



**Heritage Impact Assessment —
1146-1158 Byron Baseline Road,
London, Ontario**

FINAL REPORT

August 6, 2019

File: 160940644

Prepared for:

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Executive Summary

218621 Ontario, Inc. (the Client) retained Stantec Consulting Ltd. (Stantec) to conduct a Heritage Impact Assessment (HIA) for the properties located at 1146-1158 Byron Baseline Road, in the City of London, Ontario. The Client is proposing to redevelop the properties at 1146-1156 Byron Baseline Road Street and is proposing to construct a 36 unit stacked townhouse development divided into two separate building blocks of 24 units 12 units.

The Study Area includes the properties at 1146, 1148, 1152, and 1156 Byron Baseline Road where the development is proposed and the adjacent property at 1158 Byron Baseline Road that is listed on the *City of London Inventory of Heritage Resources*. The structure is a rusticated concrete block residence likely built or modified to its present appearance between 1900 and 1914. The property does not have a priority ranking.

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 identified heritage attributes
- Identify mitigation measures where impacts to identified heritage attributes are anticipated to address conservation of heritage resources, where applicable

Determination of CHVI for 1158 Byron Baseline Road was undertaken according to the criteria outlined in *Ontario Regulation 9/06* made under the OHA.

The HIA determined that there are potential indirect impacts to 1158 Byron Baseline Road through its adjacency to the development which could result in vibration impacts from construction activities. Based on the presence of cultural heritage resources which have the potential to be affected by the proposed undertaking, the following mitigation measures are recommended:

- Use of buffer zones and site plans to indicate where project activities, including construction activities, may be avoided including areas within 50 metres of the residence and outbuilding at 1158 Byron Baseline Road
- Where construction activity must enter into the 50 metre buffer zone, a pre-construction vibration assessment should be completed to establish a baseline for vibration levels in advance of construction activities
- Should any properties within the study area be determined to be within the zone of influence as determined through the vibration assessment, additional steps should be taken to secure the buildings from experiencing negative vibration effects (i.e. adjustment of machinery)



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In addition, in order to further retention of historic information, copies of this report should be deposited with the London Public Library Ivey Family London Room.

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



Project Personnel

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Study Purpose
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1.0 STUDY PURPOSE

2186121 Ontario Inc. (the Client) retained Stantec Consulting Ltd. (Stantec) to prepare a Heritage Impact Assessment (HIA) for a proposed development located at 1146, 1148, 1152, and 1156 Byron Baseline Road in City of London, Ontario. The proposed development includes the construction of new town houses on the properties and is adjacent to 1158 Byron Baseline Road, a property listed on the City of London's *Inventory of Heritage Resources* (City of London 2019). Given the adjacency of the proposed development to this listed property, the City of London (the City) requested the completion of a HIA to inform its decision-making process regarding site plan approval. The Project Area is located within the community of Byron in the City of London (Figure 1). The Study Area, including both the site of the development and the adjacent listed property, is situated east of Griffith Street and approximately 265 metres west of Colonel Talbot Road (Figure 2).

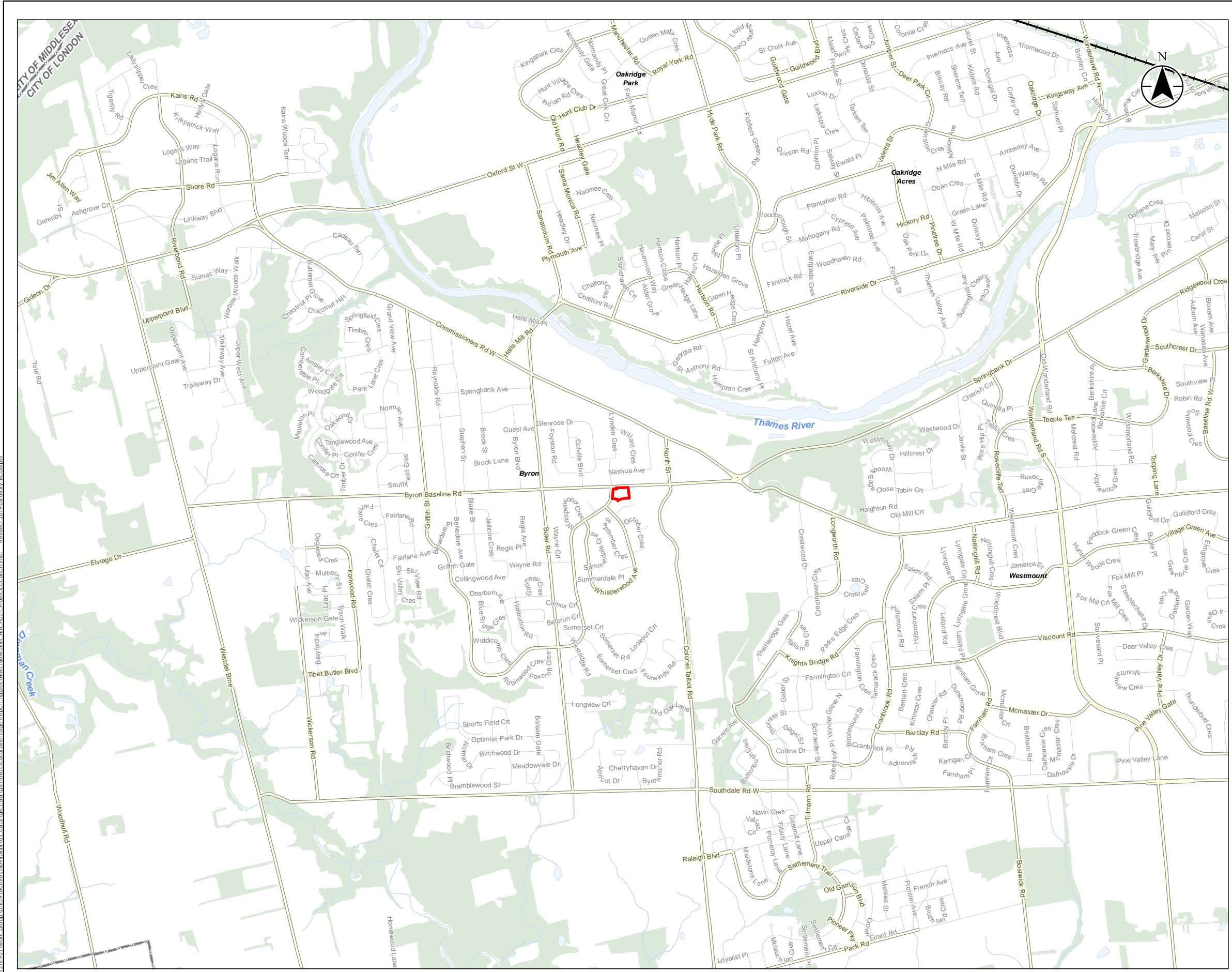
The purpose of this HIA is to respond to provincial and municipal policy requirements regarding the conservation of cultural heritage resources in the land use planning process. Where a change is proposed within or adjacent to a protected heritage property, consideration must be given to the conservation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

- Identify and evaluate the cultural heritage value or interest (CHVI) of properties within and adjacent to the proposed development
- Identify potential direct and indirect impacts to identified heritage attributes
- Identify mitigation measures where impacts to identified heritage attributes are anticipated to address conservation of heritage resources, where applicable

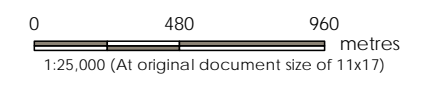
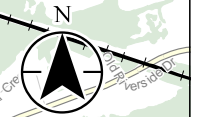
To meet these objectives, this HIA contains the following content:

- 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

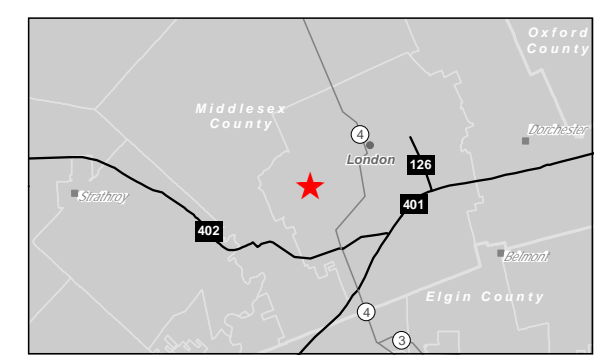




- Study Area
- Railway - Operational
- Major Road
- Minor Road
- Watercourse
- Municipal Boundary - Lower Tier
- Waterbody
- Wooded Area



- Notes
1. Coordinate System: NAD 1983 UTM Zone 18N
 2. Base features produced under license with the Ontario Ministry of Natural Resources © Queen's Printer for Ontario, 2019.



Project Location: London, ON
 Prepared by BCC on 2019-08-06
 Technical Review by MR on 2019-08-06

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 1146, 1148, 1152, AND 1156 BYRON BASELINE ROAD
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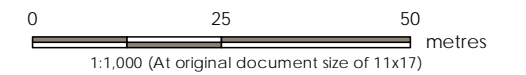
Figure No.: 1
 Title: Project Area

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Legend

- Study Area
- Property Line



- Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
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 3. Orthoimagery Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community.



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 1146, 1148, 1152, AND 1156 BYRON BASELINE ROAD
 HERITAGE IMPACT ASSESSMENT

Figure No.

2

Title

Study Area

Methodology
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2.0 METHODOLOGY

2.1 POLICY FRAMEWORK

2.1.1 Planning Act

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

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

(Government of Ontario 1990)

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 regarding 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” (Government of Ontario 2014).

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.

(Government of Ontario 2014)

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.

(Government of Ontario 2014)



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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.

(Government of Ontario 2014)

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

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

(Government of Ontario 2014)

2.1.3 City of London Official Plan

The property at 1158 Byron Baseline Road is listed on the City's *Inventory of Heritage Resources* (City of London 2019). It has not been assigned a priority ranking. 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.

(City of London 2016)

The London Plan also contains the following general objectives regarding 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.

(City of London 2016)



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2.2 BACKGROUND HISTORY

Background history for this project was obtained through review of aerial photography, fire insurance plans, city directories, and secondary sources. Research was conducted at the London Public Library.

To familiarize the study team with the Study Area, historical mapping, topographic mapping, 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 historical mapping from 1820 and 1878, topographic mapping from 1913, 1919, 1924, 1929, 1941, and 1948. Aerial photography of the study was reviewed, including aerial photographs of 1945, 1955, and 1967.

2.3 FIELD PROGRAM

A site assessment was undertaken on May 30, 2019 by Frank Smith, Cultural Heritage Specialist, and Jenn Como, Material Culture Analyst, both with Stantec. The weather conditions during the assessment were seasonably warm and calm. The site visit consisted of visually assessing and photographing the Study Area. The property at 1158 Byron Baseline Road was photographed from the publicly accessible municipal right-of-way.

2.4 EVALUATION OF CULTURAL HERITAGE VALUE OR INTEREST

2.4.1 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 cultural landscape. Where CHVI was identified, the property was determined to contain a heritage resource.

