EXISTING CONDITIONS
BUILT HERITAGE RESOURCES &
CULTURAL HERITAGE LANDSCAPES

ENVIRONMENTAL ASSESSMENT STUDY
WONDERLAND ROAD SOUTH
CITY OF LONDON, ONTARIO

August 2013

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1.0 INTRODUCTION

McCormick Rankin, a member of MMM Group, retained Unterman McPhail Associates, Heritage Resource Management Consultants, to undertake a cultural heritage resource assessment of the built heritage resources and cultural heritage landscapes 40 years and older in age for the Class Environmental Assessment (Class EA) for Wonderland Road South in the City of London. The study corridor extends from Southdale Road to Highway 401 (Figure 1). The Municipal Class Environmental Assessment (EA) Study for the widening of the Wonderland Road South corridor is being carried out under the planning and design process for a Schedule C project as outlined in the Municipal Class Environmental Assessment (October 2000, as amended in 2007 and 2011).

Figure 1. Map of the Wonderland Road South Study Area [2013].
Wonderland Road is a principal gateway entry to London and an important north-south transportation and economic corridor with access to both Highways 401 and 402. Due to the planned urban development in Southwest London, Wonderland Road will need to be improved to support mobility needs and to serve businesses and the local community. The Wonderland Road South EA Study will:

- Assess the needs of the Wonderland Road South corridor, recognizing that its form, function and community values are key considerations;
- Review and develop a design that will be consistent with the vision and policies of Southwest Area Plan (SWAP) and the 2030 Transportation Master Plan; and
- Identify and assess a range of design alternatives based on localized needs and recognizing that recommended improvements may vary along the corridor.

This Existing Conditions Report has been prepared to provide preliminary information regarding built heritage and cultural heritage landscapes to the project study team. A Cultural Heritage Assessment Report (CHAR), forming part of the Class EA Study report, will be completed upon the impact analysis of the preferred options.

### 2.0 HISTORICAL OVERVIEW

#### 2.1 Nineteenth Century Development

Westminster Township, located in the southeastern part of Middlesex County, was one of the largest townships in the county and one of the first to be settled. Part of the Talbot Settlement, the township was surveyed in three sections at different times in the first part of the 1800s. The first survey was the NBTR (North Branch of the Talbot Road, now Colonel Talbot Road) and comprised long narrow lots 200 acres in size. The second survey was conducted by Deputy Provincial Surveyor Watson in 1810, aided by Deputy Surveyor Bostwick, and includes Concessions A, B and Concessions 1 and 2. The lots were narrow in width and ran from road to road. The survey was interrupted by the War of 1812 and resumed afterwards by Deputy Surveyor Burwell. He completed the survey of the remainder of the township including Concession 3 to 9 and the Gore between the lots west of the NBTR and Delaware Township.¹

American raiding parties were known to have been in the area during the War of 1812. In November 1814, a group of Americans from Detroit crossed the township destroying private property and all the public buildings. In the years following the War of 1812, township lots were quickly taken up and the population of Westminster Township grew from 428 inhabitants in 1817 to 4,525 in 1850.² The early settlers of Westminster Township were Canadians, Americans and Pennsylvanian Dutch.³ By 1846, Smith’s Canadian Gazetteer described Westminster Township as an old-settled area, with good

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² Ibid., 69.
³ Ibid., 69-70.
land, a large portion rolling in topography, and well settled with many fine farms in a good state of cultivation and with flourishing orchards.\(^4\)

The earliest roads in the area were initiated by Lieutenant-Governor Colonel John Graves Simcoe. Concerned about the vulnerability of the “Western District” of Upper Canada to an American attack from Detroit, Simcoe launched a programme of road construction to encourage settlement. In 1793, he ordered Dundas Street, or Governor’s Road, to be cut through Upper Canada from Burlington Bay to the Thames River. Simcoe also instigated work on Longwoods Road from McGregor’s Creek (Chatham) to Delaware located to the west of London, which was built by the Queens Rangers, a Simcoe-formed corps of militia. Colonel Talbot, Simcoe’s aide-de-camp, before taking up land development in the Western District, built the Talbot Road and North Branch of the Talbot Road, which became known as North Talbot Road. This road ran through the community of Lambeth in the northwest corner of Westminster Township. Concession and sideroads laid out during the original surveys of Westminster Township constituted the other early local roads. Over the course of the 19th century the township’s roads were improved through graveling and/or planking.

As part of the construction of Dundas Street, Lieutenant-Governor John Graves Simcoe identified the forks of the Thames River as an excellent location for a town site. “New London”, a 3850-acre parcel of land, was set aside in the 1790s for future development. Colonel Mahlon Burwell surveyed New London in London Township into town lots in 1826, and shortly after it was named the District Town of the Western District. The London town site also interrupted Concession B in Westminster Township. As a District Town, London became home to the district’s courthouse and jail. William Hawken’s “New Survey” in the 1830s extended the town site’s northern and eastern borders. The settlement’s population grew quickly from 274 in 1831 to 1,716 in 1841 when it was incorporated as a village. It was incorporated as a town in 1847, and as a city in 1855.

Railway development in Westminster Township included the London & Port Stanley Railway (L&PSR) in the early 1850s to provide a rail connection from London through St. Thomas to a port on Lake Erie. Opening in October 1856, the railway ran generally north to south through themed point of Westminster Township. In 1874, the line was leased to the Great Western Railway, and then assumed by the Grand Trunk Railway (GTR) in 1882. The lease subsequently passed to the Cleveland, Port Stanley & London Transportation & Railway Company, a subsidiary of the Lake Erie & Detroit Railway (LE&DR), and was then taken over by the Pere Marquette Railway when it purchased LE&DR.

By the end of the 19th century, Westminster Township was a well-developed township. The predominately rural area had access to a railroad line, several well-maintained roads and many small towns and villages, as well as, the City of London to the north, which was home to several industries. The Great Western Railway (completed in 1853) and the London and Port Stanley Railway, in addition to several plank and gravel roads, served

this industrial base. The city benefited from the arrival in 1890 of electrical power from Niagara Falls.

### 2.2 Twentieth Century Development

By 1905, the suburbs of London East, London South and London West had been absorbed into the city proper. Instead of growing northwards into the “New Survey” area, London expanded to the east, west and south.

In Westminster Township, early 20th century topographical mapping identified the area around Wonderland Road as being rural agricultural in character. The City of London approved the redevelopment of the L&PSR line, which ran through the middle of Westminster Township, as an interurban electric railway. Construction began in 1914 and it was reopened in 1915 with stops in the township. The line’s Passenger service ceased in February 1957. It became part of Canadian National Railway (CNR) in 1965.

The roads in Westminster Township improved in the 20th century. The North Talbot Road, named after Colonel Thomas Talbot, became Provincial Highway No. 4 in 1920, and later King’s Highway 4, and ran along the western boundary of London. In the late 1990s, sections located within London were downloaded to the City. Graveling of township roads was the norm from the 1930s onwards. For the most part, the sideroads such as Dingman Drive, Westminster Drive, Scotland Drive and Decker Drive, as well as, the concession roads of the former Westminster Township within the City of London were paved by the end of the 20th century. Concession 2 became Southdale Road in 1963, Concession 4 became Dingman Drive in 1986, and in 1990, it was approved that all concession and sideroads were to be named for municipal addresses and to assist in emergency calls.\(^5\)

Airport Road was renamed Wonderland Road in 1974. Prior to the early 21st century, the short section of the current Wonderland Road south of Wharncliffe Road to Hamlyn Road was not yet built. When extended southward past Wharncliffe Road and Exeter Road, it met Bostwick Road, which was renamed Wonderland Road at Hamlyn Street. The paved section of Wonderland Road ends just north of Highway 401 as it turns westward on to Decker Drive. The short gravel extension of Wonderland Road that continues south to the north edge of Highway 40, once continued southward before the highway was built.

Exeter Road, which was designated King’s Highway 135 in 1957 alongside the newly opened Highway 401 from London to Woodstock, ran east to west along the southern edge of London. It was an important connector link during the construction of Highway 401 linking the new highway in London with Highway 2 in Lambeth when the London-area section of Highway 401 was only completed to the interchange with Highway 4 (North Talbot Road). Highways 401 and 402 were constructed through Westminster Township in the 1960s and 1970s, respectively. Following the opening of Highway 402,
Highway 135 no longer functioned as a long-distance route. As a result, it was decommissioned in 1995 and renamed Exeter Road. Twentieth century topographical maps show Wonderland Road ran between Lots 37 and 38, Concession 2, Westminster Township from Southdale Road (the northern township boundary) to Wharncliffe Road.

In 1961, the City of London annexed a large portion of the surrounding area, extending its boundaries outwards to include the London Airport in the northeast and the Westminster Township village of Byron in the southwest. All of the Township of Westminster and its towns were amalgamated into the Town of Westminster in 1988 in an effort to remain an independent municipality. The new town’s independence was short lived, and on January 1, 1993, the former Township of Westminster became part of the City of London, with the exception of a few small areas that were added to Delaware and South Dorchester Townships.

