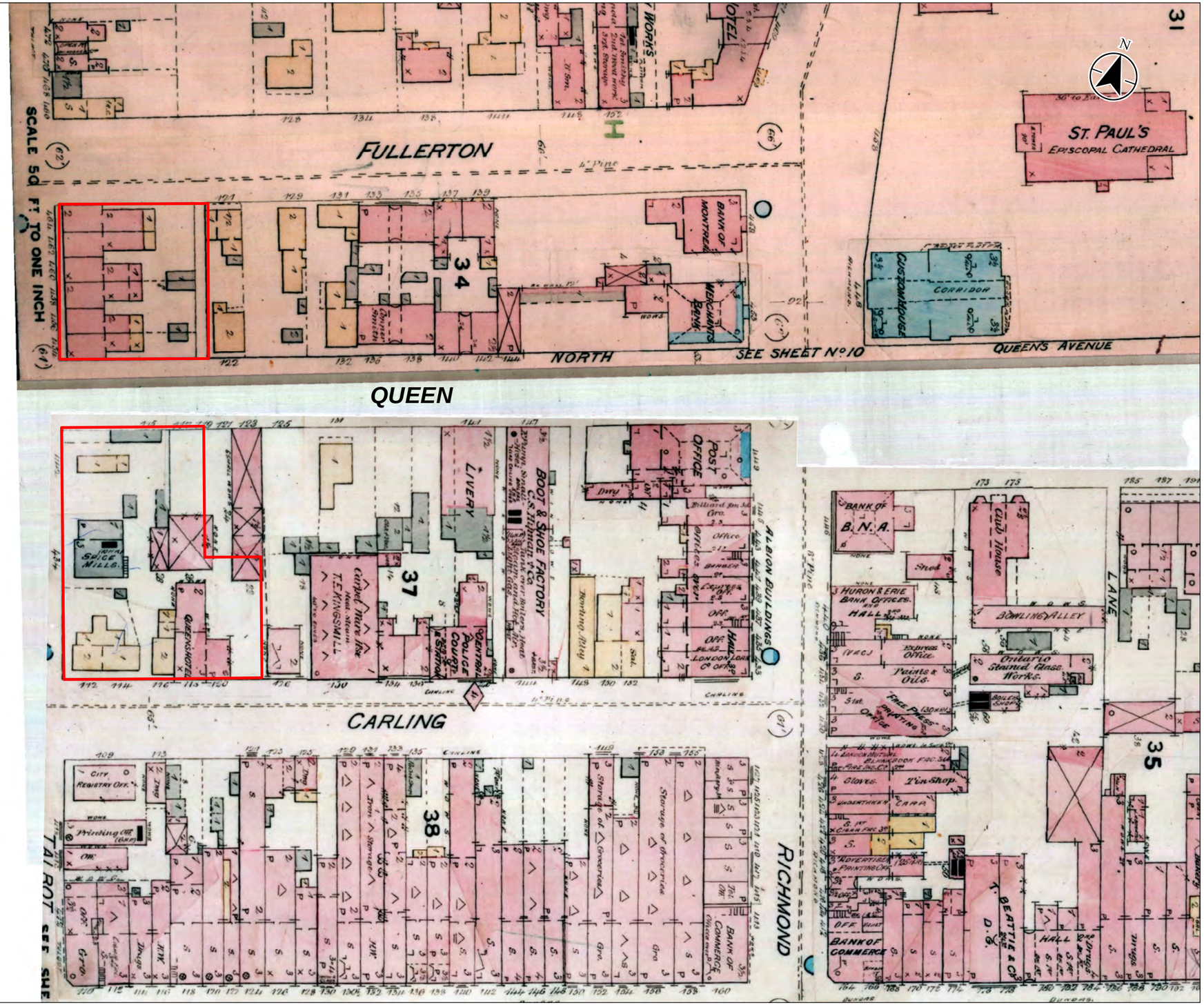


Stantec

Legend

Study Area

NOT TO SCALE

Notes

1. Source: Goad, Charles E. 1888. Insurance Plan of London, Ontario. Montreal: Charles E. Goad.

Project Location
City of London, ON

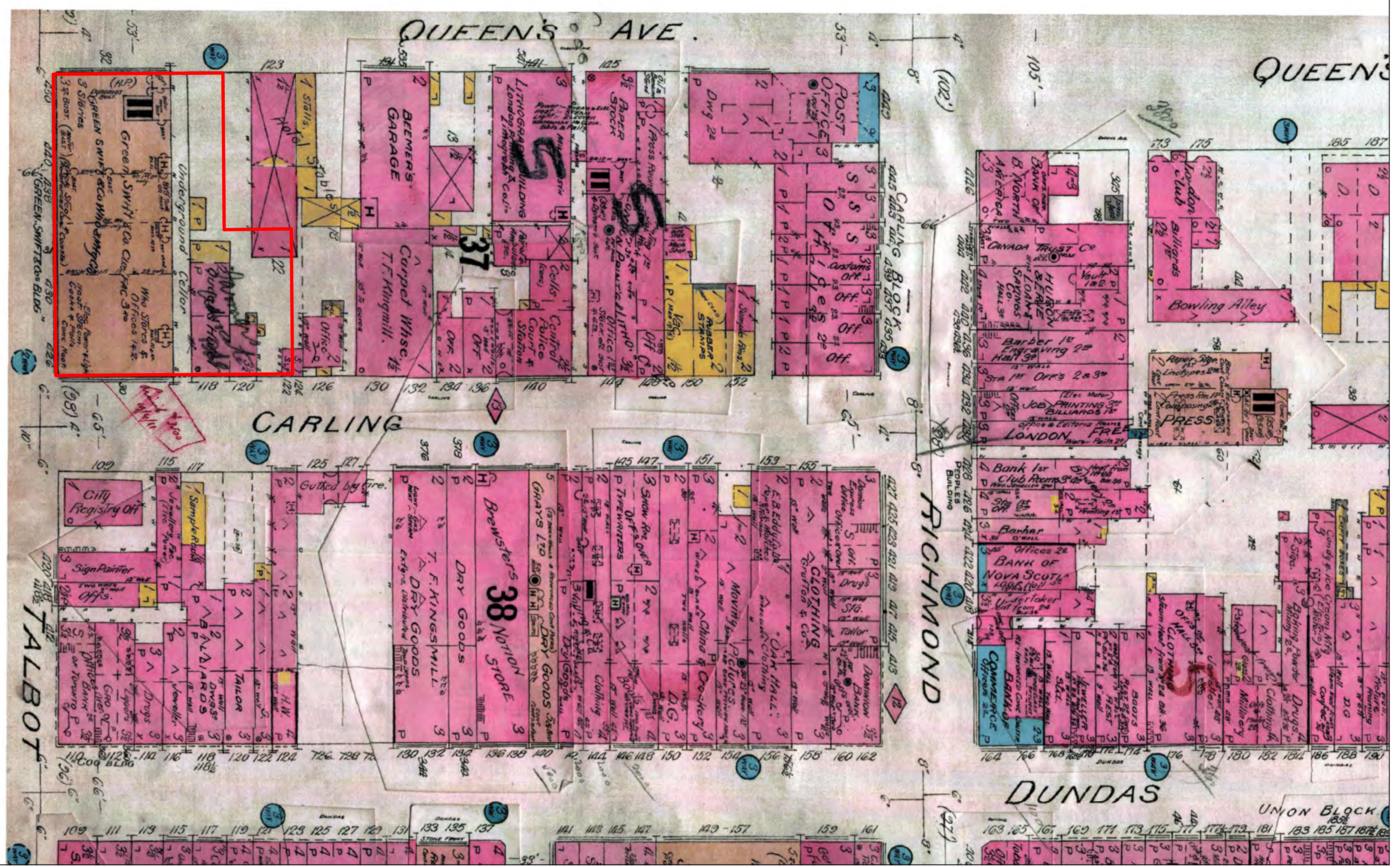
Prepared by BCC on 2019-03-15
TR by ABC on yyyy-mm-dd

Client/Project
2470894 ONTARIO, INC.
HERITAGE IMPACT ASSESSMENT:
123 QUEENS AVENUE, LONDON, ONTARIO

160940616 REVA

Figure No.
3

Title
1888 Fire Insurance Plan, Sheet 10



Stantec

Legend

Study Area *

NOT TO SCALE

Notes

1. Source: Goad, Charles E. 1915. Key Plan of the City of London Ontario. Toronto: Charles E. Goad.

***** Northern portion of the Study Area not included on this mapping.

Project Location
City of London, ON

Prepared by BCC on 2019-03-15
TR by ABC on yyyy-mm-dd

Client/Project 160940616 REVA
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123 QUEENS AVENUE, LONDON, ONTARIO

