

Agenda Including Addeds

Community Advisory Committee on Planning

1st Meeting of the Community Advisory Committee on Planning

December 14, 2022, 5:00 PM

Advisory Committee Virtual Meeting - Please check the City website for current details

The City of London is situated on the traditional lands of the Anishinaabek (AUh-nish-in-ah-bek), Haudenosaunee (Ho-den-no-show-nee), Lūnaapéewak (Len-ah-pay-wuk) and Attawandaron (Add-a-won-da-run).

We honour and respect the history, languages and culture of the diverse Indigenous people who call this territory home. The City of London is currently home to many First Nations, Metis and Inuit people today.

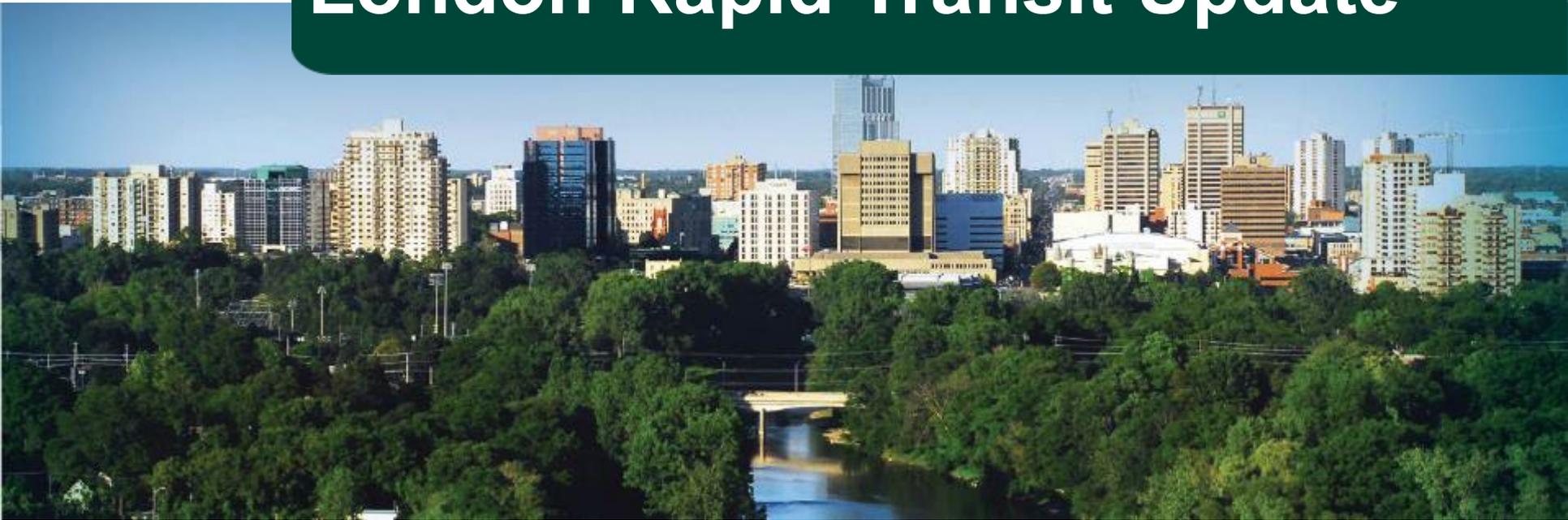
As representatives of the people of the City of London, we are grateful to have the opportunity to work and live in this territory.

The City of London is committed to making every effort to provide alternate formats and communication supports for meetings upon request. To make a request specific to this meeting, please contact advisorycommittee@london.ca.

	Pages
1. Call to Order	
1.1 Disclosures of Pecuniary Interest	
2. Scheduled Items	
2.1 5:00 PM T. Koza, Division Manager, Major Projects, Engineering and T. Jenkins, Cultural Heritage Specialist, AECOM - London Rapid Transit Update - East London Link	3
3. Consent	
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a. M. Greguol, Heritage Planner; and,	
b. N. Chesterfield	
5.2 Heritage Alteration Permit Application by P. McCulloch-Squires for the property located at 864 Hellmuth Avenue, Bishop Hellmuth Heritage Conservation District	285
a. M. Greguol, Heritage Planner; and,	
b. P. McCulloch-Squires	
c. <i>(ADDED) Heritage Alteration Permit Application Form</i>	297

5.3	101 Meadowlily Road South (Site Plan Approval SPA19-115 - Final Proposal Report)	314
5.4	Heritage Planners' Report	
	a. <i>(ADDED) Heritage Planners' Report</i>	405
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7.	Adjournment	

London Rapid Transit Update



Community Advisory Committee on Planning

Major Projects

December 14, 2022

Agenda

1. BRT Project Overview
2. East London Link
3. Previous Work Completed
4. Heritage Impact Assessments (HIAs) in Progress:
 - 900 King Street/925 Dundas Street (Western Fair/Queen's Park)
 - 869-871 Dundas Street (Hayman House)
 - 1156 Dundas Street (McCormick's)
 - 850 Highbury Avenue North (LPH)
5. Archaeology Gap Analysis – East London Link
6. Questions

The Bus Rapid Transit (BRT) Project

The City is building three major infrastructure projects that will bring rapid transit to key areas of London:

- **Downtown Loop**
- **East London Link**
- **Wellington Gateway**

Buses will travel along these corridors in transit only lanes

They will be operated by LTC as part of the existing public transit system, with the same fare



East London Link

- Construction began in 2022
- Add dedicated transportation lanes
- Repair and replace aging sewers, watermain, and other underground utilities
- Add transit stations at key locations throughout the corridor



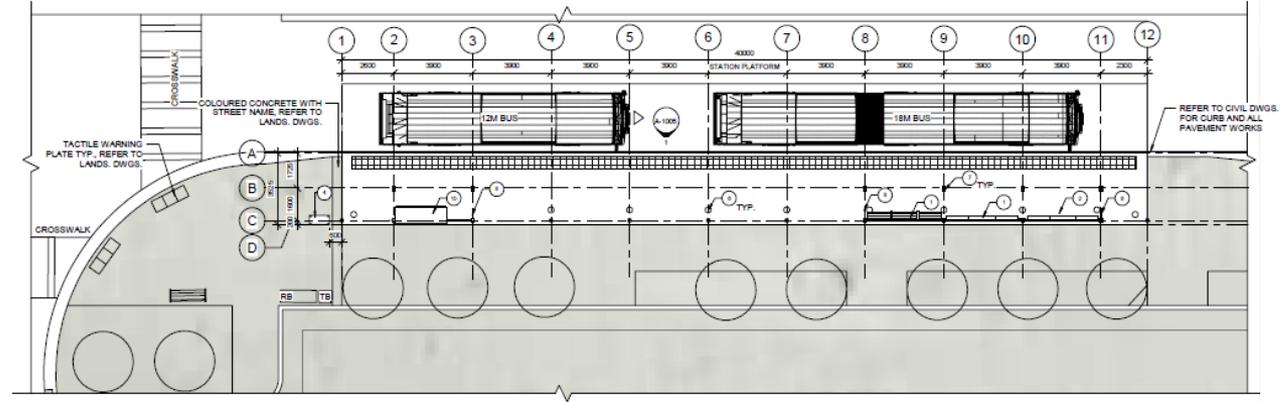


Station Stops

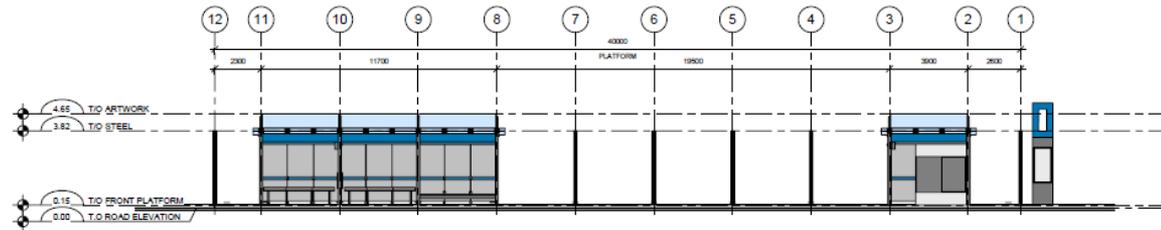
Station stops will be:

- Modular consistent design applied on all projects
- Sized based on anticipated passenger capacity including integration with LTC where feasible
- Integrated with existing and future context where possible (e.g. inlayed stop names)
- Designed following principles of crime prevention through environmental design (CPTED) to provide safety
- Designed to include anti-graffiti materials
- Designed for accessibility
- Context sensitive design in public art installations on top of station stops
- Opportunity for heritage interpretive materials in obelisk feature

Station Stops



2 ONTARIO ST. AND KING ST. NB PLATFORM
A-1000 1/16"



1 ONTARIO ST. AND KING ST. NB ELEVATION
A-1000 1/16"

Previous Work Completed

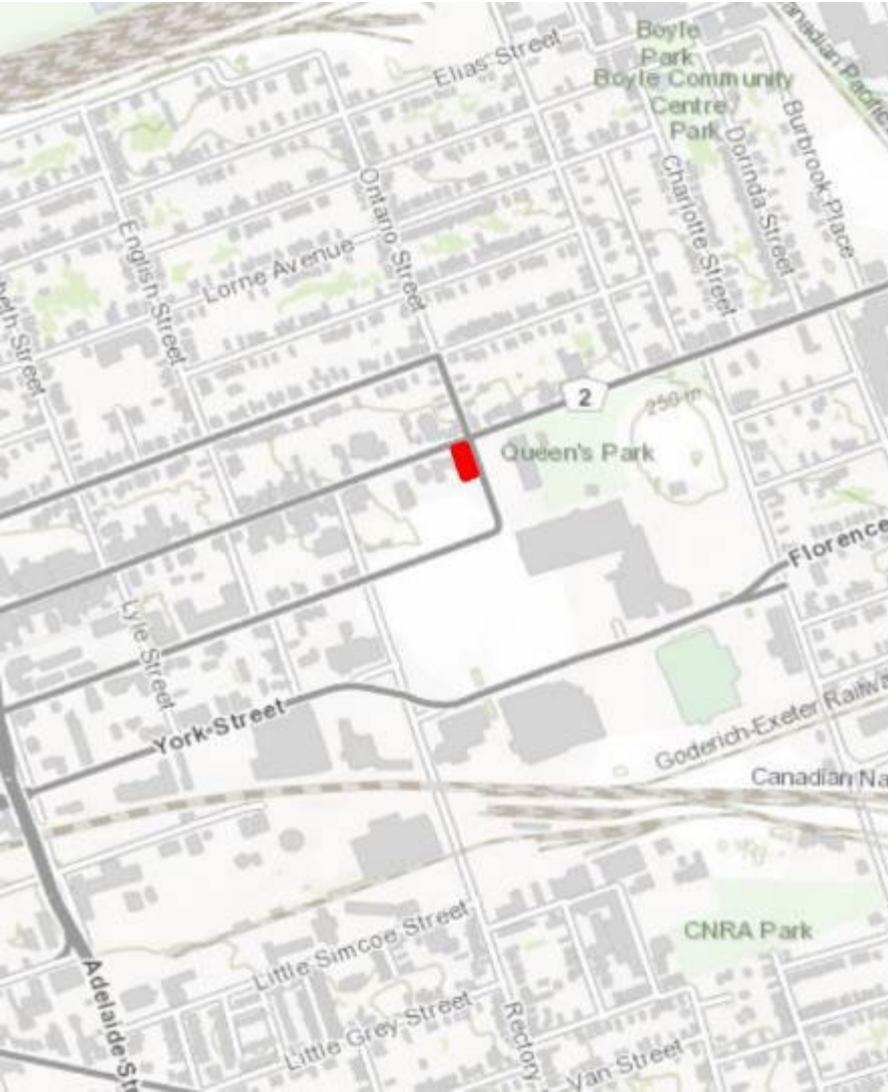
- Transit Project Assessment Process (TPAP) completed in June 2019
- Cultural Heritage Screening Report (CHSR) completed as part of TPAP
- TPAP “Time Out” Process: 51 Cultural Heritage Resources required Cultural Heritage Evaluation Reports
- Downtown Loop HIA
- Downtown Loop mitigation



Photograph of the enhanced construction fence and screening around Eldon House during Downtown Loop Phase 2 construction

Heritage Impact Assessment: 869-871 Dundas Street

Designated Part IV by the City of London
under the *Ontario Heritage Act*



Impacts and Mitigation Strategy – 869-871 Dundas Street

Heritage Impacts:

- The proposed East London Link section of the London BRT Project will not result in direct adverse impacts to the cultural heritage value and the heritage attributes of 869-871 Dundas Street.
- While not a heritage attribute of the property, the wrought iron fence located within the right-of-way parallel to Dundas and Ontario Streets will be impacted. The fence is considered to add to the overall aesthetic value of the property.