### 2.2.1 Highway 401

The concept of the controlled access highway to alleviate traffic congestion on local roads was developed in Ontario during the 1930s. The *Highway Improvement Act* as amended in 1939 permitted the Department of Highways Ontario (DHO) to designate controlled access highways. The Queen Elizabeth Way (QEW), opened between Toronto and Hamilton in 1939, and was the first divided highway in the Province of Ontario. It proved to be such a success in relieving traffic congestion that the DHO decided to use this new concept in other areas; however, the outbreak of World War II halted construction on provincial highways. This period provided an opportunity to assess the success of the QEW and undertake planning work.

King’s Highway No. 2 from Windsor to the Quebec boundary was one of the most heavily travelled routes in the Province. The DHO conducted origin-destination surveys at checkpoints on Highway 2 during World War II to ascertain the route most drivers would take between two points if such a route existed. The study allowed the Department planners to plot a course for a new controlled access highway running from Windsor to the Quebec border, 816 km (510 miles) in length. Construction on the new trans-provincial freeway began after World War II using the same design standards as Highway 400, namely, a 300-foot right-of-way, depressed medians and grade separated interchanges. The road was a minimum of four lanes throughout its length. The first section of the highway was built from Highland Creek in Scarborough to Oshawa between 1947 and 1949. The route was officially designated Highway 401 in 1952. When Highway 401 was nearing completion in 1965, Premier John Robarts officially named it the "Macdonald-Cartier Freeway" throughout the entire province in honour of two of Canada's "Fathers of Confederation," Sir John A. Macdonald and Sir George Etienne Cartier. James Auld, Minister of Tourism and George Gomme, Minister of Department of Highways Ontario, unveiled a plaque for the new highway in 1969 near Ivy Lea in Eastern Ontario.

Construction on sections of Highway 401 in Southern Ontario proceeded from 1950 onwards on a priority need basis. Ontario Department of Highways, District No. 6,
proceeded to let contracts for the construction of Highway 401 between Woodstock and London in 1952. The Woodstock and London By-pass became the earliest section of Highway 401 to open west of Toronto. Construction began in 1953 and the new dual lane, divided highway by-pass of Woodstock, Ingersoll and London extending from Eastwood, east of Woodstock, to Highway 4, west of London, was opened to traffic on May 31, 1957. The City of London was provided with two interchanges initially, namely, Interchange No. 20 at Wellington Road, Site No. 19-369 completed in 1956 and Interchange No. 21 at the Highbury Avenue Extension (Highway 126), Site No. 19-373 completed in 1961.

2.2.2 Highway 402

Highway 402 was completed in two phases. With the completion of the Bluewater Bridge in 1938, all bridge traffic had to pass through Sarnia along Highway 7. The Bluewater Bridge Approach through Sarnia was built in the 1940s to provide an alternate route for traffic heading to or coming from the United States. The new four-lane divided highway was built to bypass Sarnia. It was not assigned a route number at the beginning; however, it became Highway 402 in 1951. By the mid-1970s, the Province began building an extension of Highway 402 to deal with the traffic congestion on Highway 7 between Sarnia and London. The work was carried out in the 1970s and early 1980s as the highway was extended easterly towards London. The final section of the highway was completed in 1982. Highway 402 connects the Bluewater International Bridge in Sarnia to Highway 401 in London.\(^6\)

3.0 Description of Study Corridor

Wonderland Road is a major north-south arterial road and takes its name from the Wonderland Gardens concert hall located near Springbank Park. Prior to the early 21\(^{st}\) century, the short section of Wonderland Road south of Wharncliffe Road to Hamlyn Road was not built. When extended south, Bostwick Road was terminated at Hamlyn Street and its route was renamed Wonderland Road to the south of Hamlyn Street. The paved section of road ends just north of Highway 401 as it turns westward on to Decker Drive. A short gravel extension of Wonderland Road continues south to the north edge of Highway 401.

The northern section of the study corridor from Southdale Road south to Wharncliffe Road and Exeter Road is characterized by urban development on both sides of Wonderland Road. South of Exeter Road to Decker Road, just north of Highway 401, the area is still rural agricultural in character with farm fields set in a distinctive pattern, treelines, and a few farm complexes set back from the road, interspersed with some latter 20\(^{th}\) century and early 21\(^{st}\) century development comprising rural residential, some commercial and a church.

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Southdale Road is an east-west arterial road in the City of London. It is a two lane from west of Wharncliffe to east of Wonderland Road. The east to west crossroads south of Southdale Road on Wonderland Road includes Wharncliffe Road, Exeter Road, Dingman Drive, Westminster Drive, Scotland Drive and Decker Drive. Wharncliffe Road is a main thoroughfare just west of the core area of London. At Southdale Road, it turns to the southwest and follows the route of the former London and Lake Erie Railway (discontinued before 1920) and Highway 4 to end in Lambeth. Exeter Road is an east to west arterial road that runs from Highway 401 west to Wharncliffe Road, just west of Wonderland Road. Dingman Drive is a rural arterial road in south-central London at the edge of the city's urban growth boundary. It crosses over Highway 401 just east of the Highway 402 interchange. Westminster Drive provides east to west access from Wellington Road South to Colonel Talbot Road, crossing Wonderland Road. Scotland Drive provides east to west access from Wellington Road South to Wonderland Road. Decker Drive provides an east to west connection between the southern end of Wonderland Road and Colonel Talbot Road to the west.

4.0 SURVEY RESULTS

Principal cultural heritage landscapes and aboveground built heritage features older than forty years of age located within and adjacent to the study area were identified. Generally, road and bridge improvements or replacement have the potential to adversely affect cultural heritage landscapes and built heritage resources by displacement and/or disruption during and after construction. Built heritage resources and/or cultural heritage landscapes may experience displacement, i.e., removal, if they are located within the right-of-way of the undertaking. There may also be potential for disruption, or indirect impacts, to cultural heritage resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and/or setting. Isolation of cultural heritage resources may occur due to severance of land for new roads. Isolation of a built heritage feature often leads to demolition due to neglect and/or vandalism.

In July 2013, Unterman McPhail Associates undertook a windshield survey of the Wonderland Road South study corridor to identify heritage resources 40 years of age and older that were considered to be of potential heritage value or interest.

Thirteen cultural heritage resources, including eleven (11) cultural heritage landscapes and two (2) built heritage resources were identified as being of 40 years and older and of potential heritage interest or value during the field survey. The identified cultural heritage resources, are listed in the Table 1: Identified Cultural Heritage Resources and their locations mapped on Figure 2.

None of the identified resources are included as listed or designated properties under the OHA on the City of London Heritage Register.

The Highway 402 Overpass, which is under the jurisdiction of the Ontario Ministry of Transportation (MTO), has not been included on Table 1. It is 40 years in age and older.
and to date has not been evaluated under MTO’s Ontario Heritage Bridge Guidelines (Interim 2008).

Table 1 includes a site number, resource category, resource type, location, description and digital photograph. The following explanatory notes provide background material on the information contained in Table 1.

- Sites are numbered and mapped generally from north to south in the study corridor;
- Resources are identified by category: Cultural Heritage Landscape (CHL) or Built Heritage Resource (BHR) and by type: roadscape, farm complex, residence, etc.;
- The municipal address, where available, locates the identified cultural heritage resources;
- A brief description of the cultural heritage resource based upon information gained from the public roadway; and,
- Digital photographs taken from the public roadway or aerial views are supplied for each resource.
Figure 2. Aerial view showing the location of the identified heritage resources [As adapted from Google Maps, 2013].
### TABLE 1: IDENTIFIED BUILT HERITAGE RESOURCES (BHR) AND CULTURAL HERITAGE LANDSCAPES (CHL) WITHIN AND ADJACENT TO THE WONDERLAND SOUTH STUDY CORRIDOR

<table>
<thead>
<tr>
<th>Site #</th>
<th>Resource Category</th>
<th>Resource Type</th>
<th>Location</th>
<th>Description</th>
<th>Heritage Recognition</th>
<th>Digital Image/Aerial View</th>
</tr>
</thead>
</table>
| 1.     | BHR               | Residence     | No municipal address, south side, beside 31 Exeter Road, J-AAR Excavating. | Residence  
The house is not clearly visible from Exeter Road due to trees. From Bostwick Road it appears to be a 2 storey, buff brick building with a hip possibly built c. 1910. A topographic map (1950) indicates a residence and barn stood in this location.  
A large gambrel barn is located southeast of the house and appears to part of 31 Exeter Road, J-AAR Excavating. The barn appears to be historically associated with the house as part of a former farm complex. | Not included on the City of London Heritage Register as a listed or designated heritage resource. | View northeast from Bostwick Road to west elevation of house.  
North elevation of a large gambrel barn that appears to be associated with the residence. |
TABLE 1: IDENTIFIED BUILT HERITAGE RESOURCES (BHR) AND CULTURAL HERITAGE LANDSCAPES (CHL) WITHIN AND ADJACENT TO THE WONDERLAND SOUTH STUDY CORRIDOR