Figure No.
4

Title
1915 Fire Insurance Plan

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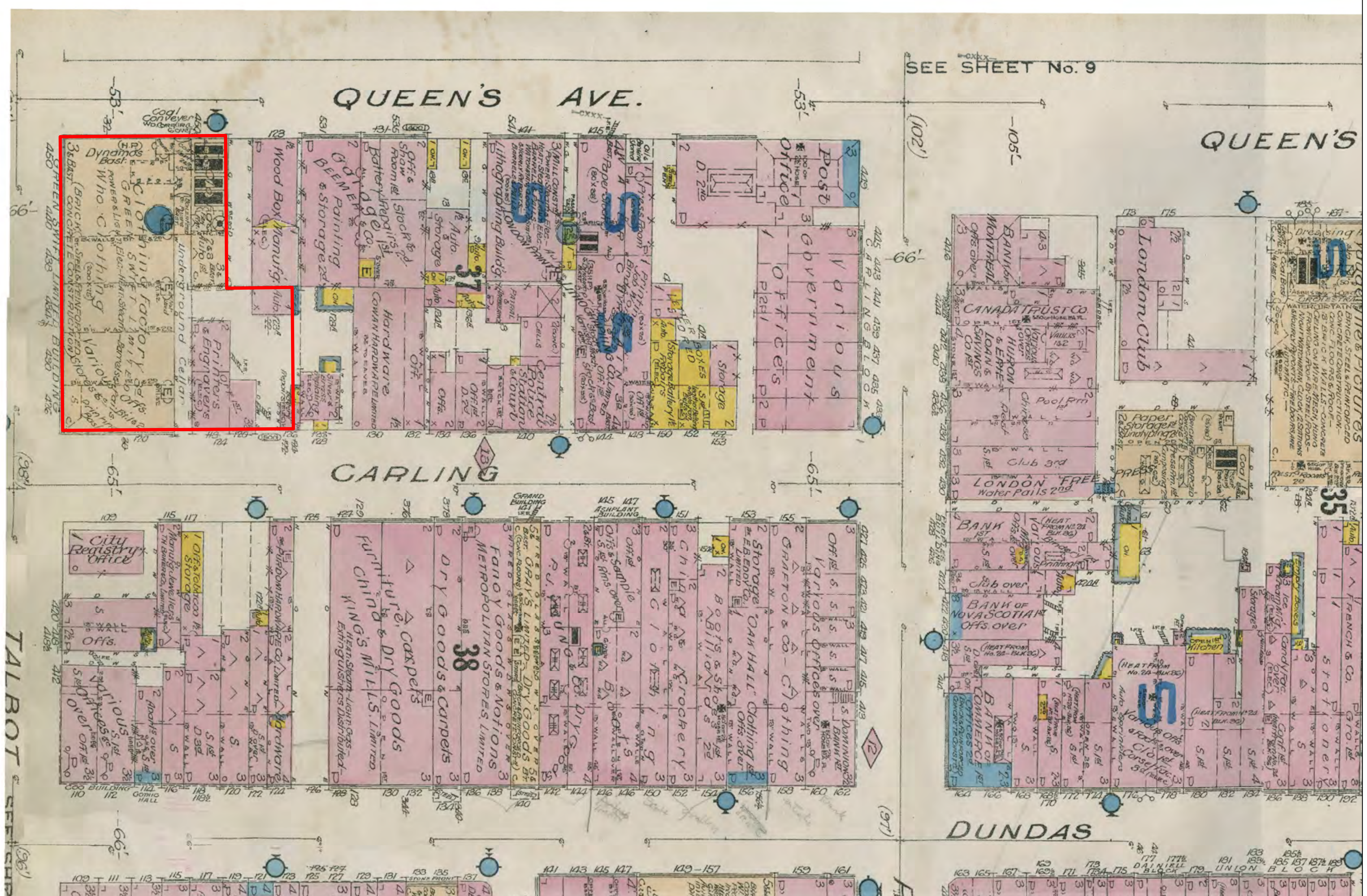

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Legend

Study Area *

NOT TO SCALE

Notes

1. Source: Underwriters Survey Bureau. 1922. City of London Ontario. Toronto: Underwriters Survey Bureau.

***** Northern portion of the Study Area not included on this mapping.

Project Location
City of London, ON

Prepared by BCC on 2019-03-15
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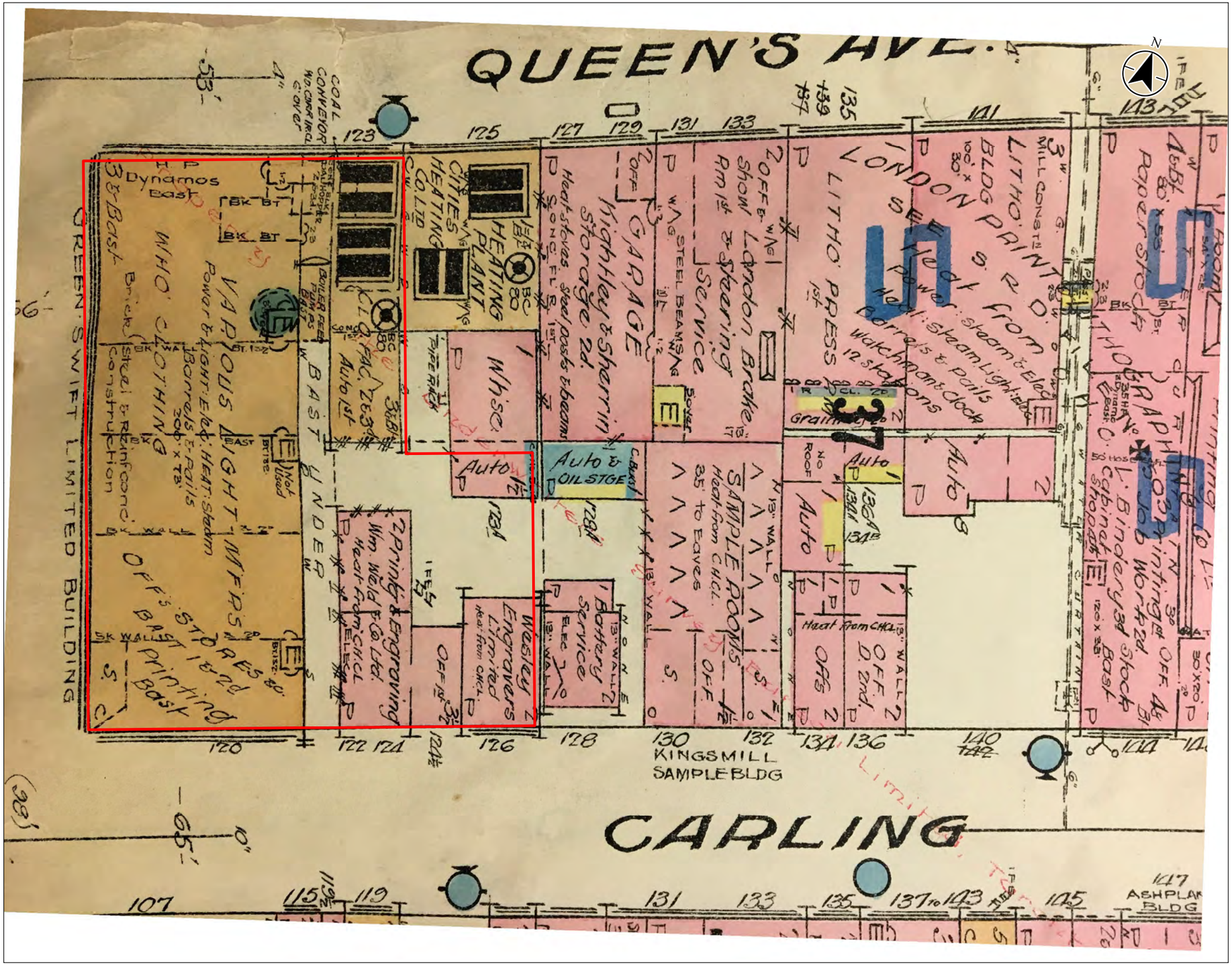
123 QUEENS AVENUE, LONDON, ONTARIO

