



**Heritage Impact Assessment
6092 Pack Road, London,
Ontario**

FINAL REPORT

February 17, 2022

Prepared for:

2847011 Ontario Inc.
509 Commissioners Road West
Suite 425
London, Ontario N6J 1Y5

Prepared by:

Stantec Consulting Ltd.
600-171 Queens Avenue
London, Ontario N6A 5J7

Project Number: 160940814

Executive Summary

2847011 Ontario Inc. retained Stantec Consulting Ltd. (Stantec) to prepare a Heritage Impact Assessment (HIA) for the property located at 6092 Pack Road in the City of London, Ontario. In accordance with Section 27(1) of the *Ontario Heritage Act* (OHA), the City of London (the City) maintains a register of properties that are of cultural heritage value or interest (CHVI). The property at 6092 Pack Road is a listed resource and is described as a Vernacular structure built in 1900. The property was added to the register on March 26, 2007. 2847011 Ontario Inc. is proposing to redevelop the property to include 40 new units consisting of cluster townhouse units, back-to-back townhouses, and the retention of the existing residence.

The residence at 6092 Pack Road was determined to demonstrate design/physical value and historic/associative value. The residence at 6092 Pack Road has design value as a representative example of an early 20th century Ontario vernacular structure with Queen Anne design elements. The property at 6092 Pack Road is directly associated with the Dale family and was occupied by members of the Dale family from 1842 until at least the early 1970s. The Dale family were prominent early settlers in the Township of Westminster.

The proposed undertaking will conserve the built heritage resource at 6092 Pack Road. The proposed undertaking would not result in direct impacts to the property at 6092 Pack Road. The existing residence will be retained *in situ* and no heritage attributes will be altered as part of the proposed undertaking. While the existing shed roof addition and hip roof addition of the residence will be removed, both do not contain heritage attributes. No indirect impacts are anticipated from shadows, isolation, or obstruction. There may be potential for indirect impacts related to land disturbance during the construction phase that could result in vibrations that are damaging to the structure. While a change in land use is anticipated to allow for higher residential density than is currently permitted, the property will remain residential in nature and the proposed changes are not anticipated to impact the heritage attributes or heritage value of the property.

An assessment of impacts resulting from the proposed undertaking at 6092 Pack Road has determined the undertaking may possibly result in indirect impacts from land disturbance. On site construction activity could result in vibrations that have potential to affect historic foundations. Based on the impacts identified to the cultural heritage resource and the proposed undertaking, the following mitigation measure is recommended:



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- Retain a qualified person(s) to complete a pre-construction vibration assessment to determine acceptable levels of vibration given the site-specific conditions (including soil conditions, equipment proposed to be used, and building characteristics)
- Should the residence be determined to be within the zone of influence, additional steps should be taken to secure the building from experiencing negative vibration effects (i.e., adjustment of machinery or establishment of buffer zones)

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



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Project Personnel

Project Manager:	Meaghan Rivard, MA, CAHP
Heritage Consultant:	Meaghan Rivard, MA, CAHP
Report Writer:	Frank Smith, MA
GIS Specialist:	Baljeet Kaur
Administrative Assistant:	Carol Naylor
Quality Reviewer:	David Waverman BLA, OALA, CSLA, CAHP
Independent Reviewer:	Tracie Carmichael, BA, B.Ed. (R140)



Abbreviations

BLA	Bachelor of Landscape Architecture
CAHP	Canadian Association of Heritage Professionals
CHVI	Cultural Heritage Value or Interest
CSLA	Canadian Society of Landscape Architects
HIA	Heritage Impact Assessment
MA	Master of Arts
MHSTCI	Ministry of Heritage, Sport, Tourism and Culture Industries
OALA	Ontario Association of Landscape Architects
OHA	Ontario Heritage Act
O. Reg.	Ontario Regulation
PPS	Provincial Policy Statement
RPA	Registered Professional Archaeologist



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Introduction
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1.0 Introduction

2847011 Ontario Inc. retained Stantec Consulting Ltd. (Stantec) to prepare a Heritage Impact Assessment (HIA) for the property located at 6092 Pack Road in the City of London, Ontario (Figure 1 and Figure 2). In accordance with Section 27(1) of the *Ontario Heritage Act* (OHA), the City of London (the City) maintains a register of properties that are of cultural heritage value or interest (CHVI). The property at 6092 Pack Road is a listed resource and is described as a Vernacular structure built in 1900. The property was added to the register on March 26, 2007. 2847011 Ontario Inc. is proposing to redevelop the property to include 40 new units consisting of cluster townhouse units, back-to back townhouses, and the retention of the existing residence.

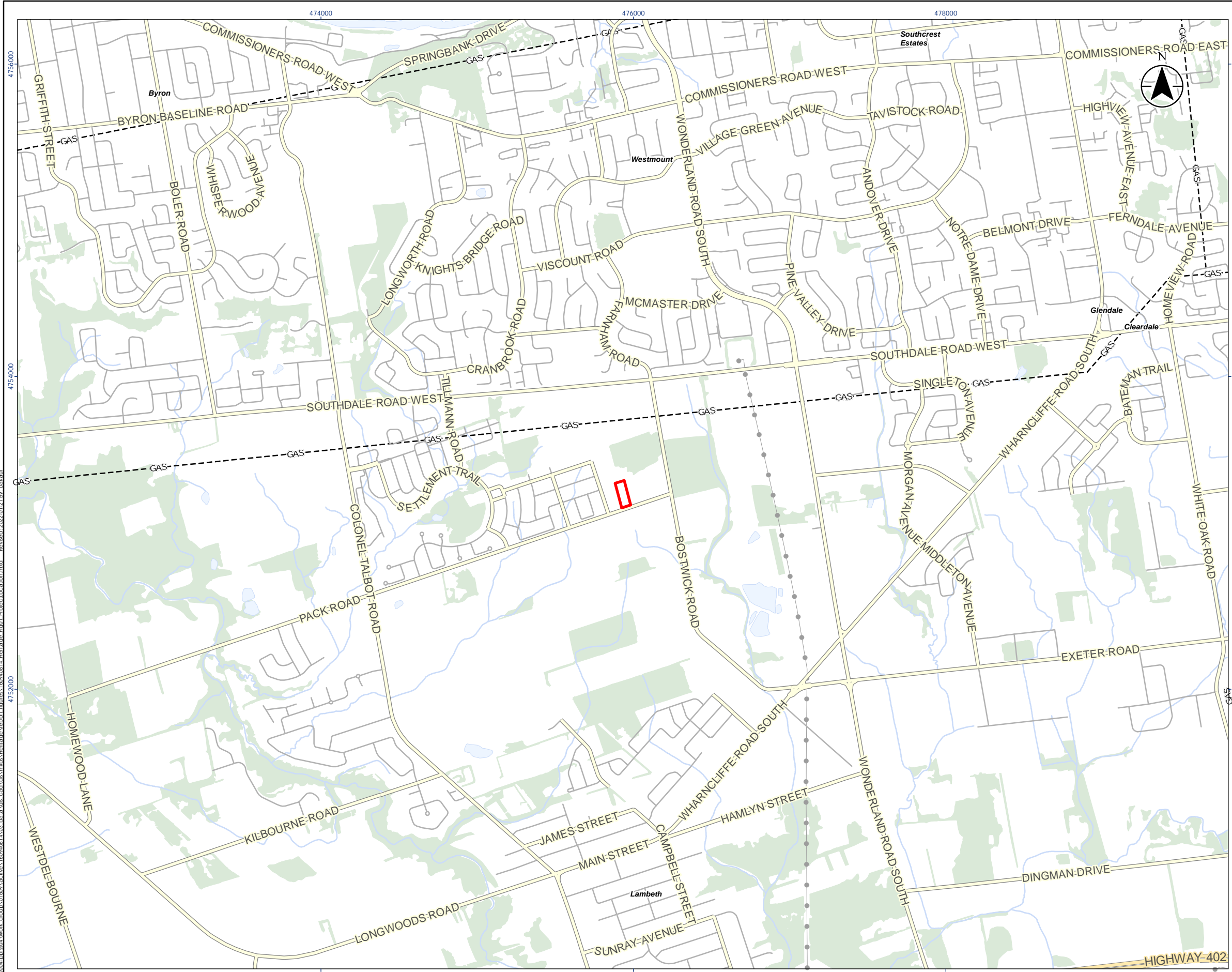
The purpose of the HIA is to respond to policy requirements regarding the conservation of cultural heritage resources in the land use planning process. Where a change is proposed within or adjacent to a protected heritage property, consideration must be given to the conservation of cultural heritage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

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

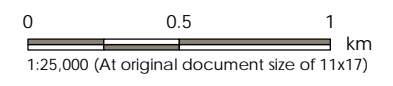
To meet these objectives, this HIA contains the following content:

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

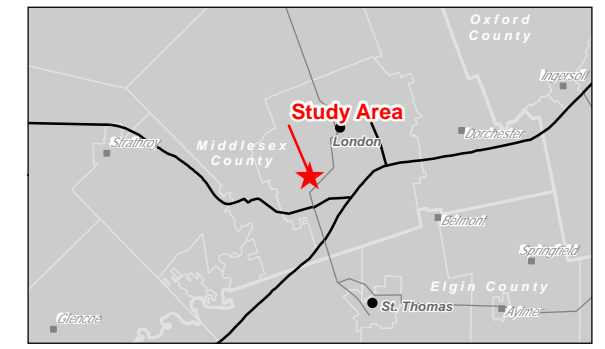




- Legend**
- Study Area
 - GAS- Gas Pipeline
 - Highway
 - Major Road
 - Minor Road
 - Hydro Line
 - Watercourse
 - Waterbody
 - Wooded Area



- Notes**
1. Coordinate System: NAD 1983 UTM Zone 17N
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2022.



Project Location: City of London
 Prepared by KB on 2022-01-21
 Technical Review by DH on 2022-01-21

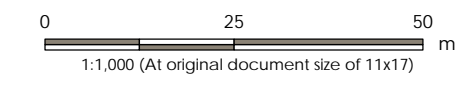
Client/Project: MAGNIFICENT HOMES
 6092 PACK ROAD, LONDON, ONTARIO
 HERITAGE IMPACT ASSESSMENT

Figure No.: 1
 Title:

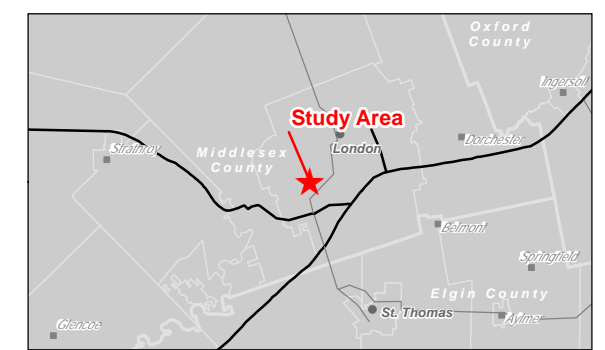
Location of Study Area



Legend
 Study Area



Notes
 1. Coordinate System: NAD 1983 UTM Zone 17N
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2022.
 3. Orthoimagery © First Base Solutions, 2021. Imagery Date, 2020.



Project Location: City of London
 Prepared by SW on 2022-01-21
 Technical Review by DH on 2022-01-21

Client/Project: MAGNIFICENT HOMES
 6092 PACK ROAD, LONDON, ONTARIO

Figure No.: 2
 Title: Study Area

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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 2020 Provincial Policy Statement

The Provincial Policy Statement (PPS) was updated in 2020 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 2020)

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. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted, or adopted by the relevant planning authority and/or decision maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

Under the PPS definition, significant means:

In regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act.



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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 2020)

2.1.3 City of London Official Plan

The City of London’s Official Plan, *The London Plan*, contains the following policy regarding development within or adjacent to designated and listed heritage properties:

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

The London Plan also contains the following general objectives 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)

2.2 Background History

To understand the historical context of the property, resources such as primary sources, secondary sources, archival resources, digital databases, and land registry records were consulted. Research was also undertaken at the London Public Library. To familiarize the study team with the Study Area, historical mapping from 1862, 1878, and 1913 was reviewed.



2.3 Field Program

A site assessment was undertaken on July 19, 2021, by Frank Smith, Cultural Heritage Specialist and Lashia Jones, Heritage Consultant. The weather conditions were seasonably warm and clear. The site visit consisted of a pedestrian survey of the property. Interior access was not granted.