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<tr>
<td>2.</td>
<td>CHL</td>
<td>Transportation</td>
<td>Hamlyn Street</td>
<td>Roadscape&lt;br&gt; This 2 lane, paved local road has gravel shoulders. It appears as an open road from Lambeth eastward on the 1878 Illustrated Historical atlas map of the township.</td>
<td>Not included on the City of London Heritage Register as a listed or designated heritage resource.</td>
<td><img src="image" alt="View east to Wonderland Road South." /></td>
</tr>
<tr>
<td>3.</td>
<td>CHL</td>
<td>Residential</td>
<td>4195 Bostwick Road, west side</td>
<td>Residence&lt;br&gt; This house is 1 ½ storey, wood frame house with a front gable roof, eaves returns, possibly dating to late 19th/early 20th century. It has been reclad in 20th century siding. There is a small gambrel roof barn, with clapboard siding, possibly dating to the early to mid 20th century. A topographic map (1950) indicates a building stood in this location.</td>
<td>Not included on the City of London Heritage Register as a listed or designated heritage resource.</td>
<td><img src="image" alt="East elevation of the house at 4195 Bostwick Road that faces onto Wonderland Road." /></td>
</tr>
</tbody>
</table>
### TABLE 1: IDENTIFIED BUILT HERITAGE RESOURCES (BHR) AND CULTURAL HERITAGE LANDSCAPES (CHL) WITHIN AND ADJACENT TO THE WONDERLAND SOUTH STUDY CORRIDOR

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| 4.    | CHL               | Agricultural  | 4019 Hamlyn Street, south side | Farm Complex  
The residence on-site is a c1970s building. Twentieth century agricultural buildings, date undetermined, located to the south of residence and west of Wonderland Road. A topographic map (1950) indicates a building stood in this location. | Not included on the City of London Heritage Register as a listed or designated heritage resource. | ![View north to small barn on property.](Agricultural buildings at 4019 Hamlyn Street.) |
TABLE 1: IDENTIFIED BUILT HERITAGE RESOURCES (BHR) AND CULTURAL HERITAGE LANDSCAPES (CHL) WITHIN AND ADJACENT TO THE WONDERLAND SOUTH STUDY CORRIDOR

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| 5.    | CHL               | Agricultural  | 4392 Wonderland Road South, east side | Residence  
Set back from the road, the buildings not visible from the public roadway. From aerial views there appears to be a 40 years of age an older residence along the entrance drive. The property is accessed from Wonderland Road and Dingman Drive and both drives are lined with distinctive tree lines. A topographic maps (1922 and 1950) indicate a building stood in this location. | Not included on the City of London Heritage Register as a listed or designated heritage resource. | ![View east along the entrance drive.](image) 
Photograph of building not available. Location mapped on Figure 2. |
| 6.    | BHR               | Residential   | 4493 Wonderland Road South | Residence  
Set back from the road, not visible from the public roadway. Aerial views suggest there may be an older residence on site. A topographic maps (1922 and 1950) indicate a building stood in this location. | Not included on the City of London Heritage Register as a listed or designated heritage resource. | ![Photograph not available. Location mapped on Figure 2.](image) |
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</table>
| 7.    | CHL               | Transportation| Westminster Drive | Roadscape  
Formerly Concession 3 in Westminster Township, Westminster Drive is an east to west, two lane paved rural road with double centerline and narrow gravel shoulders. This road is shown as an open concession on the Illustrated Historical Atlas map (1878) of the township. | Not included on the City of London Heritage Register as a listed or designated heritage resource. | ![View west to Wonderland Road South.](image) |
| 8.    | CHL               | Agricultural  | 4570 Westminster Drive, north side | Farm Complex: Don Crinklow & Sons Farm  
This farm complex includes, 1 ½ storey farmhouse, construction date unknown but over 40 years, with a side gable roof. It has been reclad in 20th century siding and renovated. There is a large, c. 1900, gable bank barn with a metal roof, a concrete silo and a small wood frame agricultural outbuilding located to the northwest of the house. | Not included on the City of London Heritage Register as a listed or designated heritage resource. | ![View northeast to farmhouse.](image) |
<table>
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</table>
| 9.    | CHL               | Agricultural  | 4571 Westminster Drive, south side | Farm Complex: Crinklow's Farm
This farm complex includes a late 19th century, 2 storey buff brick farmhouse with a hip roof and decorative brick window and door voussoirs. The front verandah has been enclosed.
There is a large gable barn, silos and possibly other agricultural buildings located to the southwest of the house. | Not included on the City of London Heritage Register as a listed or designated heritage resource. | View southeast to the farmhouse. |
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| 10.   | CHL               | Agricultural | 4498 Scotland Drive | Farm Complex: Elginside Farms  
This farm complex comprises a 19th century buff brick, 1 ½ storey, residence with a hip roof and front centre gable with a pointed arch window opening and decorative vergeboard. A large barn is located to the northwest of the farmhouse. | Not included on the City of London Heritage Register as a listed or designated heritage resource. | ![View south to including farmhouse, barn and silo.](image)                                |
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<td>11.</td>
<td>CHL</td>
<td>Transportation</td>
<td>Scotland Drive</td>
<td>Roadscapes Former Concession 2, in Westminster Township, this two lane, east to west, paved local road has narrow to no gravel shoulders. This road is shown as an open concession on the township map in the Illustrated Historical Atlas map (1878).</td>
<td>Not included on the City of London Heritage Register as a listed or designated heritage resource.</td>
<td>View north to farm complex.</td>
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<td>View west on Scotland Drive to Wonderland Road intersection.</td>
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<td>12.</td>
<td>CHL</td>
<td>Transportation</td>
<td>Wonderland Road South, south end.</td>
<td>Roadscape Wonderland Road continues south from Decker Drive to the north side of Highway 401. Before Highway 401 was built the road extended further to the south. This section is a narrow two lane gravel road. This route of the current road from Hamlyn Street south to Highway 401 is shown as an open sideline on the Illustrated Historical Atlas map (1878) of the township.</td>
<td>Not included on the City of London Heritage Register as a listed or designated heritage resource.</td>
<td>View north on gravel section of road north of Highway 401.</td>
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<td><img src="image_url" alt="Digital Image/Aerial View" /></td>
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CULTURAL HERITAGE ASSESSMENT REPORT
CULTURAL HERITAGE LANDSCAPES & BUILT HERITAGE RESOURCES

WONDERLAND ROAD SOUTH
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
CITY OF LONDON, ONTARIO

August 2015

Prepared for:
MMM Group

Prepared by:

UNTERMANN McPHAIL ASSOCIATES
HERITAGE RESOURCE MANAGEMENT CONSULTANTS
CULTURAL HERITAGE ASSESSMENT REPORT
CULTURAL HERITAGE LANDSCAPES & BUILT HERITAGE RESOURCES

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August 2015

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1.0 INTRODUCTION

1.1 Purpose of Report

MMM Group retained Unterman McPhail Associates, Heritage Resource Management Consultants, to undertake a cultural heritage resource assessment of the built heritage resources and cultural heritage landscapes 40 years and older in age for the Class Environmental Assessment (Class EA) for Wonderland Road South in the City of London. The study corridor extends from Southdale Road to Highway 401 (Figure 1). The Municipal Class Environmental Assessment (EA) Study for the widening of the Wonderland Road South corridor is being carried out under the planning and design process for a Schedule ‘C’ project as outlined in the Municipal Class Environmental Assessment (October 2000, as amended in 2007 and 2011).

Figure 1. A plan of the Wonderland Road South Study Area [2013].
Wonderland Road is a principal gateway entry to City of London and an important north-south transportation and economic corridor with access to both Highways 401 and 402. Due to the planned urban development in Southwest London, Wonderland Road will need to be improved to support mobility needs and to serve businesses and the local community. The Wonderland Road South EA Study will:

- Assess the needs of the Wonderland Road South corridor, recognizing that its form, function and community values are key considerations;
- Review and develop a design that will be consistent with the vision and policies of Southwest Area Plan (SWAP) and the 2030 Transportation Master Plan; and
- Identify and assess a range of design alternatives based on localized needs and recognizing that recommended improvements may vary along the corridor.

Built heritage resources and/or cultural heritage landscapes may be displaced (i.e., removed) if they are located within the right-of-way of the undertaking. As well, isolation of cultural heritage resources may occur due to severance of land for new and realigned roads, which has the potential to lead to demolition due to neglect and/or vandalism. There may also be potential for disruption, or indirect impacts, to cultural heritage resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and/or setting.

The principal objectives of this CHAR are:

- to prepare an historical summary of the development of the study corridor through the review of both primary and secondary sources as well as historical mapping;
- to conduct a survey of the cultural heritage landscapes and built heritage resources found within and adjacent the study corridor;
- to identify cultural heritage landscapes and built heritage resources within and adjacent the study corridor, through the analysis of major historical themes and activities, historic mapping and site review activities;
- to identify sensitivities for change;
- to provide an assessment of potential impacts to cultural heritage resources identified in the study corridor using available project information; and
- to make general mitigation recommendations for affected built heritage resources and cultural heritage landscapes with respect to the proposed endeavour.

2.0 ENVIRONMENTAL ASSESSMENT & CULTURAL HERITAGE RESOURCES

2.1 Introduction

The need for the identification, evaluation, management and conservation of Ontario's heritage is acknowledged as an essential component of environmental assessment and municipal planning in Ontario.
For the most part, the analysis of cultural heritage resources in the study area addresses those aboveground, person-made heritage resources of 40 years of age and older. The application of this rolling 40-year principle is an accepted federal and provincial practice for the preliminary identification of cultural heritage resources that may be of heritage value or interest. However, its application does not imply that all built heritage resources or cultural heritage landscapes that are over 40 years old are worthy of the same levels of protection or preservation as heritage resources.

