Heritage Impact Assessment – 1-3 Bathurst Street and 269-281 Thames Street, London, Ontario

FINAL REPORT

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Executive Summary

The Tricar Group retained Stantec Consulting Ltd. (Stantec) to prepare a Heritage Impact Assessment (HIA) for a proposed development located at 1-3 Bathurst Street and 269-281 Thames Street, in the City of London, Ontario (Study Area). The Study Area is located on the west side of Thames Street, between Horton Street and Bathurst Street. The proposed development of the site includes the construction of an office building on land presently used for parking and vacant lots where previous buildings have been relocated or demolished.

The Study Area is currently subject to an existing heritage recognition. The property 1-3 Bathurst Street is listed as a Priority 2 building on the *City of London Heritage Register* (the Register). Adjacent properties have been given similar recognition for their potential to contain cultural heritage value or interest and have therefore been included in this HIA as well. These properties include 257 Thames Street, 263 Thames Street, 267 Thames Street and the Canadian National (CN) railway underpass at Thames Street. Given its close proximity and recognized heritage value, the Downtown London Heritage Conservation District (HCD), designated under Part V of the *Ontario Heritage Act*, has also been considered.

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 or adjacent to a listed or protected heritage property consideration must be given to the conservation of heritage resources. The objectives of this report are as follows:

- Identify and evaluate the cultural heritage value or interest of properties within and adjacent to 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 conservation of heritage resources, where applicable

Within the Study Area and adjacent properties, a total of five individual properties were identified as containing cultural heritage resources with individual heritage attributes, as well as the adjacent HCD. This includes the former industrial and now commercial building at 1-3 Bathurst Street, three residential properties on Thames Street and a railway underpass. The HIA identified potential indirect impacts to cultural heritage resources or heritage attributes as a result of potential vibrations from the proposed construction. Based on the impacts identified to cultural heritage resources, the following mitigation measures are recommended:

- Prepare vibration studies for the cultural heritage resources located within and adjacent to the Study Area by a qualified engineer to determine the maximum acceptable vibration levels, or peak particle velocity (PPV) levels and the appropriate buffer distance between Project activities and CHRs.
- Establish the maximum possible buffer zone between construction activities and structures identified as cultural heritage resources during the construction phase.
- Provide construction marking to define the areas around heritage resources where construction should not occur, based on the results of the vibration study.

- Monitor construction within the defined area at appropriate points to confirm that acceptable PPV levels are not exceeded. All construction activities should cease if levels are exceeded until an acceptable solution can be identified.

Council has previously provided direction to recognize the area of Thames Street between Stanley Street and Horton Street as “The Hollow” to commemorate the history of the African Canadian population in London that inhabited the area and attended a chapel formerly located at 275 Thames Street. Based on the research conducted as part of this HIA, the following actions are recommended:

- The City, or an established cultural organization in the City such as the London Heritage Council, handle commemorative actions for the neighbourhood (such as naming, installing plaques, signage, monuments, or interpretive devices) separately from the proposed zoning by-law amendment and development application for 1-3 Bathurst Street and 269-281 Thames Street.
- The City consults with relevant communities to establish a name for the area. Consultation should include, but not be limited to: representatives of London’s African Canadian community, groups associated with the Fugitive Slave Chapel, and the City’s Diversity, Inclusion and Anti-Oppression Advisory Committee, the London Advisory Committee on Heritage, the historic sites committee, and any other interested community organization.
- The commemorative and interpretive installation should be publicly accessible.

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

Abbreviations

CAHP	Canadian Association of Heritage Professionals
CHVI	Cultural Heritage Value or Interest
HCD	Heritage Conservation District
HIA	Heritage Impact Assessment
OHA	Ontario Heritage Act
OP	Official Plan
O. Reg.	Ontario Regulation

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1.0 INTRODUCTION

1.1 STUDY PURPOSE

The Tricar Group retained Stantec Consulting Ltd. (Stantec) to prepare a Heritage Impact Assessment (HIA) for a proposed development located at 1-3 Bathurst Street and 269-281 Thames Street in the City of London, Ontario. The municipal property parcels of 1-3 Bathurst Street and 269-281 Thames Street form the Study Area boundaries (Figure 1 and Figure 2). The Study Area is situated on the west side of Thames Street, between Horton Street and the Canadian National (CN) railway tracks. The Study Area contains an industrial building converted to office space, asphalt parking surface, and is adjacent to three residences. The proposed development of the site includes the construction of an office building on land presently used for parking and vacant lots where previous buildings have been relocated or demolished.

The Study Area is currently subject to an existing heritage recognition. The property 1-3 Bathurst Street is listed as a Priority 2 building on the *City of London Heritage Register* (the Register). This HIA also identifies and assesses impacts to properties adjacent to the Study Area, including 257 Thames Street, 263 Thames Street, 267 Thames Street, the CN railway underpass at Thames Street, and the Downtown London Heritage Conservation District, located north of the railway line. The adjacent property at 257 Thames Street is listed as a Priority 3 building, 263 Thames Street is listed as a Priority 2 building, and 267 as a Priority 3 building. The adjacent CN railway underpass is listed as a Priority 1 structure. The Study Area is also adjacent to the Downtown London HCD, designated under Part V of the *Ontario Heritage Act*.

The property at 275 Thames Street is a registered archaeological site (AfHh-398). While *Infosheet #5 Heritage Impact Assessments and Conservation Plans* identifies land disturbance as a potential impact specific to archaeological resources, archaeological resources at the Study Area are not assessed in this HIA. Discussion of impacts to archaeological resources is addressed under separate cover in Stantec's 2018 *Stage 1-2 Archaeological Assessment of 269-281 Thames Street and 1-3 Bathurst Street* (prepared under PIF # P256-0545-2018).

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 or adjacent to a listed heritage property, or HCD, consideration must be given to the conservation of heritage resources. The objectives of this report are as follows:

- Identify and evaluate the cultural heritage value or interest (CHVI) of properties within and adjacent to 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 conservation of heritage resources, where applicable

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

- Summary of project methodology
- Review of background history of the Study Area and historical context
- Evaluation of CHVI 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 mitigation measures

1.2 STUDY METHODS

1.2.1 Policy Framework

1.2.1.1 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*

1.2.1.2 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.*

1.2.1.3 City of London Official Plan

The property at 1-3 Bathurst Street is listed as a Priority 2 property on the City's Register as per s. 27 OHA (City of London 2006). It is not designated under the *Ontario Heritage Act*. According to the City's Register, Priority 2 properties are those that are considered to be "buildings [that] merit designation under Part IV of the *Ontario Heritage Act*. They have significant architectural and/or historical value and may be worthy of protection by whatever incentives may be provided through zoning considerations, bonusing or financial advantages."

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.

The City's Official Plan also contains policies regarding the Thames River Corridor as a Canadian Heritage River. These policies are currently under appeal and not in force. They are therefore not addressed in this HIA.

1.2.2 Background History

Background history for this project was obtained through review of aerial photography, fire insurance plans, City directories, London Free Press articles, London Advertiser articles, and secondary sources. Research was conducted at the Western University and 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 was reviewed of the Study Area, including Fire Insurance Plans of 1907, 1915, 1922, 1929, 1940, 1949, and 1958. Aerial photography of the study was reviewed, including aerial photographs of 1922, 1942, 1967, 1982, and 1989.

1.2.3 Field Program

A site assessment was undertaken on July 20, 2018 by Lashia Jones and Frank Smith, Cultural Heritage Specialists with Stantec. The weather conditions were sunny and calm. The site visit consisted of visually assessing and photographing the Study Area and adjacent properties from the publicly-accessible municipal right-of way to identify heritage attributes. Interior access was granted to 1-3 Bathurst Street by the Tricar Group.

1.3 EVALUATION OF CULTURAL HERITAGE VALUE OR INTEREST

1.3.1 Ontario Regulation 9/06

The criteria for determining CHVI 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 CHVI 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 CHVI 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

1.3.2 Assessment of Impacts

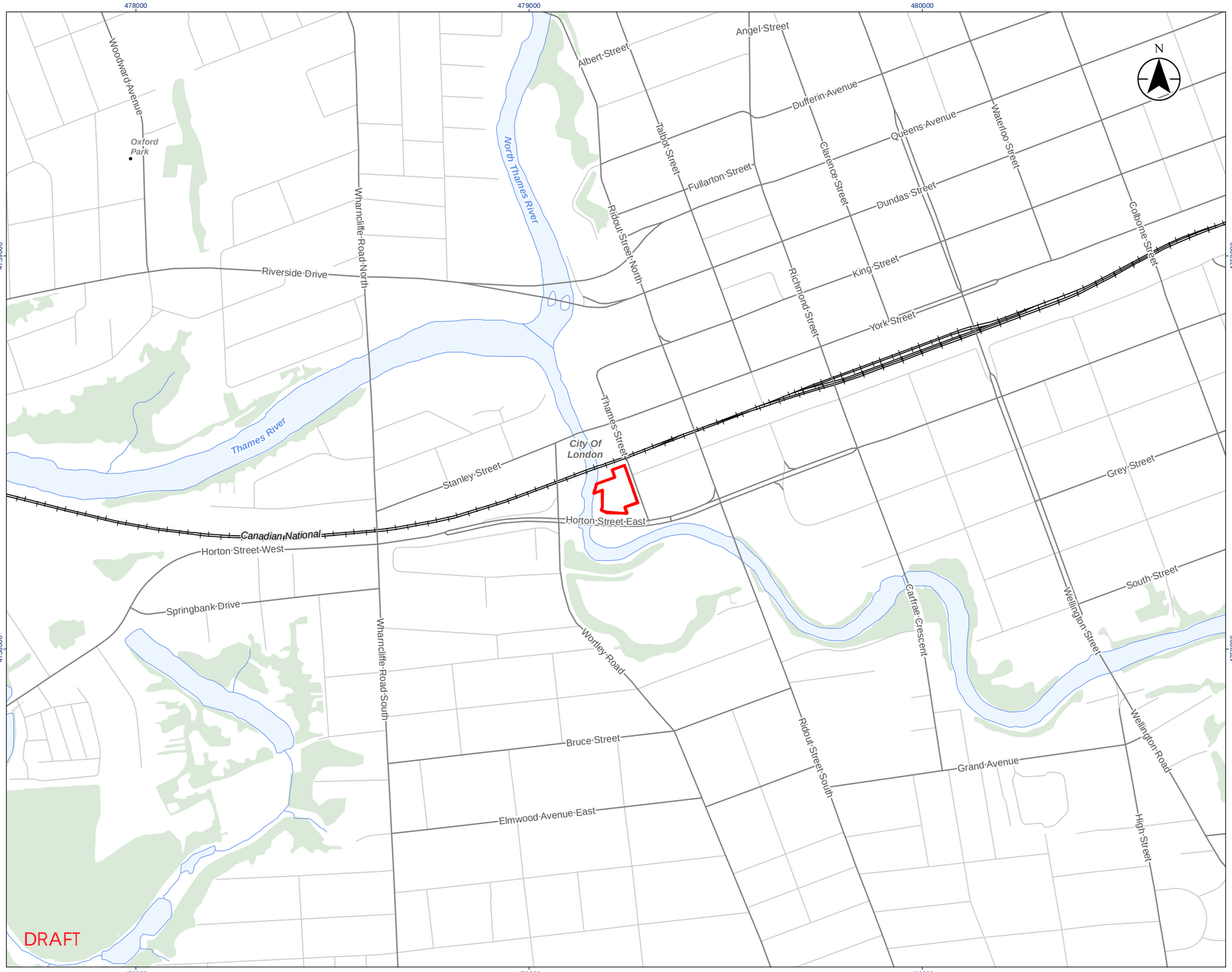
The assessment of impacts on cultural heritage resources is based on the impacts defined in the Ministry of Tourism, Culture and Sport (MTCS) *Infosheet #5 Heritage Impact Assessments and Conservation Plans* (Infosheet #5). Impacts to heritage resources may be direct or indirect. Direct impacts include:

- 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 CHVI of a property by causing:

- Shadows created 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

In addition to direct impacts related to destruction, this HIA also evaluated the potential for indirect impacts resulting from the vibrations of construction and the transportation of project components and personnel. This was categorized together with land disturbance. Although the effect of traffic and construction vibrations on historic period structures is not fully understood, vibrations may be perceptible in buildings with a setback of less than 40 metres from the curbside (Crispino and D'Apuzzo 2001; Ellis 1987; Rainer 1982; Wiss 1981). The proximity of the proposed development to heritage resources was considered in this assessment.



Stantec

Legend
- Study Area
- Major Road
- Minor Road
- Railway
- Watercourse (Permanent)
- Waterbody
- Wooded Area

0 100 200 m

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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, 2018.

Project Location
City of London

161413554 REVA
Prepared by PW on 2018-09-05
Technical Review by DH on 2018-07-17

Client/Project
THE TRICAR GROUP
1-3 BATHURST ST, 281-269 THAMES ST.

Figure No.
1

DRAFT

Title
Project Area

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Stantec

Legend
- Study Area
- Railway

0 25 50 m

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Project Location
City of London

161413554 REVA
Prepared by PW on 2018-09-05
Technical Review by DH on 2018-07-17

Client/Project
THE TRICAR GROUP
1-3 BATHURST ST, 281-269 THAMES ST.

Figure No.
2

DRAFT

Title
Study Area

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2.0 SITE HISTORY

2.1 INTRODUCTION

The Study Area is located on part of Lot 16, Concession C, in the former Township of London, now City of London. The Study Area is located just south of the CN railway and bounded by Thames Street to the east, the Thames River to the west, and Horton Street to the south. The following sections outline the historical development of the Study Area from the time of Euro-Canadian settlement to the 20th century.

2.2 PHYSIOGRAPHY

The Study Area is located in the Caradoc Sand Plain and London Annex physiographic regions. The Caradoc Sand Plains and London Annex 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 appear on sand hills and dunes (Chapman and Putnam 1984: 146).

The south branch of the Thames River winds around the Study Area and is located approximately 100 metres to the south. Towards the west, the Thames River is adjacent to the Study Area, being located approximately 25 metres away. The forks of the south and north branches of the river are located approximately 350 metres north of the Study Area. The Thames River is 273 km long and drains approximately 5,825 square kilometres of land. The river rises at three distinct points; near Mitchell (North Thames), Hickson (Middle Thames) and Tavistock (South Thames). The north and south branches of the river meet at the Forks of the Thames in London, just north of the Study Area (Quinlan 2013: 2). The well-defined river channel runs through a shallow valley, demonstrated through a history of critical flooding in the City, which 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, an early travel route, and the high alluvial terrace, which offered good building sites (Chapman and Putnam 1984: 146).

2.3 HISTORICAL DEVELOPMENT

2.3.1 Survey and Settlement

In 1783, Great Britain recognized the independence of the United States and the Treaty of Paris was signed. About a quarter of the population of the former 13 Colonies were Loyalists to the British Crown, and about 50,000 people left the United States for Great Britain or other colonies, including Canada (Craig 1963: 3). Present-day Ontario had been part of the Province of Quebec since 1774, and between 1778 and 1786, 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 the settlers would be "attached to the interests of Great Britain and capable of being useful upon many occasions" (Craig 1963: 4-5). In 1788, Haldimand divided present-day Southern Ontario 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 laws they were familiar with in Great Britain and the former 13 Colonies, instead of the French law practiced in Quebec as part of the Quebec Act of 1774. To accommodate the Loyalists, the British parliament passed the Constitution 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 desired 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 on route to Detroit (Armstrong 1986: 17). 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). Despite Simcoe's wishes, London was still in 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). This reserved area included the Study Area.

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).

2.3.2 19th Century Development

In January 1826, the District Town for the London District was transferred from Vittoria in Norfolk County to the Crown Reserve Land in London Township reserved for Simcoe's envisioned capital. The townsite for London, which included the Study Area, was surveyed in May and June of 1826 (Armstrong 1986: 33). 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 (Armstrong 1986: 35). The village continued to grow and in 1840, the Town of London was incorporated (Brock 2011: 23). The new town had a population of 1,716 (Armstrong 1986: 63).

Before the abolition of slavery in the United States in 1865, London was a destination for enslaved African Americans seeking freedom in Canada. By 1839, about 200 former enslaved Africans and their descendants lived in the City. London was situated far enough from the American border that slave catchers rarely attempted to kidnap fugitive slaves in the City, and therefore offered more safety than border towns such as Windsor or Niagara (Landon 1919: 140). By the late 1850s, the Black population of London reached about 300 (Landon 1919: 141). A portion of the population settled in a part of town within the Study Area and had a Methodist church at 275 Thames Street (Miller 1992: 44). In general, African Canadians readily found work in London and were often able to purchase their own property (Landon 1919: 142-143). African Canadians did experience prejudice and discrimination in London, culminating in an attempt in the early 1860s to segregate London's school system. In 1862, by a vote of 10-3 the London School Board voted to create a separate school for Black children "when financially practicable." However, the vote was never acted upon and no segregated school was formed (Landon 1919: 146-147).