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*. In order to identify CHVI at least one of the following criteria must be met:

1. *The property has design value or physical value because it:*
 - a. *is a rare, unique, representative or early example of a style, type, expression, material or construction method*
 - b. *displays a high degree of craftsmanship or artistic merit*
 - c. *demonstrates a high degree of technical or scientific achievement*
2. *The property has historical value or associative value because it:*
 - a. *has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community*
 - b. *yields, or has the potential to yield, information that contributes to an understanding of a community or culture*
 - c. *demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community*
3. *The property has contextual value because it:*
 - a. *is important in defining, maintaining or supporting the character of an area*
 - b. *is physically, functionally, visually or historically linked to its surroundings*
 - c. *is a landmark*

(Government of Ontario 2006a)



2.5 Assessment of Impacts

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

Direct impacts include:

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

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

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

(Government of Ontario 2006b)

In addition to 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.



2.6 Mitigation Options

In addition to providing a framework to assess the impacts of a proposed undertaking, the MHSTCI Infosheet #5 also provide methods to minimize or avoid impacts on cultural heritage resources. These include, but are not limited to:

- *Alternative development approaches*
- *Isolating development and site alteration from significant built and natural features and vistas*
- *Design guidelines that harmonize mass, setback, setting, and materials*
- *Limiting height and density*
- *Allowing only compatible infill and additions*
- *Reversible alterations*
- *Buffer zones, site plan control, and other planning mechanisms*

(Government of Ontario 2006b)



3.0 Historical Overview

3.1 Introduction

The Study Area is located at 6092 Pack Road, between the intersections of Regiment Road and Bostwick Road. The legal description of the property is 'CON ETR PT LOT 76 REG 2.46 AC 200.00FR 536.26D.' Historically, the Study Area is located on part of Lot 76, East of Talbot Road in the former Township of Westminster. The following sections outline the historical development of the Study Area from the period of colonial settlement to the present-day.

To understand the historical context of the property, resources such as primary sources, secondary sources, archival resources, digital databases, and land registry records were consulted. Due to COVID-19 pandemic restrictions, access to some sources was limited or unavailable.

3.2 Physiography

The Study Area is situated within the "Mount Elgin Ridges" physiographic region (Chapman and Putnam 1984: 144-146). The region is located between the Thames Valley and Norfolk Sand Plain and consists of a succession of ridges and vales. The southern portions of the region drain to Lake Erie via Kettle, Catfish, and Otter Creeks. Northerly parts of the region drain to the Thames River. The two landforms of the region contain contrasting soils. The ridges contain well drained soil while the hollows contain poor drainage. In general, low-lying land in this region is used for pasture while the rolling hills are cultivated. Corn is the most important crop grown in the region and other crops include wheat, grain, and oats. The Mount Elgin Ridges is also considered one of the most prosperous dairy and livestock regions in Ontario (Chapman and Putnam 1984: 145).

3.3 Township of Westminster

3.3.1 Survey and Settlement

The former Township of Westminster and City of London is located on the traditional territory of the Attawandaron, Anishinaabeg, Haudenosaunee, and Lunaapeewak Indigenous peoples (City of London 2021). From the 17th century until 1763, southwestern Ontario was part of the sprawling colony of New France. The French colony was ceded to the British and Spanish following their victory in the Seven Years War in 1763. Much of this new British territory was administered as the Province of Quebec. In 1783, Great Britain recognized the independence of the United States and



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about 50,000 Loyalists left the fledgling republic for British lands, including Canada (Craig 1963: 3). 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 be implemented in Upper Canada (Craig 1963: 17).

John Graves Simcoe was selected as Lieutenant Governor of the newly created province. Simcoe was a veteran of the American Revolution, having served in the Queens Rangers, and eagerly planned to build a model British society in Upper Canada. He desired to “inculcate British customs, manners, and principles in the most trivial as well as serious matters” in the new colony (Craig 1963: 20-21). Simcoe intended to populate the new colony with Loyalists and new immigrants from the United States (Taylor 2007: 4-5).

The survey of the Township of Westminster began in 1810 under the direction Deputy Surveyor Simon Zelotes Watson. He 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 Thames 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). Watson was authorized to place settlers along the road and recruited about 300 Americans for settlement. However, Watson’s plans were blocked by Colonel Thomas Talbot, causing considerable acrimony between the two men (Paddon 1976: 45).

The overall settlement of Westminster Township during much of the first half of the 19th century was under the superintendence of Colonel Thomas Talbot. He was responsible for the settlement of 26 townships in southwestern Ontario. 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).

In 1811, Provincial Land Surveyor Mahlon Burwell, a close associate of Colonel Talbot, began to survey additional sections of Westminster Township. He laid out the north branch of Talbot Road (present-day Colonel Talbot Road) to just north of present-day Lambeth, south of the Study Area. Shortly before the war of War of 1812, the former Indigenous trail now called Commissioner’s Road, located about 2.4 kilometres north of the Study Area, was widened and improved. Burwell’s survey of the remainder of Westminster Township was put on hold during the War of 1812 (Baker and Neary 2003: 28).



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The War of 1812 caused considerable disruption to the settlement of southwestern Ontario and Westminster Township. 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). Some colonial officials expressed their wariness towards American settlers, with Colonel 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 some 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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The survey of Westminster Township resumed in August 1816 with Burwell laying out a northern extension of the Talbot Road between Lots 42 and 43, Concession 1. 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). 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. The Township was named in for the City of Westminster, the site of the British Parliament. The name was likely chosen because the township was bordered on the north by London Township (Gardiner 1899: 314).

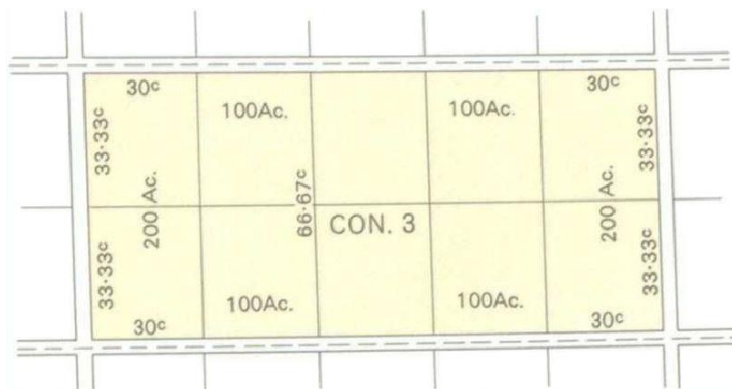


Plate 1: Double Front Survey System (Dean 1969)

3.3.2 19th Century Development

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 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. 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 2006a: 69). The value of cleared land in the township had increased to 60 shillings an acre.



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Many farmers in the township also produced maple syrup if the wood lots on their farm had maple trees (WTHS 2006a:114). Between 1851 and 1861 the population of Westminster Township increased from 5,069 to 6,285. By this time the population of the township consisted primarily of native-born Canadians, British immigrants, and a small but notable American population (Board of Registrations and Statistics 1853; Board of Registration and Statistics 1863). Railway service entered the township in 1853 when the London and Port Stanley Railway was constructed through the township. The railway linked to the Great Western Railway in London (Port Stanley Terminal Rail 2021).

Hamlets developed throughout the township including Hall's Mills (later Byron), Lambeth, Belmont, Nilestown, Ponds Mills, and Glanworth. Lambeth, located just south of the Study Area, became a major village in Westminster Township (WTHS 2006a: 88-89). Lambeth developed at the intersection of Colonel Talbot and Longwoods Road (WTHS 2006a: 143-144). By the 1880s, Lambeth had several stores, taverns, and a steam spoke factory and had a population of about 200 (Page 1878: vi).

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 late 19th century as suburban development and the City's infrastructure began to encroach upon Westminster Township. The City constructed a waterworks in the township in 1878, which eventually became part of the popular Springbank Park (McTaggart and Merrifield 2010:17-18). Suburban development also began in an area known as London South, which was eventually annexed by the City in 1890 (Flanders 1977:3). As a result of the annexation, the population of Westminster Township decreased from 7,892 in 1881 to 6,335 in 1891 (Dominion Bureau of Statistics 1953).

3.3.3 20th Century Development

Westminster Township remained predominantly agricultural during the first half of the 20th century and the community of Lambeth remained clustered along the intersection of Colonel Talbot Road and Longwoods Road. In 1920, Colonel Talbot Road was incorporated into King's Highway 4. This north-south road ran through much of Southwestern Ontario and was eventually expanded to run from Elgin County to Bruce County (Bever 2021a). The population of Westminster Township in 1921 was 5,687, an increase of 668 people since 1911 (Dominion Bureau of Statistics 1953). In 1921, a total of 31,254 acres of land were under cultivation in the township, the second highest total in Middlesex County (Dominion Bureau of Statistics 1925 :408).



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While the First World War and Great Depression curtailed major growth of the City of 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 additional lands 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. The Study Area remained outside the newly annexed lands.

Another major postwar development in the township was the construction of King's Highway 401 and King's Highway 402. Highway 401, which runs from Windsor to the Quebec/Ontario border was constructed in phases through Southwestern Ontario in the 1960s (Bever 2021b). Highway 402, which runs from Sarnia to London, was constructed in phases during the 1970s and early 1980s. In 1981, the final stretch of Highway 402 was completed and Highways 401 and 402 merged in Westminster Township (Bever 2021c).

By the early 1980s, the City of London required more land for future industrial development. The City of London wanted to annex the Highway 401/402 corridor in the Township of Westminster, ideally located for industrial development and just outside of city limits. In 1988, Westminster Township was incorporated as the Town of Westminster, partially in response to London's annexation attempts (WTHS 2006a: 73). Despite the incorporation of the Town of Westminster, in 1992 the province approved an annexation that saw the City of London triple in size (Sancton 1994: 28-29). Effective January 1, 1993 the entire Town of Westminster, including the Study Area, was annexed into the City of London. Also included in the 1993 annexation were portions of London, Delaware, North Dorchester, and West Nissouri Townships (Middlesex County 2016). The population of London in 2016 was 383,822, an increase of 4.8% since 2011 (Statistics Canada 2019).



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3.4 Property History

Lot 76, East of Talbot Road was granted by the Crown to Peter Swartz (also spelled Swarts) in 1835 (ONLand 2021a). Peter was the son of Henry Swartz, a United Empire Loyalist who initially settled in Thorold Township in Niagara and later relocated to Westminster Township. As the son of a Loyalist, Peter was entitled to his own land grant upon reaching the age of maturity (United Empire Loyalists' Association of Canada 2021; Library and Archives Canada 1830). He likely settled on the lot around 1830 and fulfilled the settlement obligations to obtain patent to the lot in 1835. Settlement obligations typically included clearing a specified amount of land and building a house. Upon completion of these duties, a settler received a patent (Archives of Ontario 2020).

Soon after he obtained patent to the lot, Swartz began to subdivide the property. In 1836, he sold 25 acres of the northwest part of the lot to Jesse Cornell, 50 acres of the northeast quarter to James Upgrove, and 50 acres of the southeast quarter, containing the Study Area, to William Adair (ONLand 2021a). William Adair resided on Gore Road and likely held the southeast quarter of the lot in speculation. He was born in 1796 in Grimsby and later moved to Westminster Township (WTHS 2006b: 4). In 1842, Adair and his wife sold the southeast quarter, containing the Study Area, to David Dale. In 1845, Upgrove sold the northeast quarter to David Dale, resulting in Dale owning the entire east half of Lot 76, East of Talbot Road (ONLand 2021a). David Dale was a son of Jacob Dale, an immigrant from Pennsylvania who moved to Upper Canada in 1811. The Dale family were prominent early settlers in Westminster Township and became extensive landowners, resulting in a part of the township at the intersection of present-day Southdale Road and Wharncliffe Road becoming known as Dale's Corners (present-day Glendale) (WTHS 2006b: 144).

The Census of 1851 lists David Dale as a 40-year-old farmer born in Canada. He lived with his wife Eliza, age 28; son John, age 11; son Caleb, age 9; daughter Anne, age 7; daughter Elizabeth, age 5; daughter Eliza, age 4; and daughter Mary, age 2. The Agricultural Census of 1851 lists David Dale as owning land in Lot 35, Concession 1 and Lot 76, East of Talbot Road. He owned a total of 190 acres of land and had 90 acres under cultivation. The acres under cultivation included 72 acres of crops, 15 acres of pasture, and three acres of gardens or orchards (Library and Archives Canada 1851). The Census of 1861 lists the Dale family as residing in a one- and one-half storey brick house. It is likely Dale and his family resided on Lot 35, Concession 1 as the agricultural return for the Census of 1861 lists Dale with other residents along Concession 1 (Library and Archives Canada 1861). However, historical mapping from 1862 does not show a structure on either of the lots owned by David Dale (Figure 3). David Dale died in 1878 and is buried at Brick Street Cemetery on Commissioners Road (Find-A-Grave 2021a).