### 2.2 Ontario Environmental Assessment Act (EAA)

An environmental assessment provides a decision-making process used to promote good environmental planning by assessing the potential effects and benefits of certain activities on the environment. In Ontario, this process is defined and finds its authority in the Ontario Environmental Assessment Act (EAA). The purpose of the EAA is to provide for the protection, conservation and wise management of Ontario's environment.

The EAA applies to all public activities and includes projects originating from Ontario ministries and agencies, municipalities, public utilities, and Conservation Authorities. Projects subject to the EAA are typically infrastructure developments and include such things as public roads and highways, transit facilities, waste management facilities, electrical generation and transmission facilities as well as flood protection works. Large and complex projects with the potential for significant environmental impacts are subject to an Individual EA process. As a first step, the proponent must prepare terms of reference (ToR), i.e., a plan for completing the EA process. Once the ToR is approved, the proponent’s second step is to conduct the EA. When preparing both the proposed ToR and the EA, the public must be consulted. The Individual EA process requires formal Ministry of the Environment and Climate (MOEC) review and Ministerial/Cabinet approval. This process may involve the analysis of all transportation alternatives (road, transit, rail and marine) and alternative route locations.

The analysis throughout the study process addresses that part of the Environmental Assessment Act, subsection 1(c), which defines “environment” to include:

“...cultural conditions that influence the life of humans or a community;”

as well as,

“any building, structure, machine or other device or thing made by humans.”

Infrastructure work and its associated construction activities may potentially affect cultural heritage resources in a number of ways. The effects may include displacement through removal or demolition and/or disruption by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character of the cultural heritage resources and, or their setting.
2.2.1 Municipal Class Environmental Assessment (MCEA)

The Municipal Class Environmental Assessment (October 2000, as amended 2007 and 2011) outlines a procedure whereby municipalities can comply with the requirements of the EAA. It identifies potential positive and negative effects of projects such as road improvements, facility expansions or the introduction of a new service. The process incorporates an evaluation of impacts on the natural and social environment, which includes the evaluation of culture. The Municipal Class EA applies to municipal infrastructure projects including roads, water and wastewater projects.

Since projects undertaken by municipalities can vary in their environmental impact, such projects are classified in terms of schedules. Schedule ‘A’ generally includes normal or emergency operational and maintenance activities wherein the environmental effects of these activities are usually minimal, and therefore these projects are pre-approved. A Schedule ‘A+’ activity is pre-approved by the MOEC, and therefore work can proceed upon public notification of the project. Schedule ‘B’ generally includes improvements and minor expansions to existing facilities where there is the potential for some adverse environmental impacts, and therefore the municipality is required to proceed through a screening process including consultation with those who may be affected. Lastly, Schedule ‘C’ generally includes the construction of new facilities and major expansions to existing facilities, and these projects proceed through a five-phased environmental assessment planning process.

Part B – Municipal Road Projects, Section B.1.1 (4), refers to the consideration of the cultural environment and cultural heritage in the environment for municipal road projects. The definition of cultural heritage resources includes built heritage and cultural heritage landscapes. MTCS is responsible for the administration of the Ontario Heritage Act (OHA) and is responsible for determining policies, priorities and programs for the conservation, protection and preservation of Ontario’s heritage that includes cultural heritage landscapes and built heritage.

As well, Section B.1.1 (4), states significant cultural heritage features should be avoided, where possible. If they cannot be avoided, then effects should be minimized where possible, and every effort made to mitigate adverse impacts in accordance with provincial and municipal policies and procedures. Cultural heritage features should be identified early in the process in order to determine significant features and potential impacts.

Section B.1.1 (4) defines built heritage resources and cultural heritage landscapes as follows.

Built heritage resources means one or more significant buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic military history and identified as being important to a community. These resources may be identified through designation or heritage conservation.
easements under the Ontario Heritage Act, or listed by local, provincial or federal jurisdictions.

**Cultural heritage landscapes** means a defined geographical area of heritage significance, which has been modified by human activities and is valued by a community. It involves grouping(s) of individual heritage features such as structures, spaces, archaeological sites, and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements of parts. Examples may include, but are not limited to, neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value.

### 2.3 Ontario Heritage Act (OHA)

The OHA gives the Ministry of Tourism, Culture and Sport (MTCS) the responsibility for the conservation, protection and preservation of Ontario’s culture heritage resources. Section 2 of the OHA charges the Minister with the responsibility to,

“...determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario.”

The OHA allows municipalities to designate individual properties (Part IV) and districts (Part V), to list individual properties of cultural heritage value or interest (Part IV, Section 27), and to protect a heritage property with an easement (Part IV). The Ontario Heritage Trust (OHT) may protect a heritage property with an easement (Part II) and the Minister of MTCS, after consultation with the OHT, may designate a property of provincial significance (Part IV, Section 34.5).

Heritage attributes, in relation to a property, are defined in the OHA as the attributes of the property that cause it to have cultural heritage value or interest. The Provincial Government has established, “Criteria for Determining the Cultural Heritage Value or Interest,” of properties through ‘Ontario Regulation 9/06’. For Crown owned property, MTCS has established, “Criteria for Determining the Cultural Heritage Value or Interest,” of properties through ‘Ontario Regulation 10/6’ and prepared the Standards and Guidelines for the Conservation of Provincial Heritage Properties (July 1, 2012) under OHA, Part III.1.

Under subsection 27 (1) of the OHA, a municipal clerk is required to keep a current register of properties of cultural heritage value or interest located in their municipality. The municipal register must include all properties designated by the municipality under Part IV, all heritage conservation districts under Part V of the OHA, and all properties designated by the Minister. Additionally, OHA subsection 27 (1.2) allows a property that is not designated, but considered to be of cultural heritage interest or value by the municipal council, to be placed on the register. This is commonly referred to as “listing”. In many cases, listed (non-designated properties) are candidates for protection under Section 29 of the OHA.
Municipal designation of heritage resources under Part IV of the OHA publicly recognizes and promotes awareness of heritage properties, provides a process for ensuring that changes to a heritage property are appropriately managed and that these changes respect the property’s heritage value. This includes protection from demolition. Once a property or district has been designated and notice has been given to the OHT, the property is listed on the provincial register of heritage properties.

The alteration process under Section 33 of the OHA helps to ensure the heritage attributes of a designated property, and therefore its heritage value, are conserved. If an owner of a designated property wishes to make alterations to the property that affects its heritage attributes, the owner must obtain written consent from the council. This applies to the alteration of the buildings or structures and to alterations of other aspects of the designated property such as landscape features or natural features that have been identified as heritage attributes. Although, listing non-designated properties does not offer any specific protection under the OHA, Section 27 (3) states if property included in the register under subsection (1.2) has not been designated under Section 29, the owner of the property shall not demolish or remove a building or structure on the property or permit the demolition or removal of the building or structure unless the owner gives the council of the municipality at least 60 days notice in writing of the owner’s intention to demolish or remove the building or structure or to permit the demolition or removal of the building.

Provincial heritage properties are not subject to designation by municipalities or the Minister. The amendments to the Act gave the Minister of MTCS the authority to develop standards and guidelines for the conservation of provincial heritage properties. As a result, the province now has the responsibility to establish a comparable standard of identification, protection and care for provincial heritage properties as already exists for private property.

2.4 Ministry of Tourism, Culture and Sport (MTCS)

MTCS describes heritage buildings and structures, cultural heritage landscapes and archaeological resources as cultural heritage resources. Since cultural heritage resources may be impacted adversely by both public and private land development, it is incumbent upon planning and approval authorities to consider heritage resources when making planning decisions.

MTCS guidelines assist in the assessment of cultural heritage resources as part of an environmental assessment and include Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments (October 1992) and the Guidelines on the Man-Made Heritage Component of Environmental Assessments (1980). The latter states:

“When speaking of man-made heritage we are concerned with works of man and the effects of his activities in the environment rather than with moveable human
The Guidelines say one may distinguish broadly between two basic ways of visually experiencing cultural heritage resources in the environment, that is, as cultural heritage landscapes and as built heritage. Cultural heritage landscapes are a geographical area perceived as a collection of individual person-made built heritage resources set into a whole such as historical settlements, farm complexes, waterscapes, roadscapes, railways, etc. They emphasize the interrelationship of people and the natural environment and convey information about the processes and activities that have shaped a community. Cultural heritage landscapes may be organically evolved landscapes as opposed to designed landscapes. Some are ‘continuing landscapes’, which maintain the historic use and continue to evolve, while others are ‘relict landscapes’ where the evolutionary process has come to an end but important landscape or built heritage resources from its historic use are still visible. There are also ‘associative landscapes’ with religious, artistic, or cultural associations of the natural element rather than material cultural evidence, which may be insignificant or even absent. Built heritage comprises individual, person-made or modified, parts of a cultural heritage landscape such as buildings or structures of various types including, but not limited to, cemeteries, planting and landscaping structures, etc.

The MTCS guidelines for environmental assessment also describe the attributes necessary for the identification and evaluation of any discrete aggregation of person-made features or cultural heritage landscapes and the attributes necessary for the identification and evaluation of built heritage resources for environmental assessments. MTCS provides the Ontario Heritage Toolkit, a series of guides that explain different aspects the OHA the Planning Act, the Historic Places Initiative, and related programs. It states to conserve a cultural heritage resource a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development.