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*



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- c. *demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community*
3. *The property has contextual value because it:*
 - a. *is important in defining, maintaining or supporting the character of an area*
 - b. *is physically, functionally, visually or historically linked to its surroundings*
 - c. *is a landmark*

(Government of Ontario 2006a)

2.5 ASSESSMENT OF IMPACTS

The assessment of impacts on cultural heritage resources is based on the impacts defined in the Ministry of Tourism, Culture and Sport (MTCS) *Infosheet #5 Heritage Impact Assessments and Conservation Plans (Infosheet #5)* (Government of Ontario 2006b). 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). For the purposes of this study, a 50 metre buffer is used to represent a conservative approach to delineate potential effects related to vibration. The proximity of the proposed development to heritage resources was considered in this assessment.



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3.0 SITE HISTORY

3.1 INTRODUCTION

The Study Area is located on part of Lot 43, Concession 1, in the former Township of Westminster, present-day City of London, Ontario. The Study Area is located at the northwest corner of the intersection of Byron Baseline Road and Griffith Street, on Plan 563 Lots 6-8, and includes the following municipal addresses 1146, 1148, 1152, 1156, and 1158 Byron Baseline Road. The following sections outline the historical development of the Study Area from the time of Euro-Canadian settlement to the present-day. For an overview of Indigenous history related to the Study Area, please refer to the Stage 1-2 Archaeological Assessment (Stantec 2019).

3.2 PHYSIOGRAPHY

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

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

3.3 HISTORICAL DEVELOPMENT

3.3.1 Survey and Settlement

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



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

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

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

Simcoe selected the site at the forks of the river known to the French as “La Tranche” as the location for the new capital of Upper Canada in 1793 (Lutman 1979:6). Simcoe named the area “New London” and renamed La Tranche the Thames River (Tausky and Distefano 1986:5). When Simcoe visited the forks of the Thames River in 1793 his *aide de camp* was Thomas Talbot, who was later instrumental in the settlement of Westminster Township (Armstrong 1986:24). Because of London’s isolated position, when Simcoe left Canada in 1796 the capital title was transferred to York (now Toronto) instead of London. The London District was created from part of the Western District in 1798 by an act of Parliament and included the counties of Middlesex, Huron, Norfolk, and Oxford. Initially, the County of Middlesex was comprised of ten townships: Aldborough, Dunwich, Southwold, Yarmouth, Malahide, Bayham, Delaware, Westminster, Dorchester, and London (Brock and Moon 1972:69).

The Study Area is located in the former Township of Westminster. Land Surveyor Simon Zelotes Watson started his survey of the township in 1810. Watson began a preliminary survey of the township on May 27, 1810, and the following day started the survey in the northeast corner of the township south of the river. The first line across the township that Watson surveyed was referred to as the baseline and roughly follows the present-day alignment of Baseline Road East (Baker and Neary 2003:12). Two additional surveys were conducted to complete the layout of the Township of Westminster.



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In 1811, Provincial Land Surveyor Mahlon Burwell laid out the north branch of Talbot Road (present-day Colonel Talbot Road) to just north of present-day Lambeth, southeast of the Study Area. Shortly before the war of War of 1812, the former Indigenous trail now called Commissioner's Road, located about 500 metres north of the Study Area, was widened and improved (Baker and Neary 2003:28). Burwell's survey of the remainder of Westminster Township was put on hold during the War of 1812. The township was surveyed using the double-front system, with most lots being 200 acres in size (Plate 1). Properties north of Baseline Road on the Broken Front concession were irregularly sized due to the meandering path of the Thames River.



Plate 1: Double Front Survey System (Dean 1969)

The survey was resumed in August 1816 with Burwell laying out a northern extension of the Talbot Road between Lots 42 and 43, Concession 1. The Study Area is partially located in Lot 43, on the portion of the Lot fronting Baseline Road (Figure 3). The Talbot Road served as a direct link between the Township of Westminster and the main Talbot Road to the south. The last portion of the survey, Concessions 3 to 9, was completed between 1819 and 1821 by Deputy Land Surveyor John Bostwick (St. Denis 1985: 19-20).

Until the War of 1812, the majority of immigrants to Upper Canada, including Westminster Township, were from the United States. Many of these immigrants arrived from New England and New York. Other early settlers to Westminster Township included Scottish immigrants (Miller 1992:5). Many colonial officials expressed their wariness towards American settlers, with Thomas Talbot writing in 1800 that American immigrants were largely "enticed by a gratuitous offer of land, without any predilection on their part, to the British constitution" (Taylor 2007:28). During the War of 1812, American settlers were perceived by Loyalists and the British military as disloyal or apathetic towards the war effort. There was truth to this perception in Westminster Township, and several prominent settlers defected to American forces, including Simon Zelotes Watson (Hamil 1955:76). After the war, the policy of encouraging immigration from the United States was largely abandoned and British administrators clamped down on granting land to American settlers (Taylor 2007:31).



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3.3.2 19th Century Development

3.3.2.1 Westminster Township

The settlement of Westminster Township during the first half of the 19th century was under the superintendence of Colonel Thomas Talbot. After completing his service with Simcoe, he returned to Canada in 1800 and eventually became responsible for the settlement of 26 townships in southwestern Ontario. Colonel Talbot had the reputation as a strict superintendent and vigorously enforced the requirement which stipulated that all settlers clear and open at least half of the roadway along their lot. Settlers who ignored the requirement often had their right to settle on their land revoked (Westminster Township Historical Society [WTHS] 2006:395).

The first administrative meeting for the United Townships of Westminster, Delaware, and Dorchester was held on March 4, 1817, in Archibald McMillan's tavern. In 1817, the township had a population of 428 people in 107 houses. The township had two schools and two mills. The average price of land in 1817 was 20 shillings per acre (Brock and Moon 1972:568). An article published in the Montreal Gazette in June 1831 described the first concession of the Township of Westminster, where the Study Area is located, as being settled primarily by Americans and that "many of the farms are extensive and tolerably well cultivated, having good framed barns, fine promising young orchards, and comfortable dwellings" (Brock 1975:65).

The first post offices were established in Westminster Township in 1840. One was located in present-day Lambeth and another in present-day Byron (WTHS 2006:393). The fertile soil of the township made it agriculturally very productive and by 1850 the population of the township had increased to 4,525. In 1849, the township's farmers produced 57,600 bushels of wheat, 54,000 bushels of oats, 12,000 bushels of peas, 22,000 pounds of wool, and 36,000 pounds of butter (WTHS 2006:69). The value of cleared land in the township had increased to 60 shillings an acre. Many farmers in the township also produced maple syrup if the wood lots on their farm had maple trees (WTHS 2006:114).

To the north of Westminster Township, the City of London was incorporated in 1855, with a population of 10,000 (Armstrong 1986:68). The development of London and Westminster Township would become increasingly intertwined during the second half of the 19th century and suburban development and the City's infrastructure began to encroach Westminster Township. The City constructed a waterworks in the township in 1878, which eventually became part of the popular Springbank Park, located 500 metres north of the Study Area (McTaggart and Merrifield 2010:17-18). Suburban development also began to encroach upon Westminster Township, in an area known as London South, which was eventually annexed by the City in 1890 (Flanders 1977:3).

3.3.2.2 Byron

The hamlet of Byron, originally known as Hall's Mills, developed around the mill sites along the Thames River. Downtown Byron is located approximately 500 metres to the west of the Study Area. An early European settler to Hall's Mills was Robert Flint (1784-1859), who emigrated from Norfolk, England and settled on Lot 44 in 1836. Flint constructed a stone cottage the following year on the property (Baker and



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Neary 2003:9). Flint built a second cottage, or shelter, on the property for his son Pirney and his new wife in 1857. He also constructed stone buildings in the hamlet, including a schoolhouse, S.S. No. 5, in 1852 and St. Anne's Church between 1853 and 1855 (Brock 2011:43). The Flint Cottage and Flint Shelter are located at 1097 Commissioners Road West and 1040 Flint Lane, approximately 500 metres to the northeast of the study area.

The Hall's Mills settlement was renamed to Byron in 1857 by Sir Henry Niles, in honour of the English poet Lord Byron (1788-1824) (Grainger 2002:292). Additional mills were erected along the Thames River in the mid-19th century including Charles Coombs' flour mill on Lot 40 and J.M. Dufton's carding mill on Lot 42, known as the Spring Valley Woolen Mill. By 1862, the population of Byron was 200, with two sawmills, two grist mills, a tannery, a chair factory, a carpet loom, a ham factory, a carding mill, a woolen mill, two distilleries, two blacksmiths, a tavern, two hotels, two general stores, and a post office (Kerr 1983:15).

Byron Baseline Road represents one of the earlier roadways in Byron and would have attracted early European settlers to the area. Pioneer farmsteads typically contained a log cabin. Once a farmer was established, they would construct a more comfortable and larger frame dwelling. A historical account of Concession 1 from 1831, which includes lots on Byron Baseline Road, notes that most houses were frame (Brock 1975:65). This indicates that, by 1831, farms on Concession 1 were already developed enough for farmers to transition from log to frame houses.

3.3.3 20th Century Development

The 20th century development of Westminster Township is directly connected with the growth of the City of London. Although the First World War and Great Depression curtailed major growth in London, the postwar building boom led to the suburbanization of swaths of Westminster Township during the 1950s. Between 1951 and 1956, the population of Westminster Township increased 45%. In 1951, 1954, and 1959, the township allowed several parts of the township east of the Study Area to be annexed into the City to improve municipal services to the newly suburbanized areas (Meligrana 2000:14; Miller 1992:212-213).

However, the City soon proposed a more ambitious annexation that would more than double the size of the City by incorporating land from Westminster and London Townships. The townships opposed this plan and the Township of Westminster argued that much of the proposed land to be annexed was rural. Representatives of Westminster Township explained they had amicably agreed with the City about ceding suburbanized lands but expressed the belief that rural land did not belong in a City (Meligrana 2000:14). In May 1960, the Ontario Municipal Board ruled in favour of the City and, in 1961, portions of Westminster Township and London Township were annexed, including the land within the Study Area and the entire community of Byron. The annexation of the lands in Westminster Township led to a 74% decrease in the population of the township (Meligrana 2000:8). The remainder of Westminster Township would be annexed by the City in 1993 (Westminster Township Historical Society 2018).

The City of London is continuing to grow and develop in the 21st century. In 2016, the City had a population of 383,822; an increase of 4.8% since 2011 (Statistics Canada 2019).



Site History
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3.4 PROPERTY HISTORY

The properties contained in the Study Area, including 1146, 1148, 1152, 1156, and 1158 Byron Baseline, are located on part of Lot 43, Concession 1 in the former Westminster Township. These properties are historically associated with the Wells family, who were one of the first settlers of the present-day Byron area (Eastick 1969). Based on historical mapping and aerial photography, the properties at 1146, 1148, 1152, and 1156 Byron Baseline Road were subdivided from the Wells farm and residence at present-day 1158 Byron Baseline Road, and residences were constructed between 1913 and 1945. These residences were demolished between 2011 and 2013.