Mitigations:

- Prior to construction activities, the wrought iron fence that surrounds the Subject Property will be removed and stored by the Contractor. The fence will be relocated on the property following the completion of the project (as shown on 90% Detailed Design).
- Prior to construction activities, the sign on the property must be shifted approximately 0.30m south to be outside the new right-of-way and entirely within the boundaries of 869-871 Dundas Street.
- Vibration monitoring

Heritage Impact Assessment – 900 King Street/925 Dundas Street

Heritage Listed Property
Western Fair/Queen's Park



Impacts and Mitigation Strategy – 900 King Street / 925 Dundas Street

Heritage Impacts:

- The proposed East London Link section of the London BRT Project has the potential to directly adversely impact 900 King Street / 925 Dundas Street. The below will be impacted by the Project in the form of alteration:
 - Queen's Park
 - Entrance 1 (at Quebec Street)
 - Entrance 2
 - Entrance 3 (at Egerton Street)
 - Engine 86
- Engine 86, the Arts Building and Confederation Building are located within the 11 m Zone of Influence and therefore may face indirect adverse impacts from vibration.
- There is expected soil disturbance involved in the road redesign which may cause dust and debris.



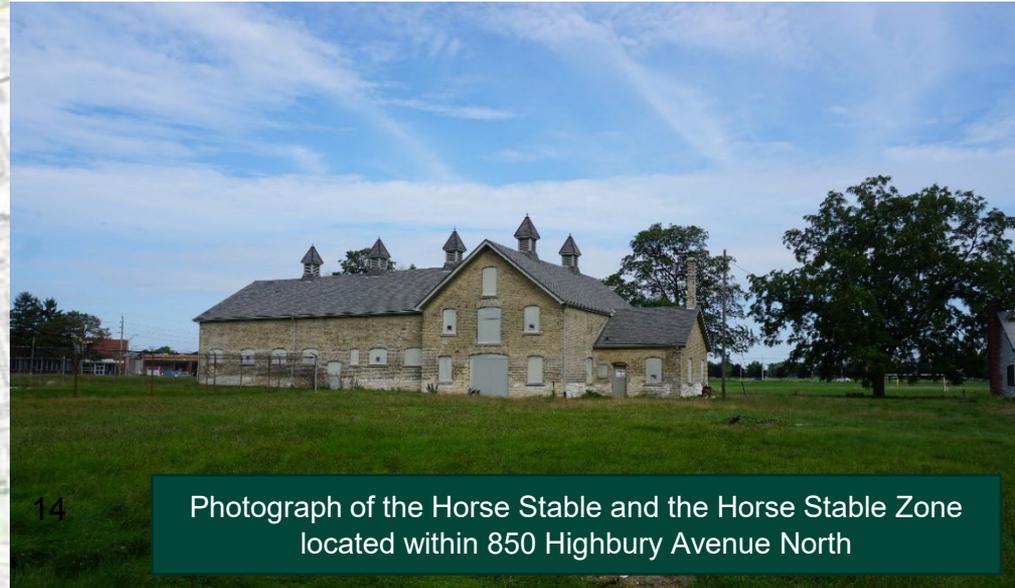
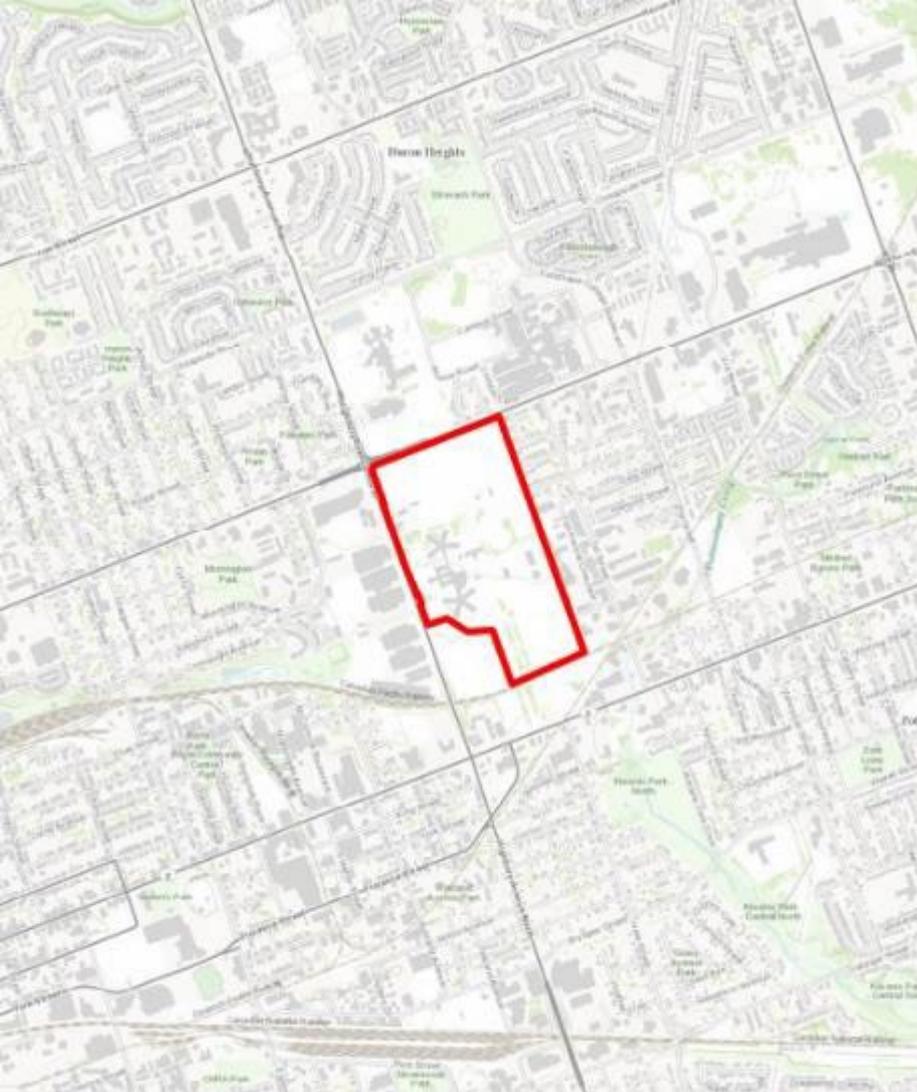
Mitigations:

- Ensure that the new landscape features within Queen's Park, including at the entrances and Engine 86 maintains, compliments and/or enhances the character of the parkland setting of Queen's Park. Examples recommended for the 100% Landscape Plan include:
 - Include more native tree species
 - Increase the number of benches or seating areas at Entrance 2
 - Add space between the oval planter bed and the seat wall at Entrance 3
 - Design the low concrete retaining wall at Engine 86 to compliment the existing character of the parkland, including to be compatible to the existing planter beds.
- Contractors must follow the Special Provisions found within Section 8.1 of the HIA: 900 King Street / 925 Dundas Street.
- Vibration Monitoring is required.

Heritage Impact Assessment – 850 Highbury Avenue North

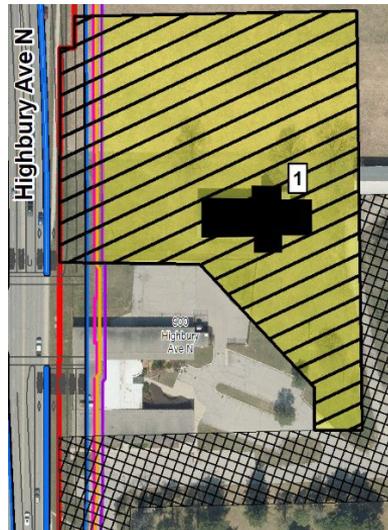
Designated Part IV by the City of London
under the *Ontario Heritage Act*

OHT Heritage Conservation Easement
Former London Psychiatric Hospital



Heritage Impacts:

- The proposed East London Link section of the London BRT Project is anticipated to directly adversely impact the 850 Highbury Avenue North through the alteration of the open space (heritage attribute) located within the Horse Stable Zone of the Ontario Heritage Trust's Northern Heritage Conservation Easement Agreement.



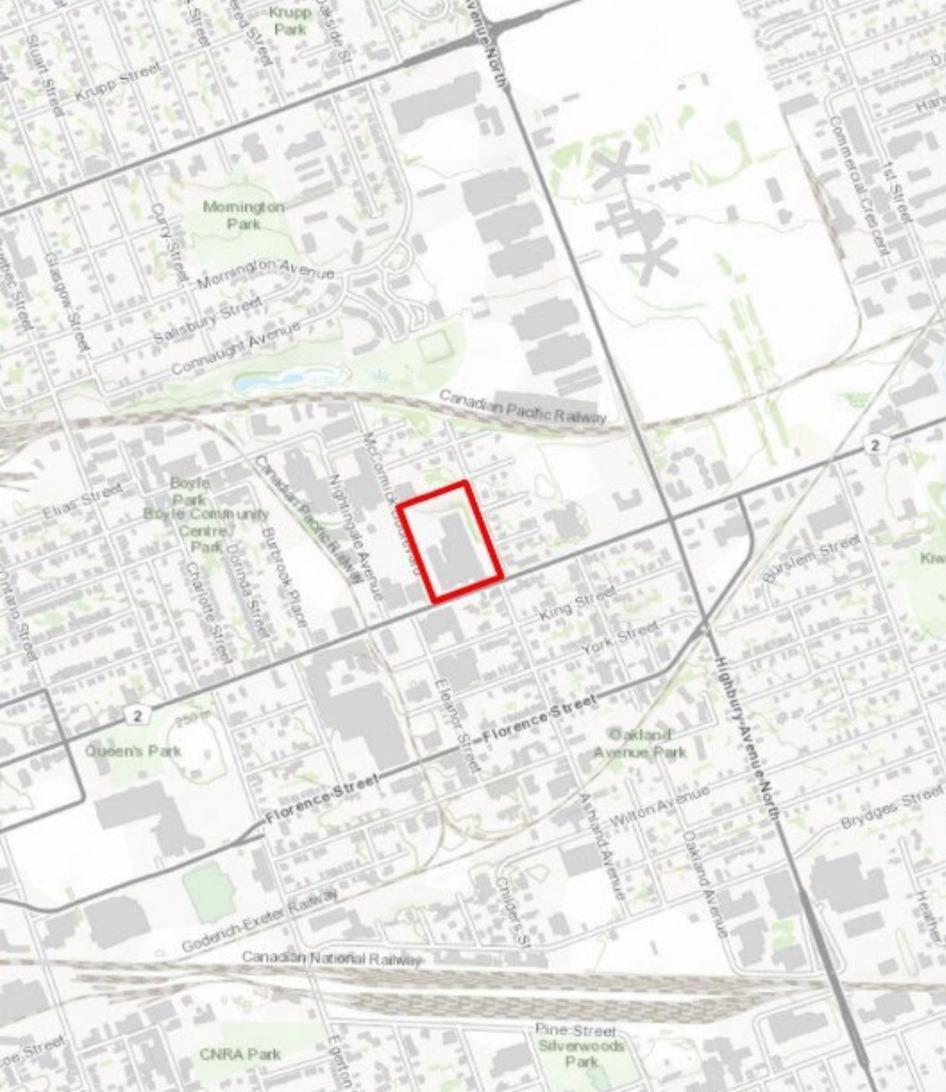
Mitigations:

- Approval from the Ontario Heritage Trust, in the form of an Alteration Request, is required pursuant to the North HCEA. Approval from the City of London, in the form of a Heritage Alteration Permit, is required pursuant to Section 33, *Ontario Heritage Act*.
- Ensure there is minimal intervention in the Horse Stable Zone and avoid any further direct impacts to the heritage attributes of the Horse Stable Zone.