As well, MTCS has produced the Standards and Guidelines for Conservation of Provincial Heritage Properties (April 28, 2010). The Standards and Guidelines state Ministries and prescribed public bodies shall apply the “Criteria for Determining Cultural Heritage Value” set out in the ‘Ontario Regulation 9/06’ under the OHA to determine the cultural heritage value or interest of a property. If the property meets the criteria in ‘Ontario Regulation 9/06’, it is a provincial heritage property. If deemed to be a provincial heritage property the “Criteria for Determining Cultural Heritage Value of Provincial Significance” set out in ‘Ontario Regulation 10/06’ to determine whether or not a property is of provincial significance are to be applied. If the property meets the criteria in ‘Ontario Regulation 10/06’, it is a provincial heritage property of provincial significance.
3.0 ASSESSMENT METHODOLOGY

3.1 Introduction

The consultant undertook a windshield survey of the study corridor in July 2013 to review and identify potential built heritage resources and cultural heritage landscapes of forty years of age and older considered to be of heritage interest or value. The following actions were also undertaken as part of this project:

- Consultation with the City of London Heritage Planner with regard to listed and designated heritage properties;
- Completion of digital photography for identified potential heritage resources in July 2013;
- Completion of background historical research to prepare a description of the study area; and
- Review of aerial photography and mapping to assist in the description of the existing study area and the location of cultural heritage resources.

3.2 Public Consultation and Recognition

Municipal

The City of London confirmed that there are no listed or municipally designated properties within or adjacent to the right-of-way for the Wonderland Road South study corridor.

Provincial/Federal/Other

There are no provincially or federally recognized heritage properties within or adjacent to the Wonderland Road South study corridor.

There are no cemeteries located within or adjacent to the Wonderland Road South study corridor.

4.0 HISTORICAL SUMMARY

4.1 Westminster Township

Westminster Township, located in the southeastern part of Middlesex County, was one of the largest townships in the county and one of the first to be settled. Part of the Talbot Settlement, the township was surveyed in three sections at different times in the first part of the 1800s. The first survey was the NBTR (North Branch of the Talbot Road, now Colonel Talbot Road) and comprised long narrow lots 200 acres in size. Deputy Provincial Surveyor Watson, aided by Deputy Surveyor Bostwick, conducted the second
survey in 1810, which included Concessions A, B and Concessions 1 and 2. The lots were narrow in width and ran from road to road. This survey was interrupted by the War of 1812 and resumed afterwards by Deputy Surveyor Burwell. He completed the survey of the remainder of the township including Concession 3 to 9 and the Gore between the lots west of the NBTR and Delaware Township. ¹

American raiding parties were known to have been in the area during the War of 1812. In November 1814, a group of Americans from Detroit crossed the township destroying private property and all the public buildings. In the years following the War of 1812, township lots were quickly taken up. The early settlers of Westminster Township were Canadians, Americans and Pennsylvanian Dutch.² The population of Westminster Township grew from 428 inhabitants in 1817 to 4,525 in 1850.³ In 1846, Smith’s Canadian Gazetteer described Westminster Township as an old-settled area, with good land, a large portion rolling in topography and well-settled, with many fine farms in a good state of cultivation and with flourishing orchards.⁴

Lieutenant-Governor Colonel John Graves Simcoe initiated the construction of the earliest roads in Westminster Township. Concerned about the vulnerability of the “Western District” of Upper Canada to an American attack from Detroit, Simcoe launched a programme of road construction to encourage settlement. In 1793, he ordered Dundas Street, or Governor’s Road, to be cut through Upper Canada from Burlington Bay to the Thames River. Simcoe also instigated work on Longwoods Road from McGregor’s Creek (Chatham) to Delaware located to the west of London, which was built by the Queens Rangers, a Simcoe-formed corps of militia. Colonel Talbot, Simcoe’s aide-de-camp, before taking up land development in the Western District, built the Talbot Road and North Branch of the Talbot Road, which became known as North Talbot Road. This road ran through the community of Lambeth in the northwest corner of Westminster Township. Concession and sideroads were laid out during the original surveys of Westminster Township and constituted another important early local road. Over the course of the 19th century the township’s roads were improved through graveling and/or planking.

As part of the construction of Dundas Street, Simcoe identified the forks of the Thames River as an excellent location for a town site. “New London”, a 3850-acre parcel of land, was set aside in the 1790s for future development. Colonel Mahlon Burwell surveyed New London in London Township into town lots in 1826, and shortly after it was named the District Town of the Western District. The London town site also interrupted Concession B in Westminster Township. As a District Town, London became home to the district’s courthouse and jail. William Hawken’s “New Survey” in the 1830s extended the town site’s northern and eastern borders. The settlement’s population grew

² Ibid., 69-70.
³ Ibid., 69.
⁴ Wm. H. Smith, Smith’s Canadian Gazetteer (Toronto: H. & W. Rowsell, 1846), 218.
quickly and it was incorporated as a village in 1841. It became a town in 1847, and city in 1855.

Railway development in Westminster Township included the London & Port Stanley Railway (L&PSR) in the early 1850s to provide a rail connection from London through St. Thomas to a port on Lake Erie. Opening in October 1856, the railway ran generally north to south through themed point of Westminster Township. In 1874, the line was leased to the Great Western Railway, and then assumed by the Grand Trunk Railway (GTR) in 1882. The lease subsequently passed to the Cleveland, Port Stanley & London Transportation & Railway Company, a subsidiary of the Lake Erie & Detroit Railway (LE&DR), and was then taken over by the Pere Marquette Railway when it purchased LE&DR.

By the end of the 19th century, Westminster Township was a well-developed township. The predominately rural area had access to a railroad line, several well-maintained roads and many small towns and villages, as well as the City of London to the north, which was home to several industries. The Great Western Railway (completed in 1853) and the London and Port Stanley Railway, in addition to several plank and gravel roads, served this industrial base. The city and the associated industries greatly benefited from the arrival of electrical power from Niagara Falls in 1890.

By 1905, the suburbs of London East, London South and London West had been absorbed into the city proper. Instead of growing northwards into the “New Survey” area, London expanded to the east, west and south into the surrounding areas. Early 20th century topographical mapping identified the area around Wonderland Road as being rural agricultural in character. The City of London approved the redevelopment of the L&PSR line, which ran through the middle of Westminster Township, as an interurban electric railway. Construction began in 1914 and it was reopened in 1915 with stops in the township. The line’s Passenger service ceased in February 1957. It became part of Canadian National Railway (CNR) in 1965.

The roads in Westminster Township improved in the 20th century. The North Talbot Road, named after Colonel Thomas Talbot, became Provincial Highway No. 4 in 1920, and later King’s Highway 4, and ran along the western boundary of London. In the late 1990s, sections located within London were downloaded to the City. Graveling of township roads was the norm from the 1930s onwards. For the most part, the sideroads such as Dingman Drive, Westminster Drive, Scotland Drive and Decker Drive, as well as the concession roads of the former Westminster Township within the City of London were paved by the end of the 20th century. Concession 2 became Southdale Road in 1963, Concession 4 became Dingman Drive in 1986, and in 1990, it was approved that all concession and sideroads were to be named for municipal addresses and to assist in emergency calls.⁵

⁵ Grainger, 78.
Exeter Road, which was designated King’s Highway 135 in 1957 alongside the newly opened Highway 401 from London to Woodstock, ran east to west along the southern edge of London. It was an important connector link during the construction of Highway 401 linking the new highway in London with Highway 2 in Lambeth when the London-area section of Highway 401 was only completed to the interchange with Highway 4 (North Talbot Road). Highways 401 and 402 were constructed through Westminster Township in the 1960s and 1970s, respectively. Following the opening of Highway 402, Highway 135 no longer functioned as a long-distance route. As a result, it was decommissioned in 1995 and renamed Exeter Road.

Twentieth century topographical maps (Appendix A) show the sideline running south between Lots 37 and 38 in Concession 2 from Southdale Road on the northern boundary of Westminster Township to Wharncliffe Road. Originally, the short section of the current Wonderland Road south of Wharncliffe Road to Hamlyn Road did not exist. At Wharncliffe Road the route jogged southwest to intersect with a road, later named Bostwick Road, that reconnected with the surveyed lot line between Lots 36 and 37 in Concession 3 at Hamlyn Road. Airport Road south of Southdale Road was renamed Wonderland Road in 1974. When the short section of the current Wonderland Road south of Wharncliffe Road was extended southward from Wharncliffe Road to Bostwick Road, Bostwick Road was renamed Wonderland Road at Hamlyn Street. The paved section of Wonderland Road ends just north of Highway 401 as it turns westward on to Decker Drive. The short gravel extension of Wonderland Road that continues south to the north edge of Highway 401, once continued southward before the highway was built.

In 1961, the City of London annexed a large portion of the surrounding area, extending its boundaries outwards to include the London Airport in the northeast and the Westminster Township village of Byron in the southwest. All of the Township of Westminster and its towns were amalgamated into the Town of Westminster in 1988 in an effort to remain an independent municipality. The new town’s independence was short lived, and on January 1, 1993, the former Township of Westminster became part of the City of London, with the exception of a few small areas that were added to Delaware and South Dorchester Townships.