John Wells (1773-1832) was born in Colchester, Connecticut. Before immigrating to Canada, he moved to Partridgefield, Massachusetts and married May Fletcher (WTHS 2006:661). In 1799, Wells and his family moved to Upper Canada where he took the oath of allegiance in 1800 (Eastick 1969). He first resided in Brant County before acquiring land in Westminster Township in 1807 from Simon Zelotes Watson, who assigned him 66 acres on the adjacent Lot 43, Broken Front. Wells had been promised more land on neighbouring lots, but Watson's agency over parts of Westminster Township was unexpectedly terminated (WTHS 2006:661).

During the War of 1812, John Wells remained loyal to the Crown, and served in the Middlesex Militia and fought in Niagara and around London (WTHS 2006:662). According to Wells' great grandson, Frederick Wells, John Wells participated in a skirmish around present-day Springbank Park when he was captured by a group of American soldiers. According to the story, British soldiers fired upon the American contingent and inadvertently injured Wells, who was then left behind and managed to escape (London Free Press 1947).

John Wells was a prominent member of the community and served as a constable in the area (Eastick 1969; WTHS:662). In 1820, John Wells finally received the patent for the additional lands he was promised in 1820 when the Crown granted him 134 acres in Lot 43, Concession 1 (ONLand 2019a). Historic mapping from 1820 depicts John Wells as the owner of approximately two thirds of Lot 43, Concession 1 (Figure 3). According to his great grandson, John Wells was not particularly interested in clearing his new land, since he spent much of his time hunting and fishing to provide food for the family (London Free Press 1947). John Wells died in 1832 when he contracted cholera while driving a stagecoach between Ancaster and London. He left behind a wife, five daughters, and two sons (London Free Press 1947; WTHS 2006:662).

After the death of John Wells, the property was likely occupied by his son, John G. Wells. John G. Wells passed away in the 1840s. The Census of 1861 lists the farm as owned by Bartholomew Wells (1834-1902) as does historic mapping from 1878 (Figure 4). The Census of 1861 lists Wells as residing in a one and one-half storey frame house (Library and Archives Canada 1861). This was likely the Wells family residence on the farmstead and the one depicted on historical mapping from 1878 prior to the construction of the present-day two and one half storey residence during the early 20th century. The Census of 1881 lists Bartholomew Wells as a 46-year-old farmer. He lived with his wife, Martha, age 37; son Frederick, age 2; and laborer Charles Paine, age 58 (Library and Archives Canada 1881). Following the death of Bartholomew Wells, the farm was inherited by Frederick, also known as John Frederick



Site History
August 6, 2019

(WTHS 2006:663). Topographic mapping from 1913 shows that the area surrounding the Wells farm remained predominantly agricultural, with the exception of the development of Springbank Park to the north of the Study Area. The map depicts a stone or brick structure on the property, this may represent the present day residence at 1158 Byron Baseline Road (Figure 5). Frederick (Fred) Wells (1879-1948) married Emma Hannah, nee Armstrong, and together they had four children, Edna Jeanetta, Bartholomew, Donald, and Ann (WTHS 2006:663). Fred Wells was a well-known citizen of Byron and during his lifetime, the Wells family was considered the oldest family in the Byron area. Wells was very proud of his family's history and sat down with the *London Free Press* in 1947 to tell stories about the Wells family and the history of Byron (Plate 2). The newspaper wrote "his jolly enthusiasm could easily identify him as a teenager who had just finished a Henty historical novel, but behind those piercing eyes is a photographic mind which knows many colorful stories identified with his family back more than a century" (London Free Press 1947).




Plate 2: Frederick Wells, 1947 (London Free Press 1947)

Although the size of the Wells farm had shrunk over the years, Fred Wells still owned 31 acres in Lot 43, Concession 1 in 1947, present-day 1158 Byron Baseline Road (London Free Press 1947). Sometime between 1913 and 1945, the Wells family subdivided their lands which included the properties located at present-day 1146, 1148, 1152, and 1156 Byron Baseline Road. Aerial photography from 1945 confirms that the area remained largely rural (Figure 6).

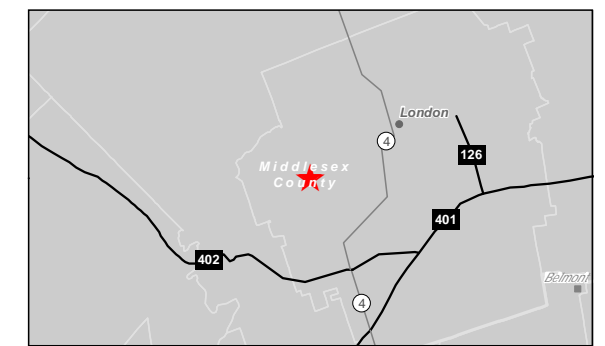
After the death of Fred Wells in 1948, the property was inherited by Louise Wells. Louise was a taxi driver and active member of the community, who volunteered in Byron and particularly at St. Anne's Church. Louise had six children with her husband George Crawford Calhoun, among them was James "Jim" Edward (WTHS 2006:663). Aerial photography from 1967 shows that suburban subdivisions had been built north and west of the Study Area and that lands to the south and east were disturbed and likely part of the Byron gravel pit (Figure 7). Jim inherited the Wells family home from Louise and lived there as late as 2001 (WTHS 2006:663).





 Study Area (Approximate)

- Notes
1. Historic image not to scale.
 2. Reference: Burwell, Mahlon. 1820. Part of Westminster. On file, Peterborough: Ministry of Natural Resources and Forestry.



Project Location: London, ON
 Prepared by BCC on 2019-08-06
 Technical Review by MR on 2019-08-06

Client/Project: 2186121 ONTARIO INC.
 1146, 1148, 1152, AND 1156 BYRON BASELINE ROAD
 HERITAGE IMPACT ASSESSMENT

Figure No.: 3

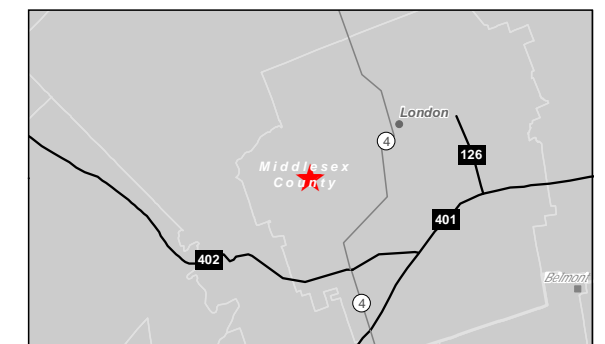
Title: Portion of the 1820 Map of Westminister Township

\\CD\215\01\work\01609\Active\16094064\03_data\06_cad\06\mxd\sculturalheritage\report_figures\HIA\16094064_HIA_Fig3.04_Historic.mxd Revised: 2019-08-06 By: BCC\wpc



Study Area (Approximate)

- Notes
1. Historic image not to scale.
 2. Reference: Page, H.R. & Co. 1878. Illustrated Historical Atlas of the County of Middlesex, Ont. Toronto: H.R. Page & Co.



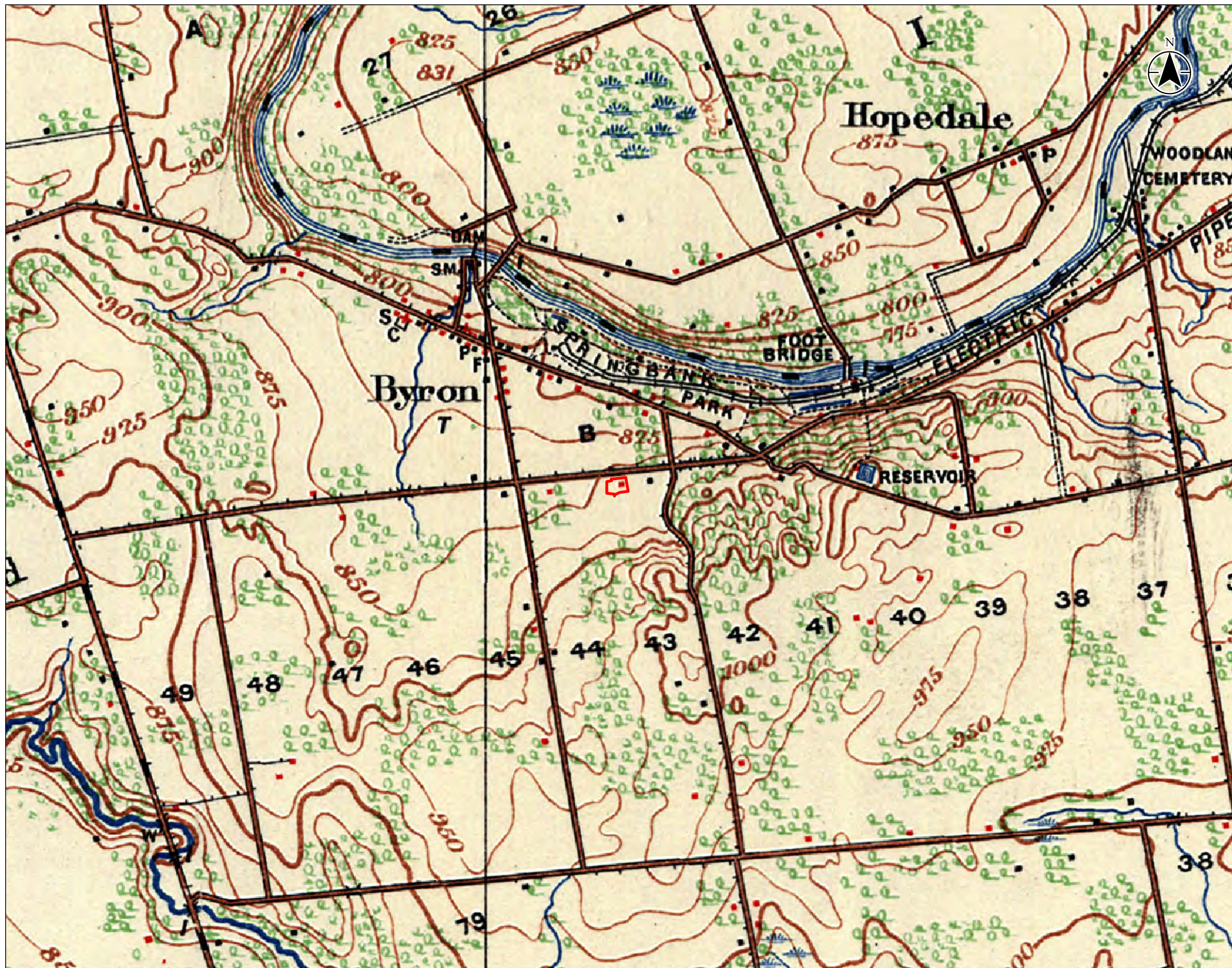
Project Location: London, ON
 Prepared by BCC on 2019-08-06
 Technical Review by MR on 2019-08-06

Client/Project: 2186121 ONTARIO INC.
 1146, 1148, 1152, AND 1156 BYRON BASELINE ROAD
 HERITAGE IMPACT ASSESSMENT

Figure No.: 4

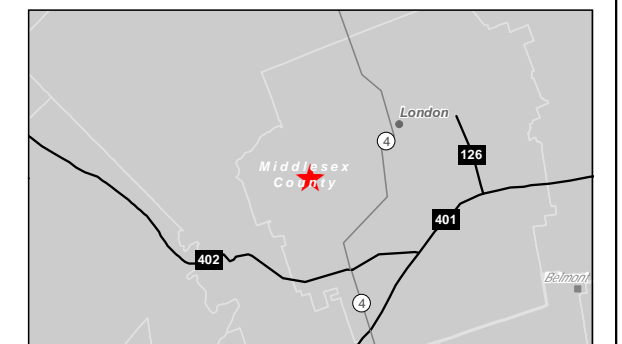
Title: Portion of the 1878 Map of Westminister Township

\\CD0215\01\work\p01609\Active\16094064\03_data\03r_cad\03r_mxd\sculturalheritage\topo\report_figures\HIA_Fig05_1913_TopographicMap.mxd Revised: 2019-08-06 By: BCoverer



Study Area (Approximate)

- Notes
1. Historic image not to scale.
 2. Citation: Department of Militia and Defence. 1913. Topographic Map, Ontario, St. Thomas Sheet.