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 town. In the 1840s planning began on a line that would run from Niagara to Detroit. The planned route would run through London, including just north of the Study Area, 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 (GTR).

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. This 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 (Burley nd: 392) and in 1881 the population climbed to 19,941 (Armstrong 1986: 125).

As London grew, the need for a public transit system emerged. The London Street Railway Company (LSRC) was formed in 1873 by five prominent Londoners, including members of the Cronyn and Carling families. The first line opened in May 1875 with two streetcars pulled by six horses (Onn 1958: iii) (Plate 1). The initial route began just north of the GTR tracks on Richmond Street and turned east onto Dundas Street, terminating at Dundas Street and Adelaide Street (Onn 1958: 3). The system grew quickly and by 1894 the company had 28 carts and 148 horses (Onn 1958: iii). However, at this time the demand for electrifying the routes were increasing. Londoners believed that a modern electric line would be a boon to business in the areas serviced by the route and London's newspapers and humane society were receiving complaints about the company's cruel treatment of its horses (Onn 1958: 4-5). After considerable negotiations with the City of London, electric streetcar service commenced in September 1895 (Plate 2). The coal fired powerhouse for the system is located in the Study Area. This site was likely chosen because of its proximity to the GTR tracks and relative closeness to downtown London. Locating the plant adjacent to the GTR tracks would allow for the easy delivery of coal (Onn 1958: 47).

Plate 1: Horse drawn LSRC streetcar at corner of Richmond Street and Dundas Street, circa 1883 (London Public Library 1883)

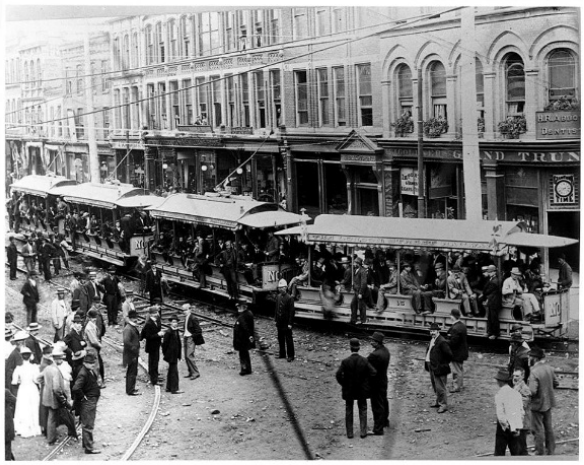


Plate 2: Inaugural day of electric streetcar service, corner of Richmond Street and Dundas Street, 1895 (Western Archives 1895)

2.3.3 20th Century Development

In 1912, the City of London had a population of 49,102, which would climb 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 (HEPCO), 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).

The LSRC expanded its street car operation in the first decades of the 20th century and before the outbreak of the First World War operated a fleet of 58 cars (Onn 1958: 123). However, during the war maintenance and new acquisitions on cars was delayed. By the 1920s, serious consideration was being undertaken by the LSRC to convert to busses. Bus service offered greater flexibility and a capacity to more easily expand service, since new trackage would not have to be laid down (Onn 1958: 127-128). The LSRC ended streetcar service in London in November 1940 (Gamble 2016). As per the terms of the LSRC's agreement with the City to end streetcar service, it was required to remove all tracks, overhead wires, and poles within 60 days of ending streetcar service. The LSRC was required to operate 50 busses, with an additional bus required for each population increase of 1,500 or more (Onn 1958: 26).

Compared to other municipalities in Ontario, London fared relatively well during the Great Depression. 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). The effects of the Great Depression and World War II curtailed major growth in the City (Curtis 1992: 15).

The LSRC was losing money during much of the 1940s and in 1948 the LSRC Board declared their intention to sell the company (Onn 1958: 27). In 1950, the LSRC was sold to the City of London for $1,000,000 (Onn 1958: 31) to create a municipally owned bus-line, the London Transit Commission, which commenced operation in January 1951 and still operates today (Onn 1958: iv).

Like much of North America, London experienced a boom after World War II and by 1961 the population of the City was 165,815. During the 1950s, London's growth was also fueled by several annexations which added over 42,000 acres to the City from Westminster and London Townships (Armstrong 1986: 207). 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).

2.4 PROPERTY HISTORY

2.4.1 "The Hollow"

The Study Area is within part of the City that received the derogatory name "Nigger Hollow" in the 19th century (Landon 1919: 143, Carty 1926, and Miller 1992: 44). The name originated because African Americans who escaped slavery in the southern United States began to settle in the area. According to historian Fred Landon, this derogatory name for the area was used until the early 20th century. In 1919 he wrote, "In London, the nearest approach to a Negro quarter was the little low-lying district west of the gas house towards the river, which, until a very few years ago, bore the name of "Nigger Hollow", though for long there had been few, if any, coloured people living there" (Landon 1919: 143).

This term is not historically unique to London and appears to have been used as a place name in several American states during the 19th and early 20th century, including in Pennsylvania (Digital Commonwealth nd), Montana (Cox 1927), and Oregon (Kaseberg 2018). In 1962, the United States Interior Department began removing racist place names from mapping, and many places formerly named “Nigger” were changed to “Negro” (Palmer 2011).

By the 1870s, it is evident the area had transitioned to a mostly working-class Euro-Canadian neighbourhood. According to the census, none of the families listed on either page that includes the Study Area had an ethnic origin outside of the British Isles (Library and Archives Canada 1871). The City of London Directory for 1875 lists 11 families living between the Thames River and Bathurst Street on the west side of Thames Street. Occupations include two shoemakers, four laborers, one printer, one cooper, and one peddler (McAlpine 1875: 269). The turnover in the neighbourhood seemed to have been frequent, and only four of the 11 families listed in 1875 appeared to be living in the area in the Census of 1871.

2.4.2 1-3 Bathurst Street

The property at municipal addresses 1-3 Bathurst Street is the site of the former powerhouse and car shed for the LSRC which operated electrically powered streetcar service in London from September 1895 (Armstrong 1986: 145) to November 1940 (Armstrong 1986: 203). The powerhouse, and now demolished car shed, were designed by prominent London architect John Moore (Tausky and DiStefano 1986: 356). John Moore was born in 1857 into a well-established family which included some of the earliest settlers of London Township. Moore married Louise Mary McClary, daughter of Oliver McClary, one of the founders of the McClary Foundry. Moore got one of his first projects as an independent architect when he was contracted to rebuild the McClary factory after a fire. Through a combination of social connections and genuine skill, Moore established himself as one of the foremost architects in the region (Tausky and DiStefano 1986: 354-355).

The powerhouse, constructed in 1895, measured 110 feet by 66 feet, with a 140-foot-tall smoke stack (Plate 3). The original exterior of the building was white brick, known locally as London brick, and stone with a cement and stone foundation. The streetcars were powered by a coal boiler that measured about 46 feet by 66 feet (Plate 4). The required coal was delivered to the powerhouse via a slide from the adjacent GTR tracks. The powerhouse’s engine room was approximately 47 feet by 66 feet and was equipped with six 100-kilowatt Edison type Canadian General Electric generators (London Free Press 1895). The car shed was already present on the property when the powerhouse was completed and was probably utilized to house the rolling stock prior to electrification. The car shed was a brick and stone structure that was 40 feet by 150 feet and was capable of storing the entire rolling stock (London Free Press 1895).

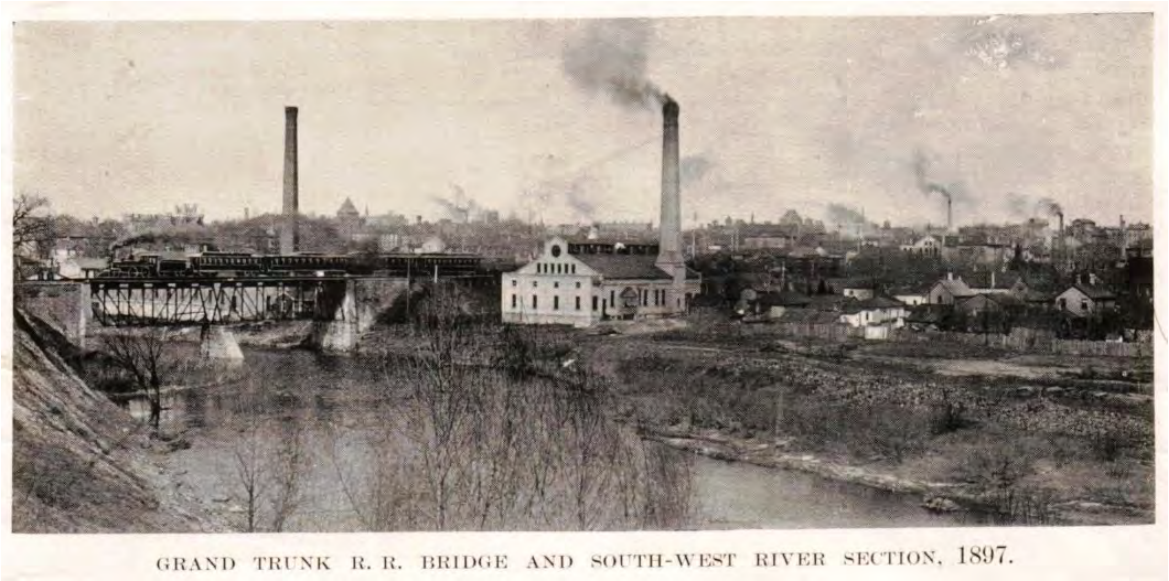


Plate 3: Powerhouse viewed from across Thames River, 1897 (Museum London 1897)

Plate 4: Workers inside the powerhouse, 1907 (Western Archives 1907)

The powerhouse was evidently insufficient to amply power the system within its first few years of operation. The first fleet of electric streetcars were initially outfitted with electric heaters. However, in 1897, the electric heaters were replaced by coal stoves to allocate more power to the system (Onn 1958: 119). By 1910, the electric streetcar system was expanded to the point that the powerhouse was strained beyond capacity. The LSRC considered three options for acquiring more power: locally sourced power from the London Electric Company, power from the hydroelectric plants at Niagara from the HEPCO or increasing output at the Bathurst Street powerhouse (Onn 1958: 50).

Negotiations with HEPCO over a rate amicable to both parties dragged on for several years, requiring the LSRC to borrow power from the London Traction Company, and during peak traffic hours often run cars at half speed. The *London Free Press* grew increasingly frustrated by the situation, which often caused workers to be late for their shifts. The newspaper editorialized in all caps “the people of London have a right to know” why no agreement had yet been reached and lamented “an inadequate street car service is a direct injury to business and indirectly becomes a load upon the city” (London Free Press 1912). The increasing pressure led to the LSRC and HEPCO finally reaching an agreement on a rate in 1913 (Onn 1958: 53).

To complete the transition to hydroelectric power, the powerhouse was converted to direct current, a new switchboard was installed, and a “booster” for charging the storage battery during off-peak periods was installed, likely leading to the construction of present-day 2 Bathurst Street as an addition. The transition was completed on February 28, 1914, and the powerhouse ceased generating electricity (Onn 1958: 53-54). The 1915 Fire Insurance Plan confirms the powerhouse had ceased to generate electricity, as the powerhouse is marked “not used” (Figure 3). The generators and boilers appear to have sat unused between 1915 and 1928. City of London directories during this time list the property as the “Street Railway Powerhouse.” Aerial photography from 1922 shows the powerhouse with its smokestack intact (Figure 4). The 1922 Fire Insurance Plan lists the building also as the “Street Railway Powerhouse” and has the note “Silent April 1922” underneath (Figure 5).

In 1929, modifications began on the building to convert it for use by the London Coal and Ice Company, which had the municipal address 2 Bathurst Street. The Fire Insurance Plan dated December 1929 shows the London Ice and Coal Company as the occupant of the building (Figure 6). The equipment associated with the powerhouse had been removed as well as the smokestack. The London Coal and Ice Company likely began operations at 1-3 Bathurst Street at the end of 1929, as they do not appear operating at the address in the 1929 City Directory but appear in the 1930 City Directory (City of London Directory 1929: 41, City of London Directory 1930: 610).

The London Coal and Ice Company ran businesses under two names in the building. The first was the London Coal and Ice Company and the second was the Sanifroze Artificial Ice Company. According to city directories, Sanifroze was part of the London Ice and Coal Company (City of London Directory 1959: 437). Aerial photography from 1942 shows that the smokestack from the building is gone and that the car shed seems to be in active use based on the number of paths leading to the building (Figure 7). By 1949, the car shed had been transferred to private hands and was owned by Middlesex Motors (Lloyd 1949).

Starting in 1951, Peterman Products began to operate in part of the former powerhouse at the municipal address 1 Bathurst Street (City of London Directory 1951: 637). According to the 1958 Fire Insurance Plan, Peterman Products was located in the part of the building that formerly housed the battery for the streetcar system (Figure 8). Peterman Products was an industrial sanitation chemical company. Also, by 1958, McManus Motors, a car dealership located at the corner of Ridout and Horton Streets, had taken over the car shed. The London Coal and Ice Company and Peterman Products shared use of the building until 1959.

Beginning in 1960, the London Ice and Coal Company and Sanifroze Artificial Ice no longer appears listed on the property and only Peterman Products appears (City of London Directory 1960: 545). The City Directories of 1965 and 1975 lists the part of the building that housed the London Ice and Coal Company as vacant (City of London Directory 1965: 608, London Classified Directory and Buyers' Guide 1975: 853). An aerial photograph from 1967 shows few signs of activity around 1-3 Bathurst Street, but shows many cars parked around the car shed and shows the present-day parking lot in place (Figure 9).

Peterman Products continued to operate at the building until 1984. The occupants listed in 1985 were: Aboutown Transit Repair Depot, and Canada Employment Casual Labour Pool at 1 Bathurst Street, and Leader Auto Protection Services, and Blairco Auto Centre at 2 Bathurst Street (London Classified Directory and Buyers Guide 1985: 34). Aerial photography shows that the car shed was still present in 1982 but was demolished around the time Horton Street was extended over the Thames River (Figure 10, Figure 11). Aboutown continued to own 1-2 Bathurst Street until 2014 (London Free Press 2014).

2.4.3 257-281 Thames Street

2.4.3.1 257 Thames Street

According to the City's Register, the residences located at 257 Thames Street was built in about 1884 (City of London 2006). It is listed on the Register as a Priority 3 property. This date of construction is supported by the City of London Directory of 1883, which does not list 257 Thames Street (City of London and County of Middlesex Directory 1883: 35). The residence is first listed in the 1886 City Directory and the occupant is shown as Mrs. Matilda Collins and she is noted as a tenant (London City and Middlesex County Directory 1886: 71).

The City of London Directory for 1890 lists the occupant as James Smith (London City and Middlesex County Directory 1890: 83). The Census of Canada of 1891 lists James Smith as a 36-year-old American born commercial traveler born in the United States to Scottish parents. Historically, someone with the occupation traveler is similar to what today would be called a commercial sales representative (French 2005). He was married to Cristina, a 37-year-old born in Ontario to Scottish parents. Their children were son Hector, age 13; son James, age 11, son Charles, age 9; son Edward, age 7; daughter Marion, age 5; and daughter Elfreda, age 2 (Library and Archives Canada 1891).

The 1900 City Directory lists 257 Thames Street as vacant (London City and Middlesex County Directory 1900: 123). The next year, Albert Clark moved into the residence (London City and Middlesex County Directory 1901: 128). By 1911, Albert Clark, a 70-year-old laborer who performed "odd jobs" and was

born in England, is associated with the property. He lived with his wife Bridget, born in Ireland, age 66; daughter Mary, age 28; and mother-in-law Mary, age 98 (Library and Archives Canada 1911).

Between 1920 and 1929, the Clark family departed the residence and spent some time at the adjacent 263 Thames Street. The 1920 City Directory lists the occupant of 257 Thames Street as Joseph Barnard (City of London Directory 1920: 157) and the 1930 City Directory lists the occupant as Lawrence Dunn (City of London Directory 1930: 759). By 1940, members of the Clark family had returned, and the residence was occupied by Albert J. Clark (City of London Directory 1940: 906).

In 1950, the occupant of the residence is listed as Mrs. Annie Carter (City of London Directory 1950: 802). The 1960 directory does not have a listing for 257 Thames Street (City of London Directory 1960: 722). A member of the Clark family returned once again by 1970 when the occupant of 257 Thames Street was John D. Clark (City of London Directory 1970: 934). In 1980, the occupant is listed as J. Clark (City of London Directory 1980).