4.2 Highway 401

The concept of the controlled access highway to alleviate traffic congestion on local roads was developed in Ontario during the 1930s. The Highway Improvement Act as amended in 1939 permitted the Department of Highways Ontario (DHO) to designate controlled access highways. The Queen Elizabeth Way (QEW), opened between Toronto and Hamilton in 1939, and was the first divided highway in the Province of Ontario. It proved to be such a success in relieving traffic congestion that the DHO decided to use this new concept in other areas; however, the outbreak of World War II halted construction on provincial highways. This period provided an opportunity to assess the success of the QEW and undertake planning work.
King’s Highway No. 2 from Windsor to the Quebec boundary was one of the most heavily travelled routes in the Province. The DHO conducted origin-destination surveys at checkpoints on Highway 2 during World War II to ascertain the route most drivers would take between two points if such a route existed. The study allowed the Department planners to plot a course for a new controlled access highway running from Windsor to the Quebec border, which was 816 km (510 miles) in length. Construction on the new trans-provincial freeway began after World War II using the same design standards as Highway 400, namely, a 300-foot right-of-way, depressed medians and grade separated interchanges. The road was a minimum of four lanes throughout its length. The first section of the highway was built from Highland Creek in Scarborough to Oshawa between 1947 and 1949. The route was officially designated Highway 401 in 1952. When Highway 401 was nearing completion in 1965, Premier John Robarts officially named it the "Macdonald-Cartier Freeway" throughout the entire province in honour of two of Canada's "Fathers of Confederation," Sir John A. Macdonald and Sir George Etienne Cartier. James Auld, Minister of Tourism and George Gomme, Minister of Department of Highways Ontario, unveiled a plaque for the new highway in 1969 near Ivy Lea in Eastern Ontario.

Construction on sections of Highway 401 in Southern Ontario proceeded from 1950 onwards on a priority need basis. Ontario Department of Highways, District No. 6, proceeded to let contracts for the construction of Highway 401 between Woodstock and London in 1952. The Woodstock and London By-pass became the earliest section of Highway 401 to open west of Toronto. Construction began in 1953 and the new dual lane, divided highway by-pass of Woodstock, Ingersoll and London extending from Eastwood, east of Woodstock, to Highway 4, west of London, was opened to traffic on May 31, 1957. The City of London was provided with two interchanges initially named Interchange No. 20 at Wellington Road, Site No. 19-369, which was completed in 1956, and Interchange No. 21 at the Highbury Avenue Extension (Highway 126), Site No. 19-373, which was completed in 1961.

4.3 Highway 402

Highway 402 was completed in two phases. With the completion of the Bluewater Bridge in 1938, all bridge traffic had to pass through Sarnia along Highway 7. The Bluewater Bridge Approach through Sarnia was built in the 1940s to provide an alternate route for traffic heading to or coming from the United States. The new four-lane divided highway was built to bypass Sarnia. It was not assigned a route number at the beginning; however, it became Highway 402 in 1951.

By the 1960s, the Province began to consider the construction of an extension of Highway 402 to deal with the traffic congestion on Highway 7 between Sarnia and London. In the mid-1970s, the Province began building an extension of Highway 402 to deal with the traffic congestion on Highway 7 between Sarnia and London. The work was carried out in the 1970s and early 1980s as the highway was extended easterly towards
London. The final section of the highway was completed in 1982. Highway 402 connects the Bluewater International Bridge in Sarnia to Highway 401 in London.6

5.0 IDENTIFICATION OF CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE RESOURCES

5.1 Introduction

For the purposes of cultural heritage landscape and built heritage resource identification, this section provides a brief description of the existing environment of the study corridor for Wonderland Road South from Southdale Road to Highway 401.

5.2 Description of the Existing Environment

Wonderland Road is a major north-south arterial road and takes its name from the Wonderland Gardens concert hall located near Springbank Park. Prior to the early 21st century, the short section of Wonderland Road south of Wharncliffe Road to Hamlyn Road was not built. When extended south, Bostwick Road was terminated at Hamlyn Street and its route was renamed Wonderland Road to the south of Hamlyn Street. The paved section of road ends just north of Highway 401 as it turns westward on to Decker Drive. A short gravel extension of Wonderland Road continues south to the north edge of Highway 401.

Southdale Road is an east-west arterial road in the City of London. It is a two lane from west of Wharncliffe to east of Wonderland Road. The east to west crossroads south of Southdale Road on Wonderland Road includes Wharncliffe Road, Exeter Road, Dingman Drive, Westminster Drive, Scotland Drive and Decker Drive. South of Exeter Road to Decker Road, just north of Highway 401, the area is still rural agricultural in character with farm fields set in a distinctive pattern, tree lines, and a few farm complexes set back from the road, interspersed with some latter 20th century and early 21st century development comprising rural residential, some commercial and a church.

Within the Urban Growth Boundary (UGB) from Southdale Road to just north of Highway 402, the existing land use along Wonderland Road South is comprised of retail/commercial and industrial with some remnant agricultural areas transitioning to urban land use. To the south of Highway 402 to Highway 401, for the most part, the lands along Wonderland Road South are found to be in agricultural use. From Southdale Road south to Wharncliffe Road and Exeter Road, Wonderland Road South is characterized by urban development on both sides of the road. Wharncliffe Road is a main thoroughfare just west of the core area of London. At Southdale Road, Wharncliffe Road turns to the southwest and follows the route of the former London and Lake Erie Railway

(discontinued before 1920) and Highway 4 to end in Lambeth. Exeter Road is an east to west arterial road that runs from Highway 401 west to Wharncliffe Road, just west of Wonderland Road. Dingman Drive is a rural arterial road in south-central London at the edge of the city's urban growth boundary. It crosses over Highway 401 just east of the Highway 402 interchange. Westminster Drive provides east to west access from Wellington Road South to Colonel Talbot Road, crossing Wonderland Road South. Scotland Drive provides east to west access from Wellington Road South to Wonderland Road. Decker Drive provides an east to west connection between the southern end of Wonderland Road and Colonel Talbot Road to the west.

5.3 Description of Identified Cultural Heritage Resources

Principal cultural heritage landscapes and aboveground built heritage features older than forty years of age located within and adjacent to the study area were identified. Generally, road and bridge improvements or replacement have the potential to adversely affect cultural heritage landscapes and built heritage resources by displacement and/or disruption during and after construction. Built heritage resources and/or cultural heritage landscapes may experience displacement, i.e., removal, if they are located within the right-of-way of the undertaking. There may also be potential for disruption, or indirect impacts, to cultural heritage resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and/or setting. Isolation of cultural heritage resources may occur due to severance of land for new roads. Isolation of a built heritage feature often leads to demolition due to neglect and/or vandalism.

In July 2013, Unterman McPhail Associates undertook a windshield survey of the Wonderland Road South study corridor to identify heritage resources 40 years of age and older that were considered to be of potential heritage value or interest.

Thirteen cultural heritage resources, including eleven (11) cultural heritage landscapes and two (2) built heritage resources were identified as being of 40 years and older and of potential heritage interest or value during the field survey. The identified cultural heritage resources, are listed in the Table 1: Identified Cultural Heritage Resources and their locations mapped on Figure 2.

Two (2) built heritage resources and eleven (11) cultural heritage landscapes of heritage interest and/or value are identified in Table 1. None of the heritage properties identified in Table 1 are included on the as listed or designated properties under the OHA on the City of London Heritage Register.

The Highway 402 Overpass, which is under the jurisdiction of the Ontario Ministry of Transportation (MTO), has not been included on Table 1. It is 40 years in age and older and to date has not been evaluated under MTO’s Ontario Heritage Bridge Guidelines (Interim 2008).
Table 1 includes a site number, resource category, resource type, location, description and digital photograph. The following explanatory notes provide background material on the information contained in Table 1.

- Sites are numbered and mapped generally from north to south along the study corridor;
- Resources are identified by category: Cultural Heritage Landscape (CHL) or Built Heritage Resource (BHR) and by type: roadscape, farm complex, residence, etc.;
- The municipal address, where available, locates the identified cultural heritage resources;
- A brief description of the cultural heritage resource based upon information gained from the public roadway; and
- Digital photographs, current as of July 2013, taken from the public roadway or aerial views are supplied for each resource where possible.
Figure 2. An aerial view showing the location of the identified heritage resources [As adapted from Google Maps, 2013].
### TABLE 1: IDENTIFIED BUILT HERITAGE RESOURCES (BHR) AND CULTURAL HERITAGE LANDSCAPES (CHL) WITHIN AND ADJACENT TO THE WONDERLAND ROAD SOUTH STUDY CORRIDOR

<table>
<thead>
<tr>
<th>Site #</th>
<th>Resource Category</th>
<th>Resource Type</th>
<th>Location</th>
<th>Description</th>
<th>Heritage Recognition</th>
<th>Digital Image/Aerial View</th>
</tr>
</thead>
</table>
| 1.     | BHR               | Residence     | 17 Exeter Road, south side | Residence
The house is not clearly visible from Exeter Road due to trees. From Bostwick Road it appears to be a two-storey, buff brick building with a hip possibly built c. 1910. A topographic map (1950) indicates a residence and barn stood in this location.