Project Location: London, ON
 Prepared by BCC on 2019-08-06
 Technical Review by MR on 2019-08-06

Client/Project: 2186121 ONTARIO INC.
 1146, 1148, 1152, AND 1156 BYRON BASELINE ROAD
 HERITAGE IMPACT ASSESSMENT

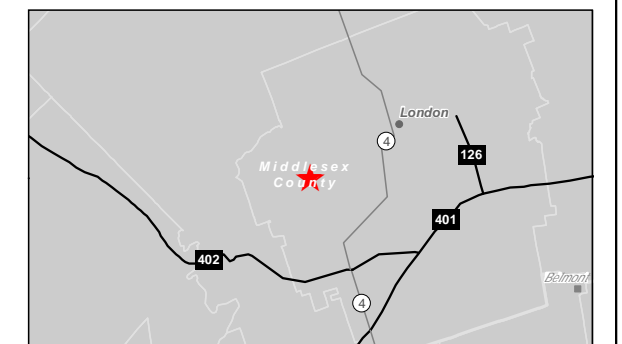
Figure No.: 5

Title: 1913 Topographic Mapping



 Study Area (Approximate)

- Notes
1. Historic image not to scale.
 2. Citation: National Air and Photo Library. 1945. London 1945, Roll A9199, Photo No. 96.



Project Location: London, ON
 Prepared by BCC on 2019-08-06
 Technical Review by MR on 2019-08-06


Client/Project: 2186121 ONTARIO INC.
 1146, 1148, 1152, AND 1156 BYRON BASELINE ROAD
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Figure No.: 6

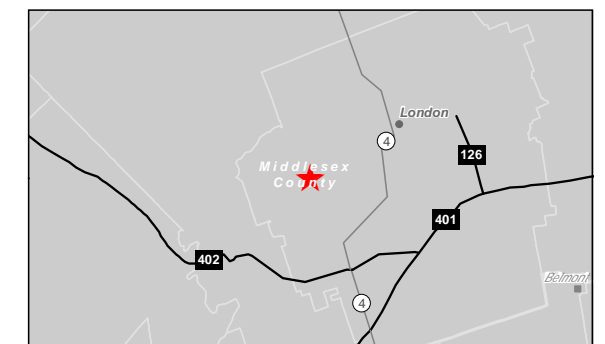
Title: 1945 Aerial Photograph

\\CD0215\01\work\picup\01609\Active\160940644\03_data\ogr_cad\ogr_mds\culturalheritage\report_figures\HIA\160940644_HIA_Fig0607_AerialPhotograph.mxd Revised: 2019-08-06 By: BC Cooper



 Study Area (Approximate)

- Notes
1. Historic image not to scale.
 2. Citation: Lockwood Survey Corp. 1967. London 1967, Line 2, Photo No. 132.



Project Location: London, ON
 Prepared by BCC on 2019-08-06
 Technical Review by MR on 2019-08-06

Client/Project: 2186121 ONTARIO INC.
 1146, 1148, 1152, AND 1156 BYRON BASELINE ROAD
 HERITAGE IMPACT ASSESSMENT

Figure No.: 7

Title: 1967 Aerial Photograph

Site Description
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4.0 SITE DESCRIPTION

4.1 INTRODUCTION

As outlined in Section 2.3, a site visit was conducted on May 30, 2019 by Frank Smith, Cultural Heritage Specialist, and Jenn Como, Material Culture Analyst, both with Stantec. The weather conditions during the site visit were seasonably warm and calm. The site visit included a pedestrian survey of the properties. Stantec was granted access by the client to 1146, 1148, 1152, and 1156 Byron Baseline Road. The property at 1158 Byron Baseline Road was assessed from the municipal right-of-way.

4.2 LANDSCAPE SETTING

The Study Area consist of the properties at 1146, 1148, 1152, 1156, and 1158 Byron Baseline Road. The properties at 1146-1156 Byron Baseline Road comprise a vacant lot with two modern sheds. The property at 1158 Byron Baseline Road contains an early 20th century vernacular residence that has a rusticated concrete block exterior and contains elements of the Edwardian and Queen Anne style. Adjacent properties include mid-to-late 20th century suburban single-family housing and a modern townhouse complex called “Springbank Hill.”

Adjacent to the Study Area, Byron Baseline Road is a two-lane road paved in asphalt with an unseparated bike lane, concrete curbs, and concrete sidewalks (Plate 3 and Plate 4). The north side of Byron Baseline Road is suburban and residential in character and contains mid-20th century ranch style residences and a row of mature deciduous trees adjacent to the sidewalk (Plate 5). The south side of Byron Baseline Road, adjacent to the Study Area, is more varied and contains a mix of early 20th century residences, mid-20th century residences, and modern residences. The south side of Byron Baseline Road is lined with wooden utility poles containing electrical lines, utility lines, and municipal streetlighting.

The west end of the Study Area borders Griffith Street and the four-way intersection of Byron Baseline Road, Griffith Street, and Lansing Avenue, which is controlled by all-way stop signs (Plate 6). Griffith Street is a two-lane asphalt paved road with concrete curbs and concrete sidewalks. Griffith Street is suburban in character and is lined with late 20th century single family residences and streetlighting is provided by free standing aluminum poles with saucer style light fixtures (Plate 7).



HERITAGE IMPACT ASSESSMENT — 1146-1158 BYRON BASELINE ROAD, LONDON, ONTARIO

Site Description
August 6, 2019



Plate 3: Looking west on Byron Baseline Road



Plate 4: Looking east on Byron Baseline Road



Plate 5: Ranch style residences and mature trees on Byron Baseline Road, looking north



Plate 6: Four-way intersection, looking north

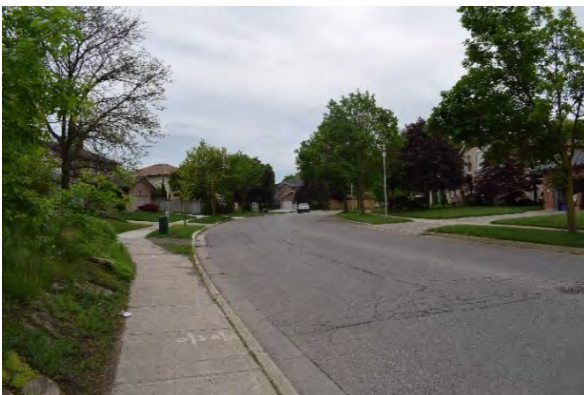


Plate 7: Griffith Street, looking south



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4.3 1146, 1148, 1152, AND 1156 BYRON BASELINE ROAD

The properties at 1146-1156 Byron Baseline Road are largely empty lots where distinct borders are no longer recognizable and therefore can be characterized as one landscape. The only structures on these properties are two modern gable roof sheds (Plate 8). Just south of the garages are piles of buff bricks (Plate 9). The property is landscaped with a gravel driveway, a lawn that is reverting to a meadow, and the southwest corner of the landscape contains a small grove of black walnut trees (Plate 10 and Plate 11).



Plate 8: Gable roof two-car garages, looking south



Plate 9: Buff brick piles, looking north



Plate 10: Lawn reverting to meadow, looking north



Plate 11: Black walnut trees, looking south



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4.4 1158 BYRON BASELINE ROAD

4.4.1 Landscape

The residence at 1158 Byron Baseline Road is situated on a corner lot. The front (north) yard is landscaped with a mature maple trees, mature Austrian pine, intermediate Norway spruce, and a small London plane tree (Plate 12 and Plate 13). A row of shrubs along the east side of the front yard separates the property from 1156 Byron Baseline Road. The front yard is also landscaped with a concrete retaining wall, flower beds, a lawn, modern fence, and a piece of decorative art depicting a ship (Plate 14). The front yard has a concrete and gravel driveway.

The yard fronting Griffith Street (west yard and north yard) contains a chain link fence, and partially naturalized vegetation on a gentle downward slope towards the public concrete sidewalk (Plate 15). Scattered throughout the slope are chunks of concrete used for decoration or to retain soil (Plate 16). The west yard also contains a pile of rusticated concrete blocks that are partially overgrown by vegetation (Plate 17). The property can be accessed via a gravel driveway located off Griffith Street which is flanked by a concrete block retaining wall (Plate 18). The west and north yards contain mature trees and shrubs, small trees and shrubs, a piece of decorative metal artwork depicting a dinosaur, a lawn, buff brick privacy wall, and flowerbeds that are mulched and contain perennial plants (Plate 19).



Plate 12: Mature maple tree, looking south towards 1156 Byron Baseline Road



Plate 13: Mature pine tree, looking south towards 1156 Byron Baseline Road



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Plate 14: Lawn, retaining wall, flower bed, and artwork, looking south



Plate 15: Partially naturalized downward slope, looking east



Plate 16: Concrete partial retaining wall, looking east



Plate 17: Rusticated concrete blocks, looking east



Plate 18: Driveway off Griffith Street, looking east



Plate 19: Mature trees in yard, looking east



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4.4.2 Residence

The residence at 1158 Byron Baseline Road is a two and one-half storey structure with a medium-pitched hip roof clad in asphalt shingles with projecting gable bays on the front (north) and east façades (Plate 20). The roof contains a modern heating, ventilation, and air conditioning (HVAC) system and satellite dish. The exterior of the residence is clad in rusticated concrete block and the foundation is rusticated concrete block. A decorative concrete band separates the rusticated concrete blocks used for the exterior and for the foundation (Plate 21).