Heritage Impact Assessment – 1156 Dundas Street

Designated Part IV by the City of London
under the *Ontario Heritage Act*

McCormick's Factory



Photograph of the Main Entrance / façade of the McCormick's
Factory located within 1156 Dundas Street

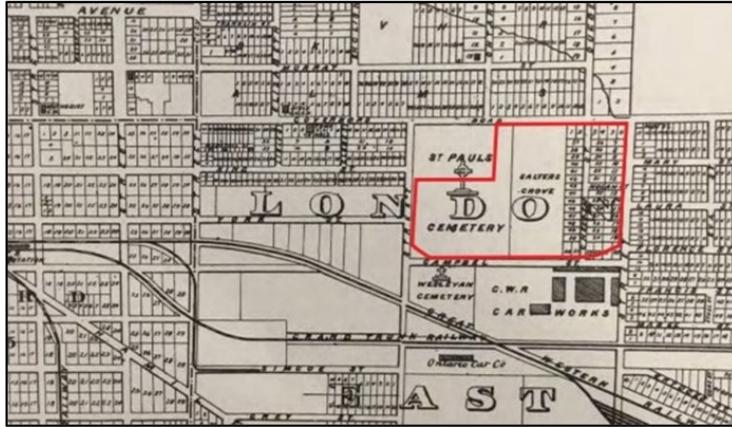
Heritage Impacts:

- The proposed East London Link section of the London BRT Project will not result in direct adverse impacts to the cultural heritage value and the heritage attributes located within 1156 Dundas Street.
- The post-1950s front wing addition of the former McCormick's Factory, (a non-heritage attribute) is located within the Zone of Influence and therefore may face indirect adverse impacts from vibration.



Mitigations:

- Continue to plan the design location of the primarily glass bus shelter and the amenities cabinet module to be located as far west as possible on the bus stop platform.
- Construction and staging should be suitably planned to ensure that there are no unforeseen structural impacts to the former McCormick's Factory.
- A Qualified Heritage Consultant should develop a thematic design for the future bus stop platform.
- Vibration Monitoring is required.



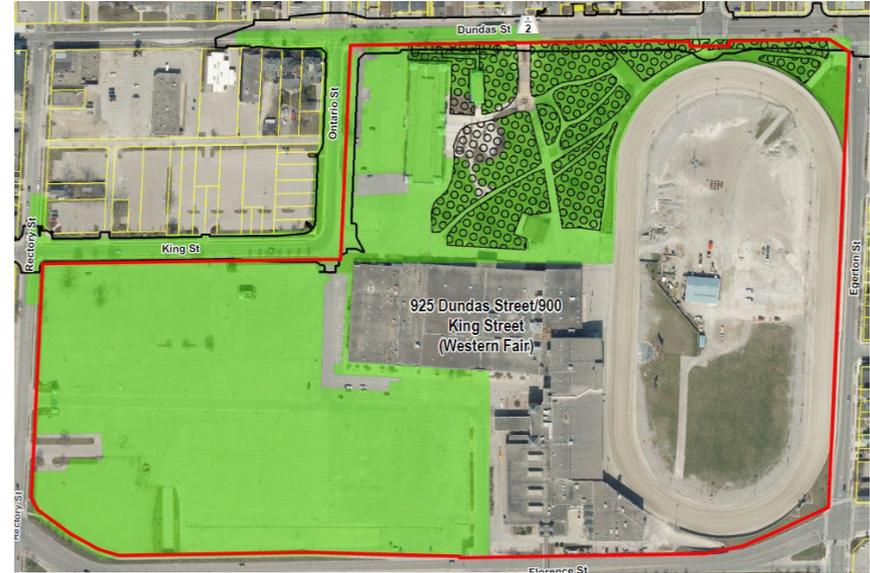
900 King St. / 925 Dundas St. overlaid on the 1878 *Illustrated Historical Atlas of the County of Middlesex, Ontario*, showing the location of St. Paul's Cemetery

Summary of Outstanding Archaeology Commitments:

- Most of the London BRT East London Link has been cleared of archaeological concerns by WSP and TMHC.
- However, route adjustments were made to the proposed East London Link route which results in impacts to areas not covered by the prior assessments. These unassessed areas will require archaeological assessment.
- Previously, a Stage 3 cemetery investigation was recommended by WSP to confirm the presence or absence of grave shafts adjacent to the former St. Paul's Anglican Cemetery. As a result for the areas impacted by modern concrete/asphalt, construction monitoring for deeply buried remains was instead recommended. Construction monitoring was previously conducted by TMHC in select areas of the Western Fair property (900 King St./925 Dundas St.) for infrastructure improvements.

Recommendations:

- Construction should commence in areas of the Western Fair property not covered by previous archaeological monitoring where there are outstanding recommendations for construction monitoring by a licensed archaeologist, in order to mitigate any potential delays encountered by the potential discovery of deeply buried archaeological resources.
- If grave shafts are encountered, construction work in the area must cease immediately and the Contract Administrator should be notified. They will provide next steps to the construction team.
- Any land within the design footprint that has not been subject to Stage 1 archaeological assessment must be assessed prior to any ground disturbance, including in advance of the relocation of heritage attributes, as well as in advance of relocation of flagpoles or any other re-installments.



Legend

- Parcel Boundary
- Subject Property
- Stage 1 Archaeological Assessment Required
- Requires Cemetery Investigation by Construction Monitoring – WSP, TMHC 2018
- Stage 2 Test Pitted Survey (TMHC 2010, WSP 2018)

Questions?



Heritage Impact Assessment: 869-871 Dundas Street, London, Ontario

East London Link Bus Rapid Transit and Infrastructure Improvements

Corporation of the City of London

60641691

October 2022

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The attached Report (the "Report") has been prepared by AECOM Canada Ltd. ("AECOM") for the benefit of the Client ("Client") in accordance with the agreement between AECOM and Client, including the scope of work detailed therein (the "Agreement").

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Revision History

Rev #	Revision Date	Revised By:	Revision Description
0	April 27, 2022	Jake Harper and Tara Jenkins	Draft report
1	May 2, 2022	Tara Jenkins	AGM/Dillon Consulting Ltd. review comments
2	May 11, 2022	Jake Harper	AGM/Dillon Consulting Ltd. review comments
3	October 4, 2022	Jake Harper	Update to report based on 90% Design

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Appendices

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1. Introduction

1.1 Project Context

AECOM Canada Ltd. (AECOM) was retained by the City of London to complete a Heritage Impact Assessment (HIA) for 869-871 Dundas Street (the Subject Property) as part of the work being completed for the East London Link of the proposed London Bus Rapid Transit (BRT) system (the 'project'). At the onset of the Rapid Transit Master Plan (RTMP) process, the proposed route was a 24-kilometre BRT system that comprised of four segments, combined into two operation routes: the north/east corridor and the south/west corridor, with 38 bus stops in total. The BRT system was approved by the City of London Council through the RTMP in July 2017. The second stage of the process was completed using the *Transit Project Assessment Process* (TPAP) under Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings. As part of the TPAP, an Environmental Project Report (EPR) was completed in 2019. Since the commencement of the TPAP, there has been refinement of the BRT network through the development and evaluation of alternative design options, public and stakeholder consultation, and the identification of impacts on the environment.

As a support document to the EPR, a Cultural Heritage Screening Report (CHSR) authored by WSP was finalized in 2019. The CHSR was written to establish a developmental history of the proposed BRT Study Area. The CHSR identified properties with recognized and potential cultural heritage value or interest that may be impacted by the project. The screening criteria of the Ministry of Tourism, Culture and Sport (MTCS) *Criteria for Evaluating Potential Built Heritage Resources and Cultural Heritage Landscapes* and the 40-year threshold were used to identify potential cultural heritage resources, not on the City of London *Register of Cultural Heritage Resources*. With the recommendation of London's Community Advisory Committee on Planning (CACAP, formerly London's Advisory Committee on Heritage [LACH]), Municipal Council added 347 potential cultural heritage resources to the Register ("listed" status).

In October 2018, the TPAP process was paused in a "Time Out" Process to strengthen the project's cultural heritage strategy. A total of 67 potential cultural heritage resources were identified as having potential cultural heritage value or interest and were determined to potentially be directly impacted by the construction of the BRT.

To date, the cultural heritage work has been completed with consultation with the City of London Heritage Planners, CACAP, and MTCS. The EPR document for the BRT recommends HIAs for properties potentially impacted by the project post-TPAP, in the Preliminary Design phase. The EPR states that during Preliminary Design, mitigation measures will be addressed to minimize impacts to heritage properties.

As of now, the City of London is in the 90% Detailed Design phase for the East London Link portion of the BRT system. The East London Link will revitalize more than 6 km of road from Downtown to Fanshawe College. The project will add rapid transit and transportation improvements including transit links to the City's eastern industrial employment areas. At the same time, the City will repair and replace aging sewers and water mains. This corridor has been proposed to accommodate current and future traffic demands, support dedicated transit implementation and have regard for both pedestrians and cyclists.

Currently, the East London Link Phasing Plan is comprised of four design segments:

- Design Segment 1 – King Street at Wellington Street to King Street at Lyle Street
- Design Segment 2 – King Street at Lyle Street to Dundas Street at Quebec Street
- Design Segment 3 – Dundas Street at Quebec Street to Highbury Street at Oxford Street
- Design Segment 4 – Highbury Street at Oxford Street to Fanshawe College

The Subject Property is designated Part IV of the *Ontario Heritage Act*, and as such a CHER was not completed for this property as part of the TPAP. Previously, based on the 30% Preliminary Design, the east elevation verandah of the structure was anticipated to be impacted by the widening of Ontario Street, which prompted the preparation of this HIA.

This property specific HIA for 869-871 Dundas Street is based on the 90% Detailed Design of the London BRT East London Link, located in Design Segment 2. As the Subject Property is included on the City of London's *Register of Cultural Heritage Resources* as a designated property, a HIA is required to determine how the cultural heritage value of the property may be impacted by the proposed infrastructure improvements. This HIA was developed in consultation with the City of London Heritage Planner, Kyle Gonyou. In addition, AECOM received input from AGM, responsible for the project's Preliminary Design, during the preparation of this HIA.

1.2 Location and Physical Description of the Subject Property

1.2.1 Location

The Subject Property at 869-871 Dundas Street is located at the southwest corner of the intersection of Dundas Street and Ontario Street in the City of London, Ontario (**Figure 1** and **Figure 2**). Historically, the Subject Property is in Lot 11, Concession "C" of the Township of London, Middlesex County. It is now part of the Old East Village neighbourhood in the City of London. The Subject Property is a rectangular corner property, approximately 0.18 acres in size, and is in Lot 13 of Plan 413 RP33R5433. The Subject Property is bounded by Ontario Street to the east and Dundas Street to the north. Bordering the Subject Property is a residential property at 865 Dundas Street to the west, and an empty lot at 379-381 Ontario Street to the south.

1.2.2 Physical Description

The Subject Property contains one building: a two-and-a-half storey large Italianate style Late Victorian house. The rear of the property includes a paved parking area and a detached two car garage facing Ontario Street. The front entrance of the house (869 Dundas Street) features a decorative wood verandah and faces Dundas Street, and the east entrance (871 Dundas Street) that faces Ontario Street also features a decorative wood verandah. A manicured lawn and concrete pathways lead from the streets to both verandahs. The pathway to the front entrance is surrounded by a hedgerow and raised bed gardens. The east elevation of the property also includes a small garden in front of the verandah, a shrub, and a hedgerow that encloses the grass lawn on the east side of the property. A circle rail style wrought iron fence surrounds the structure at 869-871 Dundas Street on Ontario and Dundas Streets. The existing condition section of this report (Section 5) contains a full description of the property and the building.