A large gambrel barn is located southeast of the house and appears to part of 31 Exeter Road, J-AAR Excavating. The barn appears to be historically associated with the house as part of a former farm complex. | The City of London Heritage Planner has indicated (February 2015) that the residence was demolished after survey work was completed in July 2013. | ![View northeast from Bostwick Road to west elevation of house.](image1)

![North elevation of a large gambrel barn on the neighbouring that appears to be associated with the residence.](image2)
<table>
<thead>
<tr>
<th>Site #</th>
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</thead>
</table>
| 2.    | CHL               | Transportation| Hamlyn Street | Roadscape  
This two lane, paved local road has gravel shoulders. It appears as an open road from Lambeth eastward on the 1878 Illustrated Historical Atlas map of the township. | The road is not included on the City heritage register as a listed or designated heritage resource under the OHA. | View east to Wonderland Road South. |
| 3.    | CHL               | Residential   | 4195 Bostwick Road, west side | Residence  
This house is 1 ½ storey, wood frame house with a front gable roof, eaves returns, possibly dating to late 19th/early 20th century. It has been re clad in 20th century siding.  
There is a small gambrel roof barn, with clapboard siding, possibly dating to the early to mid 20th century. A topographic map (1950) indicates a building stood in this location. | The property is not included on the City heritage register as a listed or designated heritage resource under the OHA. | East elevation of the house at 4195 Bostwick Road that faces onto Wonderland Road. |
# TABLE 1: IDENTIFIED BUILT HERITAGE RESOURCES (BHR) AND CULTURAL HERITAGE LANDSCAPES (CHL) WITHIN AND ADJACENT TO THE WONDERLAND ROAD SOUTH STUDY CORRIDOR

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</table>
| 4.     | CHL               | Agricultural  | 4019 Hamlyn Street, south side | Farm Complex  
The residence on-site is a c1970s building. Twentieth century agricultural buildings, date undetermined, located to the south of residence and west of Wonderland Road. A topographic map (1950) indicates a building stood in this location. | The property is not included on the City heritage register as a listed or designated heritage resource under the OHA. | ![View north to small barn on property.](image1) |
| 5.     | BHR               | Residential   | 4493 Wonderland Road South | Residence  
This building is set back from the road and not visible from the public roadway. Aerial views and topographic maps (1922 and 1950) indicate an older residence may be on site. | The property is not included on the City heritage register as a listed or designated heritage resource under the OHA. | ![Agricultural buildings at 4019 Hamlyn Street.](image2) |
### TABLE 1: IDENTIFIED BUILT HERITAGE RESOURCES (BHR) AND CULTURAL HERITAGE LANDSCAPES (CHL) WITHIN AND ADJACENT TO THE WONDERLAND ROAD SOUTH STUDY CORRIDOR

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</thead>
</table>
| 6.    | CHL               | Agricultural  | 4492 Wonderland Road South, east side | Residence  
Set back from the road, the buildings are not visible from the public roadway. From aerial views there appears to be older residence located along the entrance drive. The property is accessed from Wonderland Road South and Dingman Drive and both drives are lined with distinctive tree lines. A topographic maps (1922 and 1950) indicate a building stood in this location. | The property is not included on the City heritage register as a listed or designated heritage resource under the OHA. | ![View east along the entrance drive.](image1.jpg)  
Photograph of building not available.  
Location mapped on Figure 2. |
| 7.    | CHL               | Transportation | Westminster Drive | Roadscape  
Formerly Concession 3 in Westminster Township, Westminster Drive is an east to west, two lane paved rural road with double centerline and narrow gravel shoulders. This road is shown as an open concession on the Illustrated Historical Atlas map (1878) of the township. | The roadscape is not included on the City heritage register as a listed or designated heritage resource under the OHA. | ![View west to Wonderland Road South.](image2.jpg) |
### TABLE 1: IDENTIFIED BUILT HERITAGE RESOURCES (BHR) AND CULTURAL HERITAGE LANDSCAPES (CHL) WITHIN AND ADJACENT TO THE WONDERLAND ROAD SOUTH STUDY CORRIDOR

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</table>
| 8.     | CHL               | Agricultural  | 4570 Westminster Drive, north side | Farm Complex: Don Crinklow & Sons Farm  
This farm complex includes, 1 ½ storey farmhouse, construction date unknown but over 40-years, with a side gable roof. It has been reclad in 20th century siding and renovated.  
There is a large, c1900, gable bank barn with a metal roof, a concrete silo and a small wood frame agricultural outbuilding located to the northwest of the house. | The property is not included on the City heritage register as a listed or designated heritage resource under the OHA. | ![View northeast to farmhouse.](image1)  
View to south elevation of the barn. |
### TABLE 1: IDENTIFIED BUILT HERITAGE RESOURCES (BHR) AND CULTURAL HERITAGE LANDSCAPES (CHL) WITHIN AND ADJACENT TO THE WONDERLAND ROAD SOUTH STUDY CORRIDOR

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</table>
| 9.     | CHL               | Agricultural  | 4571 Westminster Drive, south side | Farm Complex: Crinklow’s Farm  
This farm complex includes a late 19th century, two storey buff brick farmhouse with a hip roof and decorative brick window and door voussoirs. The front verandah has been enclosed.  
A large gable barn, silos, and possibly other agricultural buildings are located to the southwest of the house. | The property is not included on the City heritage register as a listed or designated heritage resource under the OHA. | ![View southeast to the farmhouse.](image1)  
View southeast to the farmhouse.  
View south to including farmhouse, barn and silo. |
TABLE 1: IDENTIFIED BUILT HERITAGE RESOURCES (BHR) AND CULTURAL HERITAGE LANDSCAPES (CHL) WITHIN AND ADJACENT TO THE WONDERLAND ROAD SOUTH STUDY CORRIDOR

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</tr>
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</table>
| 10.   | CHL returns       | Agricultural  | 4498 Scotland Drive| Farm Complex: Elginside Farms  
This farm complex comprises a 19th century buff brick, 1 ½ storey, residence with a hip roof and front centre gable with a pointed arch window opening and decorative vergeboard. A large barn is located to the northwest of the farmhouse. | The property is not included on the City heritage register as a listed or designated heritage resource under the OHA. | ![View northeast to farmhouse.](image)                                | ![View north to farm complex.](image) |
TABLE 1: IDENTIFIED BUILT HERITAGE RESOURCES (BHR) AND CULTURAL HERITAGE LANDSCAPES (CHL) WITHIN AND ADJACENT TO THE WONDERLAND ROAD SOUTH STUDY CORRIDOR

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<tbody>
<tr>
<td>11.</td>
<td>CHL</td>
<td>Transportation</td>
<td>Scotland Drive</td>
<td>Roadscape Formerly Concession 2 in Westminster Township, this two lane, east to west, paved local road has narrow to no gravel shoulders. This road is shown as an open concession on the township map in the Illustrated Historical Atlas map (1878).</td>
<td>This roadscape is not included on the City heritage register as a listed or designated heritage resource under the OHA.</td>
<td>View west on Scotland Drive to Wonderland Road intersection.</td>
</tr>
<tr>
<td>12.</td>
<td>CHL</td>
<td>Transportation</td>
<td>Wonderland Road South, south end.</td>
<td>Roadscape The Wonderland Road right-of-way continues south from Decker Drive to the north side of Highway 401 as a narrow two lane gravel road. This road is shown as an open sideline on the Illustrated Historical Atlas map (1878). It was terminated when Highway 401 was built.</td>
<td>This roadscape is not included on the City heritage register as a listed or designated heritage resource under the OHA.</td>
<td>View north on gravel section of road north of Highway 401.</td>
</tr>
</tbody>
</table>
TABLE 1: IDENTIFIED BUILT HERITAGE RESOURCES (BHR) AND CULTURAL HERITAGE LANDSCAPES (CHL) WITHIN AND ADJACENT TO THE WONDERLAND ROAD SOUTH STUDY CORRIDOR

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<th>Digital Image/Aerial View</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.</td>
<td>CHL</td>
<td>Agricultural</td>
<td>East and west of study corridor from Exeter Road south to Highway 401.</td>
<td>Agricultural land Former and existing agricultural fields that still exhibit the 19th century survey and settlement patterns with field lines, tree lines and hedgerows are located on the east and west sides of the road from Exeter Road to Highway 401.</td>
<td>The agricultural landscape is not included on the City heritage register as a listed or designated heritage resource under the OHA.</td>
<td></td>
</tr>
</tbody>
</table>
6.0 POTENTIAL EFFECTS OF THE UNDERTAKING ON CULTURAL HERITAGE RESOURCES

6.1 Introduction

This section provides a preliminary assessment of the potential adverse effects of the proposed improvements to the corridor identified for the Class EA study, namely, Wonderland Road South from Southdale Road to Highway 401.

The conservation of cultural heritage resources in planning is considered to be a matter of public interest. Generally, infrastructure improvement projects such as the widening of an existing roadway and the construction of a new bridge structure have the potential to adversely affect cultural heritage landscapes and built heritage resources by displacement (direct impact) and/or disruption (indirect impact) during, as well as after construction.

Cultural heritage landscapes and/or built heritage resources may experience displacement or direct impacts, i.e., demolition or removal, if they are located within the rights-of-way of the undertaking or an area of property acquisition for the undertaking, and/or they occupy sites or locations that are required for temporary construction purposes, ancillary services or secondary functions, e.g. temporary site construction offices, lay-down area and storage areas, etc. As well cultural heritage landscapes and/or built heritage resources may experience disruption, or indirect impacts, by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and, or setting. These indirect impacts may be temporary during construction, such as vibration impacts and dust particles, or permanent such as the introduction of a new bridge into the environment. Other indirect impacts of a temporary or permanent nature may include, but are not limited to, changes in grading, alterations to built heritage resource fabric and setting, and the removal of heritage attributes from cultural heritage landscapes. Land severance as part of the undertaking may result in the isolation of built heritage resources due to lack of access. Lack of access may result in the demolition or removal of buildings, thus becoming a direct impact.