2.4.3.2 263 Thames Street

According to the City's Register, 263 Thames Street was built circa 1884 (City of London 2006). The City of London Directory of 1881, which is the first directory to use house numbers, does not list a 263 Thames Street, but does list a 163 Thames Street between 255 and 267. The occupant of 163 Thames Street is listed as L. Haylock, who is also listed as the occupant of 263 Thames Street in the 1883 City Directory (White 1881: 147, City of London and County of Middlesex Directory 1883: 35). It is likely the house was renumbered or the 1881 Directory has a typographical error. Therefore, it is likely the residence at 263 Thames Street was built closer to 1880.

The 1881 census lists L. Haylock with the first name Lavandes. He was a 37-year-old clerk born in England. He was married to Susannah, age 32, also born in England. Their children were son Henry, age 12; son William, age 10; son Frederick, age 8; son George, age 6; son Robert, age 5; and son Percy, age 2 (Library and Archives Canada 1881).

The City of London Directory of 1890 lists the occupant of 263 Thames Street as Braithwaite Crow (London City and Middlesex County Directory 1890: 83). Crow is listed in the 1891 census as a 35-year-old gas maker born in Quebec of Irish descent. He lived with his wife Mary, age 41; son William, age 11; daughter Flora, age 9; daughter Jimana, age 7; daughter Kate, age 5; and son George, age 2 (Library and Archives Canada 1891).

The City of London Directory of 1900 lists the occupant of 263 Thames Street as Mrs. Mary Deveraux (London City and Middlesex County Directory 1900: 123). She is also listed as the occupant in the 1910-11 City Directory (City of London Directory 1910: 22). No person with the surname Deveraux appears in the 1901 or 1911 census to be living in the City of London. By 1920, Albert Clark, who had formerly lived at 257 Thames Street, had moved into the residence (City of London Directory 1920: 157). In 1930, the occupant of the residence is listed as Robert McNeil, and in 1940 L. Arnezeder (City of London Directory 1930: 759, City of London Directory 1940: 906).

The occupant listed in 1950 was once again a Clark as A.J. Clark is listed as the occupant (City of London Directory 1950: 802). In 1960, the residence was occupied by J. Clark (City of London Directory 1960: 722). The City of London Directory of 1970 lists the occupant of 263 Thames Street as William Gibson and 1980 directory lists the occupant as L. McEathron (City of London Directory 1970: 934, City of London Directory 1980).

2.4.3.3 267 Thames Street

According to the City's Register, 267 Thames Street was built in about 1878 (City of London 2006). The City of London Directory of 1881 lists the occupant as B. Vanhorn, a tenant, and malster (White 1881:147). By 1883, the residence was occupied by George May, a painter (City of London and County of Middlesex Directory 1883: 35). The 1881 census lists George May before he moved to 267 Thames Street, when he lived in Ward 3. He was a 33-year-old painter born in England. He lived with his wife Jane, age 32; daughter May, age 15; son William, age 13; son Samuel, age 11; daughter Harriet, age 9; daughter Mattie, age 7; son Harvey, age 5; son Thomas, age 3; and infant Christopher (Library and Archives Canada 1881).

The City Directory of 1890 lists the occupant as George Davis (London City and Middlesex County Directory 1890: 83). George Davis is listed in the 1891 census as a 32-year-old steam boiler maker born in Ontario of Irish descent. He lived with his wife Anoma, age 32; daughter Roda, age 18; daughter Agnes, age 16; daughter Maggie, age 13; and son James, age 10 (Library and Archives Canada 1891).

The City of London Directory for 1900 lists the occupant of the residence as Ambrose James (London City and Middlesex County Directory 1900: 123). The 1901 census lists Ambrose James as a 40-year-old Canadian born factory laborer of English descent. He lived with his wife Mary, age 37; daughter Lilly, age 14; daughter Mary, age 12; son Roy, age 9; son Emmerson, age 6; and son Harrold, age 2, and daughter Irene, age 2 months (Library and Archives Canada 1901).

The residence is listed as "Vacant" in the 1910-11 City of London Directory (City of London Directory 1910: 122). By 1912, the house is once again occupied, and John C. Allen is listed as the resident (City of London Directory 1912: 124). Allen is listed in the 1911 census as a 36-year-old laborer who performed "odd jobs" and was born in Ireland. He lived with his wife Alice, age 30, who was born in England (Library and Archives Canada 1911). In 1920, the occupant is listed as N. Bollis, in 1930, Thomas Burnett, and in 1940 as well as 1950, Julius Torres (City of London Directory 1920: 157, City of London Directory 1930: 759, City of London Directory 1940: 906, City of London Directory 1950: 802).

The 1960 and 1970 City Directory lists the occupant of 267 Thames Street as A.E. Spindler, a trucker (City of London Directory 1960: 722, City of London Directory 1970: 934). He is also shown as living at the residence in 1980 (City of London Directory 1980).

2.4.3.4 269 Thames Street

The lot at 269 Thames Street is currently empty, the structure formerly on the lot was demolished in 2016. The residence formerly on the property was built about 1870 (City of London 2006).

2.4.3.5 275 Thames Street, Fugitive Slave Chapel

The lot at 275 Thames Street is currently empty, the structure previously on the lot was moved in the fall of 2014 (CTV News London 2014). The lot which contains 275 Thames Street was originally deeded to William Clark, a carpenter. In 1847, the African Methodist Episcopal Church purchased the property and constructed a church (Timmins Martelle 2017). The church was the first Black place of worship in London and became an important part of the Black community in London. Many of the congregants were former slaves who escaped to freedom in Canada and the church was known in the community as the "Fugitive Slave Chapel" (McNeish 2013). In 1856, the church was renamed the British Methodist Episcopal Church and in 1869 the congregation moved to 430 Grey Street, approximately 1.5 kilometres to the east. After the congregation moved they sold the lot and church, which then became a residence (Timmins Martelle 2017).

In 1986, the chapel received a plaque from the London Historic Sites Committee and by 2006 was listed on the Register as a Priority 1 building (Timmins Martelle 2017, City of London 2006). When demolition of 275 Thames Street was proposed, funds were raised by community organizations to move the chapel to 432 Grey Street, adjacent to the current Beth Emanuel Church (London Free Press 2018). The move was completed in 2014 and restoration efforts are ongoing.

2.4.3.6 277 Thames Street

The lot at 277 Thames Street is now currently empty, the structure formerly on the lot was demolished in 2013. The residence formerly on the property was built in about 1881 (City of London 2013).

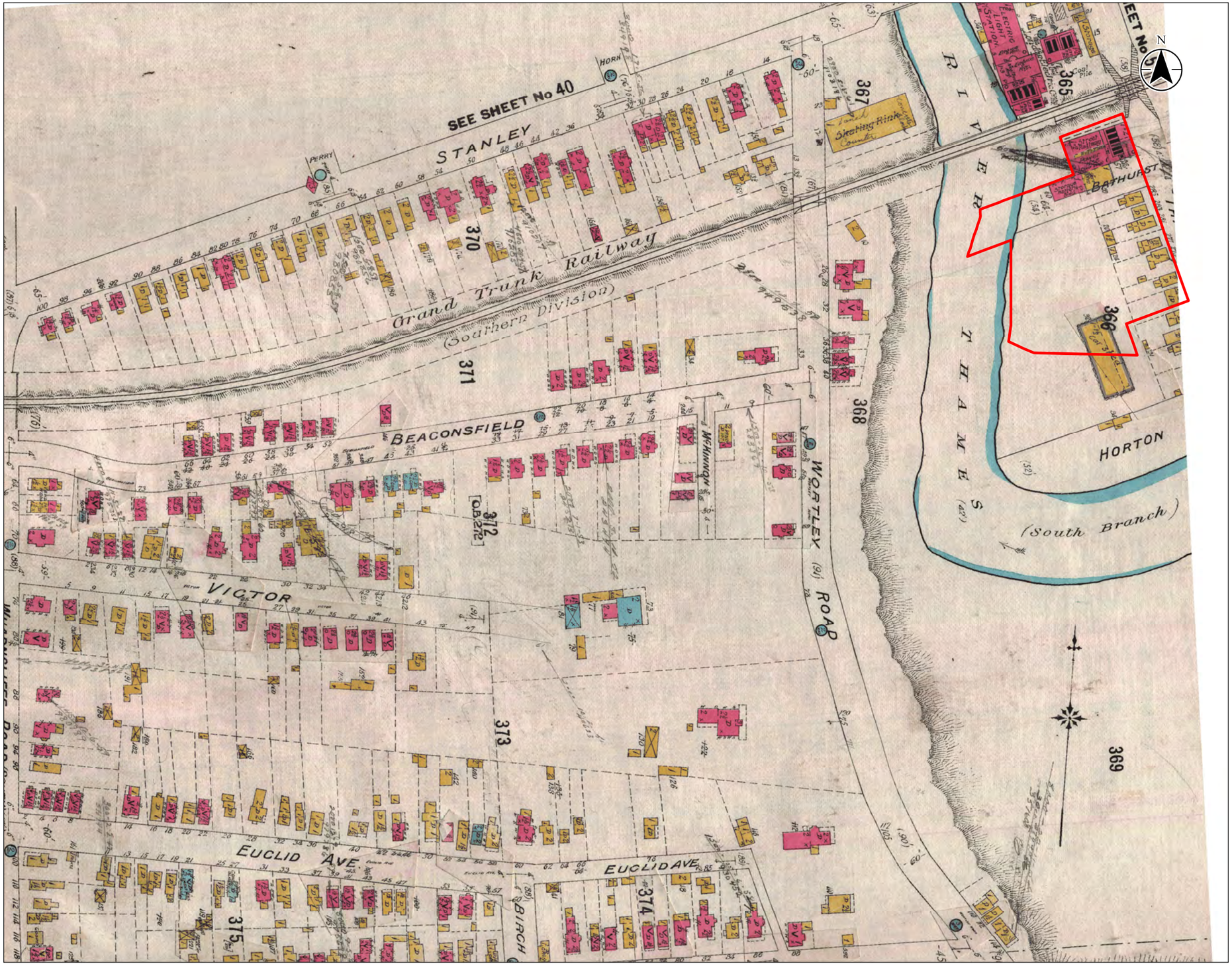
2.4.3.7 281 Thames Street

The lot at 281 Thames Street is now currently empty, the structure on the lot was demolished in 2013. The residence formerly on the property was demolished in 2013 and was built in about 1878 (City of London 2013).

2.4.4 Thames Street Rail Underpass

The Thames Street Rail Underpass was built to its current design in 1889 and is listed as a Priority 1 building on the Register (City of London 2006). According to CN it is one of the few remaining stone arch subways in Canada (Ray 1981). The underpass was initially constructed in the 1850s when the GTR was first built. It was updated to its current configuration in 1889 to accommodate a second line of track (Ray 1981).

Stone and wood were readily available materials for building bridges before the introduction of metal in the late 19th century. The technology behind a stone arch is ancient and the 19th century labour pool would have included many people with the masonry skills required to erect a stone arch bridge. Although a stone arch bridge would have been more expensive to build than a wooden bridge, they were favoured for heavily trafficked routes and locations that were highly visible. The introduction of metal truss bridges in the late 19th century led to a decrease in the construction of stone arch bridges (Parson Brinckerhoff and Engineering and Industrial Heritage 2005: 3-49).



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Legend

Study Area (approximate)

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1:2,000 (At original document size of 11x17)

Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
2. Historic base map source: Goad, Charles E. 1915. City of London Ontario Fire Insurance Plan. Toronto: Charles E. Goad.

Project Location
City of London

161413554 REVA
Prepared by PW on 2018-09-05
Technical Review by DH on 2018-07-17

Client/Project
THE TRICAR GROUP
1-3 BATHURST ST, 281-269 THAMES ST.

Figure No.
3

Title
1915 Fire Insurance Plan

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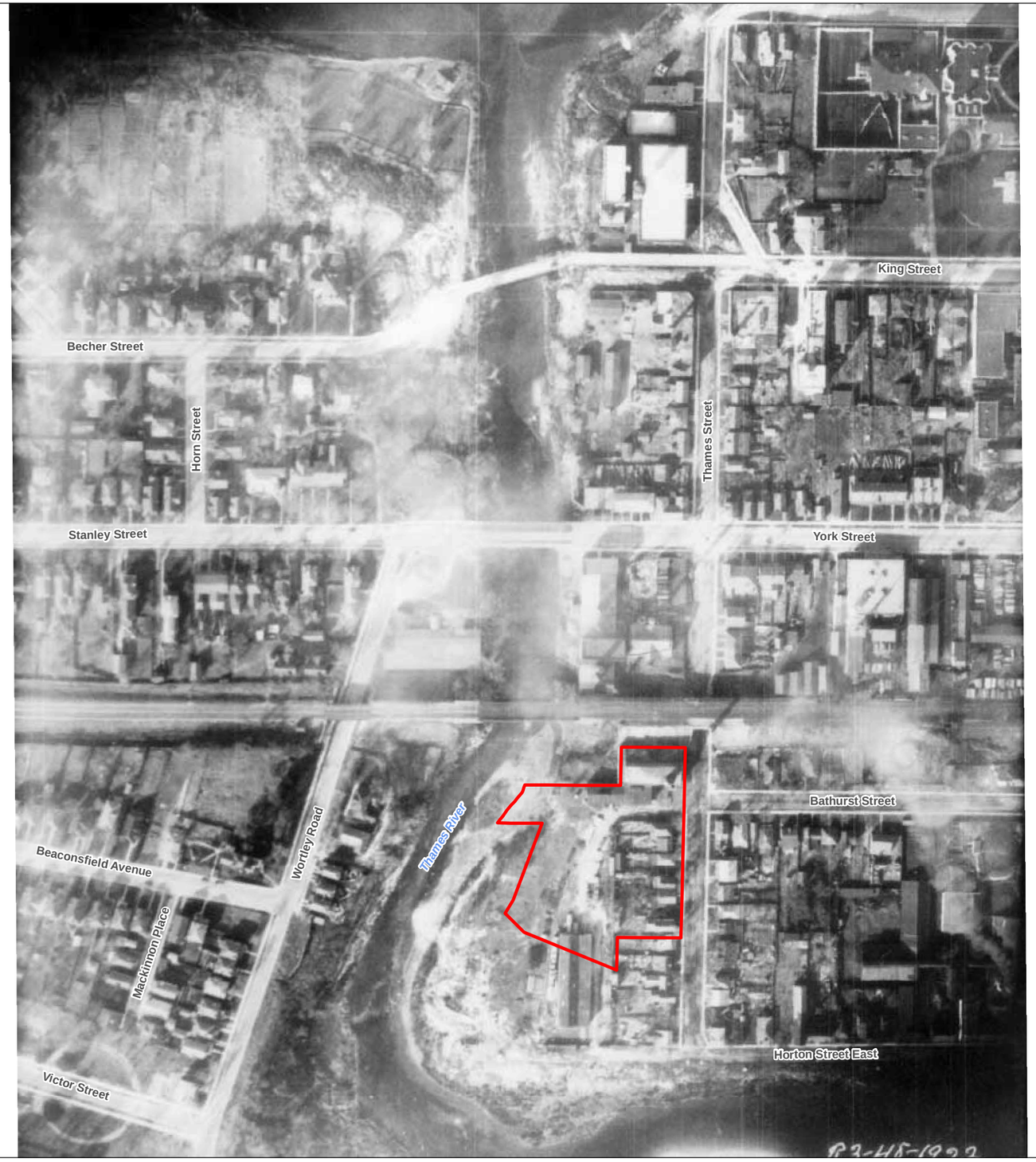

Stantec

Legend

Study Area (approximate)

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1:2,500 (At original document size of 11x17)

Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
2. Historic base map source: Department of Lands and Forests. 1922. London 1922. Line R3, Photo 48.

Project Location
City of London

161413554 REVA
Prepared by PW on 2018-09-05
Technical Review by DH on 2018-07-17

Client/Project
THE TRICAR GROUP
1-3 BATHURST ST, 281-269 THAMES ST.

Figure No.
4

Title
1922 Aerial Photograph

\\cd1220-f02\(16093 active)\Other PCS Active\614 - London\161413554\03 data\gis-cad\drawing\Figures\Cultural Heritage\Report\Figures\Heritage Impact Assessment\161413554_ch Fig04_1922 Aerial Photograph.mxd Revised: 2018-09-05 By: pwarnet

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Study Area (approximate)

0 50 100 m

1:2,000 (At original document size of 11x17)

Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
2. Historic base map source: Underwriters Survey Bureau. 1922. City of London Ontario. Toronto: Underwriters Survey Bureau.