1.3 Summary of Property Impacts on 869-871 Dundas Street

Based on the 90% Detailed Design, the road widening on the south side of Dundas Street will require the acquisition of 50.3 m² of frontage from the Subject Property at 869-871 Dundas Street. The building within the Subject Property will not be directly impacted by the project. The 90% Detailed Design shows impacts to a portion of the concrete pathway and surrounding hedgerow that leads to the north elevation of the structure, the concrete pathway leading to the east elevation of the structure, and to the entire wrought iron fence currently located within the right-of-way parallel to Dundas Street and Ontario Street. While the fence is not a heritage attribute of the property, as it was installed after the designating By-law in 1983, it has since become a feature of the property and contributes to its overall aesthetic value. The concrete pathways off Dundas and Ontario streets will also require a step due to a change in grade, and the property sign along Dundas Street may require relocation. The 90% Detailed Design illustrates that

fence will be relocated to the new edge of the proposed sidewalk which mitigates the impacts of the project on this property (**Figure 3**). See **Section 6** for full assessment of property impacts.

1.4 Property Owner

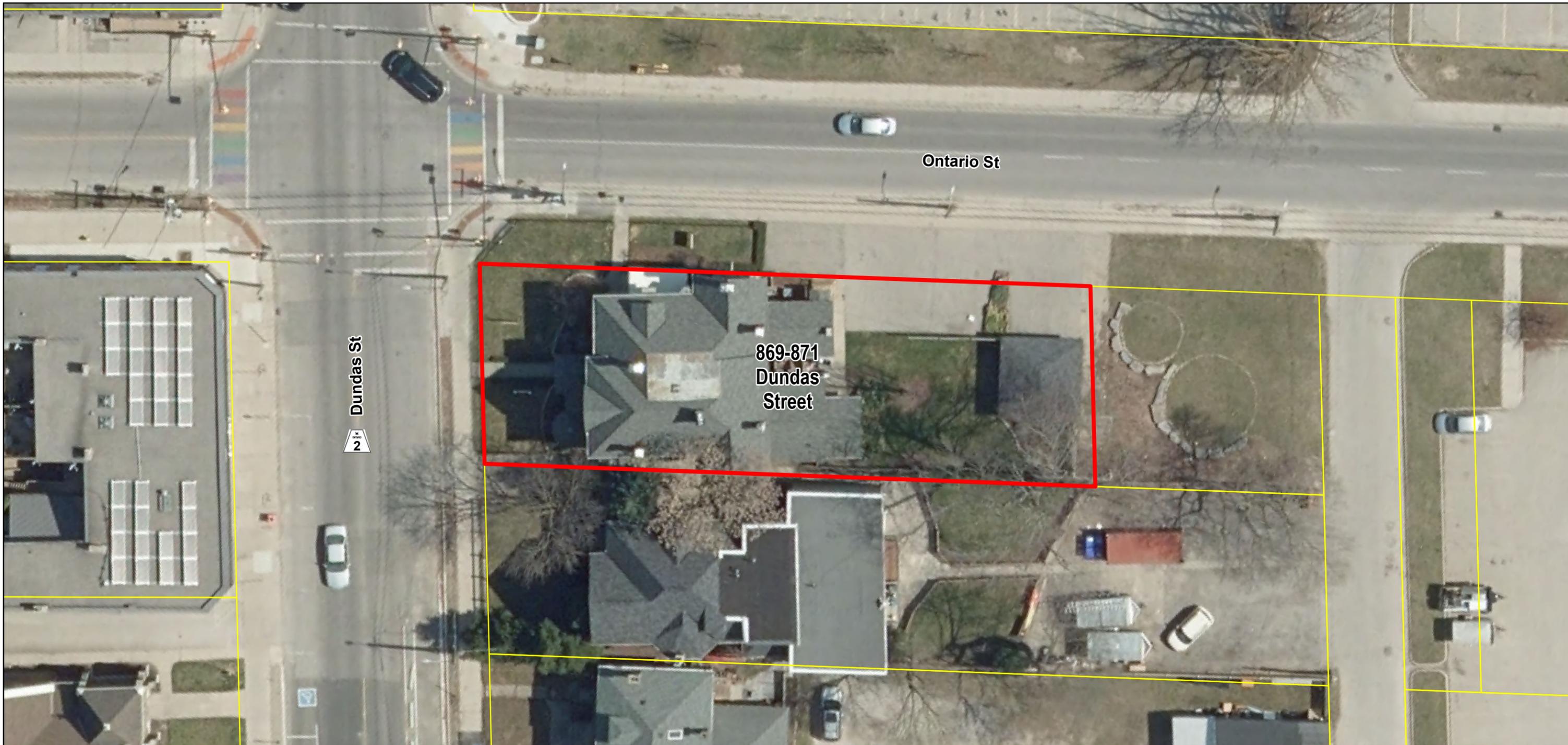
The Subject Property at 869-871 Dundas Street is currently privately owned and is the office for the Ontario Dental Assistants Association (ODAA). They have owned the property since 1993 (ODAA, 2022).

1.5 Current Cultural Heritage Status of the Subject Property

The Subject Property was designated by the City of London on November 7, 1983 under Part IV of the *Ontario Heritage Act* (By-law L.S.P.-2704-469).

1.6 Potential Heritage Conservation District

The Subject Property is within an area that has been identified as a potential Heritage Conservation District (HCD) within *Heritage Places 2.0: A Description of Potential Heritage Conservation Areas in the City of London*, known as the “Old East Village-Dundas Street” area (City of London and LHCI, 2019). This potential HCD generally includes properties on Dundas Street between Adelaide Street North and Quebec Street. 869-871 Dundas Street (1890), the Hayman House, is noted as a notable property within this potential HCD.



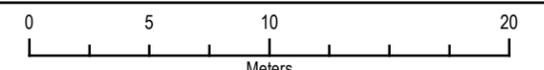
Legend

- Parcel Boundary
- Subject Property



**HERITAGE IMPACT ASSESSMENT
869-871 DUNDAS STREET
CITY OF LONDON RT - EAST LINK**

Location of the Subject Property
on Aerial Photography



DATUM: NAD 1983 UTM Zone 17N

February 2022	1:300 *when printed 11"x17"	Source: MNRF 2020 Image: City of London 2021, Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC (c) OpenStreetMap contributors, and the GIS User
P#:60641691	V#:	



Figure 2

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Map location: \\na.aecomnet.com\proj\60641691\GIS\Map\MapLocation\MapLocation.mxd; CAD: 20220222_0929_GIS_Graphics\Design\17_Report\SHA\60641691_Report\SHA\60641691_Fig2_869DundasSt.mxd; Date saved: 21/11/2022 9:56:30 PM User: Name: cad

1.7 Methodology

This HIA adheres to the guidelines set out in the MTCS *InfoSheet #5 Heritage Impact Assessment and Conservation Plans* as part of the *Ontario Heritage Tool Kit* (2006). This HIA addresses the impacts on the Subject Property, designated under Part IV of the *Ontario Heritage Act* as 869-871 Dundas Street, also known as Hayman House.

For the purpose of this HIA, AECOM undertook the following key tasks:

- Reviewed appropriate background documents including the:
 - *Cultural Heritage Screening Report: London Bus Rapid Transit System*. (WSP Canada Inc., Final February 27, 2019).
- Consulted with the City of London Heritage Planner, on February 16, 2022, to confirm the scope of the Heritage Impact Assessment.
- Conducted a field review to document the existing conditions of the Subject Property on August 18, 2021.
- Identified and prepared a description of the proposed undertaking;
- Assessed the proposed infrastructure impacts, based on the 90% Detailed Design, on the cultural heritage value and heritage attributes of the Subject Property;
- Prepared recommendations to indicate there are no negative impacts to the Subject Property; and,
- Preparation of this HIA.

This HIA was completed by a team of AECOM's Cultural Resource Management staff including Jake Harper (Heritage Historian), Tara Jenkins (Cultural Heritage Specialist, Lead), and Adria Grant (Associate Vice President, Impact Assessment and Permitting). The HIA was developed in consultation with the City of London Heritage Planner, Kyle Gonyou. In addition, this HIA includes input from AGM, responsible for the project's Preliminary Design for Design Segment 2.

1.8 Community Engagement

The subsection below includes a summary of the consultation activities, as well as relevant consultation and feedback undertaken for the development of this HIA.

1.8.1 Stakeholder Consultation

For the purposes of this HIA, community engagement involved contacting the City of London to document any municipal or local level heritage impact assessment provisions that should be included in this HIA. Kyle Gonyou verified that the City of London currently does not have a Terms of Reference for the preparation of HIAs.

The following stakeholders were contacted with inquiries regarding background of the subject property (**Table 1**).

Table 1: Results of Stakeholder Consultation

Contact	Contact Information	Date	Notes
Kyle Gonyou, Heritage Planner, City of London	kgonyou@london.ca	February 16, 2022	AECOM provided Kyle the revised impacts to the Subject Property based on the 50% Preliminary Design. Kyle requested the map clearly show the realignment of the iron fence on Ontario Street.
Steve Brown, Engineering Design Manager, AGM	steve@agm.on.ca	February 15, 2022	Steve confirmed that the impacts to the Subject Property had been revised since the 30% Preliminary Design. Steve confirmed that the design shows the proposed relocation alignment of the iron fence on Ontario Street (shown in green on Figure 3). Steve confirmed that there will be no direct impact to the Subject Property.
		October 4, 2022	Steve confirmed that the only proposed change to the property at 869-871 Dundas Street between the updated 50% Design and the 90% Design was the fence relocation location.
Kyle Gonyou, Heritage Planner, City of London	kgonyou@london.ca	February 3, 2022	Kyle Gonyou provided documentation on the property at 869-871 Dundas Street, including a 1983 photograph and a list of heritage attributes derived from By-law No. L.S.P-2704-469.
		February 10, 2022	On February 10, 2022, Kyle Gonyou provided further clarification regarding the prior work conducted on the verandahs and input regarding the potential impacts and recommendations pertaining to the fence.
Mark Richardson, Public Services Librarian, London Public Library	research.request@lpl.ca	February 3, 2022	Mark Richardson provided information on the property at 869-871 Dundas Street, including a walking tour guide and City of London book that features the property.

This report will be reviewed by the Community Advisory Committee on Planning (CACP, formerly LACH) and all input/feedback will be incorporated into the final HIA.

2. Policy Framework

The authority to request a HIA arises from the *Ontario Heritage Act*, Section 2(d) of the *Planning Act*, the Provincial Policy Statement (2020) and the City of London's Official Plan: *The London Plan* (June 23, 2016).

2.1 Planning Act and Provincial Policy Statement

The *Planning Act* (1990) and the associated Provincial Policy Statement (2020) provide a legislative framework for land use planning in Ontario. Both documents identify matters of provincial interest, which include the conservation of significant features of architectural, cultural, historical, archaeological, or scientific interest. The *Planning Act* requires that all decisions affecting land use planning matters "shall be consistent with" the Provincial Policy Statement. In general, the Provincial Policy Statement recognizes that Ontario's long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral, cultural heritage, and archaeological resources for their economic, environmental, and social benefits.

Pursuant to Section 2.6 of the 2020 Provincial Policy Statement, Policy 2.6.1 states "Significant built heritage resources and significant cultural heritage landscapes shall be conserved." The 2020 Provincial Policy Statement issued under the authority of the *Planning Act* defines "conserved" as "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 designated and available for the purposes of this definition."

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 or site alteration that affects a cultural heritage resource. Using tools such as heritage impact assessments, municipalities and approval authorities can further enhance their own heritage preservation objectives.

Furthermore, Policy 2.6.3 in Section 2.6 of the 2020 Provincial Policy Statement states "Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it had been demonstrated that the heritage attributes of the protected heritage property will be conserved."

