

## Report to Civic Works Committee

**To:** Chair and Members  
Civic Works Committee

**From:** Kelly Scherr, P. Eng., MBA, FEC, Managing Director,  
Environmental and Engineering Services and City Engineer

**Subject:** Wharncliffe Road South Improvements: 100 Stanley Street  
Update

**Date:** March 2, 2021

## Recommendation

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following report regarding the Wharncliffe Road South Improvements project and the heritage dwelling at 100 Stanley Street **BE RECEIVED** for information.

## Linkage to the Corporate Strategic Plan

The following report supports the Strategic Plan through the strategic focus area of Building a Sustainable City by building new transportation infrastructure to meet the long term needs of our community and the strategic focus area of Strengthening our Community by conserving London's heritage through investment.

## Previous Reports Pertinent to this Matter

- June 19, 2012 - Civic Works Committee – London 2030 Transportation Master Plan
- June 23, 2014 – Strategic Priorities and Policy Committee – Approval of 2014 Development Charges By-Law and DC Background Study
- October 6, 2014 – Civic Works Committee – Environmental Assessment Appointment of Consulting Engineer
- November 29, 2016 – Civic Works Committee – Environmental Assessment Update
- January 11, 2017 – LACH – Municipal Class Environmental Assessment Study – Wharncliffe Road South from Becher Street to Commissioners Road West
- November 16, 2017 – LACH – Wharncliffe Road South Environmental Assessment – 100 Stanley Street
- February 6, 2018 – Civic Works Committee – Environmental Study Report
- June 19, 2018 – Civic Works Committee – Wharncliffe Road South Improvements, Wharncliffe Road Bridge Rehabilitation, Detailed Design & Tendering, Appointment of Consulting Engineer
- June 18, 2019 – Corporate Services Committee – Expropriation of Land, Wharncliffe Road Widening and Improvements Project
- January 28, 2020 – The Council of the Corporation of the City of London – Expropriation of Lands, Wharncliffe Road South Widening and Improvements Project (first report)
- January 28, 2020 – The Council of the Corporation of the City of London – Expropriation of Lands, Wharncliffe Road South Widening and Improvements Project (second report)
- February 10, 2021 – LACH – Wharncliffe Road South Improvements – 100 Stanley Street

## Background

### 1.0 Purpose

This report provides an update on the status of the 100 Stanley Street property as it relates to the Wharncliffe Road South Improvements project. The existing location of the heritage dwelling located at 100 Stanley Street conflicts with the necessary work associated with the Wharncliffe Road South Improvements project. The 2018 Environmental Assessment (EA) for the project identified a mitigation recommendation to relocate the heritage dwelling. The project is now in the detailed design phase and this report provides an update on this mitigation item.

### 2.0 Project Description

The EA for the Wharncliffe Road South Improvements project was approved by Council on February 13, 2018. The EA recommended improvements to Wharncliffe Road South, from Becher Street to Commissioners Road, and suggested coordinating the improvements with rehabilitation work on the Wharncliffe Road Bridge across the Thames River. The near-term work includes improvements to Wharncliffe Road South, from north of the Thames River to Springbank Drive. The improvements will address the current road bottleneck at the CN Rail Bridge that currently creates safety and operational concerns for all road users, and results in increased traffic in the surrounding neighbourhoods.

With the EA phase complete, the project has moved to the detailed design phase, with WSP Canada Ltd. having been retained to complete the detailed design of the project. The detailed design phase carries forward and further refines the recommendations made during the EA phase. The detailed design phase includes studies and the design of above and below-ground infrastructure.

The upcoming construction phase will be the final phase of the project. Early works are currently being completed along the corridor and are anticipated to be completed in 2021. Completing early works in advance of the overall project's general contract allows the municipal works to be completed more efficiently. The advance work includes utility relocations, building demolitions, and building relocation. Construction of the overall project is anticipated to begin in 2022.

### 3.0 EA Recommendation – 100 Stanley Street

The EA recommendation with respect to conserving the cultural heritage value of 100 Stanley Street was to relocate the heritage dwelling. This recommendation was made on the basis that preserving 100 Stanley Street in-situ was determined not to be viable and relocation offered the best opportunity to protect the cultural heritage value of the dwelling. In addition, the London Advisory Committee on Heritage (LACH) did not support the potential demolition of the heritage dwelling. This recommendation is documented in the EA's Environmental Study Report (ESR) and is noted to be subject to review and confirmation during detailed design. The ESR materials that pertain to 100 Stanley Street include:

- Cultural Heritage Assessment Report (CHAR) prepared by Unterman McPhail Associates Heritage Resource Management Consultants (November 2016) – Appendix C of the ESR
- Heritage Impact Statement (HIS) for 100 Stanley Street completed during the EA (Appendix I of the ESR)
- Heritage Alternatives – Supporting Technical Review Materials (Appendix H of ESR)

The relocation of the heritage dwelling has continued to be explored by the project team and the new location is proposed to be city-owned property on the west side of Wharncliffe Road South, south of Evergreen Avenue. The proposed new location is located within close proximity of 100 Stanley Street. The feasibility of relocating the

heritage dwelling was confirmed by a contractor with experience in moving heritage buildings. The contractor's preliminary report is included in Appendix H of the ESR. An image of the heritage dwelling is included below.