Figure No.
5

Title
1922 Fire Insurance Plan



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Legend

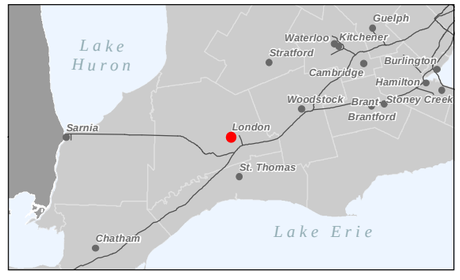
Study Area *

NOT TO SCALE

Notes

1. Source: Underwriters Survey Bureau. 1940. City of London Ontario. Toronto: Underwriters Survey Bureau.

***** Northern portion of the Study Area not included on this mapping.



Project Location
City of London, ON

Prepared by BCC on 2019-03-15
TR by ABC on yyyy-mm-dd

Client/Project 160940616 REVA
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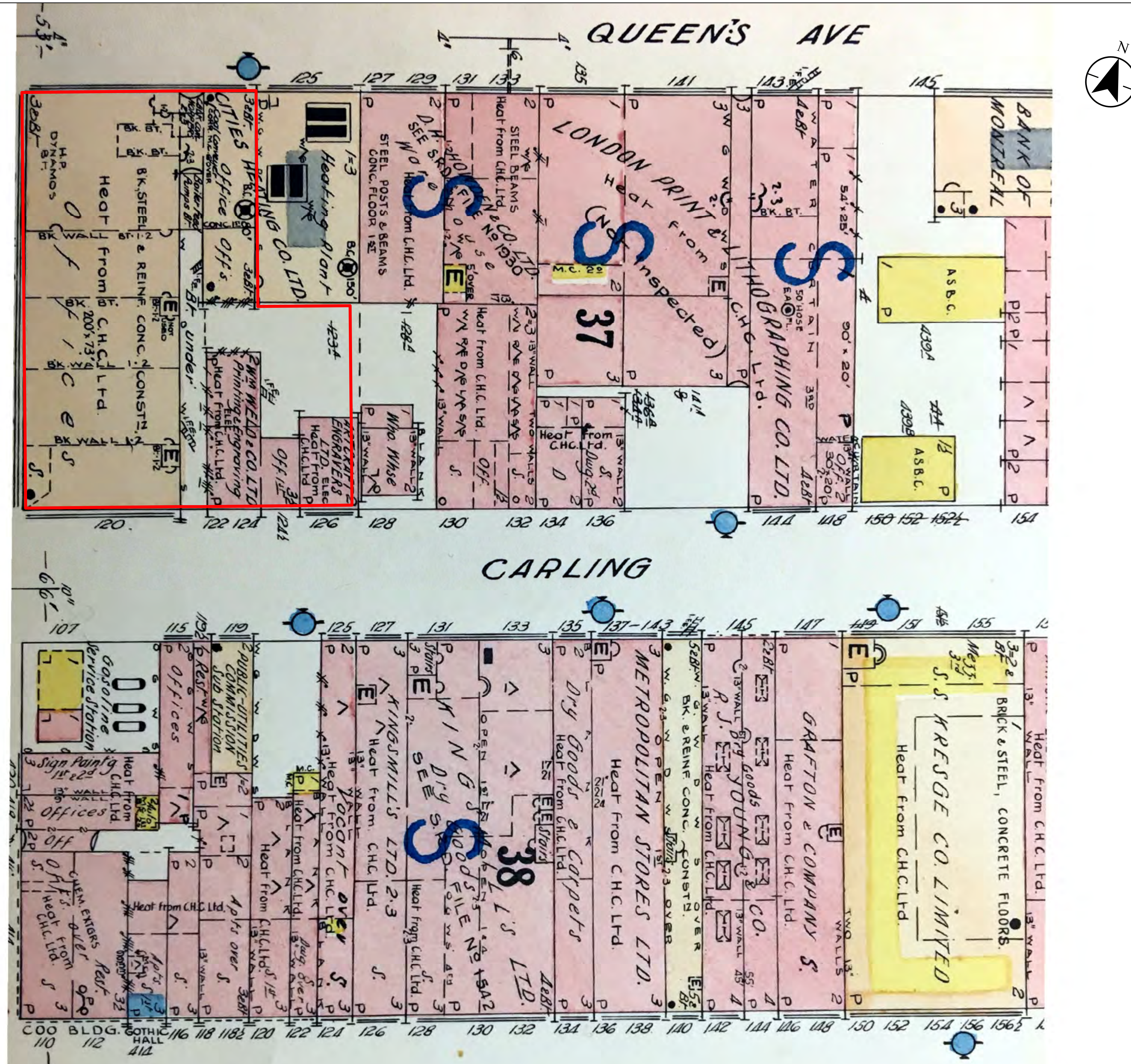
HERITAGE IMPACT ASSESSMENT:
123 QUEENS AVENUE, LONDON, ONTARIO

Figure No.
6

Title
1940 Fire Insurance Plan



Stantec

Legend

Study Area *

NOT TO SCALE

Notes

1. Source: Underwriters Survey Bureau. 1958. City of London Ontario. Toronto: Underwriters Survey Bureau.

***** Northern portion of the Study Area not included on this mapping.

Project Location
City of London, ON

Prepared by BCC on 2019-03-15
TR by ABC on yyyy-mm-dd

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Figure No.
7

Title
1958 Fire Insurance Plan

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4.0 SITE DESCRIPTION

4.1 INTRODUCTION

As outlined in Section 2.3, a site visit was conducted on February 22, 2019 by Meaghan Rivard, Senior Heritage Consultant, and Frank Smith, Cultural Heritage Specialist, both with Stantec. The weather conditions were cold, sunny, and calm. The site visit included a pedestrian survey of the buildings adjacent to 123 Queens Avenue and an interior site assessment of 123 Queens Avenue. Ongoing attempts to secure the building have failed and there were numerous areas where vandals have gained access to the building. The multiple forced entries, as well as attempts to secure the building from the interior, have created areas that were inaccessible. In addition, the roof is in very poor visual condition, is clad only with plywood in areas, and is absent in various areas of the third floor. The result is that water has entered the building and, given the cold conditions, large amounts of ice were found throughout the buildings, creating health and safety concerns. Areas where Stantec could not gain access due to blocked entryways or health and safety concerns are noted below.

4.2 LANDSCAPE SETTING

The Study Area consists of the property at 123 Queens Avenue, 120 Queens Avenue, 450 Talbot Street, 122 Carling Street, and 126 Carling Street. The property at 123 Queens Avenue contains an early 20th century industrial structure. The property at 120 Queens Avenue contains a mid-20th century office building. The property at 450 Talbot Street contains an early 20th century industrial structure that has been converted to commercial/office use. The property at 122 Carling Street contains a mid-19th century commercial building. The property at 126 Carling Street contains an early 20th century commercial building. Adjacent properties include a mix of commercial, civic, and educational buildings as well as surface parking lots.

Queens Avenue, within and adjacent to the Study Area, is a three-lane one-way road for westbound traffic and paved with asphalt (Plate 11 and Plate 12). Within the Study Area, Queens Avenue has concrete sidewalks. The structures on Queens Avenue between Richmond Street and Talbot Street are presently civic buildings (120 Queens Avenue and the Dominion Public Building), commercial buildings (Moxies Grill), a vacant industrial building (123 Queens Avenue), and an office building (450 Talbot Street). There are also large parking lots in the middle of the block on both the north and south sides. The roadway is lined with municipal LED streetlighting affixed to decorative octagonal poles with brackets, pedestrian streetlighting with high pressure sodium light fixtures in globes, small thornless honey locust trees, and trash receptacles. Running along the south side of Queens Avenue are grates that vent steam and the northwest corner of Queens Avenue and Richmond Street contains a manhole cover for the former CHC system (Plate 13).

Talbot Street, within and adjacent to the Study Area, is a two-lane asphalt paved road with a central turning lane for traffic turning westbound onto Queens Avenue (Plate 14 and Plate 15). Most structures are commercial or civic, including the Harrison Pensa Law Firm (450 Talbot Street) and Richard Pierpoint Building (451 Talbot Street). The roadway is lined with municipal LED streetlighting affixed to decorative

octagonal poles with brackets, pedestrian streetlighting with high pressure sodium light fixtures in globes, concrete sidewalks, and trash receptacles.

Carling Street, within and adjacent to the Study Area, is a narrow two-lane road paved with asphalt (Plate 16 and Plate 17). Most buildings are presently commercial structures, including multiple restaurants and the recently converted Kingsmills Department Store which is home to Fanshawe College, except for the PUC substation, which is an industrial structure. There is a large parking lot in the middle of the block. Carling Street has wide sidewalks paved with interlocking brick pavers that accommodate outdoor seating areas during warmer months. The road is lined with municipal streetlighting affixed to decorative octagonal poles with brackets and contains small thornless honey locust trees.

Between 123 Queens Avenue, 450 Talbot Street, and 122 Carling Street is a narrow alleyway paved with asphalt (Plate 18). The asphalt surface is wearing in several places and the ground contains pieces of crushed bricks. The alleyway was likely built to facilitate the delivery of coal to 123 Queens Avenue.

Plate 11: Looking east on Queens Avenue across from 123 Queens Avenue

Plate 12: Looking west on Queens Avenue across from 123 Queens Avenue

Plate 13: CHC manhole cover, located outside 171 Queens Avenue

Plate 14: Looking north on Talbot Street

Plate 15: Looking south on Talbot Street

Plate 16: Looking east on Carling Street

Plate 17: Looking west on Carling Street

Plate 18: Alleyway, looking north

4.3 123 QUEENS AVENUE

4.3.1 Exterior

The structure at 123 Queens Avenue is a former industrial building that is currently vacant. The building is a three storey structure with a flat roof and a full basement. The building is constructed of reinforced concrete, reinforced concrete masonry units, and plain concrete masonry units. It contains a front (north) façade clad in red brick, buff brick, and concrete banding with decorative concrete diamonds. The structure has a flat roof and concrete block foundation intermixed in some areas with brick.

4.3.1.1 Front (North) Façade

The front (north) façade of 123 Queens Avenue contains three storeys that are divided by horizontal concrete bands, three vertical concrete bands, and six ornamental concrete diamonds (Plate 19). The front façade is topped with a concrete parapet that has crumbled and is now in visual disrepair and uneven (Plate 20). The horizontal band between the first storey and second storey contains the faded remnants of a hand painted sign with a serif font for Cities Heating Co. The sign was partially located on the now demolished 125 Queens Avenue and only “ating Co.” remains. Directly above the hand painted sign is an orange and black triangle (Plate 21). The orange and black triangles were the logo for Cities Heating Co., as seen in a 1974 advertisement for the company.

The third and second storeys are clad in red brick with a stretcher bond. The first storey is clad in buff brick at the off-centre entrance and red brick west of the entrance. The entrance has an inset wooden door and transom with municipal address number and concrete lintel. Just west of the entrance is a boarded-up window, also known as a blind window, with a concrete sill and lintel (Plate 22). The red brick portion contains a window sill where the window has been filled in. Above this window the red brick is missing, revealing buff bricks (Plate 23). The second and third storeys are connected to the adjacent 450 Talbot Street and below the second storey is a laneway (Plate 24).