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Following David's death, the Study Area was conveyed via probate to John Dale, the eldest son (ONLand 2021b). Historical mapping from 1878 depicts John Dale as the owner of the property and shows a residence and orchard at the approximate location of present-day 6092 Pack Road (Figure 4). The Census of 1891 lists John Dale as a 49-year-old farmer born in Ontario. He lived with his wife Delaney, age 41; son Robert, age 18; and son John H., age 16 (Library and Archives Canada 1891). Topographic mapping depicts the present-day residence at 6092 Pack Road and depicts the surrounding area as rural (Figure 5). John Dale died in 1927 and is also buried at Brick Street Cemetery (Find-A-Grave 2021b). Following his death, the property was sold to John Henry Dale (ONLand 2021b).

John Henry Dale and his wife Mary (née Grive) lived on Lot 76, East Talbot Road (Plate 2). In 1934 he leased part of his property to the Hydro Electric Power Commission of Ontario for the erection of transmission lines and in 1939 he leased the oil and gas rights of the property to Luke Smith (ONLand 2021b). Aerial photography from 1942 shows the present-day residence and a barn located at the northeast corner of the property (Figure 6). John H. Dale died around 1962 and Mary Dale died around 1966. Their son Norman took up residence on the property after their deaths. Norman married Marilyn (née Wild) and together they had James Robert, Caroline Susan, Mary Angela, and Lori-Anne (WTHS 2006b: 146-147). Norman Dale and his wife continued to reside on the east half of the Study Area into the 1970s (ONLand 2021b). Lot 76, East of Talbot Road, including the Study Area, remained rural and agricultural into the early 21st century. According to aerial photography, suburban development on the lot began around 2006 near Colonel Talbot Road.

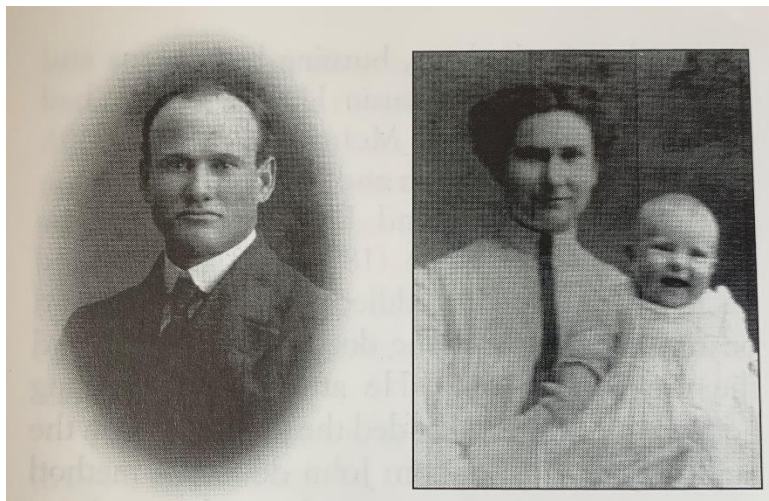


Plate 2: John Henry Dale and Mary Dale (WTHS 2006b: 146)





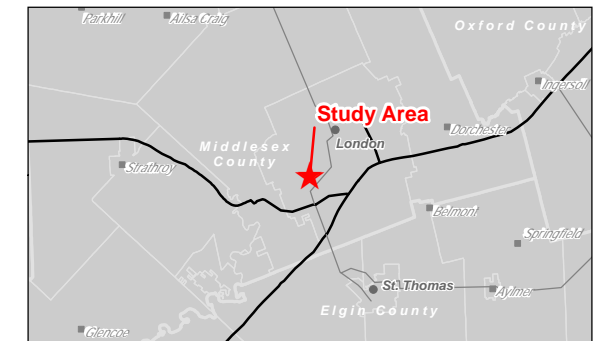
Legend

Study Area (approximate)



Figure Not to Scale

Notes
 1. Source: Tremaine, George R. 1862. Tremaine's Map of the County of Middlesex, Canada West. Toronto: George R. & G.M. Tremaine.



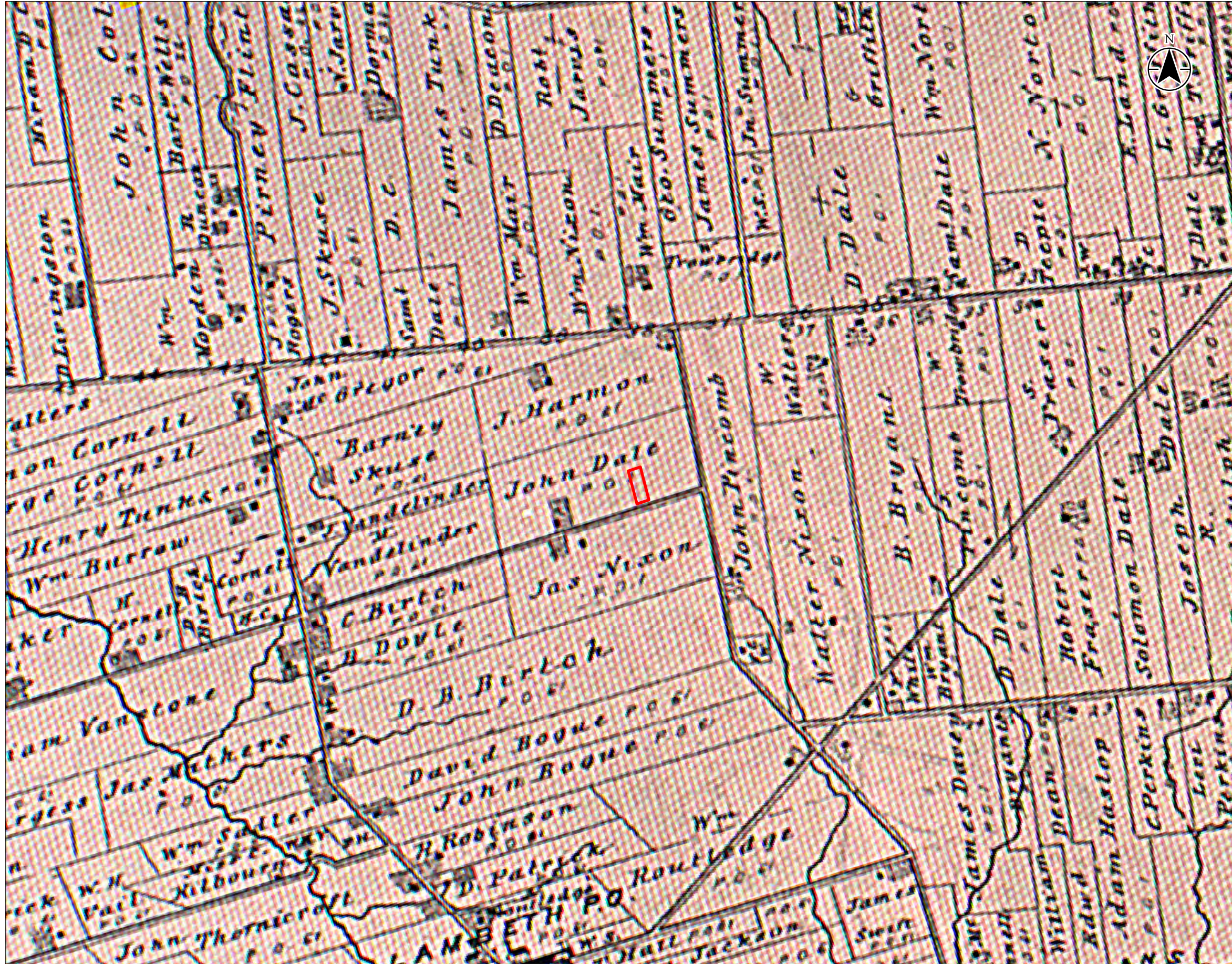
Project Location: Ottawa Division
 160940814 REVA
 Prepared by KB on 2022-01-21
 Technical Review by DH on 2022-01-21

Client/Project
 MAGNIFICENT HOMES
 6092 PACK ROAD, LONDON, ONTARIO
 HERITAGE IMPACT ASSESSMENT

Figure No.
 3

Title
 Historical Mapping, 1862

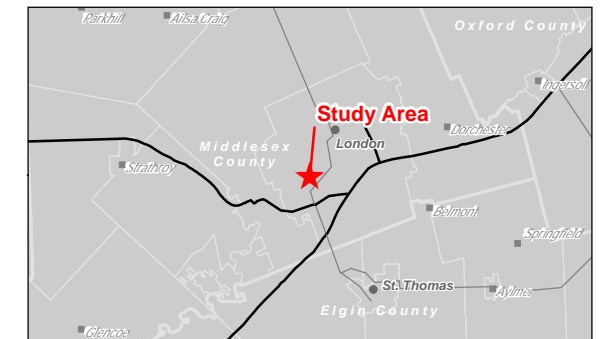
\\ca0004-redacted\work_group\01_609_02\live\160940814_03_data\del_cad\del_msh\Heritage\Report_Figures\160940814_Heritage_Fig03_1862Historic.mxd Revised: 2022-01-21 Ric Bekker



Legend
 Study Area (approximate)

Figure Not to Scale

Notes
 1. Source: Page, H.R. 1878. Illustrated Historical Atlas of the County of Middlesex, ONT. Toronto: H.R. Page & Co.



Project Location: City of London
 160840814 REVA
 Prepared by KB on 2022-01-21
 Technical Review by DH on 2022-01-21

Client/Project
 MAGNIFICENT HOMES
 6092 PACK ROAD, LONDON, ONTARIO
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Figure No.
 4

Title
 Historical Mapping, 1878

4.0 Site Description

4.1 Introduction

As outlined in Section 2.3, a site visit was undertaken on July 19, 2021 by Lashia Jones and Frank Smith, both Cultural Heritage Specialists with Stantec. The weather conditions were sunny and seasonably warm. The site visit consisted of a pedestrian survey of the property. Interior access was not granted. Photographs were taken on Nikon D5300 at a resolution of 300 dots per inch and 6000 by 4000 pixels.

4.2 Landscape Setting

The Study Area is located on the north side of Pack Road, approximately 280 metres west of the intersection of Bostwick Road and Pack Road. Pack Road is a two-lane asphalt paved roadway with narrow gravel shoulders. The roadway contains no sidewalks and utility poles run along the north side of the road. West of the Study Area, the south side of the roadway is lined with municipal streetlighting affixed to wooden poles (Plate 3). The Study Area is set is transitioning from a rural and agricultural streetscape to a suburban streetscape. The south side of Pack Road and immediately east of the Study Area remain a rural and agricultural landscape (Plate 4 and Plate 5). West of the Study Area, new detached residences are being constructed adjacent to an existing residential subdivision (Plate 6).

The property at 6092 Pack Road is accessed via two gated entrances located off Pack Road. The primary entrance contains a gravel driveway connected to Pack Road while a secondary entrance is surrounded by lawn (Plate 7 and Plate 8). The property boundary is delineated by post and wire fencing and sections of timber rail fencing (Plate 9). The south border of the property is landscaped with a row of small and intermediate sized cedar hedges while the east and west borders are landscaped with windbreaks of mature Norway spruce trees (Plate 10 to Plate 12). The property is landscaped with a lawn and landscaping along the residence includes cedar bushes, a small Japanese maple tree, and various ornamental perennial plantings (Plate 13). Located to the north of the residence is a deck and pool (Plate 14).



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Plate 3: Looking west on Pack Road showing roadway, shoulders, and utility poles



Plate 4: Looking south on Pack Road



Plate 5: Looking east on Pack Road towards Bostwick Road



Plate 6: Looking west at new residential construction



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Plate 7: Main entrance, looking southeast



Plate 8: Secondary entrance, looking north



Plate 9: Looking north at section of post and wire and split rail fencing



Plate 10: Cedar hedge, looking south



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Plate 11: East and west windbreaks, looking south



Plate 12: Details of west windbreak, looking northwest



Plate 13: Lawn, shrubs, and perennials, looking north



Plate 14: Deck and pool, looking northeast

4.3 Residence

The residence at 6092 Pack Road is a two- and one-half storey structure with a medium pitched cross hip roof with a gable dormer on the main (south) elevation. The roof is clad in asphalt shingles and contains a brick chimney. The residence has a simple compound plan and contains a projecting bay on the east elevation (Plate 15). The exterior of the residence is buff brick with a Flemish bond pattern (Plate 16). The foundation of the residence is rusticated concrete block (Plate 17).