Project Location
City of London

161413554 REVA
Prepared by PW on 2018-09-05
Technical Review by DH on 2018-07-17

Client/Project
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1-3 BATHURST ST, 281-269 THAMES ST.

Figure No.
5

Title
1922 Fire Insurance Plan

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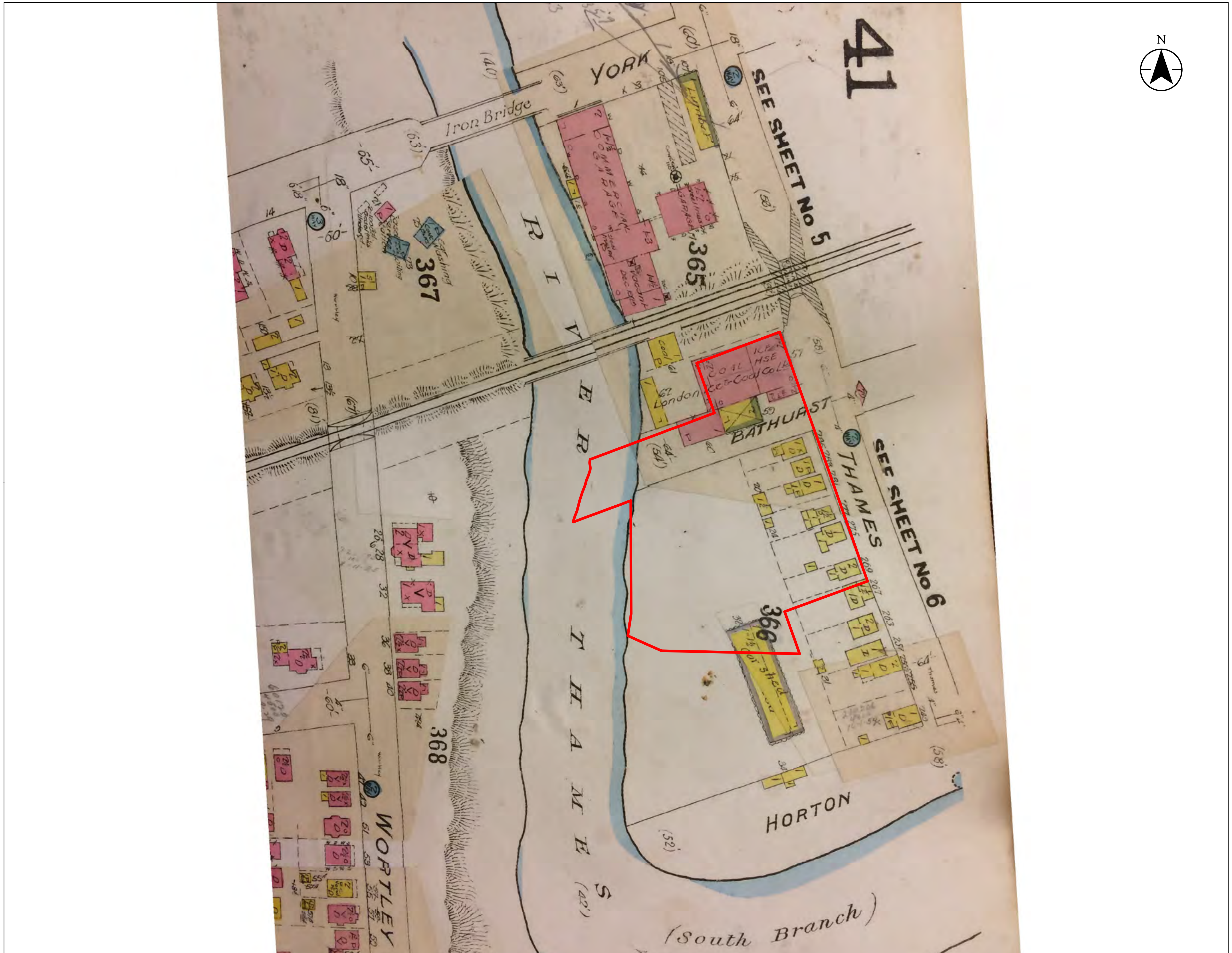


Stantec

Legend

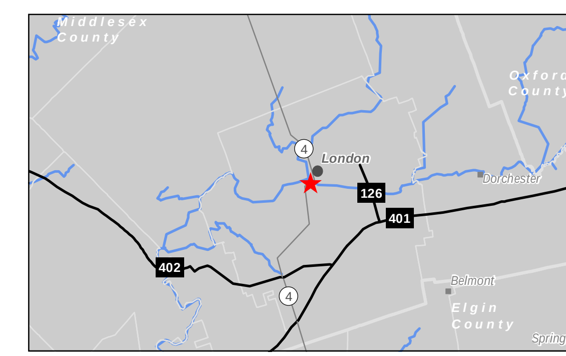
Study Area (approximate)

0 25 50 m

1:1,500 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Historic base map source: Underwriters Survey Bureau. 1929. City of London Ontario. Toronto: Underwriters Survey Bureau.



Project Location
City of London

161413554 REVA
Prepared by PW on 2018-09-05
Technical Review by DH on 2018-07-17

Client/Project
THE TRICAR GROUP
1-3 BATHURST ST, 281-269 THAMES ST.

Figure No.
6

Title
1929 Fire Insurance Plan

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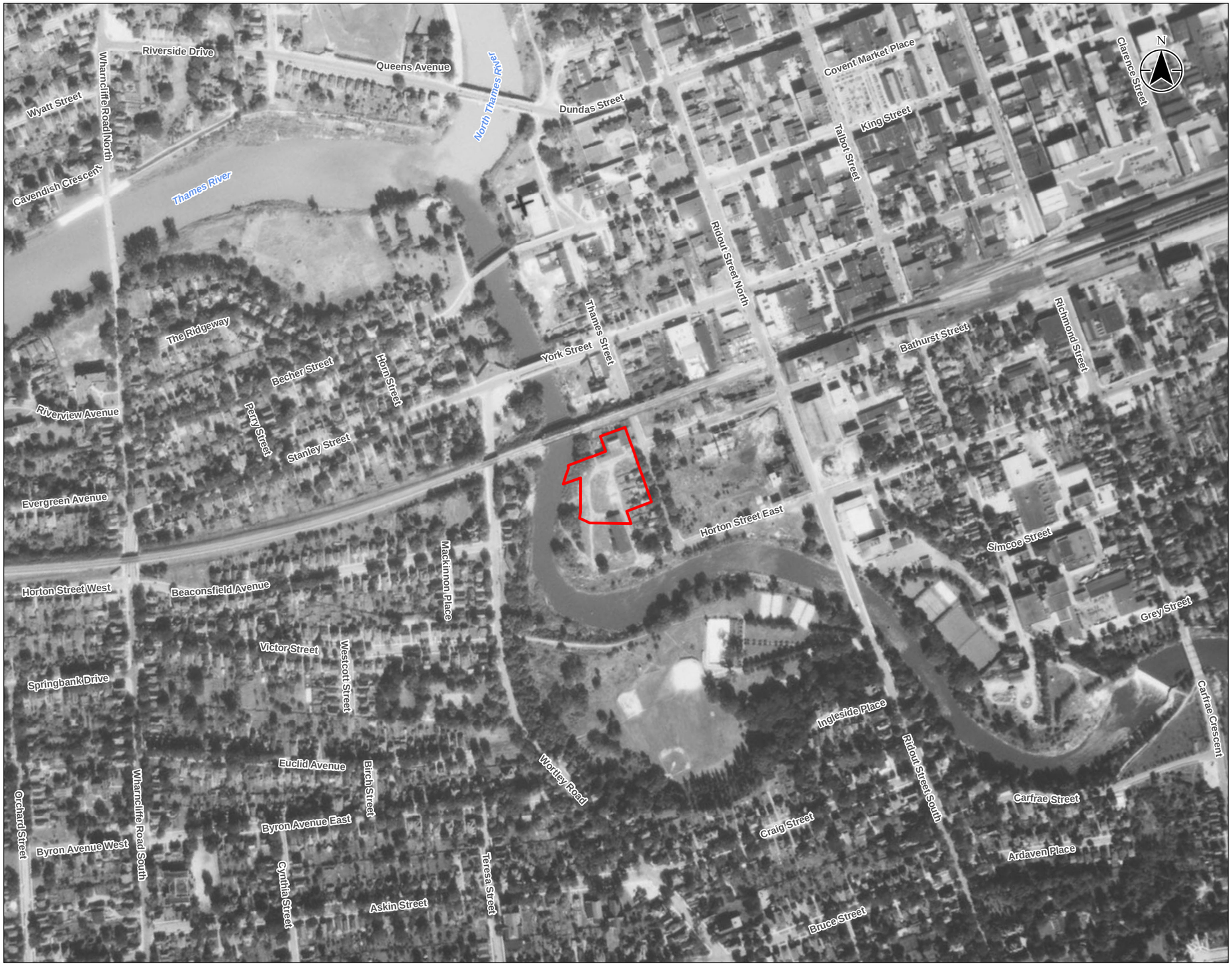

Stantec

Legend

Study Area (approximate)

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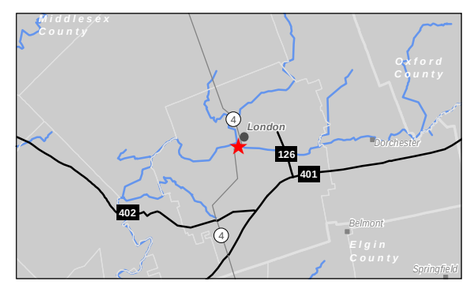
1:5,000 (At original document size of 11x17)

Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
2. Historic base map source: Department of Lands and Forests. 1942. London 1942. Roll 746, Line 17, Photo 8.



Project Location
City of London

161413554 REVA
Prepared by PW on 2018-09-05
Technical Review by DH on 2018-07-17

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Figure No.
7

Title
1942 Aerial Photograph

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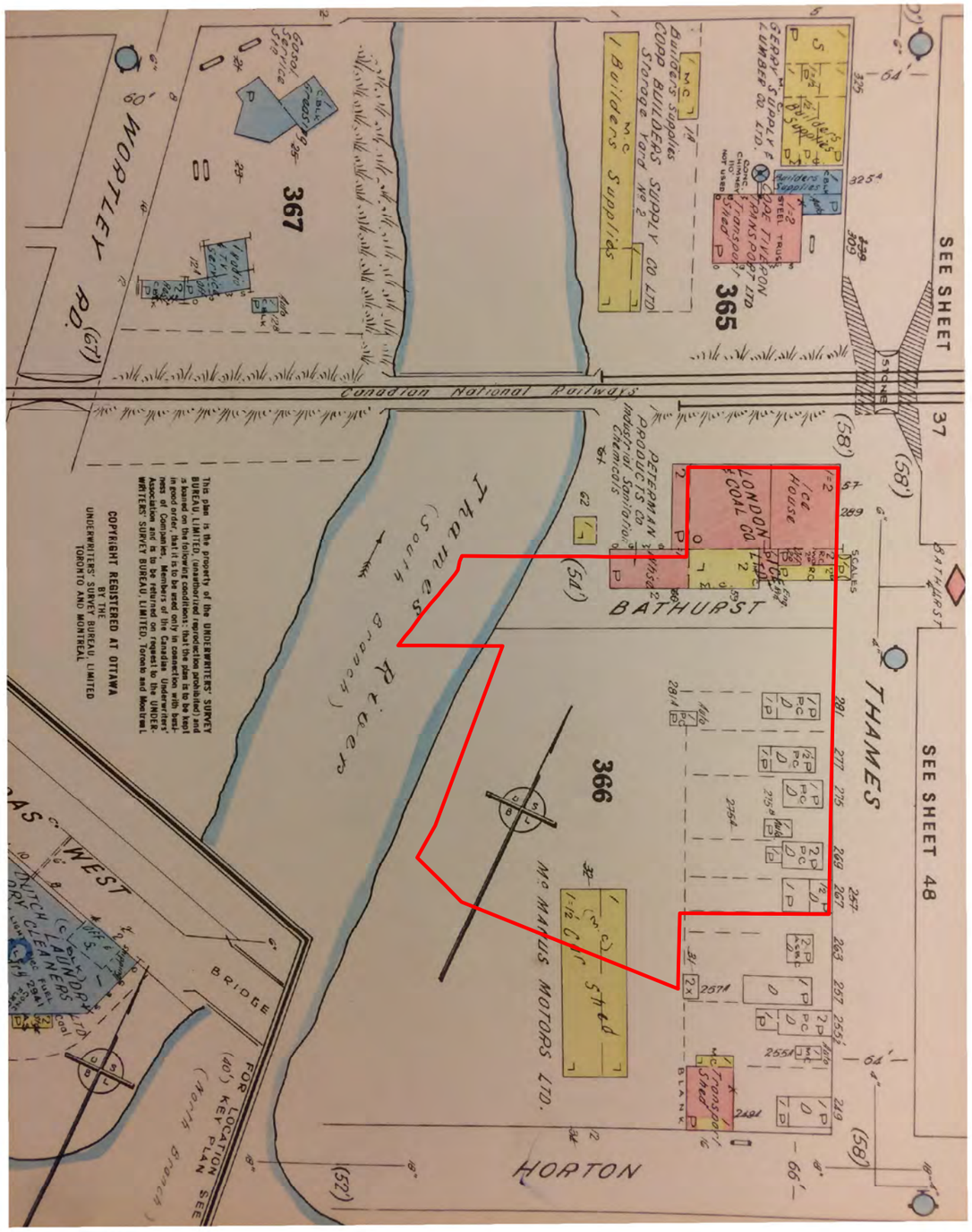

Stantec

Legend

Study Area (approximate)

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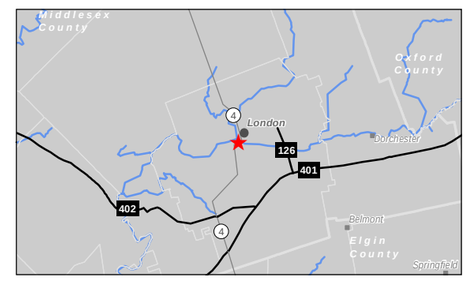
2. Historic base map source: Underwriters Survey Bureau. 1958. City of London Ontario. Toronto: Underwriters Survey Bureau.



Project Location
City of London

161413554 REVA
Prepared by PW on 2018-09-05
Technical Review by DH on 2018-07-17

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Figure No.
8

Title
1958 Fire Insurance Plan

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\\cd1220-f01-01691.active\ Other PCs Active\614 - London\161413554\03 data\gis\cad\drawing\Figures\Cultural Heritage\ReportFigures\Heritage Impact Assessment\161413554_cth Fig08 1958 Fire Insurance Plan.mxd Revised: 2018-09-05 By: pwoodell

Stantec

Legend

Study Area (approximate)

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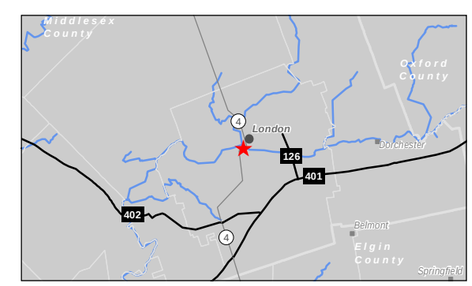
1:5,000 (At original document size of 11x17)

Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
2. Historic base map source: Lockwood Survey Corporation. 1967. London 1967. Line 3, Photo 100.



Project Location
City of London

161413554 REVA
Prepared by PW on 2018-09-05
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Figure No.
9

Title
1967 Aerial Photograph

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\\ldt2220-f02\ldt03\active_Other PCs Active\614 - London\161413554\03_data\gis_cad\drawing\Figures\Cultural Heritage\Report\Figures\Heritage Impact Assessment\161413554_ch Fig09_1967 Aerial Photograph.mxd Revised: 2018-09-05 By: pwoosel

Stantec

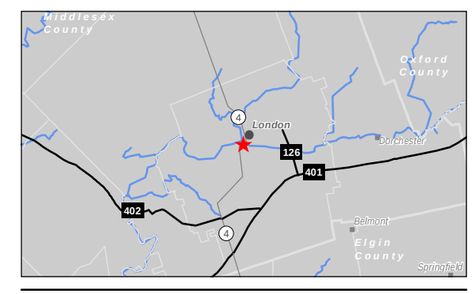
Legend

Study Area (approximate)

0 50 100 m

1:5,000 (At original document size of 11x17)

Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
2. Historic base map source: National Air Photo Library. 1982. London 1982. Roll A25950, Photo 30.