Plate 19: Front façade, looking south

Plate 20: Second and third storey concrete banding and concrete diamonds topped by a concrete parapet, looking south

Plate 21: Faded lettering for Cities Heating Co., looking south

Plate 22: Entrance door, transom, window, and blind window, looking south

Plate 23: Missing red brick cladding, exposing buff brick

Plate 24: Laneway, looking south

4.3.1.2 East Façade

The east façade is clad in parged concrete (Plate 25). The second and third storey both have four window openings with no windows remaining. Three of the openings are boarded with plywood and one is open. The third storey of the east façade contains two blind windows and one closed-off doorway. The second storey contains six blind windows (Plate 26 to Plate 28). The first storey contains five window openings with no remaining windows and all the openings have been boarded with plywood. The first storey contains one blind window and a section of concrete blocks along the north end which appear to be a former opening for a shipping/receiving area (Plate 29). The parged concrete edge of one of the window openings on the first storey has eroded, exposing the buff brick exterior wall of this elevation (Plate 30). The closing of former windows and entrances were likely made when additions to 125 Queens Avenue were undertaken in the early to mid-1950s. A photograph of the east façade from about 1952 shows all the second and third storey window openings unblocked (see Plate 2, Section 3.4.2). The south portion of the east façade between the first and second storeys has a climbing plant growing on the building.

Plate 25: East façade, looking west

Plate 26: Blind and boarded windows on second and third storey on south half of east façade, looking west

Plate 27: Blind and boarded window and door of south half of first storey on east façade, looking west

Plate 28: Blind and boarded windows on north half of east façade, looking west

Plate 29: Concrete block wall on part of east façade, looking west

Plate 30: Eroded window opening, showing buff brick exterior, looking west

4.3.1.3 South Façade

The south façade is clad in concrete which has weathered at the southeast corner on the second and third storeys revealing sections of the concrete reinforcing bar (rebar) (Plate 31). The third and second storeys contains six window openings with no windows remaining (Plate 32). The first storey appears to have no entrances or window openings. However, a large mound of snow obscured the southwest corner of the first storey. Much of the first storey, and part of the second storey of the south façade, is overgrown with a climbing plant (Plate 33).

Plate 31: Exposed rebar, looking north

Plate 32: Third and second storeys of south façade, looking north

Plate 33: First storey of south façade, looking north

4.3.1.4 West Façade

The west façade is clad in parged concrete (Plate 34). Much like the other façades, parts of the concrete have failed, exposing the rebar (Plate 35). The third storey contains five window openings with concrete windowsills and what appear to be the original windows. The windows are 15-pane opaque glass windows commonly seen in early and mid-20th century industrial structures (Plate 36 and Plate 37). Six panes in the middle pivot open to allow in fresh air. The third storey also contains a metal doorway that is rusted (Plate 38). The second storey contains five window openings with concrete sills and have bricks that are either lintels or partially covered the original window opening, none of which contain windows (Plate 39 and Plate 40). The second storey also contains a metal door. The first storey contains three boarded up entrances and three window openings with metal bars and concrete sills (Plate 41 to Plate 43).

Visible when looking north along the alleyway is the connection between 123 Queens Avenue and the neighbouring structure at 450 Talbot Street (Plate 44). The connection spans the second and third storey and contains one 20 and one 25 pane opaque glass windows with concrete sills, commonly seen in early and mid-20th century industrial structures. Below the window is a large window opening with a concrete sill but no window present. The concrete underneath the second storey and visible from outside has failed and the rebar is visible (Plate 45).

Plate 34: West façade, looking north

Plate 35: Exposed rebar on west façade, looking east

Plate 36: Opaque glass windows on west façade, looking east

Plate 37: Opaque glass window on west façade, looking east

Plate 38: Metal door on west façade, looking east

Plate 39: Window openings along alleyway, looking north

Plate 40: Window openings along alleyway, looking south

Plate 41: First storey entrances on west façade, looking north

Plate 42: Doorway at rear of west façade, looking east

Plate 43: Windows with bars on west façade, looking east

Plate 44: Corridor connection, looking north

Plate 45: Exposed rebar, looking south

4.3.2 Interior

The interior of 123 Queens Avenue contains a ground floor, a second and third floor, and a full basement. The structure contains a steel main staircase attached to a concrete block wall that provides access from the first storey to the second storey, third storey, and roof (Plate 46 and Plate 47). Adjacent to the staircase at the east edge of the structure is an open area that spans the basement to third floor (Plate 48 and Plate 49). Based on historical images, the original stack and replacement chimney were likely located in this opening.

Plate 46: Steel staircase looking down from second floor

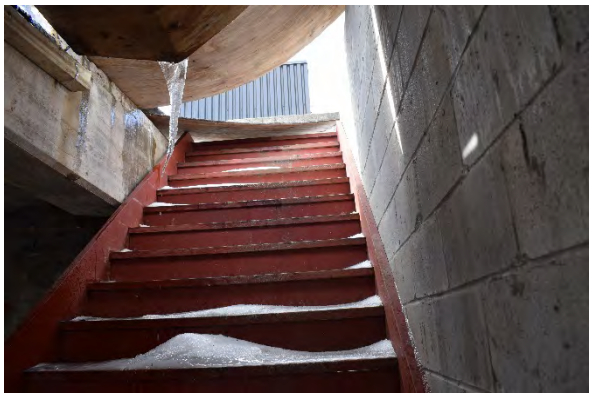


Plate 47: Steel staircase leading to the roof from the third floor

Plate 48: Open area spanning basement to third floor, viewed from first floor

Plate 49: Open area, viewed from third floor

4.3.2.1 First Storey

The first storey contains three levels. The lowest level is located at the main entrance door and has walls of concrete and brick (Plate 50 and Plate 51). Adjacent to a bricked over window opening is an opening in the floor that leads to the basement level (Plate 52 and Plate 53). The first level contains a concrete support column.

The second level of the first storey is accessed via a wooden staircase. The east side of this staircase has decorative scrollwork, although the west side does not (Plate 54). The second level of the first storey has concrete block walls and parged concrete walls on the west wall. One of the window openings has been bricked over with buff brick. The east wall is parged with concrete (Plate 55 and Plate 56). This level contains a concrete support column with a metre labelled “Bailey Canada”. The meter has an analog dial measuring between at least 300 and 800 degrees Fahrenheit (Plate 57). The bottom of the column has three metal ladder rungs (Plate 58). Adjacent to the staircase between the first and second levels of the first storey is a pallet of buff brick (Plate 59). The bricks appear consistent with the exterior of the building. Although their origins are not known, it appears likely that they were salvaged when the adjacent building at 125 Queens Ave was taken down, as many of the windows have been bricked over with similar bricks.

The third level of the first storey was not accessed due to the corridor being blocked by security fences and debris (Plate 60). The third level contains a metal staircase that leads to a doorway boarded in plywood (Plate 61). This section has a painted green stripe on the south wall and the walls are parged concrete. With the exception of the “Bailey Canada” meter, the electrical fixtures and any equipment associated with the building’s industrial history have been removed from the first storey.

Plate 50: Level 1 of first storey, looking

Plate 51: Level 1 of first storey showing entrance

Plate 52: Opening to basement

Plate 53: Bricked window

Plate 54: Staircase from Level 2 with scroll detailing

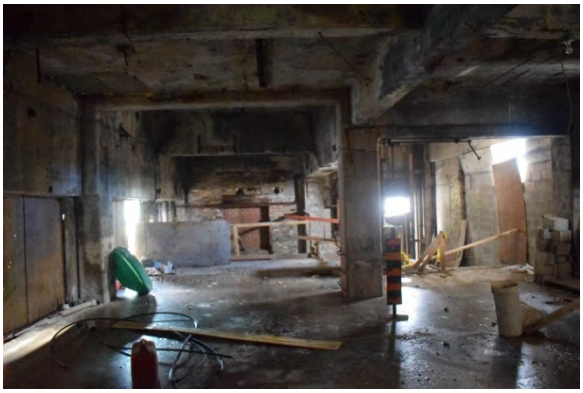


Plate 55: Level 2 of first storey, looking towards the front door

Plate 56: Level 2 level of first storey along east wall

Plate 57: Bailey Canada meter

Plate 58: Ladder rungs

Plate 59: Pallet of buff bricks

Plate 60: Debris blocking entrance to Level 3, looking south

Plate 61: Staircase, looking south from Level 2

4.3.2.2 Second Storey

The second storey is divided into a south half and north half, delineated by the steel staircase. The south section contains window openings with no windows on the south wall and west wall (Plate 62 and Plate 63). The west wall contains a metal door (Plate 64). The walls are clad in parged concrete. The east wall contains three window openings bricked over with buff brick, two window openings boarded by plywood, and one entrance (Plate 65). The southeast corner contains a former doorway that has been closed with concrete blocks and buff brick. The lower third of the wall in the south section is painted green. The ceiling contains concrete beams and rusted fluorescent light fixtures, many of which have been removed.

The north section of the second storey contains window openings with no windows and a smaller room accessed via a large opening adjacent to the northeast corner (Plate 66). The west wall in this section contains an electrical box (Plate 67). The west part of this section is connected to the adjacent 450 Talbot Street, but this connection has been closed with buff brick (Plate 68). The ceiling contains concrete beams and any lighting fixtures have been removed (Plate 69). Stantec staff did not access the entire area due to the buildup of ice on the concrete floor.