The main (south) elevation contains a gable dormer with bargeboard, fish scales, and a small one pane window with a wood surround. The second storey contains two modern



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1/1 windows with segmental arch window openings, buff brick voussoirs, and concrete sills (Plate 18). The first storey contains a rusticated concrete block front porch which wraps around to part of the east elevation. The porch is supported by classically inspired wood columns. The first storey contains a modern horizontal sliding window with a segmental arch window opening, buff brick voussoir, concrete sill, and stained-glass transom (Plate 19). Just east of this window is a modern 1/1 window with a segmental arch window opening, buff brick voussoir, concrete sill, and stained-glass transom (Plate 20). The main entrance is located on projecting bay and consists of a modern door with a stained-glass transom and buff brick voussoir (Plate 21).

The second storey of the east elevation contains two modern 1/1 windows with segmental arch window openings, buff brick voussoirs, and concrete sills. The northeast corner of the second storey contains a modern commercial light fixture. Utility conduits run between the windows of the second and first storeys. The first storey contains two modern windows with segmental arch openings, buff brick voussoirs, concrete sills, and stained-glass transoms. To the north of these windows is a modern entrance door with a buff brick voussoir and small light fixture (Plate 22). Located to the south of these windows is a oval shaped stained-glass window with a buff brick window surround (Plate 23). The basement contains two modern horizontal sliding windows with buff brick voussoirs.

The north elevation contains one modern 1/1 window with a segmental arch opening, buff brick voussoir, and concrete sill in the second storey near the northwest corner and one modern 1/1 window with a segmental arch opening, buff brick voussoir, and concrete sill near the northeast corner. A utility conduit is located just east of the first storey window (Plate 24). A shed roof addition leading to a hip roof garage is attached to the north elevation. The addition and garage are clad in shingle siding and contains a metal roof. The garage doors are composite wood (Plate 25).

The second storey of the west elevation contains a modern door that does not lead to a porch or staircase. Above the door is a buff brick voussoir. To the south of this door is a modern 1/1 window with a buff brick voussoir and concrete sill and a commercial light fixture. The first storey contains three modern 1/1 windows with buff brick voussoirs and concrete sills. The basement contains three horizontal sliding windows with buff brick voussoirs (Plate 26).



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Plate 15: Looking north showing two and one half storey structure, hip roof, brick chimney, gable dormer, and projecting east bay



Plate 16: Flemish brick bond pattern



Plate 17: Looking west at foundation



Plate 18: Looking north at gable dormer and second storey windows



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Plate 19: Looking north at first storey



Plate 20: Stained glass transom, looking north



Plate 21: Main entrance, looking north



Plate 22: East elevation, looking west



Plate 23: Oval window, looking west



Plate 24: North elevation, looking south



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Plate 25: Additions, looking south



Plate 26: West elevation, looking east

4.4 Outbuildings

An outbuilding approximately 10 metres in length is located at the north end of the property. The outbuilding is a gable roof structure with metal roof cladding (Plate 27). The outbuilding is clad in timber siding and rests on concrete footings (Plate 28). The main (east) elevation contains a modern garage door and modern metal door. The north, south, and west elevations contain no entrances or windows.

Located southeast of the outbuilding are the ruins of a barn. Based on a review of aerial photography, the barn collapsed or was demolished between 1968 and 2006. The area around the former barn contains various debris and is overgrown with vegetation (Plate 29). However, sections of concrete and stone foundations are visible (Plate 30).



Plate 27: Gable roof outbuilding, east elevation looking west



Plate 28: Concrete footing, looking south



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Plate 29: Barn ruins area, looking northeast



Plate 30: Remaining stone foundation, looking southwest



5.0 Comparative Analysis

The property at 6092 Pack Road is listed on the City's Register as a "vernacular" building constructed in 1900. It was added to the Register on March 26, 2007. The City of London defines vernacular architecture as "a term which relies on the common architectural influences of a building's period of construction; exhibiting local design characteristics and uses easily available building materials. May be influenced by, but not necessarily defined by, a particular architectural style. A building considered to be reflective of its time" (City of London 2019). The property at 6092 Pack Road is one of 469 properties in the City classified as vernacular on the Register. The Register contains 5,948 properties and vernacular structures account for 7.8% of all listed and designated properties.

Based on historical research and the site investigation, the residence at 6092 Pack Road is an Ontario vernacular structure which exhibits Queen Anne design elements. Vernacular design elements of 6092 Pack Road include the use of buff brick, rusticated concrete block, and its incorporation of Queen Anne design elements, which was a popular design style in the late 19th and early 20th centuries.

Within southwestern Ontario, buff brick was one of the most readily available building materials in the 19th and early 20th centuries. Buff brick is comprised of Erie Clay, which gives the bricks their distinctive buff colouring. Due to the high costs associated with transporting such a heavy material, buff brick was prevalent in southwestern Ontario due to its local availability (Tausky and DiStefano 1986: 1986: 90). 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 prevalently used between 1905 and 1930 (Simpson 1989:108-109). 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).

Queen Anne design elements of 6092 Pack Road include the use of bargeboard and fish scales in the gable dormer, the use of stained glass, including the oval window, and the compound plan. The Queen Anne design style was popular in Ontario from about 1880 to 1910 (Blumenson 1990: 102-103). Based on the architectural style of the residence and the use of rusticated concrete block as a foundation material, the residence was likely built between approximately 1900 and 1910. It likely replaced an earlier residence on the site built in the 1870s. The residence retains a high degree of integrity and aside from the replacement of windows and the addition of an attached garage, remains relatively unmodified.



6.0 Evaluation of Cultural Heritage Value or Interest

6.1 Introduction

The criteria for determining CHVI is defined by O. Reg. 9/06. If a property meets one or more of the 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. The evaluation of 6092 Pack Road according to O. Reg. 9/06 is provided in subsequent sections below.

6.2 Design or Physical Value

The residence at 6092 Pack Road has design value as a representative example of an early 20th century Ontario vernacular structure with Queen Anne design elements. Vernacular design elements of 6092 Pack Road include the use of buff brick, rusticated concrete block, and its incorporation of Queen Anne design elements, which was a popular design style in the late 19th and early 20th centuries. The Queen Anne design elements of 6092 Pack Road include the use of bargeboard, fish scales, stained glass, an oval shaped window, and the compound plan of the residence. The residence retains a high degree of integrity and aside from the replacement of windows and the addition of an attached garage, remains relatively unmodified. The residence cannot be considered rare or unique as many examples of Ontario vernacular structures and Queen Anne structures remain in the City of London and were a common design style throughout Ontario in the late 19th to early 20th centuries. As a vernacular structure, the building materials, construction methods, and quality of craftsmanship were typical and industry standard at the time of the construction of the residence. Therefore, the residence does not demonstrate a high degree of craftsmanship or a high degree of technical or scientific achievement.

The outbuildings do not demonstrate physical or design value. The gable roof outbuilding has been modified with modern doors, including a garage door. Its current configuration reflects a modern garage, not an outbuilding associated with agricultural activity. The barn has collapsed or was demolished, and little tangible signs remain visible aside from small sections of foundation.



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6.3 Historic or Associative Value

The property at 6092 Pack Road is directly associated with the Dale family and was occupied by members of the Dale family from 1842 until at least the early 1970s. The Dale family in the former Westminster Township traces its origins to Jacob Dale, an early settler to Westminster Township from Pennsylvania. Dale and his children became extensive landholders in Westminster Township, particularly around the intersection of present-day Southdale Road and Wharncliffe Road. This area is still referred to as Glendale in recognition of the family. The Study Area was occupied by four generations of the Dale family, including David Dale (a son of Jacob Dale), John Dale, John Henry Dale, and Norman Dale. The Dale family, through their extensive landholdings have made a notable contribution to the pattern of settlement of the former Westminster Township, most notably demonstrated by the continued use of the name Glendale within London.

The property contains a residence, outbuilding, Norway spruce windbreaks, and the ruins of a barn. These property components do not offer or potentially offer new knowledge that can contribute to a greater understanding of the former Township of Westminster or City of London. The architect or designer of the residence at 6092 Pack Road is unknown.

6.4 Contextual Value

The property is set in a landscape that remains largely rural and agricultural but is in the process of transitioning to a suburban landscape. The property consists of a residence and small outbuilding and while set on a large lot, has been severed from agricultural fields and little tangible signs remain of the former agricultural use of the property. Therefore, 6092 Pack Road does not contribute to the agricultural character of the area. While it is a rural property, suburban subdevelopment is encroaching upon this character from the west, giving Pack Road an increasingly mixed streetscape. The property is set in the broader context of an area transitioning from a rural to a suburban landscape. The property is no longer used for agricultural purposes and no physical, functional, or visual link to its past agricultural use exists on the property or within the broader context of the area.

The property at 6092 Pack Road is one of many rural properties located on the southern outskirts of London. The property is not located on a main road and is not particularly memorable or easily discernible from a wayfinding perspective. Therefore, the property is not considered to be a landmark.



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6.5 Summary of Evaluation

Table 1 provides a summary of the findings of CHVI based on an evaluation according to O. Reg. 9/06.

Table 1 Evaluation of 6092 Pack 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 6092 Pack Road has design value as a representative example of an early 20 th century Ontario vernacular structure with Queen Anne design elements. Vernacular design elements of 6092 Pack Road include the use of buff brick, rusticated concrete block, and its incorporation of Queen Anne design elements, which was a popular design style in the late 19 th and early 20 th centuries. The Queen Anne design elements of 6092 Pack Road include the use of bargeboard, fish scales, stained glass, an oval shaped window, and the compound plan of the residence.
	Displays a high degree of craftsmanship or artistic merit	No	The craftsmanship and artistic merit of the property is typical and industry standard for the early 20 th century.
	Demonstrates a high degree of technical or scientific achievement	No	As a vernacular structure, the building materials, construction methods, and quality of craftsmanship were typical and industry standard at the time of the construction of the residence.



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	Criteria of O. Reg. 9/06	Yes/No	Comments
Historic or Associative Value	Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community	Yes	The property at 6092 Pack Road is directly associated with the Dale family and was occupied by members of the Dale family from 1842 until at least the early 1970s. The Dale family in the former Westminster Township traces its origins to Jacob Dale, an early settler to Westminster Township from Pennsylvania. Dale and his children became extensive landholders in Westminster Township, particularly around the intersection of present-day Southdale Road and Wharncliffe Road. This area is still referred to as Glendale in recognition of the family.
	Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	No	The property contains a residence, outbuilding, Norway spruce windbreaks, and the ruins of a barn. These property components do not offer or potentially offer new knowledge that can contribute to a greater understanding of the former Township of Westminster or City of London.
	Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community	No	The architect or builder is unknown.
Contextual Value	Is important in defining, maintaining, or supporting the character of an area	No	The property is set in a landscape that remains largely rural and agricultural but is in the process of transitioning to a suburban landscape, resulting in Pack Road having an increasingly mixed streetscape.
	Is physically, functionally, visually, or historically linked to its surroundings	No	The property is set in the broader context of an area transitioning from a rural to a suburban landscape. The property is no longer used for agricultural purposes and no physical, functional, or visual link to its past agricultural use exists on the property or within the broader context of the area.



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	Criteria of O. Reg. 9/06	Yes/No	Comments
	Is a landmark	No	The property at 6092 Pack Road is one of many rural properties located on the southern outskirts of London. The property is not located on a main road and is not particularly memorable or easily discernible from a wayfinding perspective.

6.6 Statement of Cultural Heritage Value

6.6.1 Description of Property

The property at 6092 Pack Road is located in the City of London on the north side of Pack Road, approximately 280 metres west of the intersection of Bostwick Road and Pack Road. The property contains a residence, Norway spruce windbreak, outbuilding, and barn ruins. The residence was built between approximately 1900 and 1910 and is an example of an Ontario vernacular structure with Queen Anne design elements.

6.6.2 Cultural Heritage Value

The residence at 6092 Pack Road has design value as a representative example of an early 20th century Ontario vernacular structure with Queen Anne design elements. Vernacular design elements of 6092 Pack Road include the use of buff brick, rusticated concrete block, and its incorporation of Queen Anne design elements, which was a popular design style in the late 19th and early 20th centuries. The Queen Anne design elements of 6092 Pack Road include the use of bargeboard, fish scales, stained glass, an oval shaped window, and the compound plan of the residence.

The property demonstrates historical and associative value through its four-generation connection to the Dale family. The Dale family in the former Westminster Township traces its origins to Jacob Dale, an early settler to Westminster Township from Pennsylvania. Dale and his children became extensive landholders in Westminster Township, particularly around the intersection of present-day Southdale Road and Wharncliffe Road. This area is still referred to as Glendale in recognition of the family. The property at 6092 Pack Road was occupied by David Dale, John Dale, John Henry Dale, and Norman Dale. The Dale family, through their extensive landholdings have made a notable contribution to the pattern of settlement of the former Westminster Township, most notably demonstrated by the continued use of the name Glendale within London.