Rusticated concrete block, also called rock faced concrete block, was developed during the 1890s and popularized in 1900 when Harmon S. Palmer received a United States patent for a machine that produced hollow concrete blocks. Rusticated concrete block quickly became a popular and low-cost building material and was most prevalent between 1905 and 1930 (Simpson 1989:108-109). The popularity of rusticated concrete block was propelled by the Sears catalog, which sold machines to produce the blocks for less than \$100 and advertised them as allowing ordinary people to build their own houses (Simpson 1989:110). Advertisers also boasted about the maintenance free nature of concrete block and that the material was fireproof (Simpson 1989:111). In London, cement blocks became widespread in the first decade of the 20th century, and the first blocks were manufactured in London starting in 1907 (Tausky and DiStefano 1986:97).

While rusticated concrete block was frequently used for outbuildings, foundations, and commercial structures, it was less commonly used on residences in place of a brick or stone exterior. However, many residences were constructed of rusticated concrete block during this time, drawing derision from architects who viewed imitating stone as undesirable. Oswald Herring, an architect, wrote in 1912 that rusticated concrete block was a “cheap and vulgar imitation of stone” (Simpson 1989:117). Backlash against rusticated concrete block and changes in manufacturing led to its decline during the 1930s (Simpson 1989:117-118).

Stylistically, the residence is an Ontario vernacular structure with Edwardian and Queen Anne design elements. Based on the use of rusticated concrete block and the architectural styling of the residence, it appears to have been constructed, or heavily modified to its current appearance, between 1900 and 1914 when the newer Edwardian style overlapped with older Victorian designs like the Queen Anne (Blumenson 1990:102,166). Elements of the Edwardian style are expressed through the simple exterior with classical columns in the porch and second storey windows and concrete lintels. The Queen Anne style is expressed through the bargeboard, fish scaling, and brackets found in the gables of the front (north) and east façades.

The front (north) façade of the residence contains a projecting gable bay, modern windows in their original openings, and a porch (Plate 22). The gable contains bargeboard, fish scales, and brackets within the second and a half storey of the gable projection. Contained within the gable on this storey are two modern eight pane windows (Plate 23). The second storey gable projection contains a modern window in its original arched opening with a concrete drip mould and concrete sill (Plate 24). The second storey also contains a modern opaque glass block window located in its original opening with concrete lintels and sills and which is flanked by concrete classical columns (Plate 25). The first storey has a modern window with



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a concrete lintel and concrete sill. The first storey of the front façade contains a recessed entrance at the northeast corner which contains a rusticated concrete block porch with a concrete arch and is supported by concrete classical columns. The porch is accessed via a set of concrete steps (Plate 26). The exterior of the residence under the porch is smooth concrete block. Details about the entrance door were obscured because of distance from roadway, although the main entrance door was determined to contain a transom.

The east façade of the residence contains bargeboard, fish scales, and brackets within the upper storey of the gable projection. Contained within the gable on this storey are two modern eight pane windows (Plate 27). The second storey gable projection contains a modern window in its original arched opening with a concrete drip mould and concrete sill. The second storey also contains a modern 10 pane window with a concrete lintel and concrete sills and a modern opaque glass block window located in its original opening with concrete lintels and sills and which is flanked by concrete classical columns. The first storey contains a modern casement window with a transom, concrete lintel, and concrete sill. The east façade contains a shed roof buff brick addition and a concrete arch supported by classical columns which is part of the porch on the front façade (Plate 28).

The west façade of the residence contains a former chimney projection just north of the windows. The second storey has two modern 10 pane windows with concrete lintels and sills and the first storey has a set of modern 10 pane windows with concrete lintels and concrete sills with decorative brackets. The first storey also has a modern 6/1 window with a concrete lintel and sill. A horizontal sliding basement window is located below the set of modern 10 pane windows (Plate 29).

Views of the south façade are partially obscured by vegetation, distance from roadway, and a buff brick privacy wall. This façade contains modern 10 pane windows with concrete lintels and sills. This façade also contains a buff brick addition with a buff brick chimney and concrete block foundation (Plate 30).



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Plate 20: North (front) and east façades of 1158 Byron Baseline Road, looking south



Plate 21: Concrete band between foundation blocks and exterior blocks, looking east



Plate 22: North façade, looking south



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Plate 23: Bargeboard, brackets, and fish scales, looking south



Plate 24: Second storey window on projecting gable bay, looking south



Plate 25: Second storey opaque glass block window, looking south



Plate 26: Porch and columns, looking south



Plate 27: East façade of residence, looking south



Plate 28: East façade of residence, looking west



Site Description

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Plate 29: West façade of residence, looking east



Plate 30: South façade of residence, looking north

4.4.3 Outbuildings

The property contains two outbuildings. A three storey structure clad in buff brick and metal and a modern two car garage. The three storey structure has a medium-pitched gable roof clad in asphalt shingles. The exterior of the third and second storeys is metal and the exterior of the first storey is buff brick. The third storey contains two 15 pane glass windows with wood window surrounds on the west façade. The second storey contains a boarded entrance door and modern picture window on the west façade and a 1/1 window and four pane window with wood surrounds on the east façade. The first storey contains a shed roof addition and modern windows on the west façade (Plate 31 and Plate 32). The two-car garage is a modern gable roof structure with a concrete block exterior (Plate 33).



Plate 31: Outbuilding, looking east



Plate 32: Outbuilding, looking west



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Plate 33: Garage, looking south



5.0 EVALUATION OF CULTURAL HERITAGE VALUE OR INTEREST

5.1 INTRODUCTION

The criteria for determining CHVI is defined by O. Reg. 9/06 (see Section 2.4.1). If a property meets one or more of the below criteria it is determined to contain, or represent, a cultural heritage resource. A summary statement of cultural heritage value will be prepared, and a list of heritage attributes which define the CHVI identified. Given the identification of a cultural heritage resource, consideration should be given to the effects of a proposed change on the heritage attributes of that property. The evaluation of each property according to O. Reg. 9/06 is provided in subsequent sections below.

Property access to 1158 Byron Baseline Road was not provided and therefore, the following discussion is based on what was visible from the publicly accessible right-of-way. Additional information may be obtained through a more detailed assessment of the property. In particular, the outbuilding was identified as a heritage attribute but was largely obstructed by foliage. Property access may reveal information that could supplement the below discussion.

5.2 1146, 1148, 1152, AND 1156 BYRON BASELINE ROAD HERITAGE EVALUATION

Design or Physical Value

This property contains multiple addresses and formerly included three early to mid-20th century residences which were demolished between 2011 and 2013. Only two gable roof outbuildings remain and no discernable border or natural delineation between these addresses is visible. Therefore, the properties are considered one landscape and potential resource for the purpose of this evaluation.

The two outbuildings are both low-pitched front facing gable roof outbuildings that date to the mid-to late-20th century. The eastern most outbuilding is clad in plywood and the westernmost is clad in modern siding, both common 20th century building materials. These outbuildings are not rare, unique, or representative of a style, type, expression, material or construction method. The outbuildings do not display a high degree of craftsmanship or artistic merit, and do not demonstrate a high degree of technical or scientific achievement.

Based on the above discussion, the properties at 1146, 1148, 1152, and 1156 Byron Baseline Road does not meet the criteria of Section 1 of O. Reg. 9/06.

Historical Value or Associative Value

Although these properties are formerly associated with the Wells family, the family subdivided these lots for residential development sometime between 1913 and 1945 thereby disconnecting this association. The residences constructed on these lots were demolished between 2011 and 2013 and the properties



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presently contain no direct association with a theme, event, belief, person, activity, organization or institution significant to the community.

As largely empty lots, the properties do not have the potential to yield information that contributes to an understanding of a community or culture and does not demonstrate or reflect the ideas of an architect, builder, artist, or theorist of significance to the community.

Based on the above discussion, the properties at 1146, 1148, 1152, and 1156 Byron Baseline Road does not meet the criteria of Section 2 of O. Reg. 9/06.

Contextual Value

These properties are largely empty lots and stand in contrast to the mostly mid-20th century suburban character of the area. Therefore, the properties are not important in defining, maintaining, or supporting the character of the area. As largely empty lots the properties are not physically functionally, visually, or historically linked to its surroundings. As largely empty lots, the properties are not landmarks within the community.

Based on the above discussion, the properties at 1146, 1148, 1152, and 1156 Byron Baseline Road does not meet the criteria of Section 3 of O. Reg. 9/06.

Summary of Evaluation

Table 1 provides a summary of the findings of CHVI for the properties at 1146, 1148, 1152, and 1156 Byron Baseline Road, based on an evaluation according to O. Reg. 9/06

Table 1: Evaluation of 1146, 1148, 1152, and 1156 Byron Baseline Road According to O. Reg. 9/06

Criteria of O. Reg. 9.06	Yes/No	Comments
Design or Physical Value		
Is a rare, unique, representative or early example of a style, type, expression, material or construction method	No	The properties contain two gable roof outbuildings dating to the mid-to late-20 th century and they are not representative, rare, unique, or early examples of a style, type, expression, material or construction method.
Displays a high degree of craftsmanship or artistic merit	No	The outbuildings utilize common 20 th century building materials and do not display a high degree of craftsmanship or artistic merit.
Demonstrates a high degree of technical or scientific achievement	No	The outbuildings do not display a high degree of technical or scientific achievement.
Historical or Associative Value		
Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	No	Although located on the historical Wells farmstead, these properties were subdivided for residential development between 1913 and 1945 and the residences built have since been demolished. The outbuildings do not have any direct associations with a theme, event, belief, activity, person, or organization of significance to the community.



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Criteria of O. Reg. 9.06	Yes/No	Comments
Design or Physical Value		
Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	No	These largely empty lots do not have the potential to yield information that contributes to an understanding of a community or culture.
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	No	The architect of the outbuildings is not known.
Contextual Value		
Is important in defining, maintaining or supporting the character of an area	No	The property is set on Byron Baseline Road, which adjacent to the Study Area is mid-to late 20 th century and suburban in character. Therefore, the properties and outbuildings do not define, maintain, or support the character of an area.
Is physically, functionally, visually or historically linked to its surroundings	No	The property and former residences are set in a suburban landscape; land use is not physically, historically, functionally, or visually linked to its surroundings.
Is a landmark	No	The properties and outbuildings are not a landmark.

5.3 1158 BYRON BASELINE ROAD HERITAGE EVALUATION

Design or Physical Value

The residence at 1158 Byron Baseline Road is a representative example of an Ontario vernacular residence combining elements of the Queen Anne and Edwardian design styles and a rare example of an early 20th century residence with an exterior entirely constructed of rusticated concrete block. The Queen Anne style is expressed through the bargeboard, fish scales, and brackets in the gables, while the Edwardian style is expressed through its simple exterior, lintels, and classical columns.