2.2 Ontario Heritage Act

The *Ontario Heritage Act* enables municipalities and the province to designate individual properties and/or districts as being of cultural heritage value or interest. The province or municipality may also "list" a property or include a property on a municipal register that has not been designated but is believed to be of cultural heritage value or interest. Ontario Regulation 9/06, *Criteria for Determining Cultural Heritage Value or Interest* (O. Reg. 9/06) under the *Ontario Heritage Act* provides criteria for determining cultural heritage value or interest. If a property meets one or more of the criteria it may be designated under Section 29 of the *Ontario Heritage Act*.

Sections 33 and 34 of the *Ontario Heritage Act* outline the process under which proposed alterations, demolition, or removal of properties designated under Part IV must follow, including the statutory process for appeals. Properties designated under Part IV cannot be substantially altered without obtaining Heritage Alteration Permit approval from the City of London if changes proposed are likely to affect the heritage attributes of the property. The process outlined within the Ontario Heritage Act involves an application to the municipality as per Section 33(2); submission of

supporting information as per Section 33(3)(5) and outlined by the City of London; receipt of a Notice of Complete Application as per Section 33(4); consultation with the CACP as per Section 33(6); and receipt of a municipal decision within the prescribed timelines outlined in Section 33(7). If the application is intended for municipal approval, the City of London approves Heritage Alteration Permits through one of two streams: Delegated Authority (By-law C.P.-1502-129) or Municipal Council Decision. The City of London also requires consultation with its heritage planning staff prior to the submission of a Heritage Alteration Permit.

2.3 The London Plan

The *London Plan* is the City of London's new Official Plan. The *London Plan* sets out a new approach for planning in London which emphasizes growing inward and upward, so that the City can reduce the costs of growth, create walkable communities, revitalize urban neighbourhoods and business areas, protect farmlands, and reduce greenhouse gases and energy consumption. The plan sets out to conserve the City's cultural heritage and protect environmental areas, hazard lands, and natural resources.

Specifically related to heritage conservation, the *London Plan* outlines a number of policies related to the conservation of cultural heritage resources within the city. The following General Cultural Heritage Policies are applicable to this project:

(565_) New development, redevelopment, and all civic works and projects on and adjacent to heritage designated properties and properties listed on the Register will be designed to protect the heritage attributes and character of those resources, to minimize visual and physical impact on these resources. A heritage impact assessment will be required for new development on and adjacent to heritage designated properties and properties listed on the Register to assess potential impacts and explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resource and its heritage attributes.

(566_) Relocation of cultural heritage resources is discouraged. All options for on-site retention must be exhausted before relocation can be considered.

(567_) In the event that demolition, salvage, dismantling, relocation or irrevocable damage to a cultural heritage resource is found necessary, as determined by City Council, archival documentation may be required to be undertaken by the proponent and made available for archival purposes."

(568_) Conservation of whole buildings on properties on the Register is encouraged and the retention of facades alone is discouraged. The portion of a cultural heritage resource to be conserved should reflect its significant attributes including its mass and volume.

(569_) Where, through the process established in the specific Policies for the Protection Conservation and Stewardship of Cultural Heritage resources section of this chapter and in accordance with the Ontario Heritage Act, it is determined that a building may be removed, the retention of architectural or landscape features and the use of other interpretive techniques will be encouraged where appropriate.

(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.

(590_) Where a property has been identified on the Register and an application is submitted for its demolition or removal, the Heritage Planner and the Clerks Department will be notified in writing immediately. A demolition permit will not be issued until such time as City Council has indicated its approval, approval with conditions, or denial of the application pursuant to the Ontario Heritage Act.

Council may also request such information that it needs for its consideration of a request for demolition or removal.

(591_) Where a heritage designated property or a property listed on the Register is to be demolished or removed, the City will ensure the owner undertakes mitigation measures including a detailed documentation of the cultural heritage features to be lost, and may require the salvage of materials exhibiting cultural heritage value for the purpose of re-use or incorporation into the proposed development.

2.3.1 Municipal Heritage Alteration Permit

Heritage Alteration Permit (HAP) approval is required for changes that are likely to affect any of a designated property's heritage attributes in compliance with Section 33(1), Section 41(2.1), and Section 42(2.1) of the *Ontario Heritage Act*. Consultation with the CACP is required, and Municipal Council may decide to approve, approve with terms and conditions, or refuse the HAP application. The HAP approval, or approval with terms and conditions, must be obtained prior to alterations commencing. The refusal of a HAP, or the terms and conditions on the approval of a HAP, may be appealed to the Ontario Land Tribunal.

The Subject Property at 869-871 Dundas Street is designated under Part IV of the *Ontario Heritage Act*, and therefore a HAP is required for any alterations (changes) to the property. However, based on the 90% Detailed Design, the heritage attributes of the property will not be directly impacted by this project and therefore, no HAP is required.

2.3.2 Municipal Demolition Permit

The City of London Demolition Control by-law (CPOL.-333-324) outlines the process for applications for the demolition of properties designated under the *Ontario Heritage Act* in Section 4.2. It should be noted that a Notice of Intent to Demolish cannot be withdrawn. Given there are no direct impacts to the Subject Property based on the 90% Detailed Design, a Demolition Permit is not required.

3. Summary of Background Research and Analysis

Historically, the Subject Property was in Lot 11, Concession “C” of the Township of London, Middlesex County, Ontario. It was eventually registered in 1882 as Lot 13, Plan 413 (33R5433). The property is now part of the Old East Village neighbourhood in the City of London. This area has been identified as a potential heritage conservation district, known as ‘Old East Village – Dundas Street,’ which generally includes properties on Dundas Street, between Adelaide Street North and Quebec Street.

The Subject Property contains a two-and-a-half storey Victorian house designed in the Italianate architectural style. The original building was constructed in 1890 and an east-side addition was later constructed in circa 1901 that conformed to the original style.

The structure was originally the residence of bricklayer John Hayman, founder of the contracting firm J. Hayman & Sons, which is now known as Hayman Construction and remains in business to this day (**Image 1**). According to the designating by-law, John Hayman was born in Devonshire, England in 1844, but the Hayman Construction website, as well as a Geranium Heritage House Tour book, instead states that he was born in 1846 (Hayman Construction, 2022; Rediscovering Old East Village:34). However, these sources concur that John emigrated to Canada in 1868 and started the contracting business with his brother William in 1872. Over time, the Hayman family constructed several notable buildings in the community, including St. Mary’s Church, Aeolian Hall, and Hayman Apartments, among others. The property at 869-871 Dundas Street was ultimately designated under Part IV of the *Ontario Heritage Act* in 1983 (**Image 2**).

Recently, the Hayman House at 869-871 Dundas Street underwent renovations to prevent it from falling into disrepair. For instance, the original slate roof (visible in **Image 2** and **Image 3**) was replaced to asphalt following HAP approval in 2014, and the verandahs on the front and east elevations were rebuilt between 2017-2019 (**Image 4**).



Image 1:
Photograph of John Hayman from ca. 1908, Hayman Construction



Image 2:

Photograph of 869-871 Dundas Street from the time of its designation in 1983, City of London



Image 3:
Photograph of 869-871 Dundas Street from 2007, Canada's Historic Places

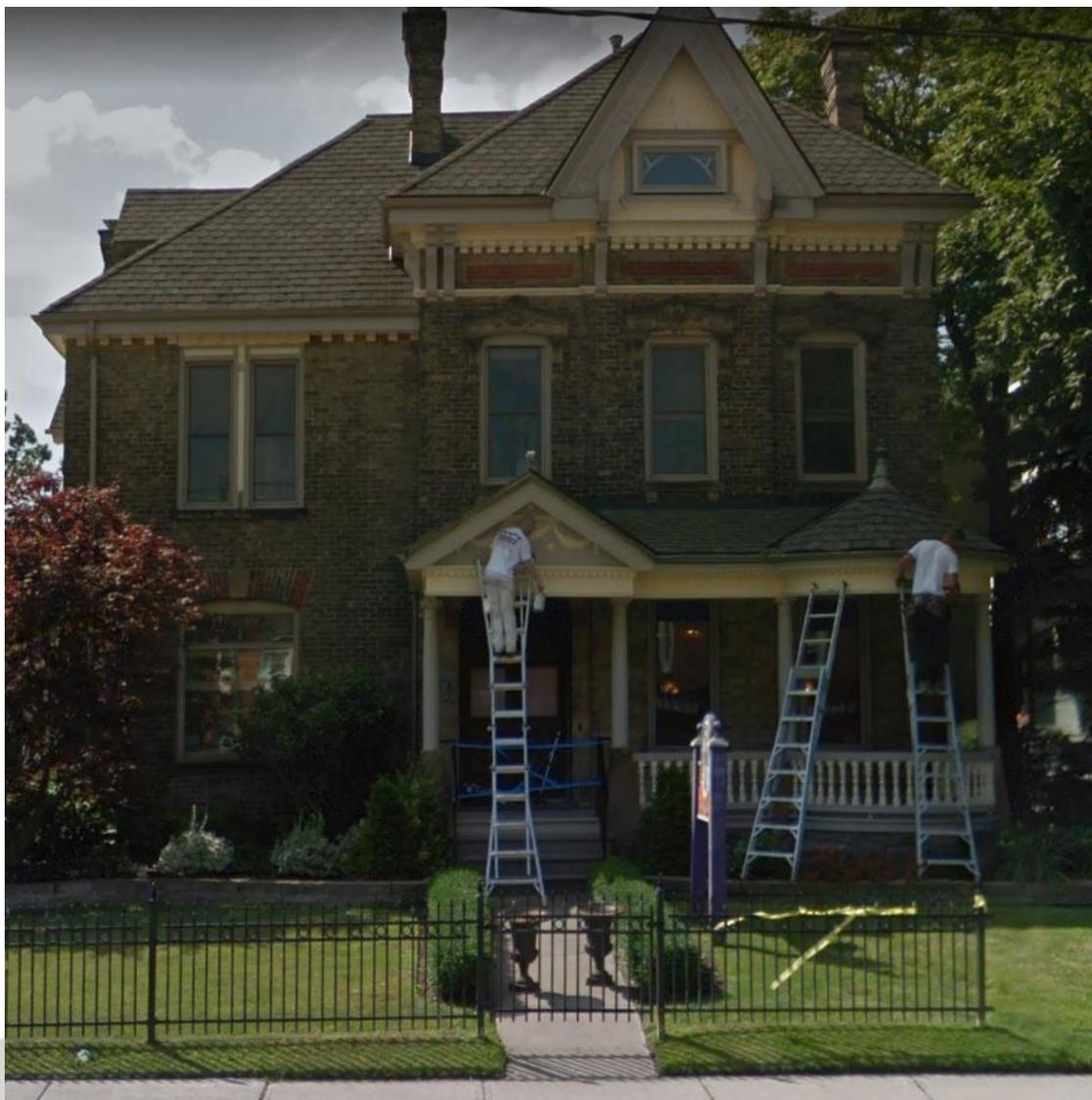


Image 4:
Photograph of 869-871 Dundas Street from July 2019 showing workers restoring the front verandah, Google Street View

4. Heritage Evaluation of 869-871 Dundas Street

4.1 Statement of Cultural Heritage Value

City of London By-law No. L.S.P-2704-469, which designated 869-871 Dundas Street under Part IV of the *Ontario Heritage Act*, provides a description of the property, a statement of cultural heritage value or interest, and list of heritage attributes. The Cultural Heritage Value of the property as outlined in the designating by-law has been directly excerpted and provided in **Section 4.1.2.** below.

4.1.1 Description of the Property

Situated on the northeast corner of the intersection of Ontario Street and Dundas Street in the City of London, Ontario, the property at 869-871 Dundas Street is a rectangular corner property that predominantly maintains frontage on Ontario Street. The property consists of a two-and-a-half storey large Italianate style Late Victorian house. The property also includes a paved parking area, a detached two car garage facing Ontario Street, and landscape grounds including gardens.