Plate 62: Southeast corner of south section, looking south

Plate 63: Southwest corner of south section, looking south

Plate 64: Metal door

Plate 65: Window openings bricked with buff brick

Plate 66: Second storey north section, looking north

Plate 67: Electrical box, looking west

Plate 68: Former connection between 450 Talbot Street and 123 Queens Avenue, looking west

Plate 69: Wiring for light fixtures

4.3.2.3 Third Storey

The third storey is divided into a south section and north section which, as was the case for the second storey, is delineated by the steel staircase. The staircase leads to the roof of the building and although the roof is open, access is blocked by plywood (Plate 70). The west wall contains three opaque glass panel windows. Additional window panels are located on the floor of the southwest corner. The south wall contains three window openings with no windows (Plate 71). The east wall contains several bricked-up openings that are blocked with red brick and buff brick (Plate 72). The walls of the south section are clad in parged concrete as are the ceiling and ceiling beams. No light fixtures remain.

The north section contains three rooms, the main room adjacent to the staircase and two smaller rooms which are accessed through openings in the parged concrete walls. The main room contains parged concrete walls, a concrete ceiling, and concrete beams. Towards the northwest, a metal staircase is present, which leads to roof access (Plate 73 and Plate 74). The north corner of the west wall contains a fuse box (Plate 75). West of this staircase are two metal doors which originally would have led to the adjacent 450 Talbot Street. Behind the doors, the corridor has been closed with concrete blocks (Plate 76). Just north of the doorway is a pile of bricks and concrete and a small opening into the adjacent room (Plate 77). The window openings on the west side of the south section have opaque glass panel windows (Plate 78). The north section contains three rooms at the north end. Stantec staff did not access all three rooms because of ice buildup and obstructions. The most westerly room contains angled concrete beams pointing upwards (Plate 79). The room in the middle contains a wall of concrete block on the east, concrete parged walls for the other walls, and a ceiling of parged concrete with metal beams (Plate 80). The most easterly room contains a western wall of concrete block, parged concrete for the other three walls, and a ceiling of parged concrete with concrete beams (Plate 81). No light fixtures remain in this section of the building.

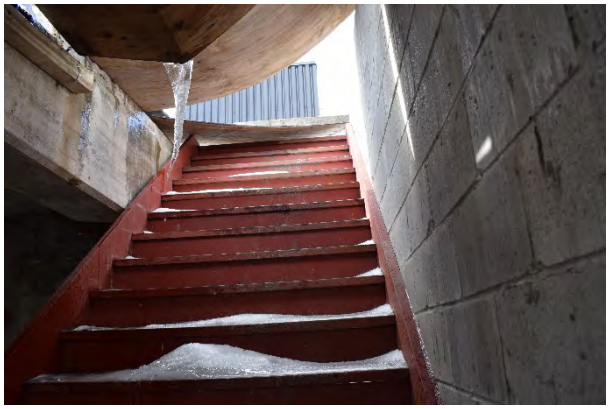


Plate 70: Access to roof, looking east

Plate 71: South and west walls, looking south

Plate 72: South and east walls, looking south

Plate 73: Metal staircase, looking north

Plate 74: Northern room of third storey, looking south

Plate 75: Fuse box, looking west

Plate 76: Metal doors, looking west

Plate 77: Opening in concrete wall adjacent to metal doors, looking north

Plate 78: Window in corridor connecting 123 Queens Avenue and 450 Talbot Street, looking south

Plate 79: Most westerly room, looking north

Plate 80: Middle room, looking north

Plate 81: Easterly room, looking north

4.3.2.4 Basement

The basement contains one large room and three smaller rooms, one of which was partially flooded. The main room has a mix of parged concrete and concrete block walls and the ceiling and floor of the first storey is supported by metal braces (Plate 82). The ceiling is plywood, which was likely used to form the poured concrete floor of the first storey and not removed because the metal braces also support the first storey floor (Plate 83). The concrete support beam in the main section has metal ladder rungs, indicating that the basement and first storey may have been accessible via a metal ladder on the column. The plywood adjacent to the column is a lighter color, indicating it may have been added at a later date (Plate 84). Located below the bottom ladder rung is a modern three prong power outlet.

The room at the northwest corner of the basement contains a poured concrete and concrete block wall. The south wall contains a metal closet door and a barrel drum. The west wall is painted white and gray. Two metal pipes from the ceiling have broken from their clamps and are hanging (Plate 84). The room on the southwest corner contains industrial machinery and pipes that have rusted and corroded where

hazardous materials have been identified. The west wall of this room is brick that has been painted green, black, and gray (Plate 86). The third room is located at the southwest section of the basement is accessed via a five-step concrete staircase. This room is partially flooded but was observed to contain pipes, concrete support columns, and a ladder (Plate 87).

Plate 82: Main basement room, looking north

Plate 83: Metal beams in basement and plywood ceiling

Plate 84: Concrete column and ladder rungs, looking east

Plate 85: Northwest room, looking west

Plate 86: Southwest room with machinery, looking west

Plate 87: Flooded southwest room, looking south

4.4 450 TALBOT STREET

The structure at 450 Talbot Street is a three storey commercial building with a flat roof (Plate 88). The structure has been heavily modified with modern windows and stucco cladding. The front (west) façade contains modern windows, a glass entrance atrium with parapet, a sign for “Harrison Pensa”, and an exterior clad in modern stucco. The north façade contains modern windows, a sign for “Harrison Pensa”, modern stucco, and is attached to 123 Queens Avenue at the second and third storeys. The south façade contains modern windows, an entrance, and is clad in modern stucco. The east façade is the only elevation that retains original exterior elements. The east façade is clad in white brick and has vertical and horizontal concrete banding. The exterior has modern windows with concrete sills (Plate 89). The foundation of the 450 Talbot Street is poured concrete. The current occupant of the structure is the Harrison Pensa Law firm.

Plate 88: 450 Talbot Street, looking southeast

Plate 89: Original exterior of 450 Talbot Street, at left, looking north

4.5 122 CARLING STREET

The structure at 122 Carling Street is a three and one half storey commercial building with a medium pitched side gable roof with asphalt shingles, and four hip roof dormers (Plate 90). The dormers contain 4/4 windows. The exterior of the front (south) façade is clad in buff brick with a stretcher bond and has a decorative brick band just below the eaves. The second and third storeys contain 2/2 windows with brick voussoirs and keystones, modern shutters, and modern sills. The first storey contains an off-centre entrance and three fixed windows with stained glass transoms, brick voussoirs, and concrete sills. Adjacent to the entrance is a radial wave light fixture, a popular form of street lighting during the early 20th century. The west façade is clad in buff brick and red brick and is adjacent to an alleyway which leads north to Queens Avenue. The east façade is clad in buff brick and partially attached to the neighbouring 126 Carling Street. The north elevation contains two hip roof dormers, a buff brick exterior, and a shed roof addition clad in buff brick.

The structure is listed as a Priority 1 structure and vernacular in design according to the City's *Inventory of Heritage Resource*. The current occupant is the Marienbad Restaurant.

Plate 90: 122 Carling Street, looking north

4.6 126 CARLING STREET

The structure at 126 Carling Street is a two storey commercial building with a flat roof (Plate 91). The exterior of the structure is buff brick with a common bond. The second storey contains three 15 pane glass windows with transoms and concrete lintels. The first storey contains an off-centre entrance and two 15 pane glass windows with stained glass transoms and concrete lintels. The foundation of the building is obscured. The east façade is clad in buff brick and contains a sign for Chaucers, Maienbard Restaurant, and Becks Beer. Located on the roof is a metal sculpture. The north façade is clad in buff brick and has two windows and a flat roof addition. The west façade is attached to 122 Carling Street.

The structure is listed as a Priority 3 structure and vernacular in design according to the City's *Inventory of Heritage Resource*. The current occupant on the first floor is Chaucer's Pub and the second storey is occupied by the Nest Café Student Lounge.

Plate 91: 126 Carling Street, looking north

4.7 120 QUEENS AVENUE

The structure at 120 Queens Avenue is a three storey civic building (Plate 92). The structure has been modified with modern cladding. The structure has a flat roof with a flagpole, brick chimney, and HVAC system. All four façades contain a glass curtainwall. The main entrance to the structure is at the southwest corner of the building at the corner of Talbot Street and Queens Avenue. At the time of the site visit, the building appeared to be vacant. According to a sign on the door the last occupant may have been Service Canada.

Plate 92: 120 Queens Avenue, looking east

5.0 HERITAGE EVALUATION

5.1 DOWNTOWN HERITAGE CONSERVATION DISTRICT RANKINGS

Properties within the Study Area are within the Downtown London HCD. As such, they are all designated under Part V of the *Ontario Heritage Act* and have been ranked in the HCD and Plan as to their level of contribution to the HCD. Each building within the Downtown HCD was assigned a ranking and if applicable, the building's character defining elements were identified. A building's ranking is the evaluation of a building's heritage importance and attributes classified as either an A, B, or C, in descending order of value.

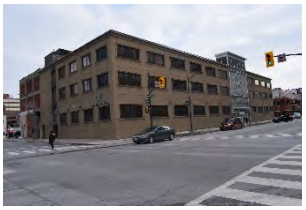
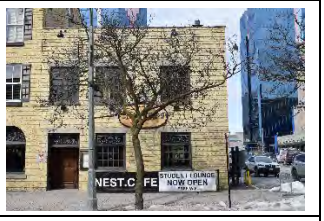
The structures at 123 Queens Avenue, 450 Talbot Street, and 120 Queens Avenue are all assigned a ranking of C, described in the Downtown HCD as "structure assessed as currently having any combination of the following attributes: most or all of the façade elements have been replaced; store front replaced; retains original form and massing; retains some historical significance, does not relate to streetscape; renovated using inappropriate materials or designs" (Stantec 2011).