Figure 1: Exterior view of heritage dwelling located at 100 Stanley Street (November 12, 2020)

### **3.1 Minister's Decision**

100 Stanley Street, and other cultural heritage matters, were identified in two Part II Order requests during the filing of the EA Environmental Study Report. With EA approval in 2018, the Minister of Environment, Conservation and Parks gave the City direction to further consult with the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI), the City's Heritage Planner, and the London Advisory Committee on Heritage.

### **4.0 Current Status of Property**

A settlement agreement has been reached between the owner of 100 Stanley Street and the City of London. The City received vacant possession of the property on November 1, 2020. The City's Realty and Corporate Security teams have implemented measures to secure and maintain the vacant property.

### **5.0 Cultural Heritage Status**

The City of London has designated the subject property of 100 Stanley Street under Part IV of the Ontario Heritage Act (OHA) with By-law No. L.S.P.-03414-272, dated November 1, 2010, which was registered as Instrument No. ER40074, November 26, 2010. The heritage designating by-law includes a Statement of Cultural Heritage Value of Interest (SCHVI) and a description of heritage attributes:

#### **Statement of Cultural Heritage Value or Interest**

100 Stanley Street is a building of cultural heritage interest recommended for designation under Section 29.2 (a) of the Ontario Heritage Act. Stanley Street was so named as it was the main route out of the city to Port Stanley. The land

along the south side of the street was originally named St. James Park, which extended the length of Stanley Street and abutted the railway tracks. Later it was a potato patch. In the 1870s the land was developed for residential use.

The building has a number of unusual architectural elements. Built in the Queen Anne style in 1893, it is one of three white brick houses built for John Taylor as rental properties. It is the most distinctive in style of the three. Its first tenant was Maria T. Arkell, widow of John Arkell, who established the New American Hotel on Ridout Street and then later the Revere House, not the Richmond Hotel, on the corner of Richmond Street at King Street.

### **Description of Heritage Attributes**

Key exterior elements reflecting the Queen Anne style that are worthy of preservation include:

- Its steep roof with a varied roof line, gables at the front and on the sides and several long narrow windows.
- The front façade features two unusual windows, an elongated keyhole window on the main floor and a rectangular oriel window located on the west of the main floor window. This oriel window has small bracket detail above and rests on the decorated wood still with three distinct detail elements. The upper portion of the glass in the oriel window features a palette that includes yellow, mauve, pale yellow, green, pale gold and ruby colours in the glass. The keyhole has similar coloured glass detail on the upper portion of the double hung window. It is set within a brick voussoir.
- A front entrance is recessed within a wooden porch, possibly a later addition, on the front west façade. Its front door has a transom window with coloured glass. The wooden door has leaded glass in its upper portion.
- Located to the west of the doorway is a window of multi-coloured glass in geometric design of squares and diamonds.
- A single-hung window on the west facing façade has coloured glass similar to the window on the main floor.
- The east façade on the main floor at the front has a half window of leaded glass surmounted by a brick voussoir.

Key interior elements worthy of preservation:

- Elaborated wood work in the main rooms, including a rectangular wood newel post topped with a simplistic design of a King piece in a chess board. The woodwork surround of the key hole is also elaborately detailed with a wider upper portion tapering more narrowly. Woodwork throughout these rooms is similarly elaborate.
- The impressive woodwork is presented also in the detailing of the corner fireplace with its wood surround, a wood mantle, edged with beading and carved rosette corners. It also contains on each side a design element composed of three ceramic tiles featuring musical instruments. Tiles are separated by black and grey stripes.
- Beveled glass pocket doors connect the rooms in the gable portion of the main floor.
- French doors with beveled glass connect the front room to the hall.
- Original metal and glass light fixtures remain in the front room and hall.
- Wainscoting in the upstairs bathroom.

## **6.0 Public and Agency Consultation**

Significant public and agency consultation regarding the project, including 100 Stanley Street, was completed during the EA. Two public meetings were held, in addition to individual meetings with community associations and the property owners who are expected to be most significantly impacted. The project team also presented to the London Advisory Committee on Heritage (LACH) on two occasions during the EA.

As the project is now in detailed design, the project team provided a report to LACH at their February 10, 2021 meeting which provided an update regarding the Wharncliffe Road South Improvements - 100 Stanley Street. The report was received by the committee and it was noted that the London Advisory Committee on Heritage is satisfied with how this project is progressing.

The corresponding LACH report will be on the agenda of the March 1, 2021 Planning and Environment Committee meeting.

## Discussion

### 1.0 Relocation Process

The EA recommendation with respect to conserving the cultural heritage value of 100 Stanley Street, was to relocate the dwelling. With vacant possession of the property now secured, the project team has had greater access to the heritage dwelling. This greater access, combined with the overall project design having been progressed, has allowed for a more detailed understanding of the relocation staging in relation to the overall project staging, a more detailed understanding of the risks associated with damage during relocation, and a more thorough understanding of the improvements that would be required. Relocation of the heritage dwelling is anticipated to involve three processes, including planning approvals, heritage, and engineering. These processes will include several touch points with Council and the public. While distinct, some of these steps may occur concurrently.