4.1.2 Cultural Heritage Value

The house at 869-871 Dundas Street was built in 1890 for John, founder of J. Hayman & Sons, still one of London's major contracting firms. Hayman born in Devonshire in 1844, learned his trade as a bricklayer and builder in England before following a brother William to Canada in 1868. They established the contracting business in 1872 and erected such London buildings as St. Mary's Church, Lady Beck Public School and Aeolian Hall, as well as altering St. Paul's Cathedral. The Haymans also introduced the apartment building to London in 1912 with the Hayman Apartments on the northeast corner of Queens Avenue and Wellington Street.

The house at 869-871 Dundas Street is an excellent representation of a large Italianate style Late Victorian town house so commonly built in London in the latter part of the 19th century. An addition to the original 1890 structure – the west half – was made in c.1901 in architectural conformity to the initial design. The building features several exterior elements of importance, including a decorative slate roof; a protruding cornice with paired eaves brackets; carved stone lintels; and extensive verandahs on the front and east side elevations. Interior features of 869 Dundas Street in the hallway comprise the staircase, doors and frames (including the stained glass) the archway and light fixture; the parlour and sitting room feature a fireplace, archway and ceiling and medallion mouldings; and the dining room features the marble fireplace and again ceiling and medallion mouldings. The east half (871 Dundas St.) possesses fine stained glass in the living room and entrance.

4.1.3 Heritage Attributes

Heritage attributes understood in By-law No. L.S.P.-2704-469:

- House as representative of a large Italianate style Late Victorian town house
 - Original half, built 1890 (west half)
 - Addition, built c.1901 (east half) in architectural conformity to the original
 - Decorative slate roof [Note: replaced with asphalt following HAP approval in 2014]
 - Protruding cornice with paired eaves brackets
 - Carved stone lintels
 - Extensive verandahs on the front and east side elevations

- Interior features of the original (west) half:
 - Hallway comprising:
 - Staircase
 - Doors and frames (including stained glass)
 - Archway
 - Light fixture
 - Parlour
 - Fireplace
 - Archway
 - Ceiling medallion mouldings
 - Sitting Room
 - Fireplace
 - Archway
 - Ceiling medallion mouldings
 - Dining Room
 - Marble fireplace
 - Ceiling and medallion mouldings

- Interior features of the addition (east):
 - Stained glass in the living room
 - Stained glass in the entrance

5. Assessment of Existing Conditions

5.1 Introduction

A field review of the Subject Property was undertaken by Liam Ryan, Cultural Heritage Specialist, with AECOM on August 18, 2021 to document the built heritage and landscape features that will be impacted as part of the work being completed for the London BRT East London Link project. Select photographs from the August 2021 field review are contained within **Appendix A** of this HIA.

5.2 Description of Surrounding Context

The Subject Property at the municipal address of 869-871 Dundas Street is located within Design Segment 2 (King Street at Lyle Street to Dundas Street at Quebec Street) of the project. 869-871 Dundas Street is located at the southwest corner of the intersection of Dundas Street and Ontario Street (**Figure 1** and **Figure 2**). A set of traffic signals controls the intersection. Ontario Street is a one-way street between Dundas Street and King Street but is a two-way street north of Dundas Street, which is a two-lane road that runs east-west and is generally characterized by several blocks of 19th to early 20th century commercial storefront buildings.

The Subject Property is in an urban context in the Old East Village neighbourhood in the City of London. The Western Fair at 900 King Street/925 Dundas Street is located to the southeast, with The Market at the Western Fair District operated out of the historic Confederation Building.

Other heritage properties are in the surrounding context of 869-871 Dundas Street. For instance, 865 Dundas Street is the adjacent property to the west and the structure within was built in 1900 and is listed on the City of London's *Register of Cultural Heritage Resources*. Across Dundas Street, the Italianate commercial structure at 864-872 Dundas Street known as 'Hayman Commercial Block' was built in 1885 and designated under Part IV of the *Ontario Heritage Act* in By-law L.S.P.-3453-187 (City of London, 2020). To the south is an empty lot at 379-381 Ontario Street.

The building at 869-871 Dundas Street is also functionally and physically important in defining the intersection of Dundas and Ontario Streets. The structure maintains frontage along both Dundas Street and Ontario Street and features street facing entrances with decorative verandahs on both the north and east elevations. As a result, the design of the building enhances the contextual value of the streetscapes and defines the intersection.

5.3 Property Description

5.3.1 Institutional/Residential Building

The Subject Property contains a two-and-a-half storey buff brick Victorian house designed in the Italianate architectural style. The house has a hipped roof, two tall chimneys, and appears to sit on a cut stone foundation. The original building was constructed in 1890 and an addition was later constructed in circa 1901 that conformed to the original style. The original slate roof was replaced to asphalt following HAP approval in 2014, and the verandahs on the front and east elevations were recently rebuilt between 2017-2019.

5.3.1.1 North Elevation

The north elevation of the structure fronts Dundas Street and features a hipped roof with gable over the centre bay of the original 1890's house (**Photograph 1**). The dormer features imbricated fish scale style shingles and a

decorative bargeboard. The 1890's portion of the house appears to have descended from the Italianate form and includes a symmetrical three-bay façade with a projecting frontispiece visible on the second storey. The original house has a side-hall plan.

Beneath the protruding cornice is decorative wooden dentils. In addition, there are decorative wood cornice brackets separated by a decorative red brick frieze. Above the second storey windows feature segmentally arched stone Italianate style window heads (lintels).

The north elevation includes a Victorian circular verandah that features a decorated gable with wood swag detail. The verandah gable is centred over the entrance is supported by Doric style columns. The front verandah encompasses the width of the original house. The stone support of the verandah features a honeycomb cut and the verandah is capped by a carved finial (Rediscovering Old East Village:33). The main entrance on Dundas Street includes a wooden double doors with a round arched transom with the address in the transom glass.

The north elevation also features the later two storey buff brick addition built in 1901, which is slightly set back from the original house elevation. The addition includes two large window on each storey. The ground floor window included a segmentally arched window with a glass transom and buff and red brick jack arched brick voussoirs with a decorative keystone.

5.3.1.2 East Elevation

Like the north elevation, the east elevation features a verandah with decorative trim, although rectangular in shape and supported by carved wood posts instead of Doric columns. Adjacent to the verandah is an oculus stained-glass window surrounded by red brick detailing. The second storey of the east elevation features an oriel window with carved wood trim. Above this is a hip roof with a dormer that features imbricated fish scale style shingles. Moving towards the south elevation, part of the structure with a gable roof protrudes towards Ontario Street. A chimney bisects a bay with two windows surrounded by imbricated fish scale style shingles just below the roof line.

5.3.1.3 South and West Elevations

The south elevation faces the paved rear parking area, while the west elevation faces the neighbouring structure at 865 Dundas Street and is obscured due to its proximity to the adjacent structure. The south elevation of the structure features two one-storey extensions, each with their own entrance (**Photograph 4**). The extension closest to Ontario Street has a small porch leading to the entrance with a portico, whereas the other extension features an attached vestibule.

5.3.2 Landscape

The property at 869-871 Dundas Street features a manicured lawn and concrete pathways that lead to verandah entrances on both the north (front) and east elevations of the structure, fronting Dundas Street and Ontario Street, respectively. The pathway to the front entrance is surrounded by a hedgerow and raised bed gardens are present along the front of the structure (**Photograph 1**). The east elevation of the property also includes a small garden in front of the verandah, a shrub, and a hedgerow that encloses the lawn on the east side of the property (**Photograph 3**). Lastly, the rear of the property includes a paved parking area and a detached two car garage with wooden fence facing Ontario Street (**Photograph 5**). A circle rail style wrought iron fence surrounds the structure at 869-871 Dundas Street (**Photograph 6**).

5.3.3 Adjacent Properties

The Subject Property is at the southwestern corner of the intersection of Dundas Street and Ontario Street. 865 Dundas Street is the adjacent property to the west and the structure within was built in 1900 and is listed on the City of London's *Register of Cultural Heritage Resources*. Across Dundas Street, the Italianate commercial structure at

864-872 Dundas Street known as ‘Hayman Commercial Block’ was built in 1885 and designated under Part IV of the Ontario Heritage Act in By-law L.S.P.-3453-187 (City of London, 2020). To the south is an empty lot at 379-381 Ontario Street that once contained a yellow brick double house built in 1907/08, which featured stained glass transoms in addition to porch columns like the Hayman House (Rediscovering Old East Village:36). The structure at 379-381 was ultimately demolished in 2007(Building Permit 07018681).

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6. Impact Assessment

6.1 Description of the Proposed Project

AECOM was retained by the City of London to complete a HIA for 869-871 Dundas Street as part of the work being completed for the proposed London BRT East London Link project.

At the onset of the RTMP process, the proposed route was a 24-kilometre BRT system that comprised of four segments, combined into two operation routes: the north/east corridor and the south/west corridor, with 38 bus stops in total. The BRT system was approved by the City of London Council through the RTMP in July 2017. The second stage of the process was completed using the TPAP under Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings. As part of the TPAP, an EPR was completed in 2019. Since the commencement of the TPAP, there has been refinement of the BRT network through the development and evaluation of alternative design options, public and stakeholder consultation, and the identification of impacts on the environment.

The 90% Detailed Design in the vicinity of the Subject Property shows that on the west side of Ontario Street, the curb and sidewalk expansion to accommodate the new bus lanes will remain within the right-of-way and therefore will not encroach into the Subject Property. The sidewalk expansion on the south side of Dundas Street will be located within the road allowance after the acquisition of frontage from the Subject Property (**Figure 3**). Ultimately, the 90% Detailed Design for the proposed BRT system will not directly impact the structure at 869-871 Dundas Street. Previously, based on the 30% Preliminary Design, the east elevation verandah of the structure was anticipated to be impacted by the widening of Ontario Street, which prompted the preparation of this HIA. However, the updated 50% Preliminary Design, followed by the 90% Detailed Design, avoid direct adverse impacts to the structure within the Subject Property as outlined in Section 6.2 of this report. Concrete pathways off Dundas Street and Ontario Street will require a step up from the proposed sidewalk due to a change in grade of about 0.15m and the remaining yard within the new right-of-way will be graded to make up the difference in elevation.

The City of London retained Dillon Consulting and AGM for London BRT East London Link and Municipal Infrastructure Improvements – Phase 2. In December 2021, AECOM received the draft 50% Preliminary Design from AGM. Subsequently, AGM provided AECOM with an updated version of the 50% Preliminary Design at the end of March 2022. The 90% Detailed Design was later submitted on July 15, 2022. The 90% Design included changes to the footprint along Dundas Street, which resulted in further impacts to the Subject Property, including the requirement to relocate the fence and property sign. The project is scheduled for phased construction beginning in 2022 to 2023.

6.2 Assessment of Impacts

6.2.1 Screening for Potential Impacts

To assess the potential impacts of the undertaking, identified cultural heritage resources are considered against a range of possible impacts based on the *Ontario Heritage Tool Kit, Heritage Resources in the Land Use Planning Process, InfoSheet #5 Heritage Impact Assessments and Conservation Plans* (Ministry of Tourism, Culture and Sport, 2006:3) which include, but are not limited to:

- Destruction, removal or relocation of any, or part of any, significant heritage attributes or features
- Alteration that is not sympathetic, or is incompatible, with the historic fabric or appearance
- Shadows created that alter the appearance of a heritage attribute or change the exposure or visibility 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 from, within, or to a built or natural heritage feature
- 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 soils, and drainage patterns that adversely affect an archaeological resource¹

The MTCS document defines “impact” as a change, either positive or adverse, in an identified cultural heritage resource resulting from a particular activity. This HIA identifies *direct (physical) impacts*, *indirect impacts*, and/or *positive impacts* as the impact types that a construction component and/or activity may have on cultural heritage resources.