The structures at 122 and 126 Carling Street are assigned a ranking of A, described in the Downtown HCD as "structure assessed as currently having any combination of the following attributes: all or most of the building's façade elements are intact; windows may be replaced but occupy original openings; store front retains tradition[sic] shape and some features such as windows or terrazzo pavement; previously designated; historical or landmark significance; noted architect; good or very good example of recognizable style; important to streetscape; good restorations" (Stantec 2011).

A summary of all properties within the Study Area and their assessment in the Downtown HCD is provided in Table 1.

Table 1: Cultural Heritage Resources Identified in London Downtown HCD Plan

Municipal Address	Description	Ranking	Character Defining Elements	Photograph
123 Queens Avenue	N/A	C	• Red brick and concrete reinforced structure connection to 450 Talbot	

Municipal Address	Description	Ranking	Character Defining Elements	Photograph
450 Talbot Street	Greene-Swift Building, 1907	C	• One of the City's first reinforced concrete buildings; the structure was completely renovated recently leaving one bay on the east side with original red brick and wooden sash	
122 Carling Street	Queens, Hotel c. 1890	A	• Unpainted brick with replacement windows in original openings; stain glass transoms on ground floor original from the hotel era, c. 1890 • Rebuilt dormers; period light fixture	
126 Carling Street	Print Shop, c. 1925	A	• Two storey cleaned brick • Replacement windows in original openings	
120 Queens Avenue	Lipton Building, 1956	C	• This building has been completely renovated in recent years leaving no heritage elements	

5.2 DISTRICT PLAN AND STUDY

This HIA also reviewed the character statements and character elements in the Downtown HCD Study and Plan. This review was required to determine the reasons why the HCD is significant and how the proposed change interacts with the significant features or character of the HCD. The District Study and Plan provide character statements for the historic, architectural, and landscape components of the HCD, however, it does not identify a specific list of heritage attributes (Stantec 2011). As such, the following items are drawn from the heritage character statements and identified in the HCD Study as contributing to the cultural heritage value of the HCD:

- Lots originally laid out to accommodate residential and associated buildings with setbacks from the front and side lot lines, creating a landscape prominence to the street
- Original building composition of independent structures of typically two or three storeys on generous lot

- Development of four to twenty storey mostly non-residential buildings that have been redeveloped but done so in a manner that respects the historic residential pattern of streetscape (e.g. Bell building, London Life, 200 Queens, the London Club)
- Rhythm of lawns, walks, tree plantings, landscaping and entrances to create interest at street level
- Streetscapes of curb, grassed and treed boulevards, walks, lawns and landscaping to building
- In commercial areas, development lots are built out to the front and side lot lines, creating a continuous street wall
- The tightness of the street is an integral part of the character
- Buildings of varying heights between two and six storey create a varied street wall profile
- Rhythm of recessed entrances and storefronts create interest at street level
- Landscape and building materials are predominantly masonry – brick, stone, and concrete – with a variety of ornamentation
- Sidewalks that are tight to the buildings, level and continuous, defined along road edge by services and signage creating a tight, busy corridor for pedestrian movement
- In the industrial/warehouse area, original building lots were built out to the front and to one of the side lot lines, creating a street wall that is interrupted by lanes and drives
- Street characterized by vehicular traffic rather than pedestrian
- Open space along the Thames River and Eldon House park land given to the city in the 1960s

(Stantec 2011; Stantec 2012)

The HCD Plan also identifies several views within the HCD that should be protected. The significant views identified are of landmark buildings and their settings. These views include:

- Views to the London Armories building (325 Dundas Street)
- Views to the Middlesex County Courthouse (399 Ridout Street North)
- Views to the London Life building (255 Dufferin Avenue)
- Views to Eldon House (481 Ridout Street)
- Broader scenic views of the forks of the Thames from the Middlesex Courthouse promontory
- Views from Eldon House Gardens west towards the Mount Pleasant Cemetery

(Stantec 2011; Stantec 2012)

6.0 IMPACT ASSESSMENT

6.1 DESCRIPTION OF PROPOSED UNDERTAKING

The Proponent is considering removal of the structure at 123 Queens Avenue.

While no plans for development are in place at the time of writing, it is anticipated that the site will be redeveloped in the future. In the interim, the property is proposed to be used for surface parking consistent with use of the adjacent properties. Building removal activities are anticipated to be contained to the property boundaries with the exception of use of the parking lot to the east for staging purposes and equipment storage.

A detailed Building Demolition Plan (BDP) was prepared by Jonathan Velocci for the Proponent. In this BDP the following statement is made regarding anticipated methods of demolition:

> *Mostly all demolition of the building structure will be carried out using a 360 degree excavator equipped with auxiliary hydraulic shear and grapple bucket. Other mobile equipment will be used to sort, pile, process and load material into trucks. Manual labor will be utilized as required during the demolition activities. No blasting or implosions shall be permitted.*
>
> (Velocci 2019)

Demolition is anticipated to begin with the connecting walkway between 123 Queens Avenue and 450 Talbot Street and move from the rear of the building to the front.

6.2 ASSESSMENT OF IMPACTS

The following sections outline the potential impacts on all cultural heritage resources described in Section 4.0. These impacts are summarized in Tables 2 and 3. Where impacts to identified cultural heritage resources are anticipated, ‘A’ is listed in the column. Where there may be potential for indirect impacts, ‘P’ is listed in the column. Where no impacts to cultural heritage resources are anticipated, ‘N’ is listed in the column. Where impacts are identified, discussion follows in Section 6.3.

Table 2: Potential Impacts to Cultural Heritage Resources

Municipal Address	Potential for Direct Impact		Potential for Indirect Impact					Discussion
	Destruction	Alteration	Shadows	Isolation	Obstruction	Change in Land Use	Land Disturbances	
123 Queens Avenue	A	N	N	N	N	A	A	The building will be removed as part of the proposed undertaking, resulting in destruction. **Therefore, measures must be prepared to mitigate potential direct impacts.**
450 Talbot Street	N	A	N	N	N	N	P	The heritage resource is attached to the building proposed for removal, resulting in direct impacts to the east façade. The building is also positioned within 50 metres of project activities. This suggests the potential for indirect impacts resulting from vibrations. This is categorized as land disturbance during demolition activities. **Therefore, measures must be prepared to mitigate potential direct and indirect impacts.**
122 Carling Street	N	N	N	N	N	N	P	The building is positioned within 50 metres of project activities. This suggests the potential for indirect impacts resulting from vibrations. This is categorized as land disturbance during demolition activities. **Therefore, measures must be prepared to mitigate potential indirect impacts.**
126 Carling Street	N	N	N	N	N	N	P	The building is positioned within 50 metres of project activities. This suggests the potential for indirect impacts resulting from vibrations. This is categorized as land disturbance during demolition activities. **Therefore, measures must be prepared to mitigate potential indirect impacts.**
120 Queens Avenue	N	N	N	N	N	N	P	The building is positioned within 50 metres of project activities. This suggests the potential for indirect impacts resulting from vibrations. This is categorized as land disturbance during demolition activities. **Therefore, measures must be prepared to mitigate potential indirect impacts.**

Table 3: Potential Impacts on Heritage Attributes of the Downtown London Heritage Conservation District

Attribute	Potential for Direct Impact		Potential for Indirect Impact					Discussion
	Destruction	Alteration	Shadows	Isolation	Obstruction	Change in Land Use	Land Disturbances	
Lots originally laid out to accommodate residential and associated buildings with setbacks from the front and side lot lines, creating a landscape prominence to the street	N	N	N	N	N	N	N	The proposed undertaking will result in the demolition of 123 Queens Avenue. The demolition of the structure will not alter street setback or lot lines. **Therefore, no mitigation measures are required.**
Original building composition of independent structures of typically two or three storeys	A	A	N	N	N	N	N	The proposed undertaking will result in the demolition of 123 Queens Avenue, an original three storey structure. **Therefore, measures must be prepared to mitigate direct impacts.**
Development of four to twenty storey mostly non-residential buildings that have been redeveloped but done so in a manner that respects the historic residential pattern of streetscape (e.g. Bell building, London Life, 200 Queens, the London Club)	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as the residential pattern of the streetscape is not present within the Study Area. **Therefore, no mitigation measures are required.**
Rhythm of lawns, walks, tree plantings, landscaping and entrances to create interest at street level	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as removal of the building at 123 Queens Avenue will not alter lawns, walks tree plantings, landscaping or street level entrances. **Therefore, no mitigation measures are required.**

Table 3: Potential Impacts on Heritage Attributes of the Downtown London Heritage Conservation District

Attribute	Potential for Direct Impact		Potential for Indirect Impact					Discussion
	Destruction	Alteration	Shadows	Isolation	Obstruction	Change in Land Use	Land Disturbances	
Streetscapes of curb, grassed and treed boulevards, walks, lawns and landscaping to building	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as Study Areathe Study Area does not contain these landscape features along Queens Avenue where change will be experienced**.** **Therefore, no mitigation measures are required.**
In commercial areas, development lots are built out to the front and side lot lines, creating a continuous street wall	N	A	N	N	N	N	N	The demolition of 123 Queens Avenue will reduce the size of the street wall on Queens Avenue between Talbot Street and Richmond Street from approximately 75 metres to 62 metres. This includes a gap of more than 90 metres where street level parking is currently situated. Although the majority of the street is street level parking (90 metres of street frontage on the south and 55 metres on the north), the current building does reach to the lot line at the front of the property and its removal will alter the current street wall. **Therefore, measures must be prepared to mitigate impacts.**
The tightness of the street is an integral part the character	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as Queens Avenue in the vicinity of the Study Area is not considered to be ‘tight’. **Therefore, no mitigation measures are required.**
Buildings of varying heights between two and six storey, create a varied street wall profile	N	A	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as there is not considered to be a varied street wall profile within the Study Area. The building at 123 Queens Avenue is