Project Location
City of London

161413554 REVA
Prepared by PW on 2018-09-05
Technical Review by DH on 2018-07-17

Client/Project
THE TRICAR GROUP
1-3 BATHURST ST, 281-269 THAMES ST.

Figure No.
10

Title
1982 Aerial Photograph

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\\ca1220-f02\01609\active\ Other PCs Active\614 - London\161413554\03 data\gis and drawing\Figures\Cultural Heritage\Report\Figures\Heritage Impact Assessment\161413554_ch_Fig10_1982 Aerial Photograph.mxd Revised: 2018-09-05 By: pwarnet

Stantec

Legend

Study Area (approximate)

0 50 100 m

1:5,000 (At original document size of 11x17)

Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
2. Historic base map source: Northway Map Tech. 1989. London 1989. Line 10.

Project Location
City of London

161413554 REVA
Prepared by PW on 2018-09-05
Technical Review by DH on 2018-07-17

Client/Project
THE TRICAR GROUP
1-3 BATHURST ST, 281-269 THAMES ST.

Figure No.
11

Title
1989 Aerial Photograph

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3.0 Site Description

3.1 INTRODUCTION

As outlined in Section 1.2, a site visit was conducted on July 20, 2018 by Lashia Jones and Frank Smith, both Cultural Heritage Specialists with Stantec. The weather conditions were sunny and calm. While onsite, Stantec staff walked accessible portions of the property around 1-3 Bathurst Street. Interior access to 1-3 Bathurst Street was granted and photographs were taken of the interior.

3.2 LANDSCAPE SETTING

The Study Area consists of the property at 1-3 Bathurst Street and 269-281 Thames Street. The property at 1-3 Bathurst Street contains a 19th century industrial structure adapted to commercial use and an asphalt parking lot. The properties at 269-281 Thames Street are vacant, the former residences having been demolished (269, 277, and 281 Thames Street), or moved (275 Thames Street). Adjacent land to the east is used as a municipal parking lot, while land immediately to the north and northeast of the Study Area is part of the CN railway and includes trackage. To the west is the Thames River and Horton Central Park. To the south is Horton Street East.

Bathurst Street is a two-lane asphalt paved road. Within the Study Area, Bathurst Street, with no sidewalk or curb, is indistinguishable from the parking lot on the property (Plate 5). Immediately to the east of the Study Area, Bathurst Street has no sidewalk on the south side and is separated from the municipal parking lot by a gently sloping strip of turf with small shade trees. On the north side, Bathurst Street has an asphalt shoulder or sidewalk that has no curb separating it from the street. Bathurst Street is lined with utility poles that carry medium voltage, low voltage, and utility wiring, as well as LED municipal streetlighting (Plate 6).

Thames Street is a two-lane asphalt paved road with no shoulder, cement curbs, and cement sidewalks. Within the Study Area, Thames Street has a driveway apron and sidewalk next to 3 Bathurst Street and a strip of turf between the sidewalk and curb. The parking lot and Bathurst Street is accessed via two aprons separated by a small curb and utility pole with mixed case municipal street signs (Plate 7). To the north of the Study Area, Thames Street passes under the Thames Street Rail Underpass, a stone arch bridge (Plate 8). The embankments of the bridge are earth and contain vegetation and trees in various stages of ecological succession. Along the northwest embankment bordering 1-3 Bathurst Street coal is visible scattered amongst the ground (Plate 9), likely linked to when 1-3 Bathurst Street was owned by the London Coal and Ice Company. North of the Rail Underpass, Thames Street enters into the Downtown HCD and intersects with York Street (Plate 10). To the south of the Study Area, Thames Street on the east has a cement sidewalk and gently sloping strip of turf with shade trees (Plate 11). The west side has a cement sidewalk, three residences, empty lots, and utility poles carrying medium voltage, low voltage, and utility wiring, as well as LED municipal streetlighting (Plate 12).

Plate 5: Bathurst Street within Study Area, looking west.

Plate 6: Bathurst Street, looking East from Study Area.

Plate 7: Thames Street, looking West at Study Area.

Plate 8: Looking North on Thames Street towards Railway Underpass.

Plate 9: Between 1-3 Bathurst Street and Railway Underpass, coal visible on ground, looking West.

Plate 10: Looking South at intersection of Thames Street and York Street within Downtown HCD.

Plate 11: Lawn and shade trees dividing Thames Street from municipal parking lot, looking North.

Plate 12: View of Western portion of Thames Street adjacent to Study Area, looking South.

3.3 1-3 BATHURST STREET

The structure addressed as 1-3 Bathurst Street is a former industrial building that has been adaptively re-used for commercial and office space purposes. The building is a one-storey structure with three distinct wings, each with their own address number, and serving as separate units, but are physically connected to each other. The building is constructed of buff brick, laid in common bond, with sections of low pitch gable roof and flat roofs. The building has a poured concrete foundation and a stone foundation in different sections of the building.

The building can be described as three distinct sections that relate to different periods in its history. 1 Bathurst Street is the remnant of the original 1895 London Street Railway powerhouse (shown in Plate 3 of Section 2.6). The original monitor roofline has been removed and the rear section of the building has been altered with a contemporary addition in place of the flat roofed brick section. The smokestack has also been removed. Over time, additions were made to the south of this building for use as a store room (Figures 2, 4, 5 and 7) but have since been removed. 2 Bathurst Street is a later addition to the power house, appearing on Fire Insurance Plans by 1915 as a storage building associated with the power house. 3 Bathurst Street appears, in part, by 1929 when the property is used by the London Ice and Coal Company, though the function of the addition is not known (Figure 5). The final section was added by 1958 (Figure 7).

The portion of the building addressed as 1 Bathurst Street is of a buff brick construction, stone foundation with a modern flat roof steel roof structure, with some metal flashing at the eave (Plate 13). The east elevation is clad in metal siding and has been modified with a large, multi-paned, modern window extending across much of the façade (Plate 14Plate 14). The south elevation is divided into unevenly spaced sections with three brick pilasters, and section of the wall where the brick extends outwards to the depth of a pilaster for several metres. The south elevation contains three large, multi-paned, modern windows that have been set between pilasters (the easternmost window is shorter than the other two) (Plate 15, Plate 16). Above the shorter window, there is evidence of former segmental arch window openings that have been filled in with brick. Above the window opening is a brick soldier arch comprised of three rows of headers (Plate 17). The west elevation is clad in metal siding and there is an extension on the rear of the building on timber stilts likely set into concrete footings. There are groupings of modern rectangular casement windows on the west elevation, set closer towards the north side of the façade (Plate 18). The north elevation is not accessible as the building is constructed adjacent to the railway embankment and is fenced off and heavily vegetated, limiting access and visibility (Plate 19).

On the interior of 1 Bathurst Street there are exposed brick walls on two of the three walls (north and west). Former window openings in these walks have been bricked in (Plate 20). The building has been updated with a modern steel frame and roof truss system (Plate 21). The floors are concrete (Plate 22). In another unit of 1 Bathurst Street, more interior brick is evident with wide round arch openings and smaller segmental arch openings. Brick is visible on all elevations (Plate 23). On the south elevation, there is a section of wall that contains some exposed stone, as well as contemporary stone added beside it (Plate 24).

Site Description
June 11, 2019

2 Bathurst Street is a rectangular, one storey structure of buff brick with concrete foundation and medium pitched monitor roof. The east elevation extends beyond the roofline with a parapet, creating the impressing of a flat roof structure when viewed from that direction (Plate 26). The east elevation is divided into three sections with brick pilasters, with the centre section higher than the outer two. There is evidence of three segmental arched bay openings (either large windows or entrances) which have been filled in with brick. Above each former opening is a soldier arch comprised of three rows of brick headers (Plate 27). An accessible concrete ramp and stairs with metal handrails have been added to the front of this elevation. The south elevation is divided into four sections with brick pilasters. The first section (closet to the east elevation) contains a modern glass and steel door with sidelights and transom set into a segmental arch opening with three-header soldier arch. This section is smaller in size than the other three. The second section from the east contains a former wide segmental arch opening with a three header soldier arch. This opening has been filled in with brick and now contains a modern rectangular casement window and single glass and metal entrance door. The remaining two sections contain similar wide segmental arch openings with three header brick soldier arch with modern segmental arch casement windows (Plate 28). The west elevation contains a central brick pilaster and pilasters at the edge of the façade. Centred in each of the sections between the pilasters are two modern segmental arch casement windows. The window openings have a three header brick soldier arch (Plate 29). A section of the north elevation is visible where it extends beyond 1 Bathurst Street. Similar to the south elevation, it is divided into sections by brick pilasters, contains wide segmental arch openings with three header brick soldier arch and modern casement windows (Plate 30).

The interior of 2 Bathurst has been drywalled, although there is exposed timber framing at the roof and timber support posts. The framing appears to be a mix of older timber and newer wood (Plate 31, Plate 32). There are two entrances to the basement level in this section of the building, a straight staircase near the eastern wall, and a spiral staircase near the western end of the unit. Limited visibility of the basement was available due to lighting conditions, but the poured concrete foundation walls and concrete support pillars were visible from the bottom of the stairs (Plate 33).

3 Bathurst Street is a shorter one storey section of the building constructed beside the larger 1 Bathurst Street (Plate 34). It has a flat roof, modern siding, modern rectangular windows, and a single glass and metal entrance door on the east elevation. The foundation materials are not visible. The south elevation contains six rectangular windows (Plate 35). The west elevation has a single glass and metal entrance door, and three narrow modern rectangular windows (Plate 36).

Plate 13: South elevation of 1 Bathurst Street showing buff brick and metal flashing, looking north.

Plate 14: East Elevation of 1 Bathurst, looking west.

Plate 15: South elevation of 1 Bathurst Street, looking north, showing connection to 3 Bathurst Street.

Plate 16: South elevation of 1 Bathurst Street, showing the three modern windows, looking north.

Plate 17: Segmental arch window openings and soldier arch, south elevation of 1 Bathurst Street, looking north.

Plate 18: West elevation of 1 Bathurst Street, looking east.

Plate 19: North elevation of 1 Bathurst Street, looking west.

Plate 20: Interior brick wall and bricked up windows on south elevation of 1 Bathurst Street, looking south.

Plate 21: Modern steel roof interior of 1 Bathurst Street, looking west.

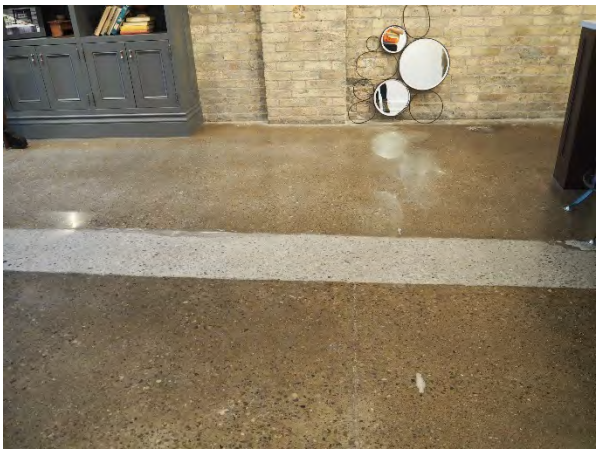


Plate 22: Concrete flooring inside 1 Bathurst Street, looking west.

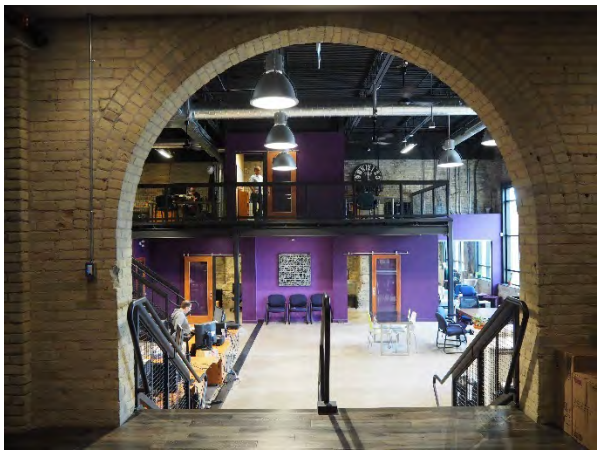


Plate 23: Segmental arch opening inside 1 Bathurst Street, looking east.

Plate 24: Modern stone and original stone inside 1 Bathurst Street, looking south.

Plate 25: 2 Bathurst Street, looking west.

Plate 26: East elevation of 2 Bathurst Street, looking west.

Plate 27: Bricked in windows and soldier arch on east elevation of 2 Bathurst Street, looking west.

Plate 28: South elevation of 2 Bathurst Street, looking north.

Plate 29: West elevation of 2 Bathurst Street, looking east.

Plate 30: North elevation of 2 Bathurst Street, looking south.

Plate 31: Interior of 2 Bathurst Street, looking west.

Plate 32: Interior of 2 Bathurst Street, looking east.

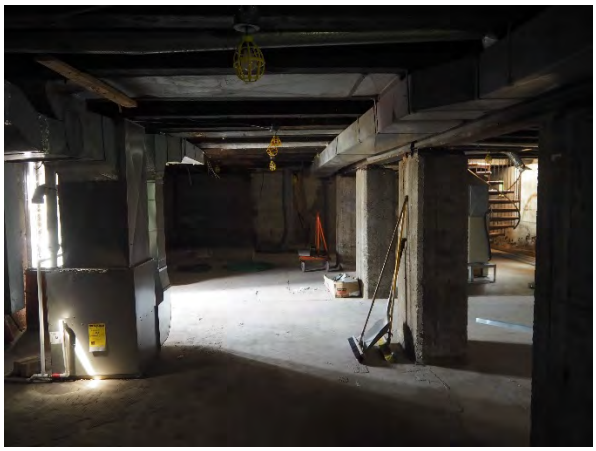


Plate 33: Basement of 2 Bathurst Street, looking west.

Plate 34: Front façade of 3 Bathurst Street, looking west.

Plate 35: South elevation of 3 Bathurst Street, looking north.

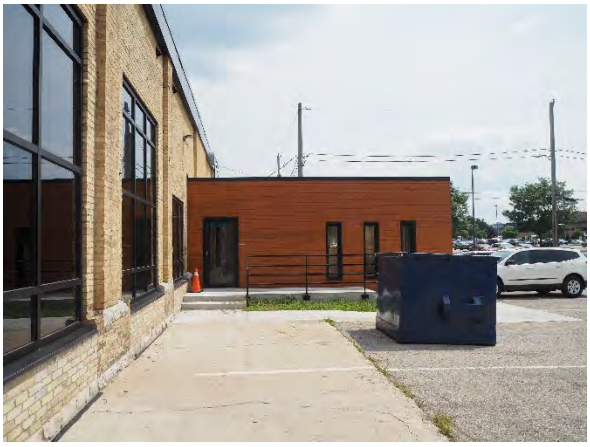


Plate 36: West elevation of 3 Bathurst Street, looking east.

3.4 257-281 THAMES STREET

3.4.1 257 Thames Street

The property at 257 Thames Street contains a one storey Vernacular residence with elements of Ontario Gothic design (Plate 37). The residence has a steeply pitched side gable roof with asphalt shingles and a gable peak on the front façade. The rear (west) elevation of the residence has an addition with a gable roof. The exterior of the residence is clad in modern siding and has modern windows. The front façade is symmetrical and contains what is likely the original entrance door, a transom that has been retrofitted with a modern window, and a concrete partial entrance porch. The foundation of the residence is rusticated concrete block. The property is landscaped with a lawn, cement walkway, and a red brick driveway. The

backyard has mature trees. The property is situated on a corner lot and the south portion of the yard is adjacent to Horton Street East.

Plate 37: 257 Thames Street, looking West.

3.4.2 263 Thames Street

The property at 263 Thames Street contains a one and a half storey Vernacular residence with elements of Ontario Gothic design style (Plate 38). The residence has a medium pitched side gable roof with asphalt shingles and a gable peak on the centre portion of the front façade. The exterior of the residence is clad in modern siding and the exterior has horizontal sliding windows (south elevation), modern windows (front façade), and 2/2 windows (north elevation and south elevations). The front façade is symmetrical and has a partial porch. The front entrance has a mid-20th century screen door and modern front door. The foundation is rusticated concrete block. The front yard is landscaped with a lawn and flowers including Hosta, Lily, and Iris. The yard contains a mature Black Walnut Tree and a gravel driveway and concrete walkway. The backyard has mature trees.

Plate 38: 263 Thames Street, looking West.

3.4.3 267 Thames Street

The property at 267 Thames Street contains a one storey Vernacular residence (Plate 39). The residence has a low pitched side gable roof with asphalt shingles and a concrete block chimney. The exterior is clad in wooden siding painted blue. The residence has modern fixed windows and double hung windows. The front façade is asymmetrical and has a partial concrete porch. The foundation is poured concrete. The front yard is landscaped with a lawn and flowers including Lilies. The backyard has mature trees.