A direct (physical) negative impact has a permanent and irreversible negative affect on the cultural heritage value or interest of a property, or results in the loss of a heritage attribute on all or part of the heritage property. Any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect a heritage property, including archaeological resources. An indirect negative impact is the result of an activity on or near the property that may adversely affect its cultural heritage value or interest and/or heritage attributes. A positive impact will conserve or enhance the cultural heritage value or interest and/or heritage attributes of the property.

6.2.2 Impact Assessment Approach

The conservation of cultural heritage resources in planning is a matter of public interest. Changes to a roadway such as widening projects and modifications to intersections have the potential to adversely affect cultural heritage resources, by direct impacts.

This HIA documents the assessment of anticipated construction impacts on the Subject Property as related to the 90% Detailed Design.

The intention of the impact assessment contained in this HIA is to:

- Review the Preliminary Design as it relates to the Subject Property;

¹ This HIA only examines impacts to above-ground cultural heritage resources within the HCDs. Archaeological resources are presented separating reporting.

- Identify the impacts as outlined in the *Ontario Heritage Toolkit* (MTCS 2006) based on the 90% Detailed Design on the Subject Property; and
- Provide mitigation measures to avoid or mitigate potential direct and indirect adverse impacts to the Subject Property, including its heritage attributes. The proposed mitigation measures inform the next steps of the project planning and design.

The following section presents the results of the impact assessment and outlines the potential impacts to the Subject Property based on the 50% Preliminary Design for the project.

6.2.3 Assessment of Impacts

Based on the 50% Preliminary Design, the proposed project will result in curb and sidewalk expansion on the west side of Ontario Street and south side of Dundas Street. The sidewalk expansion on the south side of Dundas Street will be located within the road allowance after the acquisition of frontage from the Subject Property. The impact assessment of the proposed project in **Table 2**, below, presents the possible impacts in the *Ontario Heritage Tool Kit, Heritage Resources in the Land Use Planning Process, InfoSheet #5 Heritage Impact Assessments and Conservation Plans* (MTCS 2006:3).

Table 2: Impact Assessment – 869-871 Dundas Street

Impact	Discussion of Impacts
Destruction, removal, or relocation	<p>No adverse impact.</p> <p>Based on the 90% Detailed Design (Figure 3), the structure within the Subject Property at 869-871 Dundas Street will not be directly impacted by the widening of Dundas Street or Ontario Street, which will result in the sidewalk and curb extending closer or within the Subject Property boundary.</p> <p>The road widening on the south side of Dundas Street will require the acquisition of 50.3 m² of the Subject Property frontage. Within this area, the property sign along Dundas Street will require relocation. The sign is not a heritage attribute of the property and not considered an adverse impact. The property acquisition will, however, impact a portion of the concrete pathway with surrounding hedgerow that leads to the north elevation of the structure. Additionally, the concrete pathway leading to the east elevation of the property will be impacted by the widening of Ontario Street. The concrete pathways will remain extant within the Subject Property and although steps up from the sidewalk will be installed to the concrete pathways off Dundas Street and Ontario Street due to the change in grade, this impact is not considered adverse. The change in grade is about 0.15m and the remaining yard within the new right-of-way will be graded to make up the difference in elevation; therefore, a retaining wall is not required. Furthermore, the project will impact the wrought iron fence currently located within the right-of-way of Dundas Street and Ontario Street. While the fence is not a heritage attribute of the Subject Property, as it was installed after the designating By-law in 1983, it has since become a feature of the property and contributes to the property’s overall aesthetic value. The green line on Figure 3 marks the commitment on the 90% Detailed Design to relocate the wrought iron fence fronting both Dundas and Ontario Streets to the streetline (edge of the new right-of-way) along Dundas Street, and to the edge of the proposed sidewalk along Ontario Street. The fence will remain within the right-of-way (the new streetline) along Ontario Street and will align with the edge of the new right-of-way along Dundas Street. The commitment to relocate the wrought iron fence mitigates the potential adverse impacts to the cultural heritage value of the property.</p>
Alteration	<p>No adverse impact.</p> <p>The project will not result in the alteration of any heritage attributes of the Subject Property.</p>
Shadows	<p>No adverse impact.</p> <p>The project will not result in any negative shadow impacts on the Subject Property.</p>

Impact	Discussion of Impacts
Isolation	No adverse impact. The project will not result isolate any heritage attributes from the surrounding environment within the Subject Property.
Direct or indirect obstruction of significant views	No adverse impact. There are no significant views identified as heritage attributes within the Subject property. Therefore, the project will not obstruct any significant views.
A change in land use	No adverse impact. The project will not result in a change in land use of the Subject Property.
Land disturbance	No adverse impact. The change in grade, considered land disturbance, due to the project will require steps for the concrete pathways leading into the Subject Property due to the grade change along Dundas and Ontario Streets. However, the private walkways will remain extant and therefore the introduction of the steps is not considered an adverse impact to the property. Potential Indirect Adverse Impact – Vibration: Evaluation of impacts related to vibration activities requires assessment based on identification of specific construction methods proposed to be used, distance between the sensitive receptor (i.e. a cultural heritage resource) and the construction activity, and anticipated vibration levels (mm/s). Accordingly, it is unknown at this time based on the available information if vibration impacts are anticipated, however the structure at 869-871 Dundas Street is in proximity to the construction activities related to the project. Therefore, there may be indirect impacts to the building related to vibration.

6.2.4 Summary of Impacts

Based on the 90% Detailed Design, the proposed London BRT East London Link project is not anticipated to directly impact the building within the Subject Property at 869-871 Dundas Street. The road widening on the south side of Dundas Street will require the acquisition of frontage from the Subject Property. This is anticipated to impact a portion of the concrete pathways, surrounding hedgerow, the property sign along Dundas Street, and the wrought iron fence currently within the right-of-way. As such, the 90% Detailed Design illustrates that this fence, fronting both Dundas and Ontario Streets, will be relocated to the edge of the proposed sidewalk along Ontario Street, and the edge of the new right-of-way along Dundas Street (**Figure 3**). The relocation of the fence, as well as its protection during construction activities, will be the responsibility of the Contractor retained by the City of London for this project.

7. Assessment of Mitigation Options

Based on the results of the field review, the Statement of Cultural Heritage Value for the property, and an analysis of impacts of the proposed undertaking, the road widening on the south side of Dundas Street will require the acquisition of frontage from the Subject Property. However, no direct adverse impacts to the cultural heritage value and the heritage attributes within the Subject Property at 869-871 Dundas Street are anticipated. As such, there are no further heritage requirements for the Subject Property and therefore, no mitigation options were prepared in this HIA.

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8. Conclusion and Recommendations

The Subject Property is currently designated by the City of London under Part IV of the *Ontario Heritage Act* (By-law L.S.P.-2704-469). Based on the impact assessment conducted in this report, while the proposed sidewalk expansion on the south side of Dundas Street will require the acquisition of frontage from the Subject Property, no heritage attributes are anticipated to be directly impacted by the project. However, the wrought iron fence located within the right-of-way parallel to Dundas and Ontario Streets will be impacted and is considered to add to the overall aesthetic value of the property. As such, the following recommendations can be made for the Subject Property:

1. Prior to construction activities, the wrought iron fence that surrounds the Subject Property must be removed and stored by the Contractor so that it is relocated following project completion to the alignment marked in green on the 90% Detailed Design (**Figure 3**).
2. Prior to construction activities, the sign on the property must be shifted approximately 0.30m south to be outside the new right-of-way and entirely within the boundaries of the Subject Property.

8.1 Vibration Impacts and Monitoring

Evaluation of impacts related to vibration activities requires assessment based on identification of specific proposed construction methods, the distance between the sensitive receptor (i.e. a cultural heritage resource) and the construction activity, and anticipated vibration levels (mm/s). Based on the draft Noise and Vibration Analysis Memorandum completed by AECOM (August 2020), Class IV buildings, which include “historic buildings”, can be extremely susceptible to vibration damage. The vibration analysis provided the following restrictions and vibration limits to be maintained during construction, if possible:

- Use of a vibratory roller within 11m of a historic building,
- Use of an excavator, dozer, compaction machine, or grader within 6.2m of a historic building,
- Use of a vacuum excavator within 5.6m of a historic building, and
- Use of a jackhammer within 3.3m of a historic building.

Given the proximity of 869-871 Dundas Street, a designated cultural heritage resource, to the construction impacts shown in the 90% Detailed Design, it is anticipated that the vibration limit may be exceeded and therefore, the following mitigation measures for vibration impacts should be implemented prior to construction in order to determine if 869-871 Dundas Street requires vibration mitigation and monitoring:

- Document (review and establish) the structural condition of the building to determine if it is vulnerable to vibration impacts from the project
- Establish vibration limits based on structural conditions, founding soil conditions and type of construction vibration (i.e. refer to the Noise and Vibration report for the project)
- Implement vibration mitigating measures on the construction site and/or at the building (i.e. modify construction procedures, if required)

Construction and post-construction monitoring may be required for this building if it was determined subject to vibration damage. The following monitoring activities are recommended for vibration impacts:

- Monitor vibration during construction using seismographs, with notification by audible and/or visual alarms when limits are approached or exceeded; and
- Conduct regular condition surveys and reviews during construction to evaluate efficacy of protective measures. Implement additional mitigation as required.

9. Sources

Primary and Secondary Sources:

Canada's Historic Places

- n.d. "Hayman House, 869-871 Dundas Street." Available online at:
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- 2017 *Ontario Heritage Act, R.S.O. 1990, c.0.18*. Available online at:
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- 1992 *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments*.

- 2006 *Ontario Heritage Tool Kit*. Available online at:
http://www.mtc.gov.on.ca/en/heritage/heritage_toolkit.shtml
- 2007 *Heritage Conservation Principles for Land Use Planning*. Available online at:
http://www.mtc.gov.on.ca/en/publications/InfoSheet_Principles_LandUse_Planning.pdf

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Appendix **A**

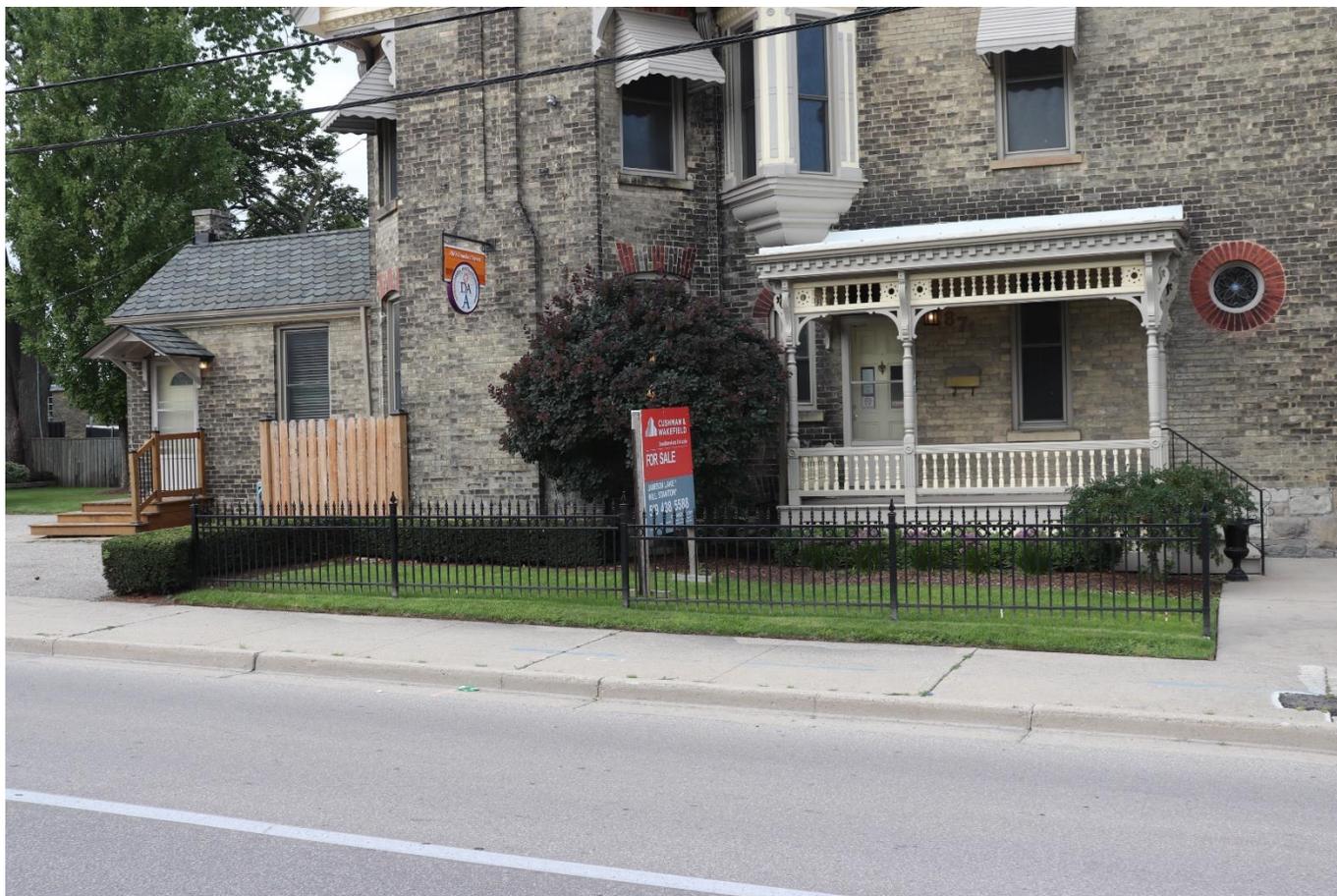
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View of front (north) elevation of 869-871 Dundas Street, facing Dundas Street (AECOM 2021)