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6.6.3 Heritage Attributes

- Representative example of an early 20th century Ontario vernacular structure with Queen Anne design elements, including:
 - Two- and one-half storey structure with compound plan
 - Hip roof with brick chimney and gable dormer containing bargeboard and fish scales
 - Buff brick exterior
 - Segmental arch window openings with buff brick voussoirs and concrete sills
 - Stained glass transoms located above main entrance and first storey windows on the south and east elevations
 - Wrap around rusticated concrete block porch with classically inspired wood columns
 - Oval shaped stained-glass window on east elevation
 - Rusticated concrete block foundation



7.0 Impact Assessment

7.1 Description of Proposed Undertaking

2847011 Ontario Inc. is proposing to redevelop the property at 6092 Pack Road. The concept plan envisions the development of a mix of housing forms on the site including 33 two and one half storey cluster townhouse units, six three and one half storey back-to-back townhouse units, and the retention of the original part of the existing early 20th century residence. The proposed undertaking includes the removal of the shed roof and hip roof additions on the north elevation of the residence. Each townhouse unit and the existing residence will contain two parking spots. A vision brief of the proposed redevelopment is contained in Appendix A. The six three and one half storey back-to-back townhouse units will be located just west of the existing early 20th century residence. Renderings of the proposed back-to-back townhouse units are contained in Appendix B.

7.2 Assessment of Impacts

The residence at 6092 Pack Road has CHVI since it meets two criteria for determining CHVI in O. Reg 9/06. Accordingly, an assessment of potential impacts is limited to the heritage attributes of 6092 Pack Road (see Section 6.6.3). Impacts are defined by Info Sheet #5 (Section 2.5). Table 2 and Table 3 contains an assessment of impacts.

Table 2: Evaluation of Potential Direct Impacts

Direct Impact	Impact Anticipated	Relevance to 745 Waterloo Street
Destruction of any, or part of any, <i>significant heritage attributes</i> or features.	No	The proposed undertaking would not result in the demolition of any heritage attributes at 6092 Pack Road. Therefore, no mitigation measures are required.
Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance.	No	The proposed undertaking would not result in alteration that is unsympathetic or incompatible with the historic fabric and appearance of 6092 Pack Road. While the rear shed roof and hip roof additions will be removed, these additions contain no heritage attributes and include a modern garage clad in shingles. Therefore, no mitigation measures are required.



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Table 3: Evaluation of Potential Indirect Impacts

Indirect Impact	Impact Anticipated	Relevance to 745 Waterloo Street
Shadows created that alter the appearance of a <i>heritage attribute</i> or change the viability of a natural feature or plantings, such as a garden	No	No natural features were identified as heritage attributes at 6092 Pack Road. Therefore, no mitigation measures are required.
Isolation of a <i>heritage attribute</i> from its surrounding environment, context, or a <i>significant</i> relationship	No	No contextual relationships were identified as heritage attributes at 6092 Pack Road. Therefore, no mitigation measures are required.
Direct or indirect obstruction of <i>significant</i> views or vistas within, from, or of built and natural features	No	Views at the Study Area or the surrounding streetscape were not identified as heritage attributes. As such, significant views will not be obstructed by the proposed undertaking. Therefore, no mitigation measures are required.
A change in land use such as rezoning a battlefield from open space to residential use, allowing new <i>development</i> or <i>site alteration</i> to fill in the formerly open spaces	No	The property is currently zoned as Urban Reserve, which provides for and regulates existing uses on lands which are primarily undeveloped for urban uses. Permitted uses for Urban Reserve zoned lands includes the use of existing dwellings. The proposed undertaking will result in a rezoning to allow for medium density residential development. Development on the site will continue to be residential in nature, and while density on the site will increase, it will not result in a change in land use that impacts the heritage attributes of the property. Therefore, no mitigation measures are required.
Land disturbances such as a change in grade that alters soil, and drainage patterns that adversely affect an <i>archaeological resource</i>	Possible	Typically, indirect impacts resulting from land disturbances apply to archaeological resources, which are beyond the scope of this report. No further consideration to archaeological resources is provided in this report. However, land disturbance from construction (e.g., site grading and related construction activities) may also have the potential to impact built heritage resources through temporary vibrations during the construction period that may cause shifts in foundations or masonry structures that can



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Indirect Impact	Impact Anticipated	Relevance to 745 Waterloo Street
		impact the heritage resource. Therefore, mitigation measures are required.

7.3 Discussion of Impacts

The proposed undertaking would not result in direct impacts to the property at 6092 Pack Road. The existing residence will be retained *in situ* and no heritage attributes will be altered as part of the proposed undertaking. While the existing shed roof addition and hip roof addition of the residence will be removed, both do not contain heritage attributes.

No indirect impacts are anticipated from shadows, isolation, or obstruction. There may be potential for indirect impacts related to land disturbance during the construction phase that could result in vibrations that are damaging to the structure. While a change in land use is anticipated to allow for higher density than is currently permitted, the property will remain residential in nature and the proposed changes are not anticipated to impact the heritage attributes or heritage value of the property.

While impacts of vibration on heritage buildings are not well understood, studies have shown that impacts may be perceptible in buildings 40 metres from the curbside when heavy traffic is present (Ellis 1987). Construction of the proposed undertaking may involve heavy vehicles on site to grade, excavate, or pour foundations, which may result in vibrations that have potential to affect the historic foundations of 6092 Pack Road. If left unaddressed, these could result in longer-term issues for the maintenance, continued use, and conservation of the building.



8.0 Mitigation

The property at 6092 Pack Road was determined to contain CHVI as it meets two criteria of O. Reg 9/06. As identified in Table 2 and Table 3, the proposed undertaking has the potential to result in an indirect impact to 6092 Pack Road as on site construction activity could result in vibrations that have potential to affect historic foundations. Accordingly, the mitigation options identified in InfoSheet #5 Mitigation Options (see Section **Error! Reference source not found.**) have been explored below.

8.1 InfoSheet #5 Mitigation Options

Alternative development approaches: The proposed development will retain the existing residence and its heritage attributes *in situ*. Alternative development approaches to isolate the residence from land disturbance is not feasible given the size of the property and the proposed residential intensification. Therefore, to retain the residence *in situ*, construction activity will be required within 50 metres of the property and this mitigation measure is not feasible.

Isolating development and site alteration from significant built and natural features and vistas: The proposed development has isolated new structures from the existing residence and its heritage attributes. The existing residence will be retained *in situ* and all heritage attributes will remain visible. As such, this mitigation measure has already been implemented in the proposed development.

Design guidelines that harmonize, mass, setback, setting, and materials: The proposed undertaking includes design guidelines that harmonize mass, setback, setting and materials. The six townhomes proposed just west of the existing residence contain a massing, setback, setting, and materials that is sympathetic to the existing residence. The massing of these six townhomes are similar to the existing two and one half storey residence. In addition, the main elevation of the six townhomes contains projecting gable bays complimentary to the massing and form of the existing residence. The setback and setting of the six new townhomes has been designed to be in-line with the existing residence, and current concept plans indicate that the setback difference between the new townhomes and existing residence will be 2.1 metres (6 feet 8 inches). Materials selected for the six new townhomes are sympathetic to the existing residence and include the use of buff brick. As such, this mitigation measure has already been implemented in the proposed development.

Limiting height and density: The height and density of the proposed development has been designed to not overshadow the existing residence and to provide open common amenity areas near the existing residence. Therefore, the proposed undertaking contains considerations to limit height and density in relation to the existing residence.



Heritage Impact Assessment 6092 Pack Road, London, Ontario

Mitigation
February 17, 2022

Allowing only compatible infill: Redevelopment at the property is to be residential in nature and retain the existing residence *in situ*. The six townhomes proposed just west of the existing residence contain a massing, setback, setting, and materials that is sympathetic to the existing residence. The townhomes to be located north of the existing residence will be two and one half storeys, a height compatible with the massing of the existing residence. Therefore, this mitigation measure has been implemented in the proposed development.

Reversible alterations: Given that the proposed development retains the residence *in situ* and does not directly impact the heritage attributes, reversible alterations are not required.

Buffer zones, site plan control, and other planning mechanisms: The proposed development may result in the potential for land disturbance during the construction phase of the project. As such, planning mechanisms and site plan controls may be considered at this phase of study to avoid impacts to the built heritage resource. Site plan controls and planning mechanisms may be used to identify appropriate thresholds for vibration or zones of influence related to construction activity. Construction activity should be planned to minimize vibrations on built heritage resources. Therefore, this mitigation measure is appropriate for the proposed development.

8.2 Mitigation Discussion

Based on the discussion of Mitigation Options in Section 8.1, it has been determined that planning mechanisms and site plan controls are appropriate mitigation measures. These measures are intended to lessen the impact on identified heritage attributes resulting from the potential for land disturbance due to temporary vibrations during the construction phase of the project..

A typical approach to mitigating the potential for vibration effects is twofold. First, a pre-construction 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. This should be considered prior to the commencement of any construction activities onsite.



9.0 Recommendations

The proposed undertaking will conserve the built heritage resource at 6092 Pack Road. An assessment of impacts resulting from the proposed undertaking at 6092 Pack Road has determined no direct impacts are anticipated and the undertaking may possibly result in indirect impacts from land disturbance due to temporary vibrations during the construction phase of the project. Based on the impacts identified to the cultural heritage resource and the proposed undertaking, the following mitigation measure is recommended:

- Retain a qualified person(s) to complete a pre-construction vibration assessment to determine acceptable levels of vibration given the site-specific conditions (including soil conditions, equipment proposed to be used, and building characteristics)
- Should the residence be determined to be within the zone of influence, additional steps should be taken to secure the building from experiencing negative vibration effects (i.e., adjustment of machinery or establishment of buffer zones)

9.1 Deposit Copies

To assist in the retention of historic information, copies of this report should be deposited with local repositories of historic material as well as with municipal and regional planning staff. Therefore, it is recommended that this report be deposited at the following location:

London Public Library
251 Dundas Street
London, ON N6A 6H9



Closure
February 17, 2022

10.0 Closure

This report has been prepared for the sole benefit of 2847011 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.

Stantec Consulting Ltd.

Meaghan Rivard MA, CAHP
Senior Heritage Consultant
Tel: (519) 645-3350
Cell: (226) 268-9025
meaghan.rivard@stantec.com

Tracie Carmichael BA, B.Ed.
Managing Principal, Environmental Services
Cell: (226) 927-3586
tracie.carmichael@stantec.com



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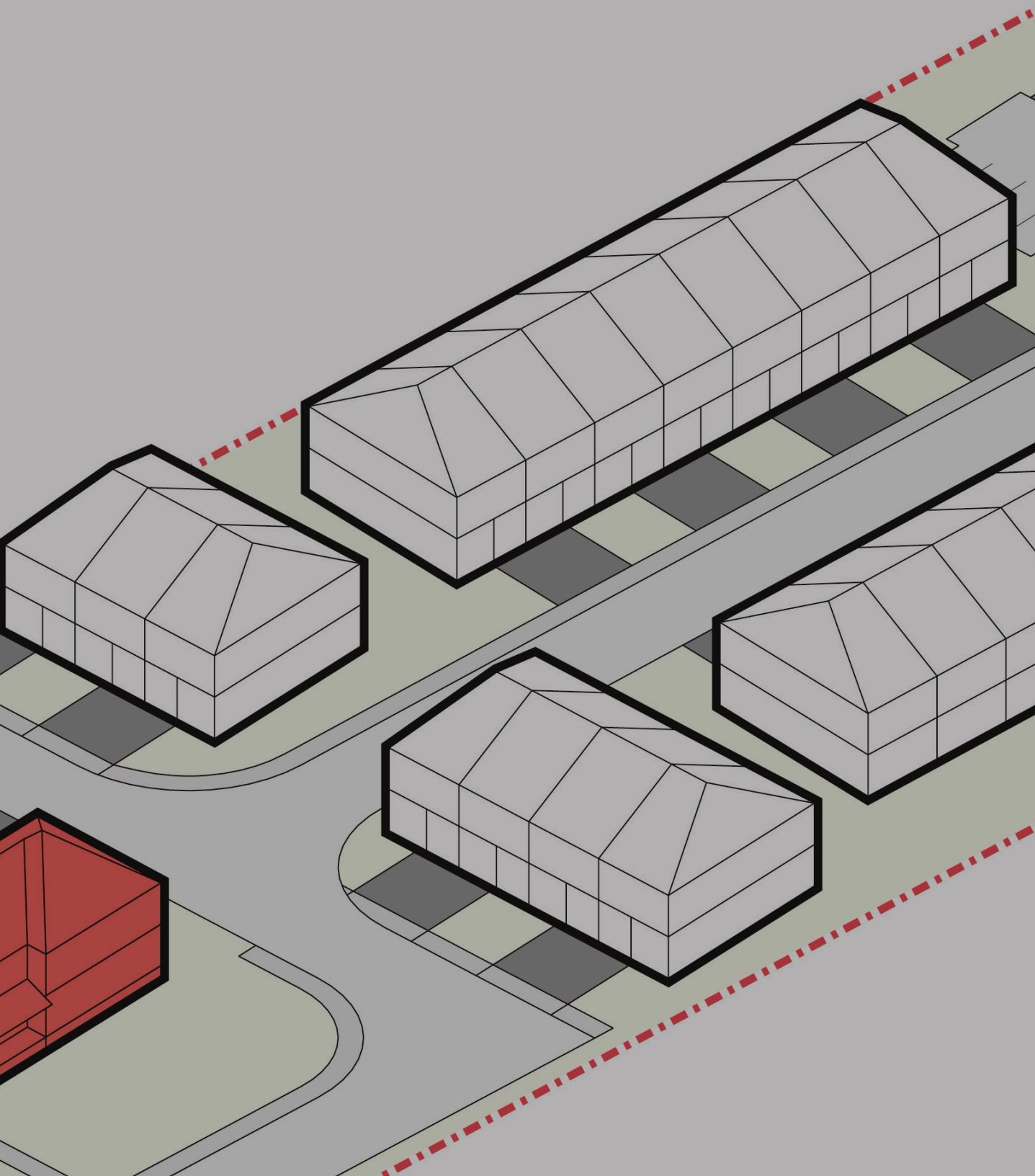
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Appendix A