Rusticated concrete block was a popular building material for foundations and outbuildings during the early 20th century but was infrequently utilized for residential exteriors. According to City data and a desktop survey, there are nine other residences with exteriors predominantly constructed with rusticated concrete block on the City of London's *Inventory of Heritage Resources*. At least two other buildings with rusticated concrete block exteriors are present in the City, at 257 and 275 Riverside Drive, neither of which are listed or designated properties. As there are approximately 6,000 properties listed and designated in the City, 12 rusticated concrete block residences would indicate this type of construction method is rare. Although a rare construction method, rusticated concrete block is not a unique material and is ubiquitous as a building material for foundations.

Although rusticated concrete block residences are rare, the building does not display a high degree of craftsmanship, or artistic merit. Rusticated concrete block was advertised as a cheap and easy to manufacture building material and did not require a high degree of craftsmanship or artistic merit to manufacture. The residence does not demonstrate a high degree of technical or scientific achievement and machines to manufacture rusticated concrete blocks were readily available to the general public.



Evaluation of Cultural Heritage Value or Interest
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Based on the above discussion, the property at 1158 Byron Baseline Road meets the criteria of Section 1i of O. Reg. 9/06 as a rare example of a rusticated concrete block residence and a representative Ontario vernacular residence with Queen Anne and Edwardian influence.

Historical Value or Associative Value

The property and residence at 1158 Byron Baseline Road are both historically associated with the Wells family who are considered one of the first European settlers of the present-day Byron area. Members of the Wells family played a prominent and active role in the community for several generations and are directly associated with the early settlement and subsequent development of the community of Byron.

John Wells first settled in Westminster Township in 1807 and was one of the first settlers of the township. He was a prominent member of the community and was a local constable and member of the Middlesex Militia, which participated in several battles during the War of 1812. After the death of John Wells, the property was farmed by his son, John G. Wells, his grandson Bartholomew Wells, and his great grandson, Frederick Wells. The residence was likely built by Bartholomew Wells to replace a one and one-half storey residence indicated in mid-19th century census data formerly on the property. Frederick was a well-known citizen and during his lifetime the Wells family was regarded as among the oldest families in the Byron area. Frederick's daughter Louise Wells inherited the property and was an active member of the local community and volunteered extensively. Her son, James inherited the property and resided there until at least 2001.

The residence does not have the potential to yield information that contributes to an understanding of the community or culture and does not demonstrate the work of a particular architect.

Based on the above discussion, the property at 1158 Byron Baseline Road meets the criteria of Section 2i of O. Reg. 9/06 for its direct historical association with the Wells family.

Contextual Value

The property at 1158 Byron Baseline Road is set in a streetscape that is largely suburban and mid-to late 20th century in character. Land to the north consists of a mid-20th century subdivision and lands to the south and west consist of late 20th century single family suburban residences. Lands to the east include vacant lots, mid-20th century suburban residences, and a modern townhouse complex.

As a former farmstead, the residence at 1158 Byron Baseline Road is a remnant landscape set in a streetscape that is largely suburban and mid-to late 20th century in character. Therefore, the residence at 1158 Byron Baseline Road is not important to defining, maintaining, or supporting the character of the area. The property is a former farmstead set in a landscape no longer agricultural in land use and is not physically, historically, functionally, or visually linked to its surroundings. Although the residence is certainly recognizable along Byron Baseline Road, it is not conclusive that the residence is considered a landmark within the community of Byron or City of London.

Based on the above discussion, the property at 1158 Byron Baseline Road does not meet the criteria of Section 3 of O. Reg. 9/06.



HERITAGE IMPACT ASSESSMENT — 1146-1158 BYRON BASELINE ROAD, LONDON, ONTARIO

Evaluation of Cultural Heritage Value or Interest
August 6, 2019

Summary of Evaluation

Table 2 provides a summary of the findings of CHVI for the property at 1158 Byron Baseline Road, based on an evaluation according to O. Reg. 9/06.

Table 2: Evaluation of 1158 Byron Baseline Road According to O. Reg. 9/06

Criteria of O. Reg. 9.06	Yes/No	Comments
Design or Physical Value		
Is a rare, unique, representative or early example of a style, type, expression, material or construction method	Yes	The residence at 1158 Byron Baseline Road is a representative example of an Ontario vernacular structure with Queen Anne and Edwardian influences and a rare example of a residence constructed entirely out of rusticated concrete block.
Displays a high degree of craftsmanship or artistic merit	No	The residence utilizes common building materials and does not display a high degree of craftsmanship or artistic merit.
Demonstrates a high degree of technical or scientific achievement	No	The structure does not display a high degree of technical or scientific achievement.
Historical or Associative Value		
Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	Yes	The residence is directly associated with the Wells family. The Wells family were among the earliest settlers in the present-day Byron area. John Wells was a prominent member of the community serving as a constable and member of the Middlesex Militia in the War of 1812. Several generations of the Wells family would go on to live in the Byron area and play active roles in the community.
Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	No	The structure does not provide evidence of notable or influential aspects of the community or contribute in a meaningful way to comparative analysis of similar properties. The structure does not yield information that contributes to an understanding of a community or culture.
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	No	The architect of the structure is not known.
Contextual Value		
Is important in defining, maintaining or supporting the character of an area	No	The property is set on Byron Baseline Road, which adjacent to the Study Area is mid-to late 20 th century and suburban in character. Therefore, the structure does not define, maintain, or support the character of an area.
Is physically, functionally, visually or historically linked to its surroundings	No	The property is a former farmstead set in a landscape no longer agricultural in land use and is not physically, historically, functionally, or visually linked to its surroundings.
Is a landmark	No	Although the residence is certainly recognizable along Byron Baseline Road, it is not conclusive that the residence is considered a landmark within the community of Byron or City of London.



HERITAGE IMPACT ASSESSMENT — 1146-1158 BYRON BASELINE ROAD, LONDON, ONTARIO

Evaluation of Cultural Heritage Value or Interest
August 6, 2019

Summary Statement of Cultural Heritage Value

The property at 1158 Byron Baseline Road is located in the City of London. It is bounded by Byron Baseline Road to the north, Griffith Street to the west, 1047 Griffith Street to the south, and 1156 Byron Baseline Road to the east. The property contains a single residence, outbuilding, and modern garage. It is currently listed on the City of London's *Inventory of Heritage Resources* without a priority ranking.

The property contains a representative example of an early 20th century Ontario vernacular residence with elements of the Queen Anne and Edwardian design styles constructed entirely using rusticated concrete block. The Queen Anne style is expressed through the bargeboard, fish scales, and brackets in the gables; while the Edwardian style is expressed through its simple exterior, lintels, and classical columns. A three storey outbuilding clad in buff brick and metal is positioned at the rear of the residence.

The property is historically associated with the Wells family, who were among the first European settlers in the present-day community of Byron. John Wells and his family immigrated from Massachusetts in 1799 and settled in the former Township of Westminster in 1807. John was a prominent member of the community and was a local constable and War of 1812 veteran. The Wells family remained active in the community of Byron and the family property was passed down successively to each new generation of the Wells family until the early 21st century.

Heritage Attributes

- Property
 - Historical association with the Wells family
- Residence
 - Two and one-half storey structure
 - Rusticated concrete block exterior with concrete band between exterior and foundation
 - Medium-pitched hip roof with projecting gable bays on front and east façades
 - Bargeboard, brackets, and fish scales in gable peaks of front and east projecting gable bays
 - Concrete columns in second storey window openings on front and east façades
 - Concrete drip moulds, lintels, and sills
 - Arched porch with concrete columns
- Outbuilding
 - Three storey structure
 - Buff brick and metal clad exterior



6.0 IMPACT ASSESSMENT

6.1 DESCRIPTION OF PROPOSED UNDERTAKING

The Client is proposing to construct a 36 unit stacked townhouse development divided into two separate building blocks of 24 units and 12 units both of which will be 12 metres (approximately 39 feet) in height at 1146-1156 Byron Baseline Road. The square footage of the proposed townhouses is estimated to be approximately 10,600 square feet. The townhouses will be accessed via a single entrance on Byron Baseline Road and include 54 parking spaces. A draft plan of the townhouses is provided in Appendix A.

6.2 ASSESSMENT OF IMPACTS

The following discussion addresses anticipated and potential impacts of the proposed undertaking on heritage attributes of 1158 Byron Baseline Road, specifically the residence and outbuilding. Generally speaking, no direct impacts were identified for the residence or outbuilding as the proposed undertaking will be entirely restricted to the adjacent property at 1146-1156 Byron Baseline Road. As discussed in Section 5 above, heritage attributes identified relate exclusively to building fabric, form, materials, and architectural details, as well as historical association with the Wells family. Given this understanding, the proposed undertaking will not affect the heritage resource directly.

By contrast, indirect impacts have the potential to reach beyond property boundaries and may interact with the adjacent heritage resource. Following an assessment of this potential, one area was identified where indirect effects may be experienced as it relates to vibrations. Specifically, where construction activities are anticipated within 50 metres of 1158 Byron Baseline Road vibration effects may be experienced. As outlined in Section 2.4.2, while impacts of vibration on heritage buildings are not well understood, studies have shown that impacts may be perceptible in buildings 50 metres from project activities including demolition of the existing structures, road traffic, and construction of the new development. If left unaddressed, these could result in longer-term issues for the maintenance, continued use, and conservation of heritage resources.

Beyond the potential for vibration effects, no additional indirect effects were identified. While the proposed development is likely to cause shadows where they may not currently exist, shadow impacts are considered according to the MTCS criteria where they will alter a heritage attribute. In the case of 1158 Byron Baseline Road, heritage attributes relate to building fabric, form, materials and architectural details. As shadowing on these attributes is not anticipated to be permanent, that is to say it will fluctuate throughout the day and season, alteration or destruction of the attributes is not anticipated.

Isolation and obstruction typically deal with relationships between heritage resources alongside views. The only relationship identified at 1158 Byron Baseline Road was that between the residence and the outbuilding which will not be altered as a result of the proposed undertaking. The restriction of heritage attributes to the built form and not the surrounding streetscape or views to or from the property mean that no attributes will be isolated and significant views will not be obstructed by the proposed development.



HERITAGE IMPACT ASSESSMENT — 1146-1158 BYRON BASELINE ROAD, LONDON, ONTARIO

Impact Assessment
August 6, 2019

A summary of these findings is provided in Table 3 below. Where impacts to identified cultural heritage resources are anticipated, 'A' is listed in the column. Where there may be potential for indirect impacts, 'P' is listed in the column. Where no impacts to cultural heritage resources are anticipated, 'N' is listed in the column.