Plate 39: 267 Thames Street, looking West.

3.4.4 269 Thames Street to 281 Thames Street

The properties at 269-281 Thames Street are empty lots where distinct borders are no longer recognizable and therefore can be characterized as one landscape (Plate 40). The lots have grass, a declining spruce tree in the front along Thames Street, a sliver maple, and three Norway spruces towards the rear of the lots. The lots also have a semi-circular gravel driveway.

Plate 40: 269-281 Thames Street, looking West.

3.5 THAMES STREET RAIL UNDERPASS

The Thames Street Rail Underpass is a single span stone arch bridge built to its current configuration in 1889. The bridge has stone abutments and stone and concrete wingwalls. The substructure of the bridge consists of semi-circular stone arch and stone spandrels, comprised of large rusticated stone blocks laid in an ashlar pattern. The bridge has two keystones with the year 1889 etched into them. The deck of the Thames Street Rail Underpass contains twin tracks of railway track owned by CN. The railway tracks have concrete ballasts and steel railings are located on the north and south sides of the bridge. Thames Street narrows at the underpass to accommodate a single lane of traffic and has no sidewalks. Surrounding the bridge are the earth embankments. The earth embankments contain vegetation in various states of ecological succession.

Plate 41: Thames Street Rail Underpass, looking north.

Plate 42: Thames Street Rail Underpass, looking south.

4.0 HERITAGE EVALUATION

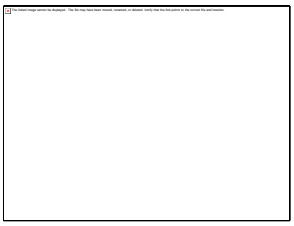
4.1 EVALUATION

As described in Section 1.2.3, a pedestrian survey of the Study Area was undertaken to identify known and potential heritage resources situated within, and adjacent to, the Study Area. Confirmation of previously identified protected properties also took place. Where identified, the site was photographically documented from publicly accessible roadways, with the exception of 1-3 Bathurst Street, where property access was granted by the Tricar Group.

All properties within or adjacent to the Study Area are listed on the City's Register and are understood to have potential for CHVI. The Downtown HCD is also adjacent to the Study Area and has known CHVI as a resource designated under Part V of the *Ontario Heritage Act*. To provide a more detailed understanding of the CHVI of each property and identify individual heritage attributes for which impacts can be assessed, individual evaluations were undertaken in this HIA. Detailed evaluations are contained within Appendix A. Each property was evaluated according to O. Reg. 9/06, the criteria for determining CHVI (see Section 1.3). Where CHVI was identified, the property was assigned a cultural heritage resource number and heritage attributes were identified.

Following evaluation, a total of five individual properties, both within and adjacent to the Study Area, were identified as containing CHVI with individual heritage attributes (Figure 11). Three of the structures are residential buildings, one is a former industrial building, and one is a railway overpass. The Downtown HCD is also adjacent to the Study Area, separated by the railway line. A summary of all properties assessed and corresponding heritage resource number (CHR), where appropriate, is provided in Table 1.

Table 1: Identified Cultural Heritage Resources

Municipal Address	CHVI	CHR	Heritage Attributes	Photograph
1-3 Bathurst Street	Yes	1	• Rectangular plans • Tall single storey • Flat roof • Low-pitched gable roof • Parapet wall • Buff brick construction • Segmental arch opening • Three-header brick soldier arches • Stone foundation • Concrete foundation	
257 Thames Street	Yes	2	• One and one half storey • Centre gable • Central wooden entrance door with transom • Rusticated concrete block foundation	

Municipal Address	CHVI	CHR	Heritage Attributes	Photograph
263 Thames Street	Yes	3	• One and a half storey • Cross gable roof • Central gable • Central rectangular window in gable • Wood window trim • Rusticated concrete block foundation	
267 Thames Street	Yes	4	• One storey • Low pitch side gable roof • Brick chimney	
Thames Street Rail Underpass	Yes	5	• Stone arch construction • Stone abutment and stone wingwalls • Keystones with date • Steep earth embankments	

4.1.1 Downtown London HCD

This HIA also reviewed the character statements and character elements provided in the Downtown HCD Study and Plan (Stantec, 2011; Stantec, 2012). This review was required to determine the reasons why the HCD is significant and to determine the impacts this development may have on the character of the HCD, if any. 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; Stantec, 2012). As such, the following items are drawn from the heritage character statements and identified in the HCD Study as contributing to the CHVI 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 lots
- 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 Avenue, 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 buildings
- In commercial areas, development lots are built out to the front and side lot lines, creating a continuous street wall
- The narrow widths of the streets
- 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
- 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
- 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

The HCD Plan also identifies several views 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

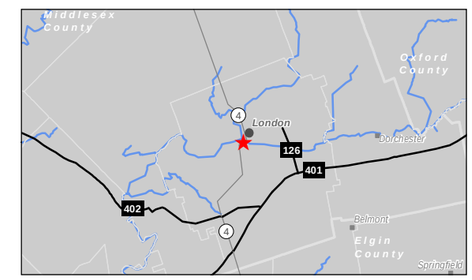
Stantec

Legend
- Study Area
- Identified Heritage Resource
- Railway
- London Cultural Heritage District
- Waterbody

0 50 100 m

1:2,000 (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, 2018.
3. Orthoimagery © City of London, 2018. Imagery from 2017.



Project Location
City of London

161413554 REVA
Prepared by PW on 2018-09-05
Technical Review by DH on 2018-07-17

Client/Project
THE TRICAR GROUP
1-3 BATHURST ST, 281-269 THAMES ST.

Figure No.
12

Title
Identified Heritage Resources

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W:\active_Other PCs_Active\614 - London\161413554\03_data\gis_cad\drawing\Figures\Cultural Heritage\ReportFigures\Heritage Impact Assessment\161413554_ch_Fig12_Identified Heritage Resources.mxd Revised: 2018-09-05 By: jwonsell

5.0 IMPACT ASSESSMENT

5.1 DESCRIPTION OF PROPOSED UNDERTAKING

The Tricar Group is seeking an Official Plan and Zoning By-law amendment to permit the development of a 1,440m² office building at the site of 1-3 Bathurst Street and 281-269 Thames Street. The existing former industrial buildings (now adapted for commercial use) at 1-3 Bathurst Street are proposed to remain in-situ. The proposed new development is to be located to the south of the existing buildings, primarily on the lots of 281-269 Thames Street, with frontage on Thames Street. As there are currently no buildings on these lots, no demolition is anticipated for the proposed development. Above-ground surface parking is proposed to the rear of the building, with a central sidewalk bordered by landscaped area. Additional landscaped area is proposed west of the parking area, between the parking lot and river (See Appendix B for Site Plan).

The renderings prepared for the proposed commercial building show the three storey structure with an irregular plan and a central open tunnel between north and south sections of the first storey, with a continuous second and third storey above. The first storey is proposed to have red brick cladding and large rectangular windows with black frames. A flat, narrow canopy is to be located above the windows on the north section of the first storey. A patio area is to be located above the first storey at the northern section of the building.

The second and third storeys are proposed to be primarily glass with ribbon windows. A light coloured panel will separate the floors. At the north end of the building, there will be a section with flat white cladding and irregularly placed rectangular windows. The south section contains an elevator tower with flat white cladding and rectangular windows with light coloured panels between floors. A grey band is located at the top of the building at the flat roofline and extends along the three storeys in the south section of the building.

The rear elevation also contains a red brick clad first storey, and on the second and third storey flat white cladding, irregularly placed rectangular windows, and light coloured panels, and vertical grey accent strips. Small patio areas are located above the first storey (See Appendix C for renderings).

5.2 ASSESSMENT OF IMPACTS

The following sections outline the potential impacts on all cultural heritage resources described in Section 4.0.

Where impacts 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. Many of the impact categories are not applicable given the scope of the proposed undertaking and the heritage attributes of the Downtown HCD. Where this is the case, ‘N/A’ is entered in the table.

Table 2: Potential Impacts to Identified Cultural Heritage Resources

Property	Potential for Direct Impact		Potential for Indirect Impact					Discussion
	Destruction	Alteration	Shadows	Isolation	Obstruction	Change in Land Use	Land Disturbances	
1-3 Bathurst Street	N	N	N	N	N	N	P	The heritage resource is expected to remain in-situ, however it is located on the same parcel of the study area where project activities are proposed. As a result, there may be potential for indirect impacts resulting from vibrations. This is categorized as land disturbance during construction activities. **Therefore, measures must be prepared to mitigate potential indirect impacts.**
257 Thames Street	N	N	N	N	N	N	P	The heritage resource is located outside of the study area and is expected to remain in-situ, however it is located within 40 metres to project activities where there may be potential for indirect impacts resulting from vibrations. This is categorized as land disturbance during construction activities. **Therefore, measures must be prepared to mitigate potential indirect impacts.**
263 Thames Street	N	N	N	N	N	N	P	The heritage resource is located outside of the study area and is expected to remain in-situ, however it is located within 40 metres to project activities where there may be potential for indirect impacts resulting from vibrations. This is categorized as land disturbance during construction activities. **Therefore, measures must be prepared to mitigate potential indirect impacts.**
267 Thames Street	N	N	N	N	N	N	P	The heritage resource is located outside of the study area and is expected to remain in-situ, however it is located within 40 metres to project activities where there may be potential for indirect impacts resulting from vibrations. This is categorized

Table 2: Potential Impacts to Identified Cultural Heritage Resources

Property	Potential for Direct Impact		Potential for Indirect Impact					Discussion
	Destruction	Alteration	Shadows	Isolation	Obstruction	Change in Land Use	Land Disturbances	
								as land disturbance during construction activities. **Therefore, measures must be prepared to mitigate potential indirect impacts.**
Thames Street Rail Underpass	N	N	N	N	N	N	P	The heritage resource is located outside of the study area and is expected to remain in-situ, however it is located within 40 metres to project activities where there may be potential for indirect impacts resulting from vibrations. This is categorized as land disturbance during construction activities. **Therefore, measures must be prepared to mitigate potential indirect impacts.**

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

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/A	N/A	N/A	N	N	The proposed development is adjacent to the HCD and visually separated by a railway line. It does not alter the original lot plan or setbacks of properties in the HCD. **Therefore, no mitigation measures are required.**

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

Attribute	Potential for Direct Impact		Potential for Indirect Impact					Discussion
	Destruction	Alteration	Shadows	Isolation	Obstruction	Change in Land Use	Land Disturbances	
Original building composition of independent structures of typically two or three storeys	N	N	N/A	N/A	N/A	N	N	The proposed development is adjacent to the HCD and visually separated by a railway line. It does not alter the original building composition of the HCD, and as a three storey structure is not anticipated to result in shadows on the HCD. **Therefore, no mitigation measures are required.**
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/A	N/A	N/A	N	N	The proposed development is adjacent to the HCD and visually separated by a railway line. It does not alter the development of redeveloped four to twenty storey buildings in the HCD. **Therefore, no mitigation measures are required.**
Rhythm of lawns, walks, tree plantings, landscaping and entrances to create interest at street level	N	N	N/A	N/A	N/A	N/A	N/A	The proposed development is adjacent to the HCD and visually separated by a railway line. It does not alter the rhythm of lawns, walks, tree plantings, landscape, and entrances in the HCD. **Therefore, no mitigation measures are required.**

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

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/A	N/A	N/A	N/A	N/A	The proposed development is adjacent to the HCD and visually separated by a railway line. It does not alter the streetscapes with curb, grass boulevards, walks, lawns, and landscaping in the HCD. **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	N	N/A	N/A	N/A	N/A	N/A	The scope of the proposed development is not applicable to this attribute of the Downtown HCD, as there is not a continuous street wall in this part of the HCD. **Therefore, no mitigation measures are required.**
The tightness of the street is an integral part the character	N	N	N/A	N/A	N/A	N/A	N/A	The proposed development is adjacent to the HCD and visually separated by a railway line. It does not alter the tightness of the street in the HCD. **Therefore, no mitigation measures are required.**
Buildings of varying heights between two and six storey, create a varied street wall profile	N	N	N/A	N/A	N/A	N/A	N/A	The proposed development is adjacent to the HCD and visually separated by a railway line. It does not alter the varied street wall in the HCD. **Therefore, no mitigation measures are required.**
Rhythm of recessed entrances and storefronts create interest at street level	N	N	N/A	N/A	N/A	N/A	N/A	The proposed development is adjacent to the HCD and visually separated by a railway line. It does not alter the rhythm of recessed entrances and storefronts within the HCD. **Therefore,**

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

Attribute	Potential for Direct Impact		Potential for Indirect Impact					Discussion
	Destruction	Alteration	Shadows	Isolation	Obstruction	Change in Land Use	Land Disturbances	
								no mitigation measures are required.
Landscape and building materials are predominantly masonry – brick, stone, and concrete – with a variety of ornamentation	N	N	N/A	N/A	N/A	N/A	N/A	The proposed development is adjacent to the HCD and visually separated by a railway line. It does not existing landscape and building materials in the HCD. **Therefore, no mitigation measures are required.**
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/A	N/A	N/A	N/A	N/A	The proposed development is adjacent to the HCD and visually separated by a railway line. It does not alter the walkways within the HCD. **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	N/A	N/A	N/A	N/A	N/A	N/A	N/A	The proposed development is adjacent to the HCD and visually separated by a railway line. It does not alter the industrial/warehouse are of the HCD. **Therefore, no mitigation measures are required.**

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

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/A	N/A	N/A	N/A	N/A	The proposed development is adjacent to the HCD and visually separated by a railway line. It does not alter the vehicular nature of the streets in the HCD. **Therefore, no mitigation measures are required.**
Open space along the river and Eldon House park land given to the City in the 1960s	N/A	N/A	N/A	N/A	N/A	N/A	N/A	The scope of the proposed development is not applicable to this attribute of the Downtown HCD. **Therefore, no mitigation measures are required.**
Views to the London Armories building (325 Dundas Street)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	The scope of the proposed development is not applicable to this attribute of the Downtown HCD. **Therefore, no mitigation measures are required.**
Views to the Middlesex County Courthouse (399 Ridout Street North)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	The scope of the proposed development is not applicable to this attribute of the Downtown HCD. **Therefore, no mitigation measures are required.**
Views to the London Life building (255 Dufferin Avenue)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	The scope of the proposed development is not applicable to this attribute of the Downtown HCD. **Therefore, no mitigation measures are required.**
Views to St. Paul's Cathedral (472 Richmond Street)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	The scope of the proposed development is not applicable to this attribute of the Downtown HCD. **Therefore, no mitigation measures are required.**

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

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

5.3 DISCUSSION OF IMPACTS

5.3.1 Study Area and Adjacent Properties

Direct impacts are not anticipated to heritage resources identified within or adjacent to the Study Area, as no buildings are expected to be altered or removed as part of the proposed development. The proposed new commercial building would be located on lots that are currently vacant.

It is acknowledged that the proposed development would be located on the former site of the Fugitive Slave Chapel, at 275 Thames Street, and that there are historical associations between the Study Area and “the Hollow”, an area known for its mid-19th century African-Canadian settlement. However, there are no longer physical remnants that demonstrate these historical associations, as the existing buildings post-date the period of African-Canadian settlement and are associated with later Euro-Canadian working-class inhabitants and industrial development. Notwithstanding, in recognition of the area’s significant history, discussion and recommendations have been provided in Section 6.2.2 with regard to this historical value.

There may be potential for indirect impacts to properties adjacent to the proposed development, as the existing dwellings will be between 2.6 and 40 metres from the proposed development site. As outlined in

Section 1.3.2, while impacts of vibration on heritage buildings are not well understood, studies have shown that impacts may be perceptible in buildings 40 metres from the curbside when heavy traffic is present (Ellis 1987). Construction of the proposed development may involve heavy vehicles on site to grade, excavate, or pour foundations that may result in vibrations that have potential to affect historic concrete and masonry foundations of the adjacent buildings. If left unaddressed, these could result in longer-term issues for the maintenance, continued use, and conservation of the buildings.

In all cases, impacts are not anticipated, including shadows, obstruction of views, isolation of a heritage resource, and changes in land use. While the proposed building is likely to cause shadows where they may not currently exist, shadow impacts are only considered, according to the MTCS criteria, where they will alter a heritage attribute. In the case of adjacent properties, heritage attributes relate to building fabric, forms, materials, and architectural details. As shadowing on these attributes is not anticipated to be permanent, alteration or destruction of the attributes is not anticipated.