Concept Plan





VISION BRIEF

Client

2847011 Ontario Inc. 6092 Pack Road /
London / ON.

Project Site

Description

Background Info and Summary of
Development Vision

09.21.2021

Contact

Jerzy Smolarek
jsmolarek@siv-ik.ca | 519.694.6924 | siv-ik.ca

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ABOUT THIS REPORT

This brief has been prepared by Siv-ik Planning and Design Inc. for 2847011 Ontario Inc. as part of Phase 2 of our **EXPLORE** process. The brief contains background information about the project site, an overview of the key design considerations, a description of our preliminary design principles and highlights of the preliminary development concept. The brief is meant to articulate our understanding of, and vision for, the site in a manner that supports preliminary stakeholder consultation for the proposed development of 6092 Pack Road.

Siv-ik's focus on research allows us to see innovative solutions and strategies where others can't. From concept to reality, our commitment to explore drives success.

www.siv-ik.ca

PREPARED BY

Siv-ik Planning and Design Inc.

PREPARED FOR

2847011 Ontario Inc.

VERSION 1.0

ISSUED

09.21.2021

CONTACT

Jerzy Smolarek | Partner
519.694.6924
jsmolarek@siv-ik.ca

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S1: BACKGROUND

S1.1 Introduction

6092 Pack Road (the project site) is a remnant “rural residential” parcel located in the southwest quadrant of London, on the north side of Pack Road and approximately 275 metres (~2.5 minute walk) west of Bostwick Road. The project site is located in the North Talbot Community which encompasses the area generally bounded by Southdale Road to the north, Bostwick Road to the east, Pack Road to the south and Colonel Talbot Road to the west. The site contains an existing 20th-Century Farm Dwelling with an added attached garage and an outbuilding in the rear yard. None of the land is actively farmed and it is of sufficient size and shape to accommodate urban residential development. With the site being located in proximity to municipal services and the planned urbanization of the broader area, 2847011 Ontario Inc. is exploring a residential development project to implement the planned intent of the North Talbot Community Plan.

S1.2 Project Site

At-A-Glance

SITE AREA	FRONTAGE	DEPTH	EXISTING USE
.996 Hectares	60.9 Metres	163.45 Metres	Residential 20th-Century Farm Dwelling

SERVICING
Municipal Services
Available Nearby



Fig 1. The Project Site

S1.3 Neighbourhood Spatial Analysis

Figure 2 shows the physical and spatial characteristics of the lands surrounding the project site. The lands on the west side of Regiment Road form part of an actively developing residential subdivision (see City of London Staff Report 39T-14506/Z-8436 for further details). The lands are comprised primarily of 2.5-storey single detached dwellings. The dwellings sited along Regiment Road face directly onto Regiment Road with individual driveway accesses to the street. For the dwellings sited along Pack Road, the subdivision pattern is varied including a mix of “side-lotting” conditions onto Pack Road as well as intervening “window-streets” which allow for the dwellings to face Pack Road without having individual driveway accesses connecting them to Pack Road.

Immediately west of the subject site is a planned school site. The school block was planned and zoned through the subdivision planning process for the lands to the west. The size and shape of the school block was confirmed through the same process. A detailed site design for the adjacent school site is not currently available, however, it is anticipated that the school building and corresponding vehicular access would be oriented towards Regiment Road, with the project site being in the “rear yard” of the school.

Lands to the east of the site are designated for a mix of residential uses with medium density residential uses in proximity to Pack Road and Bostwick Road and low density residential uses in interior portions of that future subdivision. Lands to the south will be comprised of a similar mix of residential uses, with medium density residential uses also focused along Pack Road.



Fig 2. Neighbourhood Spatial Context (400m)

S2: PLANNING INTELLIGENCE

S2.1 City Planning Policy

Figure 3 provides visual context for the site's positioning relative to London's city-structure. Of note, the site is located within a planned *Neighbourhood* area. Also highlighted in Figure 3 is London's network of major streets. The project site contains direct frontage on Pack Road, identified as a *Civic Boulevard* by the London Plan.

The site is located within an actively developing residential area outside of the *Primary Transit Area*. It's relationship to the overall structure of London, as laid out in the London Plan, provides a framework for how development policies are to be viewed and applied in relation to this site. The following key characteristics of the site provide context for how the site is to be considered from a London Plan perspective:

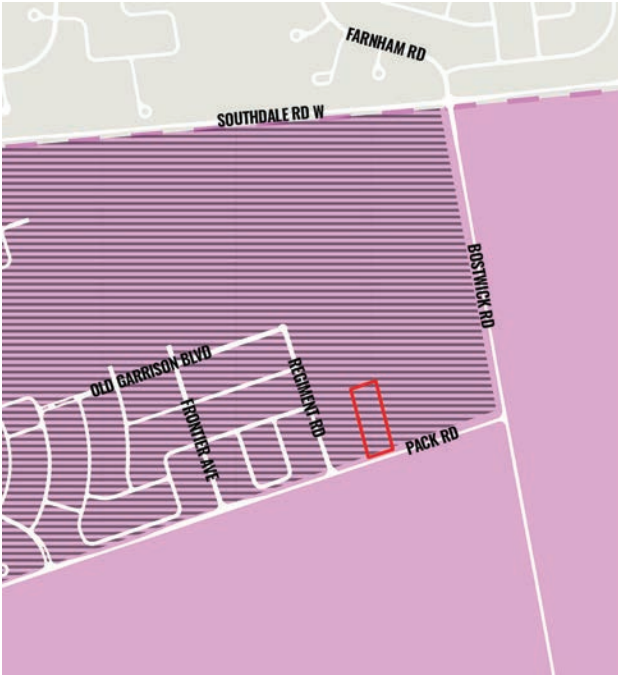
- » Neighbourhoods Place Type
- » Outside of Primary Transit Area
- » Frontage on Civic Boulevard



Fig 3. City-Wide Context

1 Southwest Area Sec. Plan

The project site is within the boundaries of the Southwest Area Secondary Plan (SWAP). Section 20.5.1.5 of the SWAP explains that some areas of the plan are also subject to pre-existing "Area Plans". Where conflicts arise between the general policies of the SWAP and the approved Area Plan policies, the Area Plan prevails. In this case, the lands are subject to the North Talbot Community Area Plan. Relevant policy direction is contained in Section 3.5.11 of the 1989 Official Plan.



- Subject to SWAP
- Not Subject to SWAP
- North Talbot Community

2 1989 Official Plan

The project site is designated Multi-Family, Medium Density Residential and Low Density Residential in accordance with the 1989 City of London Official Plan. The MFMDR designation permits multiple-unit residential developments having a low-rise profile, with a maximum density of 75 units per hectare (uph). Permitted uses include multiple-attached dwellings, such as apartments, row houses or cluster houses. These areas may include single-detached, semi-detached and duplex dwellings. The site is also subject to Section 3.5.11 which provides specific policies for the North Talbot Community.



- Open Space
- Low Density Res.
- Medium Density Res.
- High Density Res.

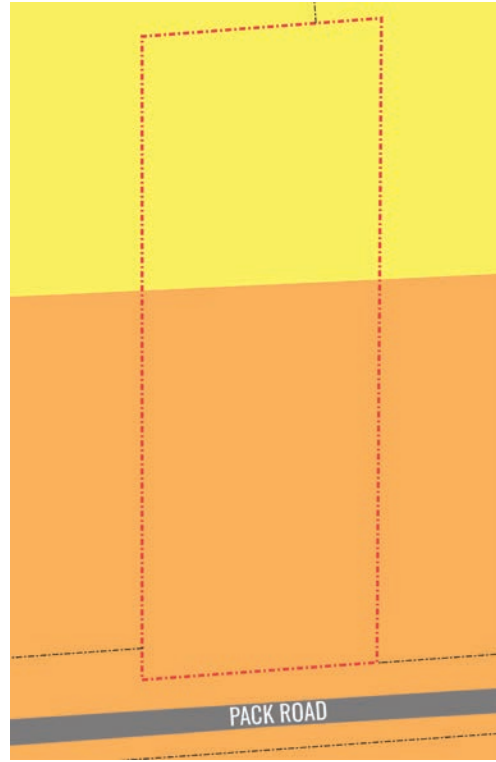
3 The London Plan

Map 7 - Policies for Specific Areas - of the London Plan identifies the project site as being within a Secondary Plan Area (SWAP) and the North Talbot Community Plan Area. Much of the land north of the project site are within the Neighbourhoods Place Type in accordance with Map 1. Pack Road is identified as a Civic Boulevard on Map 3 of the London Plan while Regiment Road is identified as a Neighborhood Connector Street. Policies 994-999 of the London Plan provide specific guidance that carry through the objectives of the Area Plan.



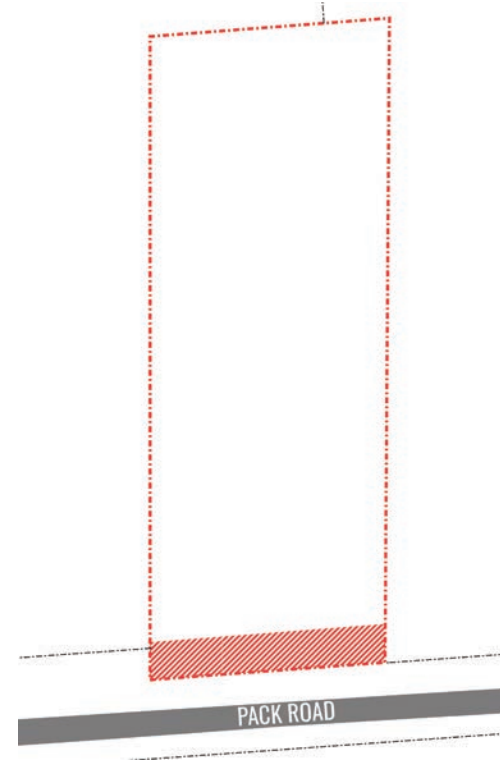
- Open Space
- Neighbourhoods
- Specific Area Policy
- Civic Boulevard
- Neighbourhood Connector
- Special Permissions

S3: DESIGN CONSIDERATIONS



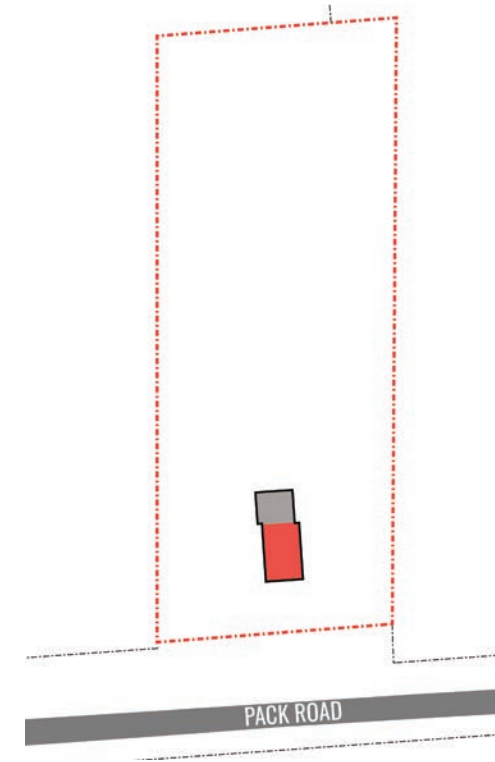
1 Official Plan Interpretation

The project site is identified on Schedule A - Land Use of the Official Plan as being within both the Medium Density Residential and Low Density Residential designations. Section 19.1.1 of the Official Plan explains that the boundaries of the designations are not meant to be rigid except in cases where they align with distinct physical features. In this case, given that the site bounds a school site and future development lands to the east, and can be developed on its own, it is reasonable to interpret the entire parcel as being within the Medium Density Residential Designation.