Table 3: Evaluation of Potential Impacts to 1158 Byron Baseline Road

Heritage Attribute	Potential for Direct Impact		Potential for Indirect Impact				
	Destruction	Alteration	Shadows	Isolation	Obstruction	Change in Land Use	Land Disturbances
Historical association with the Wells family	N	N	N	N	N	N	N
Two and one-half storey structure	N	N	N	N	N	N	P
Medium-pitched hip roof with projecting gable bays on front and east façades	N	N	N	N	N	N	P
Rusticated concrete block exterior with concrete band between exterior and foundation	N	N	N	N	N	N	P
Projecting gable bays on front and east façades	N	N	N	N	N	N	P
Bargeboard, brackets, and fish scaling in gable peaks or front and east projecting gable bays	N	N	N	N	N	N	P
Concrete columns in second storey window openings	N	N	N	N	N	N	P
Concrete drip moulds, lintels, and sills	N	N	N	N	N	N	P
Arched porch with concrete columns	N	N	N	N	N	N	P
Rusticated concrete block foundation	N	N	N	N	N	N	P
Outbuilding clad in buff brick and metal	N	N	N	N	N	N	P



7.0 MITIGATION, IMPLEMENTATION, AND MONITORING

7.1 POTENTIAL MITIGATION MEASURES

The proposed Project has the potential to result in indirect impacts to adjacent heritage resources and, as such, mitigation measures are required. InfoSheet #5 provides methods of minimizing or avoiding potential impacts on heritage resources resulting from project activities. In this case, the potential for vibration effects were identified given the position of heritage attributes adjacent to the proposed development. Of the options presented in InfoSheet #5, the establishment of buffer zones, site plan controls, and other planning mechanisms best avoid impacts related to potential vibration effects. Table 4 lists proposed mitigation measures for potentially impacted heritage resources identified in Section 6.3.

Table 4: Proposed Mitigation Measures for 1158 Byron Baseline Road

Address	Impact Identified	Proposed Mitigation Measure
1158 Byron Baseline Road	Potential land disturbances from vibration caused by construction activities.	Buffer zone and site plan controls will isolate the heritage resource from project activities reducing the potential effect resulting from project related construction activities. Where these cannot be maintained, vibration monitoring will allow for appropriate proactive mitigation.

7.2 MITIGATION DISCUSSION

As 1158 Byron Baseline Road is situated directly adjacent to the proposed development with construction activities occurring well within 50 metres of the residence, outbuilding, and identified heritage attributes, indirect vibration impacts are possible. 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. A typical approach to mitigating the potential for vibration effects is twofold. First, a pre-demolition vibration assessment can be completed to determine acceptable levels of vibration given the site-specific conditions (including soil conditions, equipment proposed to be used, and building characteristics). Second, depending on the outcome of the assessment, further action may be required in the form of site plan controls, site activity monitoring, or avoidance. For the purposes of this HIA, completing a pre-demolition vibration assessment will determine the need for additional assessment which should be considered prior to any site activity.



Recommendations
August 6, 2019

8.0 RECOMMENDATIONS

An assessment of impacts resulting from the proposed development of 1146-1156 Byron Baseline Road has determined that the proposed development has the potential to result in indirect impacts related to the potential for vibration effects to the cultural heritage resource at 1158 Byron Baseline Road. Based on the impacts identified, the following mitigation measures are recommended:

- Use of buffer zones and site plans to indicate where project activities, including construction activities, may be avoided including areas within 50 metres of the residence and outbuilding at 1158 Byron Baseline Road
- Where construction activity must enter into the 50 metre buffer zone, a pre-construction vibration assessment should be completed to establish a baseline for vibration levels in advance of construction activities
- Should any properties within the study area be determined to be within the zone of influence as determined through the vibration assessment, additional steps should be taken to secure the buildings from experiencing negative vibration effects (i.e., adjustment of machinery)

8.1 DEPOSIT COPIES

In order to further retention of historic information, copies of this report should be deposited with a local repository of historic material. Therefore, it is recommended that this report be deposited at the following location.

London Public Library Ivey Family London Room
251 Dundas Street
London, Ontario N6A 6H9



Closing
August 6, 2019

9.0 CLOSING

This report has been prepared for the sole benefit of 2186121 Ontario Inc. 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,

STANTEC CONSULTING LTD.



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APPENDIX A
Proposed Site Plans

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City of London
Development Services

Pre-Consultation Proposal Summary

1148 Byron Baseline Road

2186121 Ontario Inc.

April 15th, 2019

Proposal Summary

Introduction:

Approximately eight years ago, three homes were acquired on the south side of Byron Baseline Road between Griffith St. and Colonel Talbot Road, and were thereafter demolished to result in a large serviced site. The size of the site is approximately 0.54 hectares (site dimensions of 74M +/- by 65M +/-). It is on this site that we would like to propose the construction of a 36 unit stacked townhome complex. See the attached map for details (Appendix A.1)

Currently, there are two small storage facilities belonging to the owner of the site which will be demolished once the construction of the proposed townhomes begins. The site is located within a developed area and is situated within low-density housing (such as single-family homes), as well as medium-to-high density housing (condos at 1100 Byron Baseline Road, apartment sites on North and Commissioners Road).

The date of submission is April 15th, 2019. The key contact persons are as follows:

Karla Birani: 519-521-2394 (biranihomes@hotmail.com)

Sobhi Birani: 519-521-6427

Ali Birani: 519-670-1886 (abirani2@uwo.ca)

Summary of Proposal:

A 36-unit stacked townhome development, divided into two separate building blocks (24 unit building block and 12 unit building block) has been designed to fit the site. They are both rectangular shaped, and each unit has two bedrooms. The site is currently zoned at R1(7). A change to R5(7) zoning would be necessary to complete this new construction development.

It is understood that the new Official Plan – The London Plan, has effectively been enacted. As per the Plan, page 24 outlines the fifth direction towards a better planning vision:

Plan for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward.

In addition:

Manage outward growth through the use of an Urban Growth Boundary and by supporting infill and intensification in meaningful ways.

The Plan also mentions factors in the decision-making process (page 27):

Ensure new development is a good fit within the context of an existing neighbourhood.

The goal, thus, is to intensify the area while also maintaining the surrounding area's heritage.

This proposal for stacked townhomes, thus, provides the City the ability to intensify this area (which is relatively close to the City Centre) without expanding outward into more suburban areas or any new subdivisions, thus fulfilling the City's Official Plans.

Design:

Attached is a rough preliminary plan of the attached townhomes (Appendix A.2), as well as the site data for the criteria for R5(7) zoning (Appendix A.3). The majority of the buildings immediately adjacent to the site are low profile single detached homes. In the vicinity are low-rise apartment buildings that appear to have been part of the neighbourhood for many years. Along the street frontage of Byron Baseline Road, the buildings are primarily single detached homes with the exception being another townhouse development at 1100 Byron Baseline Road (two lots over from the site).

The square footage of the proposed townhomes is estimated to be approximately 10,600 squared feet (includes both buildings). One entrance will be provided for the townhomes as shown on the site plan. Fifty-four parking spaces are available for the 36 units, which is 1.5 parking spaces per unit. Attached is also an image of the height of the building, which is exactly 12 metres (Appendix A.4).

The density per hectare is seven units over the requirement for R5(7) at 67 units per hectare. This issue will be resolved by either applying for a minor variance or removing some excess units and designing some larger and upscale three-story townhomes on the single block.

Existing Services and Infrastructure:

One existing service noted is an easement approximately 15 metres wide. It provides service connections to September Court. This is the area of the site proposed as the vehicle access and as a parking lot for the site.

There is also a report indicating that the well at 1158 Byron Baseline Road will not be affected by the development (report available upon request).

Financial Considerations:

The goal is to sell each unit anywhere between \$320,000 - \$360,000. At 36 units this will be between 11.5 million to 13 million. If approved, development charges (and anything applicable) will be applied with respect to permits.

Other Information:

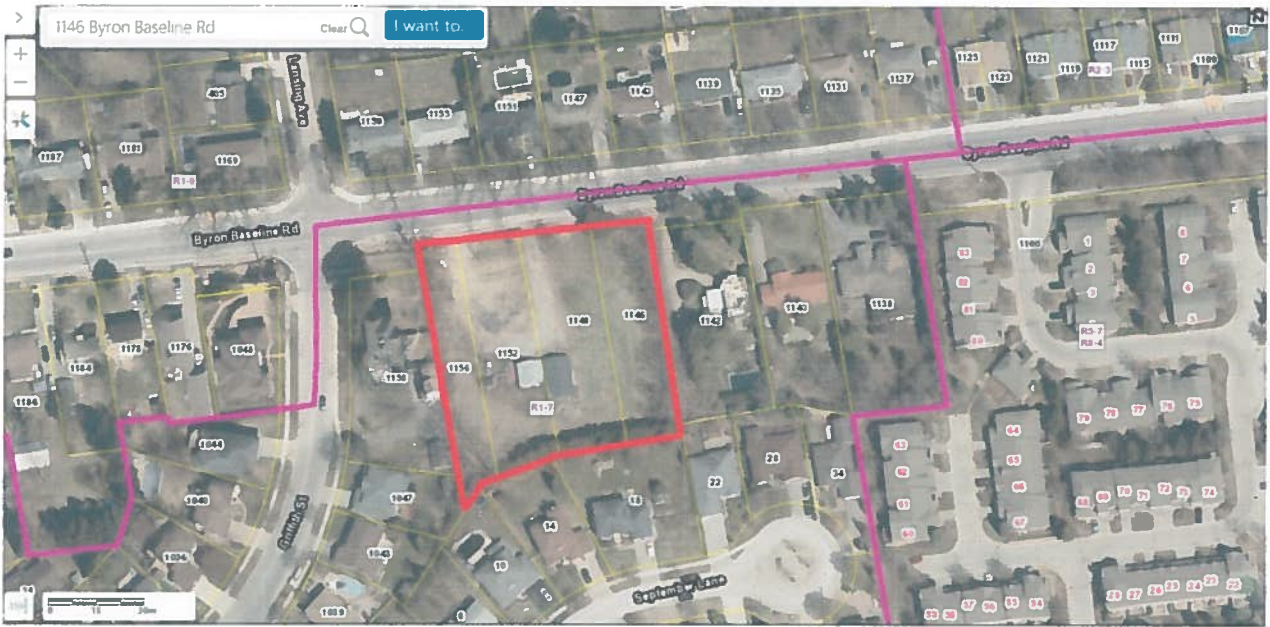
In 2018, a four-story apartment building had been proposed for the site, and subsequently rejected. The City's decision was appealed (in 2018), and unsuccessful. The most significant problems regarding its construction was:

1. Height – as the building was higher than the R8 zoning that had been requested;
2. The London Plan – the apartment was seen as a “poor fit” in the neighbourhood;
3. The importance of character and issues with urban design – it was stated in Section 3.2.3.4 that although intensification is permitted in low-density residential areas, these projects must comply to urban design demands.

To ensure the building complies with urban design, the main focus in this proposal is to collaborate with local urban designers to ensure the site is best designed for the surrounding area. The decision of the appeal is attached.