Views at the Study Area or the surrounding streetscape were not identified as heritage attributes through the evaluation component of this HIA. As such, significant views will not be obstructed by the proposed development.

The proposed development will be located on vacant lots between existing residential properties and a former industrial building adapted to commercial use. While the buildings are on the same streetscape, they share little historical, physical, or functional relationship to each other, aside from all having late 19th century construction dates, as the dwellings predated the former streetcar powerhouse by at least a decade.

A change in land use is not anticipated for adjacent properties, as the proposed development does not utilize the adjacent parcels.

5.3.2 Downtown London HCD

The Downtown HCD is adjacent to the site at 1-3 Bathurst Street, separated by the existing railway. The proposed development is not anticipated to result in impacts to the HCD. No direct impacts are anticipated, as the proposed development does not result in the alteration or destruction of properties or heritage attributes within the HCD. Furthermore, the proposed development is not anticipated to cause shadows that would affect heritage attributes of the HCD. Shadow impacts are considered, according to the MTCS criteria, where they will alter a heritage attribute. In the case of the HCD, heritage attributes relate to building fabric, forms, materials, architectural details, lot patters, land use, and landscaping. As the proposed new development is limited to three storeys and separated from the HCD by a railway right of way embankment and a distance of approximately 75 metres, shadows are not anticipated to reach the HCD.

The HCD is physically and visually separated from the Study Area by the existing above grade railway with steep vegetated embankment. The railway line forms the southern boundary of the HCD adjacent to the Study Area. As a result, the proposed development will not result in isolation of adjacent properties in

the HCD from their surroundings, as the HCD will remain separated from the Study Area as it currently exists.

Views in the Downtown London HCD Plan are not located adjacent to, or in close proximity to, the proposed development. As such significant views within the HCD will not be obstructed by the proposed development.

Therefore, it has been determined that the policies of the PPS are met in that the heritage attributes of the HCD will be conserved with the construction of the proposed development adjacent to the HCD.

6.0 MITIGATION, IMPLEMENTATION AND MONITORING

6.1 POTENTIAL MITIGATION MEASURES

The proposed development has the potential to result in indirect impacts to adjacent heritage resources and, as such, mitigation measures are required. Table 4 lists proposed mitigation measures for potentially impacted heritage resources identified in Section 5.2.

Table 4: Proposed Mitigation Measures

Address	Impact Identified	Proposed Mitigation Measure(s)
1-3 Bathurst Street	Potential land disturbances from vibration caused by construction activities.	Vibration monitoring during construction to identify adverse effects to this resource resulting from project related construction activities.
257 Thames Street	Potential land disturbances from vibration caused by construction activities.	Vibration monitoring during construction to identify adverse effects to this resource resulting from project related construction activities.
263 Thames Street	Potential land disturbances from vibration caused by construction activities.	Vibration monitoring during construction to identify adverse effects to this resource resulting from project related construction activities.
267 Thames Street	Potential land disturbances from vibration caused by construction activities.	Vibration monitoring during construction to identify adverse effects to this resource resulting from project related construction activities.
Thames Street Rail Underpass	Potential land disturbances from vibration caused by construction activities.	Vibration monitoring during construction to identify adverse effects to this resource resulting from project related construction activities.

6.2 MITIGATION DISCUSSION

6.2.1 Land Disturbance

Potential vibration impacts on properties within 40 metres of the proposed development can be mitigated with planning mechanisms and vibration assessments to identify whether vibration from construction activities has affected historic materials.

Prior to initiating project activity, further assessment to refine the areas of potential impact may be beneficial as ground movements induced by construction vibration are found to dissipate with distance from the source. The severity of soil movements depends primarily on type and compactness and/or consistency of the surrounding soils particularly between the source, receiver, and groundwater levels. The source, duration, frequency of occurrences of vibration, and the foundation-footing interaction also

contribute to the strains induced in structures. As a result, there is a variance in what buffer may be appropriate.

Where construction activities are anticipated within close proximity to heritage resources, monitoring activities can gauge whether construction activities exceed maximum acceptable vibration levels, or peak particle velocity (PPV) levels, as determined by a qualified engineer. Establishing the PPV threshold should occur prior to any construction activities (pre-construction survey). A building condition specialist should make determinations on the appropriate approach to establish baseline conditions. At appropriate points, construction within a defined buffer zone should be monitored to confirm that acceptable PPV levels are not exceeded. All construction activities should cease if levels are exceeded until an acceptable solution can be identified.

To prevent negative indirect impacts, the heritage resources should be isolated from construction activities. Site plan controls can be put in place prior to construction to prevent potential indirect impacts. The site plan control methods shall be determined in advance of construction to indicate where project activities are restricted. The site plan control methods may include construction fencing, traffic cone or pylon delineation, or taped off areas to indicate where Project activities will occur. These controls should be indicated on all construction mapping and communicated to the construction team leads.

Given the position of the heritage resources within 40 metres of the proposed development, as large a buffer zone as possible should be established around the properties to indicate where all construction activities must be avoided. This includes, but is not limited to, ground disturbance and the movement of equipment to and from the site. If construction activities enter the identified buffer zone, all activities should cease immediately. A qualified building condition specialist should be retained to determine if any damage was incurred as a result of the construction activities. Only following approval from the building specialist should construction activities resume, and the buffer should be re-established.

The construction team should monitor that buffer zone delineation, outlining the limit of the construction footprint and subsequent setback from heritage features, is maintained throughout construction.

6.2.2 Commemorative Opportunities

As outlined in Section 5.3, there are no direct impacts to the property at 275 Thames Street, formerly the site of the Fugitive Slave Chapel. A change in land use, from the former chapel to residential property to now vacant lot, has already occurred, as has ground disturbance. It is noted that ground disturbance that may impact remaining archaeological resources on the property is addressed in a separate Archaeology Report (Stantec 2018), and therefore is not applicable to this HIA.

Notwithstanding the lack of impacts, this report acknowledges that the Study Area and its surroundings, 275 Thames Street in particular, were once part of an area that has historical significance for its association with a portion of London's African Canadian population in the mid-19th century. While the existing buildings in the Study Area post-date this settlement period, City Council has provided direction that the area of Thames Street between Stanley Street and Horton Street be formally recognized as "The Hollow" in a manner such that it does not hinder future development (City of London 2013, City of London

2015). The Consulting team supports recognition of the area in some form to recognize the important cultural history of the Study Area and broader neighbourhood as well as its association with African Canadians in the City.

The language for potential commemorative names, plaques, and signage or other interpretive opportunities requires extensive community consultation, including dialogue and engagement with (at minimum) representatives of London's African Canadian community, groups associated with the Fugitive Slave Chapel, the City's Diversity, Inclusion and Anti-Oppression Advisory Committee, London's Advisory Committee on Heritage, the historic sites committee, and any other community groups interested in the commemorative process. The commemorative and interpretive installation should be in a publicly accessible location or adjacent to the public sidewalk. The potential may exist to incorporate the commemorative and interpretive installation within the proposed building's breezeway or riverfront revitalization initiatives. A detailed Terms of Reference regarding commemoration opportunities is contained within Appendix D.

7.0 RECOMMENDATIONS

Properties within and adjacent to the proposed development site contain cultural heritage resources. Based on the impacts identified to cultural heritage resources, the following mitigation measures are recommended:

- Vibration studies for the cultural heritage resources located within and adjacent to the Study Area should be prepared by a qualified engineer to determine the maximum acceptable vibration levels, or peak particle velocity (PPV) levels and the appropriate buffer distance between Project activities and cultural heritage resources
- Establish the maximum possible buffer zone between construction activities and structures identified as cultural heritage resources during construction
- Provide construction marking to define the areas around cultural heritage resources where construction should not occur, based on the results of the vibration study
- Monitor construction within the defined area at appropriate points to confirm that acceptable PPV levels are not exceeded
- All construction activities should cease if levels are exceeded until an acceptable solution can be identified

City Council has previously provided direction to recognize the area of Thames Street, between Stanley Street and Horton Street, as “The Hollow” to commemorate the history of the African Canadian population in London that inhabited the area and attended a chapel formerly located at 275 Thames Street. Based on the background research conducted for this HIA, a Terms of Reference regarding commemoration opportunities is contained within Appendix D.

8.0 CLOSING

This report has been prepared for the sole benefit of Tricar, 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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APPENDIX A

Cultural Heritage Resource/Landscape Record Form

Municipal Address: 1-3 Bathurst Street

Former Township: London Township

Municipality: City of London

Resource Type: Commercial Building (former industrial)

Associated Dates: 1895

Relationship to Project: Within the study area

Description: This property contains a one storey industrial building converted to commercial use. It is constructed of buff brick. The structure is divided into three main sections. The front façade at Thames Street has been altered with modern siding and modern windows. The foundation is stone. There is a smaller one storey addition to the south clad in modern siding, with modern windows. The second section of the building, west of Thames Street has a low-pitched gable roof and brick parapet. It is clad in buff brick and has modern windows. The front façade has windows and an entrance that have been bricked over and contain brick soldier arches. The foundation is concrete. Modern concrete ramps and stairs lead to the main level and basement.

Indicators of Cultural Heritage Value or Interest from O. Reg. 9/06:

1. The property has design value or physical value because it,	**Yes**	**No**
i. Is a rare, unique, representative or early example of a style, type, expression, material or construction method	✓	
ii. Displays a high degree of craftsmanship or artistic merit, or		✓
iii. Demonstrates a high degree of technical or scientific achievement.		✓
2. The property has historical value or associative value because it,		
i. Has direct associations with a theme, event, belief, person, activity organization or institution that is significant to a community,	✓	
ii. Yields, or has the potential to yield, information that contributes to an understanding of a community of culture, or		✓
iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	✓	
3. The property has contextual value because it,		
i. Is important in defining, maintaining or supporting the character of an area,		✓
ii. Is physically, functionally, visually or historically linked to its surroundings, or	✓	
iii. Is a landmark.		✓

Draft Statement of Cultural Heritage Value or Interest: This one storey building is the former powerhouse for the London Street Railway Company and was built in 1895. It is a representative example of vernacular industrial architecture. As the powerhouse for the former streetcar system of London, it is a unique building within the City. At the time of its construction, the powerhouse demonstrated a high degree of technical achievement, incorporating early equipment for the electrification of London's streetcar network. However, the equipment and machinery associated with electrical generation has been removed and therefore the property no longer demonstrates a high degree of technical or scientific achievement. The building is directly connected to the history of mass transit in London and the introduction of electricity in London during the 19th and early 20th century. It demonstrates the work of the architect John Moore, a

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prominent London architect who was significant to the community. The building is historically linked with its surroundings.

Identified Heritage Attributes: Rectangular plans, tall one storey massing, flat roof, low-pitched gable roof, parapet, buff brick construction, segmental arch openings, three-header brick soldier arches, stone foundation, concrete foundation

Identification of CHVI: Yes	**Cultural Heritage Resource Number:** CHR-1
Completed by (name): Frank Smith	**Date Completed:** August 9, 2018

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Municipal Address: 257 Thames Street

Former Township: Township of London

Municipality: City of London

Resource Type: Residence

Associated Dates: c.1884

Relationship to Project: Adjacent to the study area

Description: The property at 257 Thames Street contains a one and one half storey Vernacular residence with some influence of the of the Ontario Gothic design style in the centre gable arrangement of the facade. However, the residence lacks defining decorative features of the Ontario Gothic design style such as bargeboard and finials. The residence has a steeply pitched side gable roof with asphalt shingles, and a gable peak on the front façade. The rear (west) elevation of the residence has an addition with a gable roof. The exterior of the residence is clad in modern siding and has modern windows. The front façade is mostly symmetrical, with a slightly offset entrance, and contains what is likely the original wooden entrance door, a transom that has been retrofitted with a modern window, and a concrete landing at the entrance. The foundation of the residence is rusticated concrete block. The property is landscaped with a lawn, cement walkway, and strips of interlocking brick as a driveway. The backyard has mature trees. The property is a corner lot and the south portion of the yard is adjacent to Horton Street East.

Indicators of Cultural Heritage Value or Interest from O. Reg. 9/06:

1. The property has design value or physical value because it,	**Yes**	**No**
i. Is a rare, unique, representative or early example of a style, type, expression, material or construction method	✓	
ii. Displays a high degree of craftsmanship or artistic merit, or		✓
iii. Demonstrates a high degree of technical or scientific achievement.		✓
2. The property has historical value or associative value because it,		
i. Has direct associations with a theme, event, belief, person, activity organization or institution that is significant to a community,		✓
ii. Yields, or has the potential to yield, information that contributes to an understanding of a community of culture, or		✓
iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.		✓
3. The property has contextual value because it,		
i. Is important in defining, maintaining or supporting the character of an area,	✓	
ii. Is physically, functionally, visually or historically linked to its surroundings, or		✓
iii. Is a landmark.		✓

Draft Statement of Cultural Heritage Value or Interest: The construction of this one storey Vernacular residence dates to approximately 1884. It is representative of working class residential construction in southern Ontario during the late 19th century. The property supports the late 19th century character of the area and is historically linked to its surroundings of other remaining late 19th century working class dwellings.

Identified Heritage Attributes: one and one half storey, centre gable, central wooden entrance door with transom, rusticated concrete block foundation

Identification of CHVI: Yes	**Cultural Heritage Resource Number:** CHR-2
Completed by (name): Frank Smith	**Date Completed:** August 8, 2018

Municipal Address: 263 Thames Street

Former Township: Township of London

Municipality: City of London

Resource Type: Residence

Associated Dates: c.1884

Relationship to Project: Adjacent to the study area

Description: The property at 263 Thames Street contains a one and a half storey Vernacular residence with elements of the Ontario Gothic design style, as seen in the symmetrical façade with central gable. However, the residence lacks defining decorative features of the Ontario Gothic design style such as bargeboard and finials. The residence has a medium pitched side gable roof with asphalt shingles and a gable peak on the centre portion of the front façade. The exterior of the residence is clad in modern siding and the exterior has horizontal sliding windows (south elevation), modern windows (front façade), and 2/2 windows (north elevation and south elevations). The front façade is symmetrical and has a small porch. The front entrance has a mid-20th century screen door and modern front door. The foundation is rusticated concrete block. The front yard is landscaped with a lawn and flowers including Hosta, Lily, and Iris. The front yard also has a mature Black Walnut Tree. The front yard also contains a gravel driveway and concrete walkway. The backyard has mature trees.

Indicators of Cultural Heritage Value or Interest from O. Reg. 9/06:

1. The property has design value or physical value because it,	**Yes**	**No**
i. Is a rare, unique, representative or early example of a style, type, expression, material or construction method	✓	
ii. Displays a high degree of craftsmanship or artistic merit, or		✓
iii. Demonstrates a high degree of technical or scientific achievement.		✓
2. The property has historical value or associative value because it,		
i. Has direct associations with a theme, event, belief, person, activity organization or institution that is significant to a community,		✓
ii. Yields, or has the potential to yield, information that contributes to an understanding of a community of culture, or		✓
iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.		✓
3. The property has contextual value because it,		
i. Is important in defining, maintaining or supporting the character of an area,	✓	
ii. Is physically, functionally, visually or historically linked to its surroundings, or		✓
iii. Is a landmark.		✓

Draft Statement of Cultural Heritage Value or Interest: The construction of this one and a half storey Vernacular residence dates to approximately 1884. It is representative of residential construction in southern Ontario during the late 19th century. The property supports the late 19th century character of the area and is historically linked to its surroundings of other remaining late 19th century working class dwellings.

Identified Heritage Attributes: one and a half storeys, cross gable roof, central gable, central rectangular window in gable, wood window trim, rusticated concrete block foundation

Identification of CHVI: Yes	**Cultural Heritage Resource Number:** CHR-3
Completed by (name): Frank Smith	**Date Completed:** August 8, 2018

Municipal Address: 267 Thames Street

Former Township: Township of London

Municipality: City of London

Resource Type: Residence

Associated Dates: c.1878

Relationship to Project: Inside the Project Area

Description: This property contains a one storey residential structure with a low-pitched side gable roof, asphalt shingles, and a brick chimney. The residence has modern windows and asbestos siding. The foundation appears to be parged with concrete.