In assigning the level of impact for this CHAR, the following approach was used. For identified heritage structures, a ‘direct impact’ is demolition or removal while an ‘indirect’ impact is when some land is acquired for the undertaking. In the case of roadways, the term ‘direct impact’ is identified for roadways to be closed as a result of the undertaking while ‘indirect impact’ is applied to roads that will remain open, but realigned.

This study is being undertaken in accordance with the planning and design process for Schedule ‘B’ of the MCEA (2000, as amended in 2007 & 2011), which is approved under the EAA. The Preliminary Preferred Alternative for this undertaking will include the widening of Wonderland Road South from Southdale Road to Highway 401 to support alternative transportation modes such as cycling and walking and improved transit service. A summary of the proposed changes include:

- At Southdale Road where will be an addition of dedicated right hand turn lanes for operational improvements and for future transit lane;
- Proposed widening of Wonderland Road South to six (6) lanes from Southdale Road to Dingman Drive with provision of off-peak on-road parking, pedestrian and cyclists with...
future transition to high density urban area. Sidewalks are proposed between Southdale Road and Dingman Drive with the UGB;
  o Addition of dedicated left and right-turn lanes for operational improvements at Wharncliffe Road/Main Street intersection;
  o Proposed widening of Wonderland from two (2) lane rural road to a four (4) lane urban road with provision for pedestrians and cyclists from Dingman Drive to Highway 402;
  o Proposed roundabout is proposed for Wonderland Road and Dingman Drive;
  o Twinning the Highway 402 Underpass to widen road from two (2) lanes to five (5) lanes;
  o Proposed widening of Wonderland from two (2) lane rural road to a four (4) lane urban road with wider travel lanes and paved shoulders from Highway 402 to Highway 401. An on-Road Bicycle lane will extend from Southdale Road to Westminster Drive; a paved shoulder extending from Westminster Drive to Decker Drive;
  o Pedestrian/cyclist connections will be provided from Wonderland Road to the future Multi-Use Pathway Network;
  o An urban cross-section for stormwater management is proposed for Wonderland Road from Southdale Road to Highway 402 including conveying drainage through curb and gutter, catch basins and storm sewer system;
  o A rural cross-section for stormwater management is proposed for Wonderland Road from Highway 402 to Highway 401 including the accommodation of the stormwater conveyance and management within vegetated roadside embankments and ditches within the prospered road allowance;
  o There are no proposed changes to individual farm field accesses in the agricultural area south of Highway 402; and
  o Wonderland Road function as a civic gateway will be enhanced by streetscape design including planted centre medians, street trees and enhanced sidewalk conditions at intersections.

6.2 Direct Impacts

There is no anticipated removal or demolition of the resources identified in Table 1. Therefore, there are no direct impacts as a result of the Preliminary Preferred Alternative.

6.3 Indirect Impacts

Urban street design will as part of the to the Preliminary Preferred Alternative. Seven (7) cultural heritage landscapes will be affected by indirect impacts as a result of land acquisition as part of the Preliminary Preferred Alternative. The improvements to Wonderland Road South will result in change to the existing character and, or setting of the following identified resources.

  o Site 2 (CHL): Hamlyn Street;
  o Site 4 (CHL): 4019 Hamlyn Street;
  o Site 5 (CHL): 4492 Wonderland Road South;
  o Site 6 (CHL): 4493 Wonderland Road South;
  o Site 7 (CHL): Westminster Drive;
  o Site 11 (CHL): Scotland Drive; and
  o Site 12 (CHL): Wonderland Road, south of Decker Road.
7.0 MITIGATION RECOMMENDATIONS

A proposed undertaking should not adversely affect cultural heritage resources and intervention should be managed in such a way that its impact is sympathetic with the value of the resources. When the nature of the undertaking is such that adverse impacts are unavoidable it may be necessary to implement management or mitigation strategies that alleviate the deleterious effects to cultural heritage resources. Mitigation is the process of causing lessening or negating anticipated adverse impacts to cultural heritage resources and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, documentation of the cultural heritage landscape and/or built heritage resource if to be demolished or relocated, and salvage of building materials.

Mitigation measures and best management practices will be implemented to address potential impacts. Identified mitigation strategies will be carried through the detailed design as applicable. Refinements and enhancements to the mitigation recommendations will be made as warranted throughout all phases of the project.

Table 2: Potential Impacts and Mitigation Recommendations provides a summary of the potential impacts and the recommended mitigation measures for identified cultural heritage resources identified in Table 1.
### TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS

<table>
<thead>
<tr>
<th>Site #</th>
<th>Resource Category</th>
<th>Resource Type</th>
<th>Description</th>
<th>Impacts</th>
<th>Mitigation Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>CHL</td>
<td>Transportation: Roadscape</td>
<td>Hamlyn Street</td>
<td>Indirect impacts as a result of the introduction of new urban road characteristics including road widening and the addition of bicycle lanes and sidewalks at the Wonderland Road south intersection.</td>
<td>No mitigation recommendations</td>
</tr>
<tr>
<td>4</td>
<td>CHL</td>
<td>Agricultural: Farm Complex</td>
<td>4019 Hamlyn Street</td>
<td>Indirect impacts as a result of the land acquisition along west side of Wonderland Road South for road widening, bicycle lanes and sidewalk.</td>
<td>Appropriate landscaping at drive entrance to mitigate the change to the character and setting of the property.</td>
</tr>
<tr>
<td>5</td>
<td>CHL</td>
<td>Residential</td>
<td>4492 Wonderland Road South</td>
<td>Indirect impacts as a result changes to entrance drive due to road widening and introduction of new urban road characteristics.</td>
<td>Appropriate landscaping at drive entrance to mitigate the change to the character and setting of the property.</td>
</tr>
<tr>
<td>6</td>
<td>CHL</td>
<td>Agricultural: Farm Complex</td>
<td>4493 Wonderland Road South</td>
<td>Indirect impacts as a result changes to entrance drive due to road widening and introduction of new urban road characteristics.</td>
<td>Appropriate landscaping at drive entrance to mitigate the change to the character and setting of the property.</td>
</tr>
<tr>
<td>7</td>
<td>CHL</td>
<td>Transportation: Roadscape</td>
<td>Westminster Drive</td>
<td>Indirect impacts as a result of the property acquisition and the introduction of new road characteristics including a bicycle lanes and paved shoulders at the intersection with Wonderland Road South and a rural cross-section for stormwater management including stormwater conveyance and management.</td>
<td>No mitigation recommendations</td>
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<td>11</td>
<td>CHL</td>
<td>Transportation: Roadscape</td>
<td>Scotland Drive</td>
<td>Indirect impacts as a result of property acquisition and the introduction of new road characteristics including road widening, paved shoulders at the intersection with Wonderland Road South and the introduction of a rural cross-section for stormwater management including stormwater conveyance and management.</td>
<td>No mitigation recommendations</td>
</tr>
<tr>
<td>12</td>
<td>CHL</td>
<td>Transportation: Roadscape</td>
<td>Wonderland Road South, south of Decker Road to Highway 401</td>
<td>Indirect impacts at the intersection with Decker Road as a result of the introduction of new road characteristics for this project. A new interchange with Highway 401 and Wonderland Road is planned.</td>
<td>No mitigation recommendations</td>
</tr>
</tbody>
</table>
SOURCES


*Environmental Assessment Act RSO 1990, c. E.18. (as am. S.O. 1993, c. 27; 1994, c. 27; and 1996, c. 27).*


Ministry of Transportation and Communications. ‘401’ The MacDonald-Cartier Freeway. No date, c1975.


Ontario Heritage Act Regulation 9/06: *Criteria for Determining Cultural Heritage Value or Interest*, January 25, 2006


Websites

Cameron Bevers, The King’s Highway 401.

Cameron Bevers, The King’s Highway 402.

City of London. Maps, City Map, Heritage Sites.

Maps

Google Maps 2013.


Westminster Township Map, Illustrated Historical Atlas of Middlesex County, Ontario 1878.

Municipal Contact

APPENDIX A:
HISTORICAL MAPS
General location of the Wonderland Road South study corridor in Westminster Township
[Illustrated Historical Atlas of Middlesex County, Ontario 1878].
The shaded area generally indicates the north and south limits of the Wonderland Road South study corridor in 1924. Note the agricultural character of the area landscape [National Topographic Series: St. Thomas 40 I/14, 1924].
The shaded area generally indicates the north and south limits of the Wonderland Road South study corridor in 1950. Note the continuing agricultural character of the area landscape [National Topographic Series: St. Thomas 40 1/14, 1950].
The shaded area generally indicates the north and south limits of the Wonderland Road South study corridor in 1975. Note the introduction of Highway 401 into the landscape and that development has occurred on Exeter Road adjacent to Wonderland Road. However, for the most part, the agricultural character of the area still prevails [National Topographic Series: St. Thomas 40 I/14, 1975].
The shaded area generally indicates the north and south limits of the Wonderland Road South study corridor in 1995. Note the introduction of Highway 402 into the landscape and the urban development on Exeter Road at Bostwick Road, now part of Wonderland Road South. The agricultural character of the area is still evident [National Topographic Series: St. Thomas 40 1/14, 1995].