Appendix

A.1 – Location of Site:



A.2 – Preliminary Stacked Townhome Plan



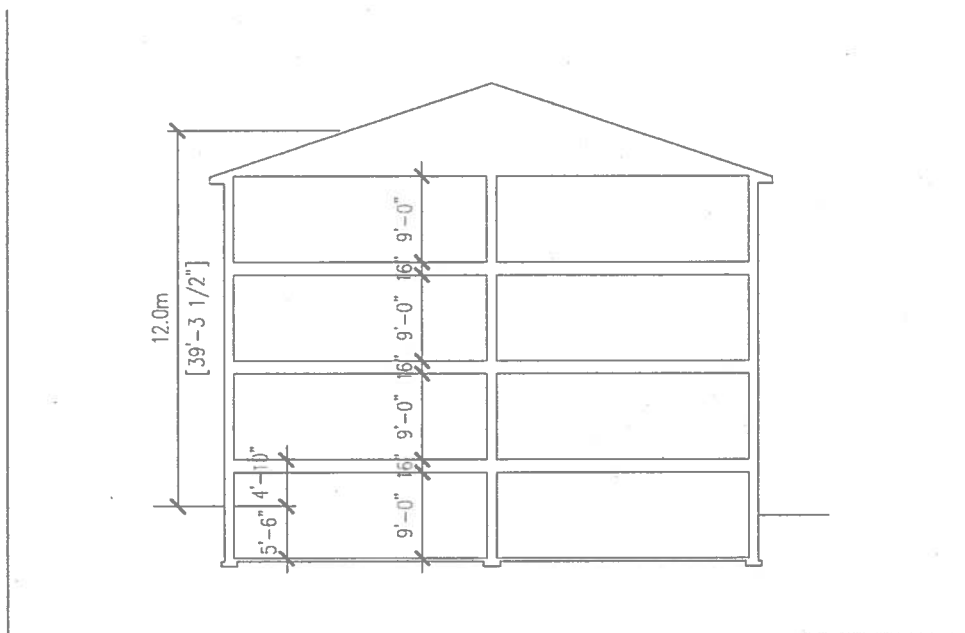
A.3 – Site Data

Site Data

<p>1. GROSS SITE AREA: 5,382.6 m² / 57,917 s.f. 1.3296 acres / 0.538 ha.</p> <p>2. NET SITE AREA: 4,798.2 m² / 51,629 s.f. 1.1852 acres / 0.480 ha.</p> <p>3. TOTAL BUILDING AREA: 981 m² / 10,560 s.f.</p> <p>4. NUMBER OF UNITS: 36 UNITS</p>	<p>5. ASPHALT AREA: 1,671.7 m² / 17,987 s.f.</p> <p>6. GROSS FLOOR AREAS:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border: none;">GROUND FLOOR</td> <td style="border: none;">981 m² / 10,560 s.f.</td> </tr> <tr> <td style="border: none;">SECOND FLOOR</td> <td style="border: none;">981 m² / 10,560 s.f.</td> </tr> <tr> <td style="border: none;">THIRD FLOOR</td> <td style="border: none;">981 m² / 10,560 s.f.</td> </tr> <tr> <td style="border: none;">FOURTH FLOOR</td> <td style="border: none;">981 m² / 10,560 s.f.</td> </tr> <tr> <td style="border: none;">TOTAL</td> <td style="border: none;">3,924 m² / 42,240 s.f.</td> </tr> </table>	GROUND FLOOR	981 m ² / 10,560 s.f.	SECOND FLOOR	981 m ² / 10,560 s.f.	THIRD FLOOR	981 m ² / 10,560 s.f.	FOURTH FLOOR	981 m ² / 10,560 s.f.	TOTAL	3,924 m ² / 42,240 s.f.
GROUND FLOOR	981 m ² / 10,560 s.f.										
SECOND FLOOR	981 m ² / 10,560 s.f.										
THIRD FLOOR	981 m ² / 10,560 s.f.										
FOURTH FLOOR	981 m ² / 10,560 s.f.										
TOTAL	3,924 m ² / 42,240 s.f.										

ITEM	A	R5-7 REQUIREMENTS	PROPOSED
7.	ZONES	R5-7	R5-7
8.	PERMITTED USES	RESIDENTIAL STACKED TOWNHOMES	RESIDENTIAL STACKED TOWNHOMES
9.	LOT AREA (m ²) MIN.	1000m	5,382.6 m ² / 57,917 s.f.
10.	LOT FRONTAGE (m) MIN.	30.0 m	73.7 m (241'-11")
11.	LOCAL STREET AND SECONDARY COLLECTOR MAIN BUILDING	8.0 m	N/A
	LOCAL STREET AND SECONDARY COLLECTOR GARAGE		N/A
	ARTERIAL		8.0 m (26'-3")
	PRIMARY COLLECTOR		N/A
12.	REAR YARD DEPTH (m) MIN.	6.0 m	6.5 m, 21'-5"
13.	EAST INTERIOR SIDE YARD DEPTH (m) MIN.	6.0 m	23.8 m, 78'-0"
14.	WEST INTERIOR SIDE YARD DEPTH (m) MIN.	6.0 m	6.0 m, 19'-10"
15.	LANDSCAPED OPEN SPACE (%) MIN.	30% MAX.	28,547/57,919 s.f. = 49.3%
16.	LOT COVERAGE MAX. (ON GROSS SITE)	45%	10,560/57,919 s.f. = 18.2%
17.	HEIGHT (MAX.)	12.0 m	12.0 m, 39'-4"
18.	PARKING AREA COVERAGE (%) MAX.	N/A	17,987 /57,919 s.f. = 31.1%
19.	PARKING REQUIRED	1.5 SPACES PER UNIT = 54 SPACES REQUIRED	36 UNITS @ 1.5 SPACES/UNIT = 54 SPACES
20.	DENSITY – UNITS/HECTARE	60 UNITS/HECTARE	36 / 0.538 = 67 UNITS/ha *MINOR VARIANCE

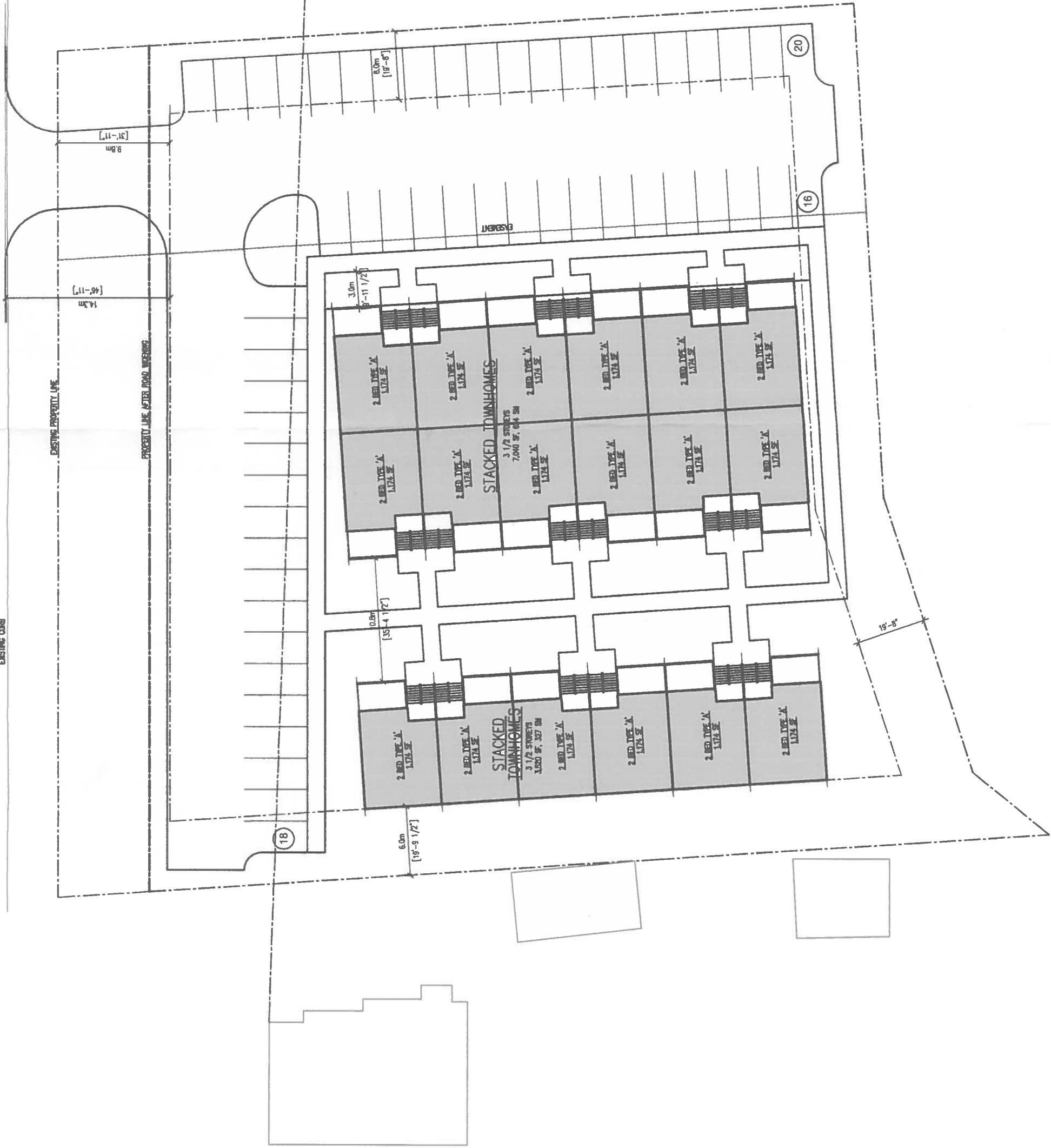
A.4 – Height



EXISTING CURB

EXISTING PROPERTY LINE

PROPERTY LINE AFTER ROAD WIDENING





1142

22

1146

18

1152

11

1047

1158

R-7

STACKED TOWNHOMES
3 1/2 STORIES
7,040 SQ. FT. (SI)

STACKED TOWNHOMES
3 1/2 STORIES
3,620 SQ. FT. (SI)

2 BED. TYP. A
1,074 SQ. FT.

2 BED. TYP. A
1,074 SQ. FT.

2 BED. TYP. A
1,074 SQ. FT.

2 BED. TYP. A
1,074 SQ. FT.

2 BED. TYP. A
1,074 SQ. FT.

2 BED. TYP. A
1,074 SQ. FT.

2 BED. TYP. A
1,074 SQ. FT.

2 BED. TYP. A
1,074 SQ. FT.

2 BED. TYP. A
1,074 SQ. FT.

2 BED. TYP. A
1,074 SQ. FT.

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1,074 SQ. FT.

2 BED. TYP. A
1,074 SQ. FT.

2 BED. TYP. A
1,074 SQ. FT.

2 BED. TYP. A
1,074 SQ. FT.

2 BED. TYP. A
1,074 SQ. FT.

2 BED. TYP. A
1,074 SQ. FT.

PROPERTY LINE PER LINDA BOGARD

FRONT YARD SETBACK

REAR YARD SETBACK

8.0m [26'-3"]

6.0m [19'-8 1/2"]

6.0m [19'-8 1/2"]

3.0m [9'-11 1/2"]

21.0m [70']

6.0m [19'-8"]

MINOR SIDE YARD SETBACK

NOVELTY

STARTING CURB

6.0m [19'-8"]