Indicators of Cultural Heritage Value or Interest from O. Reg. 9/06:

1. The property has design value or physical value because it,	**Yes**	**No**
i. Is a rare, unique, representative or early example of a style, type, expression, material or construction method	✓	
ii. Displays a high degree of craftsmanship or artistic merit, or		✓
iii. Demonstrates a high degree of technical or scientific achievement.		✓
2. The property has historical value or associative value because it,		
i. Has direct associations with a theme, event, belief, person, activity organization or institution that is significant to a community,		✓
ii. Yields, or has the potential to yield, information that contributes to an understanding of a community of culture, or		✓
iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.		✓
3. The property has contextual value because it,		
i. Is important in defining, maintaining or supporting the character of an area,	✓	
ii. Is physically, functionally, visually or historically linked to its surroundings, or		✓
iii. Is a landmark.		✓

Draft Statement of Cultural Heritage Value or Interest: The construction of this one storey Vernacular residence dates to approximately 1878. It is representative of working class residential construction in southern Ontario during the late 19th century. The property supports the late 19th century character of the area and is historically linked to its surroundings of other remaining late 19th century working class dwellings.

Identified Heritage Attributes: one storey, low pitch side gable roof, brick chimney

Identification of CHVI: Yes	**Cultural Heritage Resource Number:** CHR-4
Completed by (name): Frank Smith	**Date Completed:** August 8, 2018

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Municipal Address: Thames Street Rail Underpass

Former Township: Township of London

Municipality: City of London

Resource Type: Railway Line

Associated Dates: 1889

Relationship to Project: Inside the Project Area

Description: This structure is a stone arch underpass built to its current configuration in 1889. It carries the Canadian National Railway over a single lane of Thames Street. The underpass has stone abutments, and stone and concrete wingwalls. Both arches have keystones with the year 1889 carved into the stone. There are steep, vegetated embankments along the railway line on either side of the bridge.

Indicators of Cultural Heritage Value or Interest from O. Reg. 9/06:

1. The property has design value or physical value because it,	**Yes**	**No**
i. Is a rare, unique, representative or early example of a style, type, expression, material or construction method	✓	
ii. Displays a high degree of craftsmanship or artistic merit, or		✓
iii. Demonstrates a high degree of technical or scientific achievement.		✓
2. The property has historical value or associative value because it,		
i. Has direct associations with a theme, event, belief, person, activity organization or institution that is significant to a community,		✓
ii. Yields, or has the potential to yield, information that contributes to an understanding of a community of culture, or		✓
iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.		✓
3. The property has contextual value because it,		
i. Is important in defining, maintaining or supporting the character of an area,	✓	
ii. Is physically, functionally, visually or historically linked to its surroundings, or	✓	
iii. Is a landmark.	✓	

Draft Statement of Cultural Heritage Value or Interest: This stone arch underpass was built to its current configuration in 1889 and is a rare example of a remaining stone arch bridge in London. The bridge is important in defining and supporting the 19th century character of the area and is physically, functionally, and historically linked to the route of the original Great Western Railway line through the City of London. The underpass is visible from Horton and York Streets, main thoroughfares within the City, and because of its unique construction and narrow width is considered a landmark structure in the area.

Identified Heritage Attributes: Stone arch construction, stone abutment and stone wingwalls. Keystones with date

Identification of CHVI: Yes	**Cultural Heritage Resource Number:** CHR-5
Completed by (name): Frank Smith	**Date Completed:** August 8, 2018

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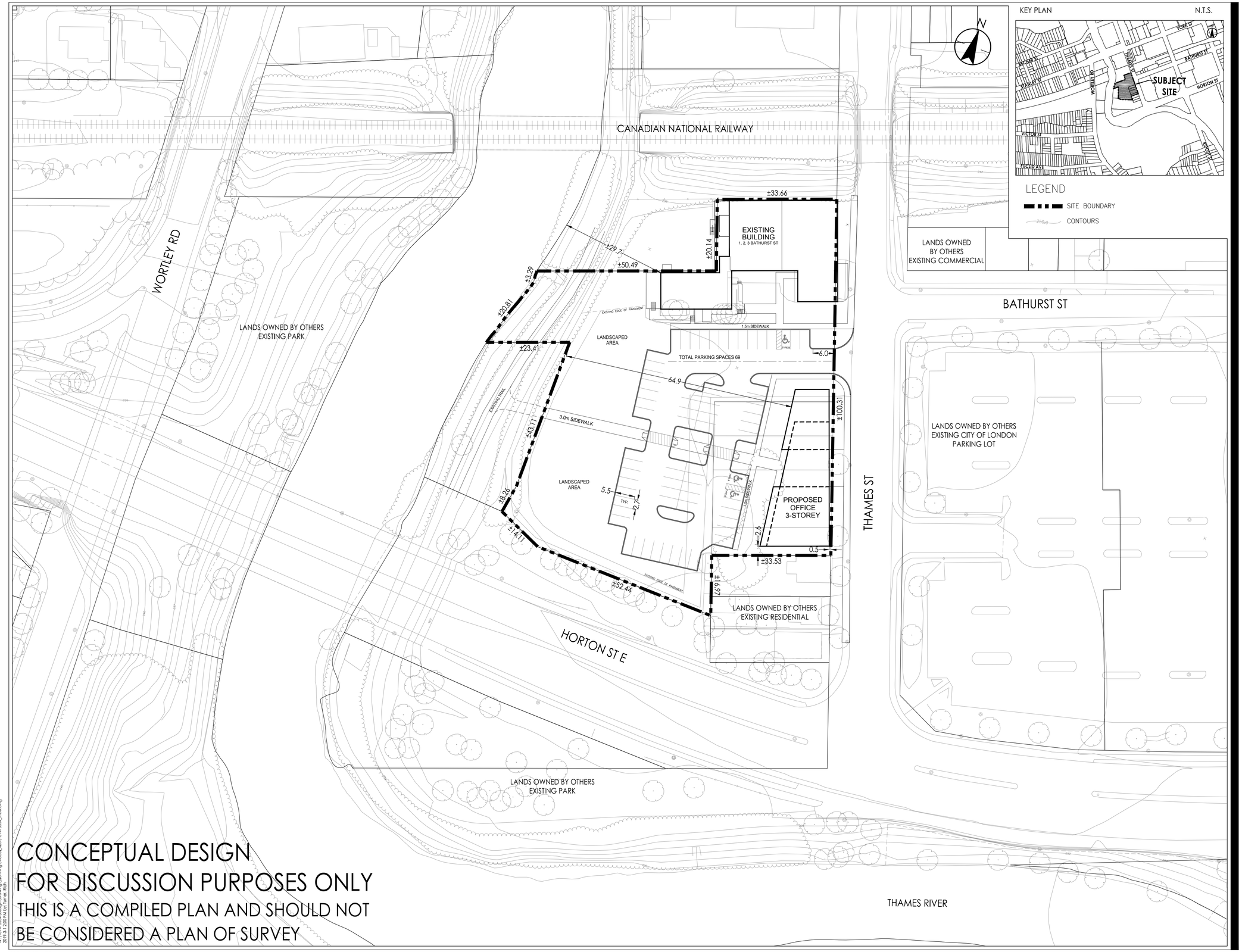
APPENDIX B
Site Plan



CONCEPTUAL DESIGN
FOR DISCUSSION PURPOSES ONLY
THIS IS A COMPILED PLAN AND SHOULD NOT BE CONSIDERED A PLAN OF SURVEY

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ORIGINAL SHEET - ANSI D

Stantec

Stantec
600-171 Queens Avenue
London ON N6A 5J7
Tel. 519-645-2007
www.stantec.com

Liability Note

The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing - any errors or omissions shall be reported to Stantec without delay.

Site Data:

Existing Zone:	OS4
Proposed Use:	OFFICE
Lot Area (m^2)	7,878.2 m^2 / 0.787 ha
Building Gross Floor Area	Proposed - 1,440 m^2
Building Ground Floor Area (m^2)	Existing - 269 Thames St. 89.4m^2 275 Thames St. 151.3m^2 277 Thames St. 114.4m^2 281 Thames St. 129.9m^2 Total = 485m^2 (excl. basements)
	Proposed - 485 m^2
Lot Area	7,878.2 m^2
Lot Frontage	100.31 m
Front and Exterior Side Yard	0.5 m (Front) & N/A (Exterior Side)
Interior Side and Rear Yard	2.6 m (Interior Side) & 65.5 m (Rear)
Landscaped Open Space	53%
Lot Coverage	19.54%
Height	T.B.D.
Parking	69 spaces

Revision	By	Appd.	YY.MM.DD

Issued	By	Appd.	YY.MM.DD
File Name: 161413554_r-db	RT	CH	RT	18.09.20
	Dwn.	Chkd.	Dsgn.	YY.MM.DD

Permit-Seal

Client/Project

THE TRICAR GROUP

1-3 BATHURST ST, 281-269 THAMES ST

London, ON Canada

Title

CONCEPTUAL SITE PLAN

Project No. 161413554

Scale HORZ – 1 : 500 (5 0 10m)

Drawing No. 1

Sheet 1 of 1

Revision 0

APPENDIX C

Renderings of Proposed Development

TRICAR
The Height of Living
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APPENDIX D

Terms of Reference for Commemoration Opportunities

Stantec

INTRODUCTION

The Study Area, including 1-3 Bathurst Street and 257-269 Thames Street, and its surroundings were once part of an area that has historical significance for its association with London's African-Canadian population in the mid-19th century. While the existing buildings in the Study Area post-date this settlement, City Council provided direction in 2013, 2015, and twice in 2016, that the area of Thames Street, between Stanley Street and Horton Street, be recognized for this historical significance. The origins of this direction relate to 275 Thames Street, the site of the former Fugitive Slave Chapel and its associated preservation activities. For the purposes of this Commemorative Strategy, this area will be referred to as the Thames Street Neighbourhood.

Although the history of the area was known to Londoners, an increased awareness of the history of the neighbourhood resulted from the proposed demolition of the former Fugitive Slave Chapel situated at 275 Thames Street in use as a residence. The property was the subject of a London Public Library plaque in 1986 and listed on the City's *Inventory of Heritage Resources*. Its proposed demolition resulted in additional research and a strong community response that supported designation. Ultimately, the property was designated and the residence (the former Fugitive Slave Chapel) was relocated. While the designating by-law has since been repealed, Council has directed that relocation of the building be approved subject to installation of appropriate signage commemorating the Chapel and broader historical context of the neighbourhood. At the time, the Managing Director of Planning directed Civic Administration to "assist with the historical interpretation of the Thames Street Neighbourhood through interpretive signage and a commemorative monument at 275 Thames Street, together with markers at the four corners of the existing building" (May 1, 2013 communication provided by the City).

Since this time, numerous directives have been issued related to commemoration on the site, particularly related to creation of plaques to interpret this significance. In recent correspondence, the City asked that Tricar Developments Inc. (the proponent) consider measures beyond plaquing the site. To accommodate this request, and based on discussions with the proponent and City staff, Stantec has developed the following Commemoration Strategy. What follows is an overview of the recommended strategy for commemoration including, but not limited to, an overarching approach for commemoration, a framework for engagement, topics to be included, and proposed schedule for completion of materials. This Commemoration Strategy is intended to be appended to the Zoning By-Law and Official Plan Amendment.

APPROACH

The overall approach to commemoration is to provide the public with an understanding of the significant history of the Thames Street Neighbourhood. This history is largely related to 275 Thames Street, the site of the former Fugitive Slave Chapel, but also related to the association of the surrounding area with early settlement activities and later industrial developments at the north end of the corridor. While the form of the commemoration will be determined through ongoing engagement with City staff and the public, it is expected to recognize the cultural heritage value or interest of the neighbourhood.

As discussed above, Council has directed that interpretive signage be considered as well as a commemorative monument and markers indicating original location of the former Fugitive Slave Chapel. While it is expected that interpretive signage will form the bulk of the commemorative activities, the following approaches to commemoration may also be considered:

- Collaboration with Hear, Here London to create a series of stories
- Quick Response (QR) Systems/Codes leading to verbal narrative or visual material, such as dedicated webpage hosted by the City and managed by volunteers
- Historical plantings, including commemorative grove, planting feature, or combination
- Rotating exhibitions featuring material culture recovered during archaeological assessments
- Commemorative feature, such as sculpture, garden, or environmental art

Based on discussions with City staff, it is understood that the commemorative/interpretive installation should be located in a publicly accessible space, either in the breezeway of the proposed structure, adjacent to a public sidewalk, or incorporated into the riverfront revitalization initiatives.

ENGAGEMENT FRAMEWORK

As discussed, the City has expressed significant interest in recognizing the significance of the Thames Street Neighbourhood. To achieve this in a way that is inclusive and considerate of the many layers of history present in the area, it is important to develop a comprehensive engagement framework that is executed early in the planning process. The framework must consider the many community perspectives represented in the history of the neighbourhood and engage representatives with interest in direction of the commemorative activities. Coordinated community consultation should seek early and active engagement of these communities so that engagement can be comprehensive, meaningful, and influential in the final development.

Based on discussions with City staff and the proponent, it is understood that engagement activities are to be a collaborative process. This should include establishment of an advisory panel which will be consulted throughout the development of commemorative materials as well as a public meeting to solicit feedback from the general public. Potential members of this panel, identified at various points by Council, should include, but not be limited to, a member from each of the following: Historic Sites Committee, the London Advisory Committee on Heritage, the London Diversity and Race Relations Advisory Committee, and members of the past-Fugitive Slave Chapel Preservation Project.

Given the collaborative nature of commemorative activity, particularly the keen interest expressed by multiple City Councils since 2013, clearly establishing roles and responsibilities will provide a foundation upon which a successful engagement framework can be built. As such, the following division of responsibilities are recommended:

- The City will be responsible for:
  - Establishing the Terms of Reference for the advisory panel
  - Identifying members to sit on the advisory panel
  - Coordinating and communicating with the advisory panel
  - Coordinating the meeting time and venue for advisory panel meetings and one (1) public meeting (Open House style) including associated public notice
  - Reporting to Council with progress updates as the project proceeds
- The proponent and its representatives will be responsible for:
  - Facilitating one (1) Open House style public meeting
  - Leading three (3) advisory panel meetings, summarizing findings, and interpreting outcomes
  - Preparing commemorative materials, including text, photographs, and samples for discussion

- Coordinating commemorative activities with archaeological assessments

TOPICS FOR CONSIDERATION

Thames Street Neighbourhood

Throughout the course of the relocation of the former Fugitive Slave Chapel, a number of suggestions have been put forth regarding content of commemorative activities. Most of these topics relate to recognizing the neighbourhood as “The Hollow”. As discussed in the Heritage Impact Assessment (HIA), this term must be treated sensitively and any reference to the neighbourhood as such should carefully address and interpret the historical and social origins of how the neighbourhood received the name. The Consulting Team supports acknowledgment of the area in some form to recognize its important cultural history as well as its association with African-Canadians in the City, although we strongly caution incorporating this language into any sort of naming as suggested by Council.

The Former Fugitive Slave Chapel

The impetus for this commemorative approach was the former Fugitive Slave Chapel. While it was used only for a brief period of time, it is an important part of the history of the neighbourhodd and should form a portion of the commemorative activities. Ongoing archaeological assessments may inform interpretive activities should artifacts from the mid-19th century be recovered.

Industry

The northern portion of the neighbourhood has been used for industrial purposes since the late 19th century. While not associated with early African-Canadian activity in the area, it does form an important part of the story of the neighbourhood. The property at 1-3 Bathurst Street is the site of the former powerhouse and car shed for the London Street Railway Company. As an important part of the development of the City, consideration should be given to the industrial uses of the neighbourhood.

SCHEDULE

Currently, a Zoning By-Law and Official Plan Amendment are being proposed for the site. This is anticipated to be a five to six month process which includes consultation with the public through public notice, feedback, review panels, and a public meeting. Given the ongoing process, there is the opportunity to incorporate commemorative activities into the zoning activities. Specifically, sharing a Public Meeting to solicit feedback regarding zoning and commemorative opportunities would leverage public interest in both topics. As such, the following schedule is proposed:

1) Identify Advisory Panel members (late June)
2) Establish Terms of Reference (early July)
3) Advisory Panel Meeting #1 (late July)
    - Refine topics for consideration
4) Public Open House (early August)
    - Solicit public input on topics identified at Meeting #1
5) Advisory Panel Meeting #2 (late August)
    - Present final topics for consideration and outline of content
6) Advisory Panel Meeting #3 (early September)
    - Present draft commemorative materials

7) Council presentation (late September)
    - Final draft of commemorative materials for Council input

As part of the proposed development of the site, a series of archaeological assessments have been completed and the need for additional work has been identified. The findings of the previously completed assessments, particularly those related to the former Fugitive Slave Chapel and its associated analysis, should be reviewed during development of the commemorative material. Regarding the additional archaeological assessments, it is understood that this work is being deferred to be a condition of Site Plan Approval. Given this deferral, it is anticipated that commemorative activities will be largely complete prior to initiation of additional archaeological assessments. Therefore, it is recommended that the findings of the additional archaeological assessments be reviewed following Site Plan Approval to confirm consistency with the commemorative text developed.