#### 1.1 Planning Approvals Process

The planning approvals process will first require the City to merge the receiving parcels and the property line to be adjusted based on the ultimate road allowance requirements. A Minor Variance application will be required for a reduction related to front, rear, and side yard setback requirements as well as parking requirements. This process is expected to take several months and includes public participation and approval by the City's Committee of Adjustment. As this process is subject to public participation, an objection from the public would be referred to the Local Planning Appeal Tribunal (LPAT). A Building Permit will also be required in advance of heritage dwelling relocation. Site plan approval and a zoning by-law amendment will not be required.

#### 1.2 Heritage Process

A Heritage Impact Statement (HIS) and Conservation Plan will be prepared by a qualified heritage professional to address the relocation of the heritage dwelling. The Heritage Impact Statement will provide recommendations to mitigate adverse impacts and to ensure that the cultural heritage value and heritage attributes will be conserved in the relocation of the heritage dwelling to the new property. The Conservation Plan will provide a specific and technical plan to ensure the protection and conservation of the heritage dwelling before, during, and after the relocation. In addition, an Application for Removal under Section 34 of the *Ontario Heritage Act* (OHA) will be required for removal of the heritage dwelling from 100 Stanley Street. This process includes a review by the City's Heritage Planner, the public (through a public meeting), LACH, and Council, and is expected to take 90-days following receipt of a complete application. Following relocation, the heritage dwelling on the new property will be designated pursuant to Part IV of the *Ontario Heritage Act*.

#### 1.3 Engineering Process

An engineering consultant will be retained to support the heritage dwelling relocation through the completion of condition studies and preparation of plans, drawings, and tender packages. Project partners, including London Hydro, will be engaged to temporarily relocate infrastructure in conflict with the relocation. In addition, a Traffic Management Plan will be prepared for the full closure of Wharncliffe Road and Stanley Street during the relocation of the heritage dwelling.

A contractor will complete site preparation and then complete the relocation of the heritage dwelling. The relocation is expected to take up to one year to complete, including site preparation, building preparation, relocation, and building restoration. A feasibility study was completed to evaluate the relocation of the heritage dwelling at 100 Stanley Street during the Environmental Assessment. Based on the information available at the time of the feasibility study, it was determined that relocating the heritage dwelling using conventional techniques is feasible. Some heritage attributes such as the fireplace are anticipated to be removed from the heritage dwelling and relocated separately in order to minimize potential damage. Following relocation of the heritage dwelling, the contractor will need to complete repairs, coordinate restoration of the dwelling's heritage attributes, and complete improvements to the property in preparation for reuse. Following construction of the overall project, the City will consider a future residential use for the property with the relocated heritage dwelling. Opportunities for future uses of the vacant parcel of 100 Stanley Street will be explored after engineering and construction needs are completed.

## **2.0 Financial Considerations**

The cost of the dwelling relocation has been accounted for within the Wharnccliffe Road South project budget. The costs associated with relocation have increased from the estimate included in the EA. This increase is attributed to the project team now having a better understanding of the property and the processes involved. This better understanding is a result of the overall project design having been progressed and the project team now having greater access to the heritage dwelling. The EA estimated that relocation would cost approximately \$500,000 more than commemoration and demolition of the heritage dwelling. With more details about the property and the process now understood, it is estimated that the incremental cost of the move will be in the order of \$900,000 to \$1,100,000. This updated cost estimate reflects a more detailed understanding of the relocation staging in relation to the overall project staging, a more detailed understanding of the risks associated with damage during relocation, and a more thorough understanding of the dwelling improvements that would be required.

The 2018 EA estimated the total project cost for the Wharnccliffe Road South improvements, between Becher Street and Springbank Drive, to be \$38.9 M. The adjustment in this item will be managed within the context of the larger project and contingencies, with updates to Council as necessary.

## **Conclusion**

This report provides an update on the status of the 100 Stanley Street property as it relates to the Wharnccliffe Road South Improvements project. The heritage dwelling is required to be removed from the property to support the Wharnccliffe Road South Improvements project.

This report also outlines the anticipated next steps in fulfilling the EA recommendation, including planning approvals, heritage process and approvals, and engineering processes. The project team will also further consult with the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI), the City's Heritage Planner, and the London Advisory Committee on Heritage, in order to meet the requirements of the 2018 Minister's Decision.

The Wharnccliffe Road South Improvements project is now in the detailed design phase. Other activities include property acquisition and preparation, utility relocation, railway coordination and preparation of design and tender documents for capital construction beginning in 2022. The anticipated cost increase and associated risk factors associated with the dwelling relocation and restoration will be managed within the context of the larger project budget and schedule.

The project team will continue to progress the project and the relocation of the heritage dwelling, and will continue to engage with the community regarding the Wharnccliffe Road South Improvements project.

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Environmental and Engineering Services and City  
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February 22, 2021

c: London Advisory Committee on Heritage