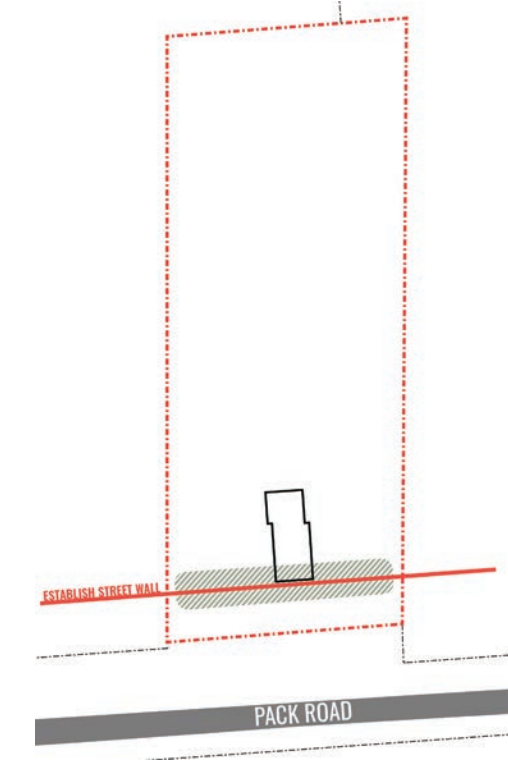
2 Road Widening

A road widening dedication of 8.0 metres from the existing front lot line along the Pack Road right-of-way is anticipated. This portion of the site will need to be left free and clear of new built form. Pack Road is currently not developed to an urban cross-section but will be urbanized and widened to a 4-lane cross section with an anticipated 36.0 metre ROW through the Bradley Avenue Extension project. Timing for the improvements is currently unknown.



3 Built Heritage

6092 Pack Road is listed on the City of London's register of properties that are of cultural heritage value or interest (CHVI). Demolition is generally not supported by the City and heritage resources/attributes are encouraged to be incorporated into new development. In this regard, the project will seek to retain the existing 20th-Century Farmhouse. It is assumed that the attached garage, which formed an addition to the dwelling at some point in time, does not possess cultural heritage value and may be removed as part of the site's redevelopment.



4 Edge Conditions

All new buildings on the site in proximity in Pack Road should be oriented such that the primary building frontages face Pack Road. Further, the existing heritage building on the site establishes the "streetwall". In this regard, new buildings should generally be setback from Pack Road in-line with the front face of the existing heritage building. Edge conditions to the west, north and east are currently undefined as there are no specific plans available for the development of the adjacent sites. However, some measure of sensitivity should be paid so as to not hinder future development of those sites.

S4: DESIGN PRINCIPLES

S4.1 Key Design Principles

The applicable policies of the SWAP, 1989 Official Plan and the London Plan allow for and encourage a mix of residential dwelling types to be developed at 6092 Pack Road. The form-based policies for new development in this area requires a detailed understanding of the context of the site with regard for issues such as fit and compatibility. It is expected that new development will have regard for and respond to it's context. The detailed urban design analysis that follows interprets the form-based policies of the applicable policy framework in a tangible way to shape a realistic design outcome that could be implemented through a rezoning application. The following urban design principles are critical in the context of 6092 Pack Road and should be maintained in any specific development concept contemplated for the project site:

- 1 **Mixed Housing Development:** the MFMDR policies allow for a range of housing forms including multiple-attached dwellings, such as apartments, row houses or cluster houses. These areas also allow for single-detached, semi-detached and duplex dwellings. Building heights are generally limited to 4-storeys and densities of up to 75 units per hectare are allowable.
- 2 **Account for the Road Widening:** An approximately 8.0 metre road right-of-way widening will be required to be dedicated to the City of London along the frontage of the project site. This reduction in land area must be accounted for in the development design.
- 3 **Retain the Heritage:** An important principle of new development on the site is to ensure retention of any significant cultural heritage resources. This goal will be achieved through full retention of the original volume of the 20th-Century Farmhouse. The concept plan involves removal of some minor, more recent, building additions but retains the full volume of the original building. The proposed new building forms do not alter the appearance, proportions or heritage attributes of the heritage structure from the street.
- 4 **Plan for Access:** New development will require a new 6.5 metres access/driveway from Pack Road. In order to allow for the preservation of the heritage farmhouse and visual exposure of the wraparound porch, the new site access should occur on the east side of the site.
- 5 **Shape Massing to Respect Context:** The orientation, setbacks and massing of new buildings should have regard for neighbouring uses. In this regard, the side and rear yard setbacks should vary based on building orientation to accommodate appropriate facing distances based on the type of orientation (e.g., side-to-rear, front-to-rear) and the design features (e.g., windows or no windows). The front yard setback should recognize the setback of the heritage farmhouse and generally be in-line with that building to preserve it's contextual relevance along Pack Road.
- 6 **Animate Pack Road:** New buildings adjacent to Pack Road should be oriented such that primary building frontage faces towards Pack Road with principal unit entrances and walkways directly to the City sidewalk and no parking located between the building nearest to the street and the street itself.

S4.2 Shaping the Zoning Box

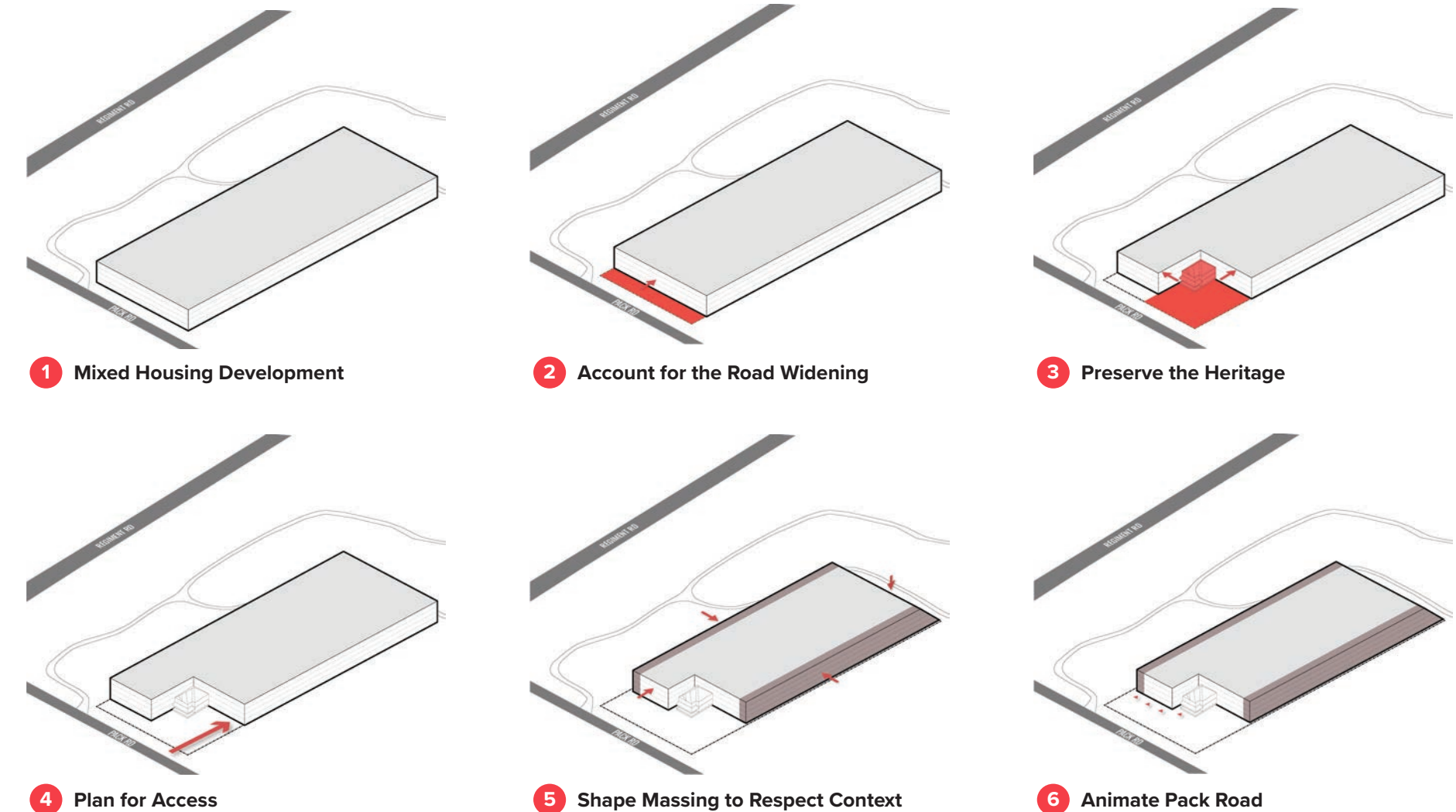


Fig 4. Visualizing the Design Principles

S5: ZONING APPROACH

S5.1 Proposed Zoning By-law Amendment

To support the development vision for 6092 Pack Road and implement the applicable planning policies, we propose to rezone the site from the Urban Reserve (UR3) Zone to a Residential R6 Special Provision (R6-5(_)) Zone. The proposed zone will provide a framework for medium density residential development in various housing forms of cluster housing from single detached dwellings to townhouses and stacked townhouses up to a maximum of 12.0 metres in height (4-storeys). The proposed zone includes special regulations to account for the unique context of the project site and implement applicable form-based policy directions of the Official Plan and North Talbot Community Plan. The proposed zone and special regulations are structured to facilitate a range of desirable site design outcomes and are not tied to a specific development design.