Table 3: Potential Impacts on Heritage Attributes of the Downtown London Heritage Conservation District

Attribute	Potential for Direct Impact		Potential for Indirect Impact					Discussion
	Destruction	Alteration	Shadows	Isolation	Obstruction	Change in Land Use	Land Disturbances	
								consistent in height with the adjacent building at 450 Talbot Street. **Therefore, no mitigation measures are required.**
Rhythm of recessed entrances and storefronts create interest at street level	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as this attribute relates to traditional commercial storefronts not found in this area of the HCD. **Therefore, no mitigation measures are required.**
Landscape and building materials are predominantly masonry – brick, stone, and concrete – with a variety of ornamentation	A	N	N	N	N	N	N	The existing building materials at 123 Queens Avenue will be removed as a result of the proposed undertaking. **Therefore, measures must be prepared to mitigate impacts.**
Walkways that are tight to the buildings, level and continuous, defined along road edge by services and signage creating a tight, busy corridor for pedestrian movement	N	N	N	N	N	N	N	It is not anticipated that walkways will be altered as a result of the proposed undertaking. **Therefore, no mitigation measures are required.**
In the industrial/warehouse areas, original building lots were built out to the front and to one of the side lot lines, creating a street wall that is interrupted by lanes and drives	A	N	N	N	N	N	N	Although not part of the industrial/warehouse area, the demolition of 123 Queens Avenue will result in the removal of the laneway in between 123 Queens Avenue and 450 Talbot Street. This is a relatively unique characteristic in this portion of the Downtown HCD. **Therefore, mitigation measures are required.**

Table 3: Potential Impacts on Heritage Attributes of the Downtown London Heritage Conservation District

Attribute	Potential for Direct Impact		Potential for Indirect Impact					Discussion
	Destruction	Alteration	Shadows	Isolation	Obstruction	Change in Land Use	Land Disturbances	
Street characterized by vehicular traffic rather than pedestrian	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as the removal of the building at 123 Queens Avenue will not alter street traffic. **Therefore, no mitigation measures are required.**
Open space along the river and Eldon House park land given to the City in the 1960s	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as the removal of the building at 123 Queens Avenue will not alter open space. **Therefore, no mitigation measures are required.**
Views to the London Armories building (325 Dundas Street)	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as the removal of the building at 123 Queens Avenue will not alter views. **Therefore, no mitigation measures are required.**
Views to the Middlesex County Courthouse (399 Ridout Street North)	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as the removal of the building at 123 Queens Avenue will not alter views. **Therefore, no mitigation measures are required.**
Views to the London Life building (255 Dufferin Avenue)	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as the removal of the building at 123 Queens Avenue will not alter views. **Therefore, no mitigation measures are required.**
Views to St. Paul's Cathedral (472 Richmond Street)	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as the removal of the building at 123 Queens Avenue will not alter views.

Table 3: Potential Impacts on Heritage Attributes of the Downtown London Heritage Conservation District

Attribute	Potential for Direct Impact		Potential for Indirect Impact					Discussion
	Destruction	Alteration	Shadows	Isolation	Obstruction	Change in Land Use	Land Disturbances	
								Therefore, no mitigation measures are required.
Views to Eldon House (481 Ridout Street)	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as the removal of the building at 123 Queens Avenue will not alter views. **Therefore, no mitigation measures are required.**
Broader scenic views of the forks of the Thames from the Middlesex Courthouse promontory	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as the removal of the building at 123 Queens Avenue will not alter views. **Therefore, no mitigation measures are required.**
Views from Eldon House Gardens west towards the Mount Pleasant Cemetery	N	N	N	N	N	N	N	The scope of the proposed undertaking is not applicable to this attribute of the Downtown HCD as the removal of the building at 123 Queens Avenue will not alter views. **Therefore, no mitigation measures are required.**

6.3 DISCUSSION OF IMPACTS

Both direct and indirect impacts are anticipated as a result of the proposed development. Direct impacts include the demolition of the structure at 123 Queens Avenue. This is an irreversible impact and contrary to the policies of the Downtown London HCD, which discourages demolition of heritage buildings. A change is land use is expected for the property at 123 Queens Avenue as the site would change from former industrial use to commercial use as a parking lot.

Direct impacts are also anticipated for heritage attributes of the Downtown London HCD, including the existing building materials where demolition is required, alteration of the existing streetscape along Queens Avenue, and the removal of the laneway connecting Talbot Street and Queens Avenue. These impacts primarily stem from a change in the existing patterns of the building, lot, and landscape fabric that would be removed and replaced with an empty lot.

Indirect impacts include the potential for vibration on adjacent buildings within 50 metres of the Study Area. Vibrations may be caused from demolition activities. These potential effects are generally limited to the demolition period, and as such are temporary in nature. However, effects from vibrations, if unmonitored, have the potential for longer term impact to built heritage resources, particularly masonry materials that may shift or be damaged if the appropriate vibration levels are exceeded.

In several cases, impacts are not anticipated, particularly shadows, obstruction of views, isolation of a heritage resource and changes in land use. Views at the Study Area or the surrounding streetscape were not identified as heritage attributes in the Downtown London HCD Plan, and as such significant views will not be altered. The proposed undertaking is limited to three parcels for the building footprint and an additional parcel for driveway access and is not anticipated to isolate heritage resources from their surroundings, as the property parcels of adjacent buildings will remain unchanged. A change in land use is not anticipated for adjacent properties, as the proposed development does not utilize the adjacent parcels.

7.0 MITIGATION, IMPLEMENTATION, AND MONITORING

7.1 POTENTIAL MITIGATION MEASURES

The proposed undertaking will result in indirect and direct impacts to heritage resources, including heritage structures and character defining attributes of the Downtown HCD. As such, mitigation measures are required.

The study area generally, and 123 Queens Avenue specifically, has a different character than much of the surrounding HCD. As described in Section 4.2, 123 Queens Ave is the only building to front on to this section of Queens Avenue between Richmond and Talbot Streets. Much of the street wall along the south side of the street contains a surface parking lot, as does the north portion of the street. The result is a disjointed street wall that does not communicate the history of the property. Furthermore, the concrete parging on the east façade of 123 Queens removes the historical context of the space. Therefore, in many cases anticipated alterations to the existing features of the study area have the potential to be mitigated and result in beneficial impacts that are sympathetic to the heritage character and attributes of the HCD.

In addition to opportunities to enhance the character of the area, it should also be noted that within the HCD Plan exceptions relating to removal are acknowledged. As outlined in Section 2.1.4, demolition may be necessary where redevelopment is in keeping with appropriate City policies. Given this understanding, there exists the opportunity for this site to be incorporated into a larger development of the block between Queens Avenue and Richmond, Carling, and Talbot Streets that may be in keeping with wider City policies related to the downtown as well as the Downtown HCD.

Through discussion of available mitigation options recommendations will be made to lessen the effects of building removal. Table 4 provides a summary of options available.

7.2 MITIGATION DISCUSSION

The Impact Assessment identified four primary impacts; the potential for vibration effects resulting from demolition, the removal of a heritage property (123 Queens Avenue), the alteration of a heritage property (450 Talbot Street), and the change in streetscape at the Study Area. The impacts resulting from the proposed development are addressed below.

7.2.1 Vibration

Some impacts, such as the potential for vibration on properties within 50 metres of the proposed undertaking, can be mitigated with further assessments to identify whether vibration from demolition activities are anticipated to effect buildings within the study area. Where vibration levels are identified to interact with surrounding buildings, demolition monitoring will be required. A typical approach to mitigating the potential for vibration effects is twofold. First, a pre-demolition vibration assessment can be completed to determine acceptable levels of vibration given the site-specific conditions (including soil conditions,

equipment proposed to be used, and building characteristics). Second, depending on the outcome of the assessment, further action may be required in the form of site plan controls, site activity monitoring, or avoidance. For the purposes of this HIA, completing a pre-demolition vibration assessment will determine the need for additional assessment which should be considered prior to any site activity.

7.2.2 123 Queens Avenue

The existing structure at 123 Queens Avenue is being considered for removal as a result of the proposed redevelopment into a parking lot. The structure, a former heating plant, has been altered over the years but retains much of its original front façade and is ranked as a category C building within the Downtown London HCD. The HCD Plan strongly discourages the demolition of heritage properties, though it does recognize that demolition may be permitted in the cases of fire, structural instability, or occasionally for redevelopment purposes that are in keeping with the City's policies. The following alternatives and mitigation measures are typically explored when a structure has been identified to contain cultural heritage value or interest and demolition is proposed:

- Retention of the building *in situ*
- Relocation of the structure
- Documentation and salvage and commemoration

Generally, retention *in situ* is the preferred option when addressing any structure where cultural heritage value or interest has been identified, even if limited, particularly in an HCD where demolition is discouraged. The benefits of retaining a structure, or structures, must be balanced with site specific considerations. Not only must the level of cultural heritage value or interest be considered, so too must the structural condition of the heritage resource, the site development plan, and the context within which the structure, or structures, would be retained.

In the case of 123 Queens Avenue, the demolition of the building is being proposed due to health and safety concerns. Despite best efforts to secure the site, the building has been repeatedly broken into and represents a substantial safety hazard to any unauthorized occupants. Not only is the building in very poor visual condition due to years of vacancy, the nature of the industrial design of building, including large window openings to facilitate light, creates a risk to the public.

As discussed previously, the structure does not contribute significantly to the streetscape as the portion of Queens Avenue within which the building is situated is comprised primarily of street level parking. Furthermore, the streetscape along Queens Avenue between Richmond and Talbot Streets does not contain building frontages with the exception of 123 Queens Avenue; all of the buildings along this portion of the block are side building façades. Although a remnant of a former building block, 123 Queens Avenue does not communicate this history due to the significant modifications in the front façade, including windows that have been closed in with bricks.

When balancing retention *in situ* with the health and safety concerns, as well as the current historical context of the block, this HIA finds that retention is not a preferred option. Therefore, consideration should be given to other mitigation methods that may seek to retain or enhance the cultural heritage value of the area.

When retention *in situ* is determined to be either infeasible or unwarranted, relocation is often the next mitigation option considered. In the case of 123 Queens Avenue, relocation is not considered a preferred option due largely to the history of the site. While structural integrity may also be considered a factor in this decision, a structural assessment of the building has not been completed. Clear indications of concrete failure are apparent throughout the building, as seen by spalling concrete surrounding the rebar. In addition, relocation of 123 Queens Avenue would sever its historical link with the City's steam heating system and remove its historical connection as a former addition of 450 Talbot Street and the Greene-Swift Company. The importance of the building lies largely in its historical context; relocation would alter this relationship.

Detailed documentation and salvage is often the preferred mitigation strategy where retention or relocation is not feasible or warranted. Documentation creates a public record of the structure, or structures, which provides researchers, and the general public, with a land use history, construction details, and photographic record of the resource. Through the selective salvage of identified heritage attributes and other materials, the cultural heritage value or interest of the property can be retained, if in a different context. Documentation and salvage acknowledges the heritage attributes in their current context and, where feasible, allows for reuse. In addition, documentation and salvage can act as the foundation upon which commemoration activities can be built.

In the case of 123 Queens Avenue, opportunities exist to commemorate the structure and therefore documentation and salvage should be considered. Materials identified within the building, including buff bricks, windows, and small mechanical remnants of past industrial activities, present a unique opportunity to incorporate the history of the site in future development plans. Although development plans are not yet available, undertaking documentation and salvage activities will allow for retention of the cultural heritage value or interest of the property before further deterioration of the structure occurs. While the impetus for the removal of the building is health and safety concerns, vacant buildings also erode the history of a place. Should the building be deemed unsafe to enter, the history would be lost as would opportunities to incorporate selected salvage materials in future developments. Given the absence of detailed site plans for the future development, the opportunity exists now to salvage important historical materials that may be commemorated and help to tell a unique story of a centralized steam heating plan in the City's core and its role in the of development of downtown London. Furthermore, given its decades of vacancy, there may be a public interest in the history of the building which could be commemorated should documentation and salvage occur.

7.2.3 450 Talbot Street

Direct impacts are anticipated for 450 Talbot Street as 123 Queens Avenue is partially attached to the east façade of the building. The extent of these impacts are unknown, although it is anticipated to be minimal given the current closure between the two buildings. Mitigation strategies may include site plan

controls that would protect the building. Specifically, consideration may be given to a monitoring program as part of the BDP.

While removal of 123 Queens Avenue may affect 450 Talbot Street, it should also be noted that the east façade of the building is the only façade not clad in stucco. The red brick is exposed along the east façade as is painted white brick and some original windows, in wood casing, have been identified along this wall. This was noted in the HCD Plan and removal of 123 Queens Avenue represents an opportunity to expose this east façade. This would help to tell the story of the original building and communicate to the public part of the history of the site. Consideration of the interpretive potential of exposing original building materials could be combined with the commemoration opportunities discussed in Section 7.2.2.

7.2.4 Heritage Conservation District

Impacts associated with the Downtown HCD relate largely to modification of the current streetscape. The current building at 123 Queens Avenue is consistent with the character of the district in scale, three storeys in height, and position, built out to the boundary of the building lot. While Queens Avenue between Richmond and Talbot Streets deviates from the general character of the Downtown HCD in its street level parking and lack of building frontages, it is considered part of the district and changes to it should be in keeping with district guidelines. Therefore, in the absence of a structure to replace the current building, mitigating this impact is challenging. The use of the property as a parking lot does not allow for the impact to be lessened with replacement of the building with a similar scaled or positioned structure. Nor does a parking lot allow for similar materials to be used or the laneway to be incorporated.

While short term mitigation measures appear unavailable for the impact on the Downtown HCD, longer term measures should be considered. Each impact can be mitigated through future development that is sensitive to the historical context of the property and the Downtown HCD Plan. For example, creating a street wall that is consistent with the current three storeys would mitigate the loss of the current building on the property. Furthermore, by constructing buildings adjacent to properties where there are currently no buildings, the streetwall would be enhanced. Materials that speak to the current building, specifically concrete and red and buff brick, would further enhance the characteristics of the district. Finally, incorporating a laneway into future development plans in the same position as the current laneway would mitigate the loss of the laneway as part of the proposed undertaking.

As discussed in relation to 450 Talbot Street, removal of 123 Queens Avenue should also be understood in relation to the exposure of the original façade of 450 Talbot Street. This façade would speak to all four heritage attributes of the Downtown HCD where impacts have been identified. Exposing the façade would communicate the three storey building composition, show buildings of varying height when comparing 450 Talbot to the Carling Street properties, exhibit brick and concrete masonry with a variety of ornamentation, and speak to the industrial/warehouse areas where buildings were constructed on the entire property parcel. Although the removal of 123 Queens Avenue does have negative effects in the context of a discussion regarding Downtown HCD heritage attributes, it also has positive effects and presents an opportunity to uncover part of London's past that has been obstructed since the early 20th century.

8.0 SUMMARY STATEMENT AND CONSERVATION RECOMMENDATIONS

The building at 123 Queens Avenue is an early 20th century industrial building constructed of concrete and brick. It was built to house boilers for the Cities Heating Company, which supplied heat to much of London's downtown throughout the first half of the 20th century. It experienced a second life as an office space for CHC during the latter part of the 20th century. The building has been vacant since 1995 and was recently purchased by JAM Properties Inc. In 2012, the Downtown HCD was created, providing a tool to manage change in the historic downtown. This district includes 123 Queens Avenue. Due to challenges securing the site and safety concerns, demolition of the building is proposed. It is acknowledged that the Downtown HCD strongly discourages demolition of buildings within the district unless under exceptional circumstances.

Removing the building at 123 Queens Avenue has the potential to affect the adjacent buildings and represents a change to the heritage attributes of the Downtown HCD. Therefore, recommendations have been prepared to mitigate the impact of this proposed change and create opportunities for conservation of key elements of the history of the site. In addition, recommendations for future site development are proposed. While it is understood that in the absence of a development application these recommendations are not binding, the position of the study area within an HCD requires development applications be subject to approval by City of London staff and the London Advisory Committee on Heritage. As such, it is anticipated that these recommendations will be incorporated into future plans for the site to make clear that heritage is a priority in the design of future site plans.

In order to mitigate the impacts identified resulting from removal of the building at 123 Queens Avenue, the following recommendations are made:

- Vibration Assessment
  - A pre-demolition vibration assessment should be completed to establish a baseline for vibration levels in advance of demolition activities
  - Should any properties within the study area be determined to be within the zone of influence, additional steps should be taken to secure the buildings from experiencing negative vibration effects (i.e. adjustment of machinery or establishment of buffer zones)
- Demolition Plan
  - The existing Building Demolition Plan prepared by Jonathan Velocci, P. Eng., should be updated to consider ways to safeguard 450 Talbot Street where it is attached to 123 Queens Avenue
  - Depending on the findings, additional monitoring during demolition activities by a qualified building condition specialist may be required
- Documentation and Salvage
  - The site assessment completed for this HIA identified numerous safety concerns associated with ice cover in the building that restricted access to the entirety of the building; however, should

safer access be feasible, a site plan should be prepared, additional photography undertaken, and 3D scanning considered

- The location of the alleyway should be recorded and georeferenced to allow for recreation in any future development
- Salvage of all materials related to the history of the site should be undertaken under the supervision of a heritage professional
- Materials salvaged should be stored offsite in a secured location for use in a future development

- Commemoration
  - A commemoration plan should be prepared which will provide guidance to future development of the site
  - The commemoration plan should include:
    - A site-specific history including the results of Documentation and Salvage activities
    - Specific approaches to commemorating the site (interpretive signage, material reuse, etc.) that will be required in any future development
    - General design guidelines for future development
    - Consultation with the London Heritage Advisory Committee regarding the history of the site, potential interpretive approaches, and design guidelines

Closing
March 26, 2019

9.0 CLOSING

This report has been prepared for the sole benefit of JAM Properties, and may not be used by any third party without the express written consent of Stantec Consulting Ltd. Any use which a third party makes of this report is the responsibility of such third party.

We trust this report meets your current requirements. Please do not hesitate to contact us should you require further information or have additional questions about any facet of this report.

Yours truly,

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