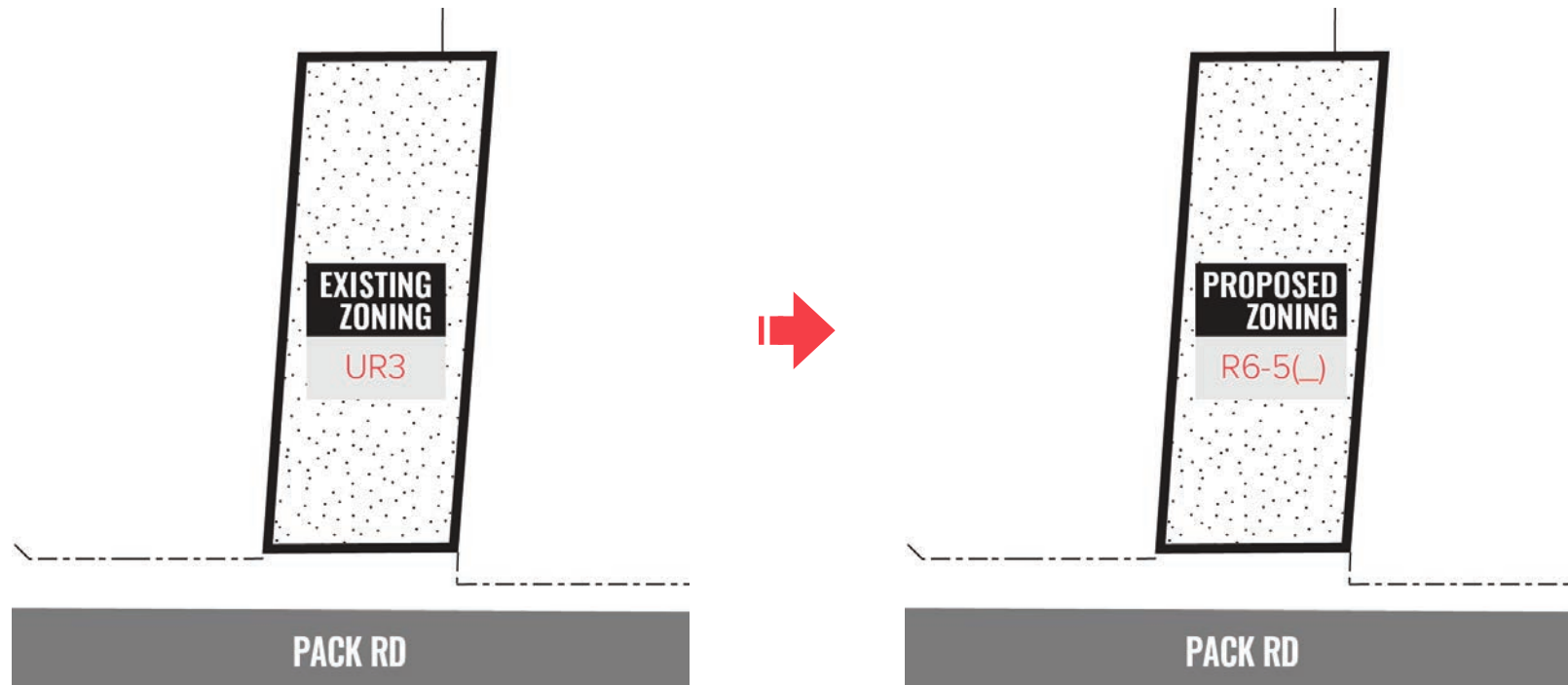


Fig 5. Proposed Rezoning

S5.2 Proposed Special Regulations

6092 Pack Road Zoning			
Regulation		R6-5	Proposed R6-5(_)
Permitted Uses		Section 10.2	Notwithstanding Section 10.2, Apartment Buildings shall not be permitted.
Lot Area (min.)		850m ²	-
Lot Frontage (min.)		10.0m	-
Front and Exterior Side Yard Depth (min.)	Arterial	8.0m	10.0m
Interior and Rear Yard Depth (min.)		0.4 metres (1.3 feet) per 1 metre (3.28 feet) of main building height or fraction thereof, but in no case less than 3 metres (9.8 feet) when the end wall of a unit contains no windows to habitable rooms, or 6.0 metres (19.7ft.) when the wall of a unit contains windows to habitable rooms.	1.8 metres (5.9 feet) when the end wall of a unit contains no windows to habitable rooms, or 6.0 metres (19.7ft.) when the wall of a unit contains windows to habitable rooms.
Landscaped Open Space (min.)		30%	-
Lot Coverage (max.)		45%	-
Height (max.)		12.0m	-
Density (max.)		35uph	45uph
Parking		1.5/unit	-
Orientation		n/a	The front face and primary entrance of all dwellings units located in new buildings adjacent to Pack Road shall be oriented to Pack Road.

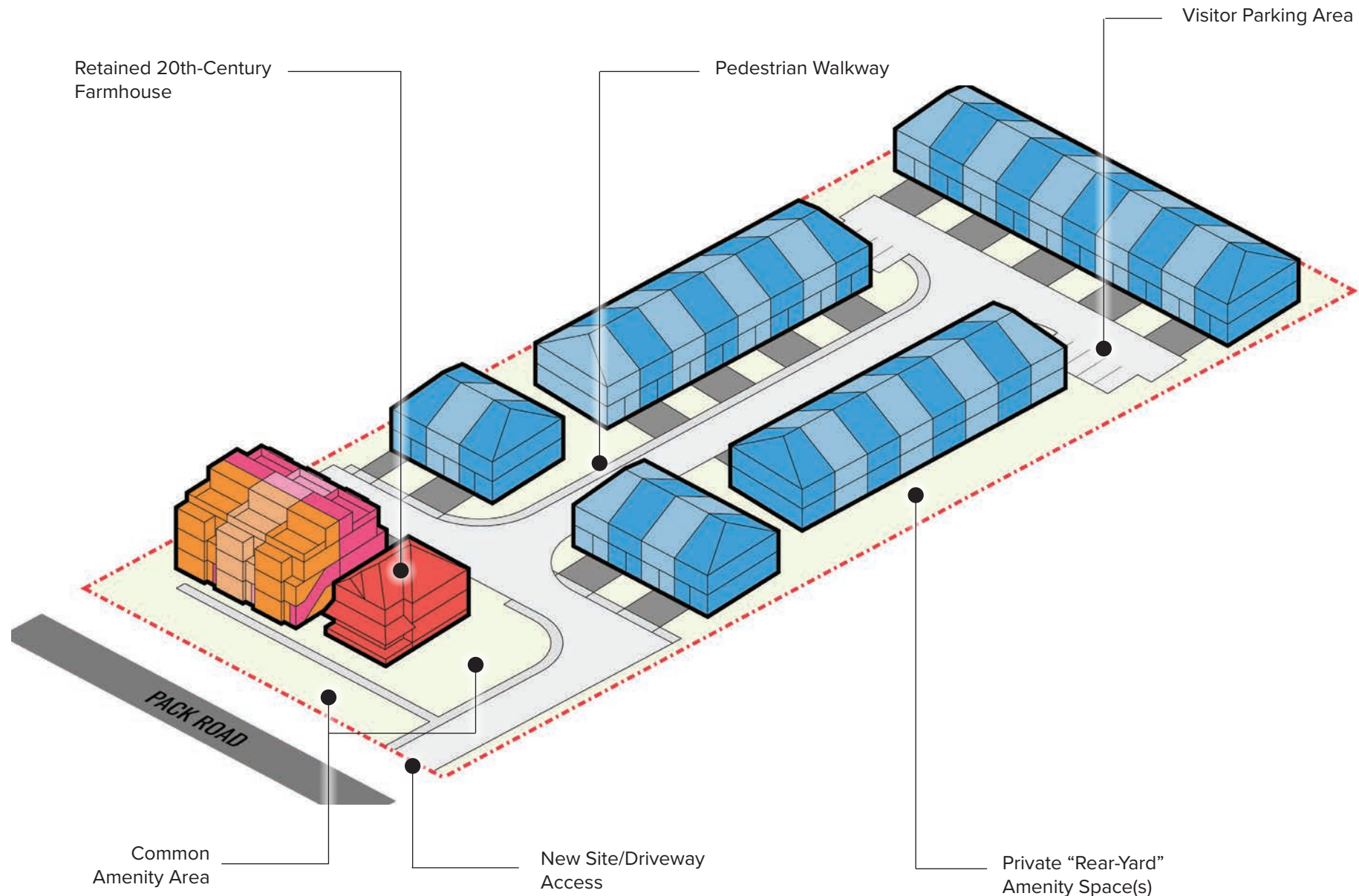
Fig 6. Special Regulations Overview

- : No change

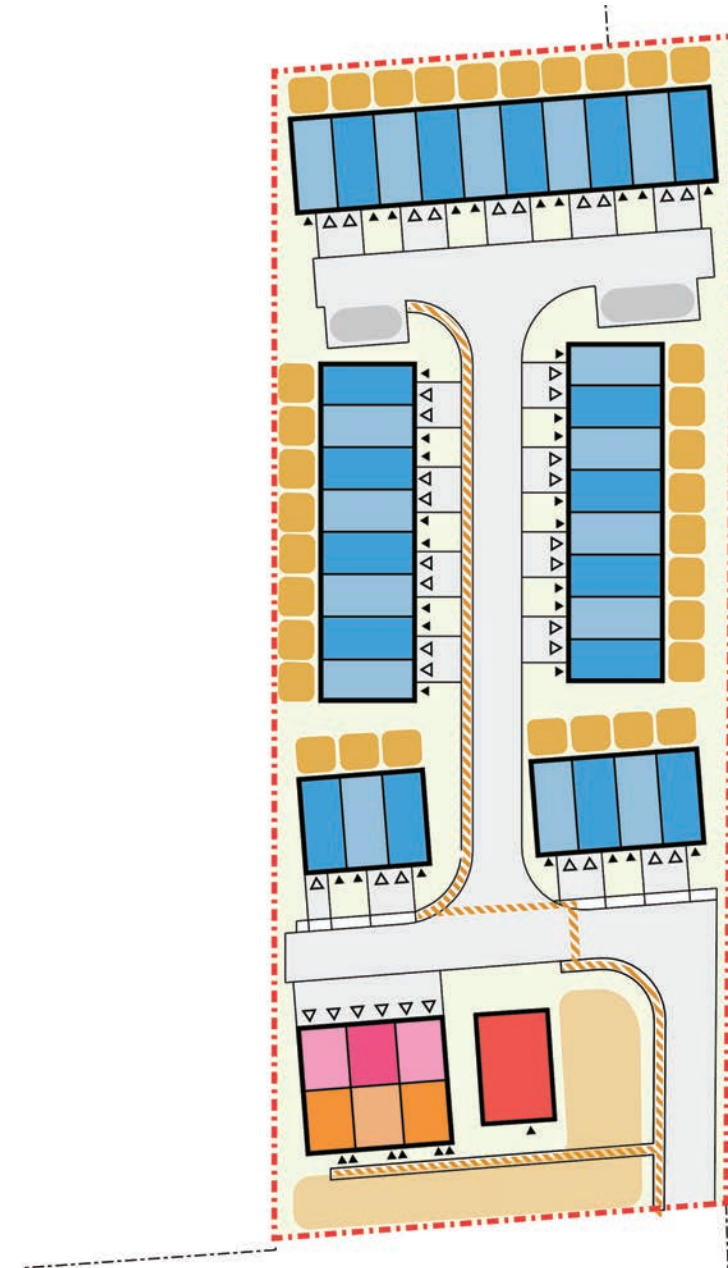
S6: PRELIMINARY DEVELOPMENT CONCEPT

/ Mixed Towns + Heritage Farmhouse

The preliminary concept plan illustrated on page 15-16 of this brief envisions the development of a mix of housing forms on the site including thirty-three (33) 2.5-storey cluster townhouse units, six (6) 3.5-storey back-to-back townhouse units and the retention of the existing 20th-Century Farmhouse as a single detached unit. In total, the proposed development includes 40 residential units. The proposed building heights and densities are within the standard limits for site's in the MFMDR designation. All of the required vehicular parking will be provided in surface form with this concept, within integrated/attached garages and individual driveways. The conceptual site design allows for the creation of 9 visitor parking stalls in addition to the resident parking. The preliminary concept plan represents a desirable implementation of the proposed Zoning By-law Amendment outlined in Section 5 of this Vision Brief.



Perspective 1: View looking northwest



Conceptual Site Plan

HIGHLIGHTS

Performance Metrics

Units	Towns	33
	Back-to-Back	6
	Heritage Dwelling	1
	Total	40
Density	40.2 uph	
Building Height	7.5-12.0m	
Parking	Towns	2/unit
	Back-to-Back	2unit
	Heritage Dwelling	2/unit
	Visitor	9
Yard Depth	Front	10.9m
	East	1.9m-8.7m
	West	1.9m-6.0m
	North	6.0m
LOS	43.5%	
Lot Coverage	30.6%	

LEGEND

- Back-to-Backs (rear)
- Back-to-Backs (front)
- Towns
- Heritage Dwelling
- Parking Area
- Shared Amenity Space
- Private Amenity Space (at-grade)
- Landscaped Area
- Pedestrian Walkway
- Garage Entrances
- Principal Entrances

S7: PLANNING ISSUES

S7.1 Applications Required

It is anticipated that the following *Planning Act* applications will be required in order to implement the planned vision for the project site:

1. **Zoning By-law Amendment:** To rezone the site from Urban Reserve (UR3) Zone to a Residential R6 Special Provision R6-5() Zone, with special provisions to address the site context and applicable policy framework.
2. **Site Plan Control:** To implement the specific development design envisioned in the preliminary development concept illustrations.
3. **Draft Plan of Condominium (Optional):** To establish tenure for the proposed residential units and common ownership for various physical elements of the site (e.g., common amenity space, surface parking areas, etc.).

S7.2 Issues for Clarification

From the proponent's perspective, the following attributes are critical to the success of the development vision. As such, the project team would appreciate any specific insights that City Staff are able to offer on the following:

1. The City's desired route/process for implementing the proposed heritage retention (e.g., Planning Act, Ontario Heritage Act, etc.).
2. Exploration of access opportunities and/or limitations along Pack Road (e.g., left turn lane warrant, RIRO access, etc.).
3. Staff's perspective on the proposed interpretation of the MFMDR designation applying across the entire parcel.



REFERENCES

1. City of London, Southwest Area Secondary Plan (2014)
2. 1989 City of London Official Plan
3. The London Plan
4. City of London Comprehensive Zoning By-law Z.-1.
5. H-8968 City of London Staff Report, dated November 12, 2018.
6. 39T-14506/Z-8436 City of London Staff Report, dated May 19, 2015.
7. City of London, London CityMap (Last updated October 1, 2020).

Appendix B

Renderings