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Heritage Impact Assessment: 900 King Street / 925 Dundas Street (Western Fairgrounds), London, Ontario

East London Link Bus Rapid Transit and Infrastructure Improvements

Corporation of the City of London

60641691

November 2022

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0	February 2022	Liam Ryan	Draft HIA prepared at 50% Design
1	November 2022	Liam Smythe/Tara Jenkins	Draft HIA revised at 90% Design with 90% Landscape Plan, and City of London Heritage Planner comments

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*Heritage Impact Assessment: 900 King Street / 925 Dundas Street (Western Fairgrounds), London, Ontario
East London Link Bus Rapid Transit and Infrastructure Improvements*

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1. Introduction

1.1 Project Context

AECOM Canada Ltd. (AECOM) was retained by the City of London to complete a Heritage Impact Assessment (HIA) for the Western Fair site at 900 King Street/925 Dundas Street (the 'Subject Property') as part of the work being completed for the East London Link segment of the London Bus Rapid Transit (BRT) system (the 'project'). At the onset of the Rapid Transit Master Plan (RTMP) process, the proposed route was a 24-kilometer BRT system that comprised of four segments, combined into two operation routes: the north/east corridor and the south/west corridor, with 38 bus stops in total. The BRT system was approved by the City of London Council through the RTMP in July 2017. The second stage of the process was completed using the *Transit Project Assessment Process* (TPAP) under Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings. As part of the TPAP, an Environmental Project Report (EPR) was completed in 2019. Since the commencement of the TPAP, there has been a refinement of the BRT network through the development and evaluation of alternative design options, public and stakeholder consultation, and the identification of impacts on the environment.

As a support document to the EPR, a Cultural Heritage Screening Report (CHSR) authored by WSP was finalized in 2019. The CHSR was written to establish a developmental history of the proposed BRT Study Area. The CHSR identified properties with recognized and potential cultural heritage value or interest that may be impacted by the project. The screening criteria of the Ministry of Citizenship and Multiculturalism (MCM) *Criteria for Evaluating Potential Built Heritage Resources and Cultural Heritage Landscapes* and the 40-year threshold were used to identify potential cultural heritage resources, not on the City of London *Register of Cultural Heritage Resources*. With the recommendation of London's Community Advisory Committee on Planning (CACAP, formerly London's Advisory Committee on Heritage [LACH]), Municipal Council added 347 potential cultural heritage resources to the Register ("listed" status)."

In October 2018, the TPAP process was paused in a "Time Out" Process to strengthen the project's cultural heritage strategy. A total of 67 potential cultural heritage resources were identified as having potential cultural heritage value or interest and were determined to potentially be directly impacted by the construction of the BRT.

To date, the cultural heritage work has been completed with consultation with the City of London Heritage Planners, CACAP, and MCM. The EPR document for the BRT recommends HIAs for properties potentially impacted by the project post-TPAP, in the Detailed Design phase. The EPR states that during Detailed Design, mitigation measures will be addressed to minimize impacts to heritage properties.

As of now, the City of London is in the 90% Detailed Design phase for the East London Link portion of the BRT system. The East London Link will revitalize more than 6 km of road from Downtown to Fanshawe College. The project will add rapid transit and transportation improvements including transit links to the City's eastern industrial employment areas. At the same time, the City will repair and replace aging sewers and watermains. This corridor has been proposed to accommodate current and future traffic demands, support dedicated transit implementation and have regard for both pedestrians and cyclists.

Currently, the East Link Phasing Plan is comprised of four design segments:

- Design Segment 1 – King Street at Wellington Street to King Street at Lyle Street
- Design Segment 2 – King Street at Lyle Street to Dundas Street at Quebec Street
- Design Segment 3 – Dundas Street at Quebec Street to Highbury Avenue North at Oxford Street East
- Design Segment 4 – Highbury Avenue North at Oxford Street East to Fanshawe

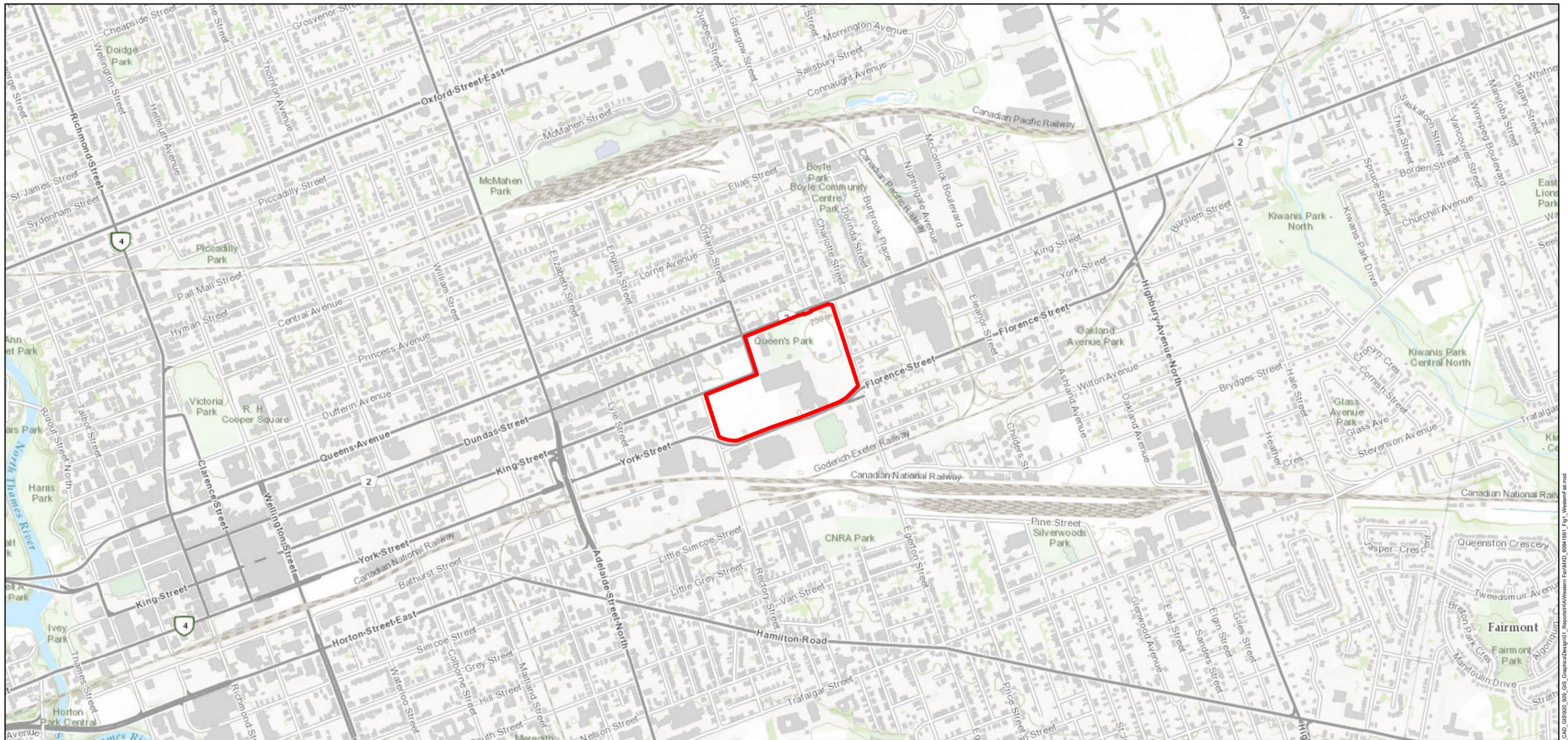
In August 2018, Common Bond Collective completed a combined CHER and HIA on the property at 900 King Street in response to a proposed redevelopment of the property. The CHER/HIA evaluated for cultural heritage value of 900 King Street and it was determined to meet the criteria of Ontario Regulation 9/06 of the *Ontario Heritage Act*. The results of the 2018 CHER/HIA have been used in the production of this HIA for the Subject Property.

The following HIA for 900 King Street/925 Dundas Street is based on the 90% Detailed Design for East London Link partially located in Design Segment 2 and Design Segment 3. As the property at 900 King Street/925 Dundas Street is listed on the City of London's *Register of Cultural Heritage Resources*, an HIA is required to determine how the cultural heritage value of the property may be impacted by the proposed infrastructure improvements. The HIA was developed in consultation with the City of London Heritage Planner, Kyle Gonyou. In addition, this HIA includes input from AECOM's structural engineering team, Dillon Consulting Limited, and AGM Engineering, who are responsible for the project's detailed design and the project's Landscape Plan.

1.2 Location and Physical Description of the Subject Property

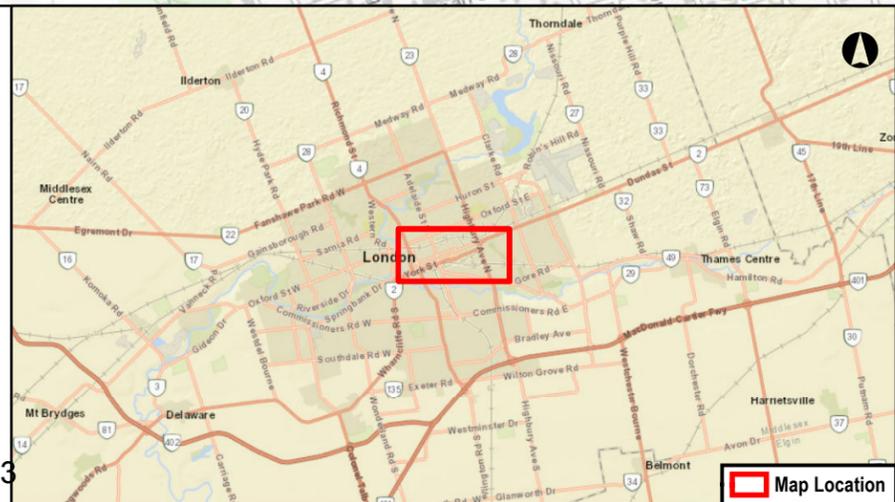
1.2.1 Location

The Subject Property, as shown in **Figure 1** and **Figure 2**, has a municipal address of 900 King Street/925 Dundas Street, and is located within the neighbourhood of Old East Village in London, Ontario. Historically, the Subject Property was within part of Lot 11, Concession "C" in the former Township of Westminster, Middlesex County. The Subject Property is approximately 19.04 hectares in size and is found within Registered Plan 415, 413, 411, and parts of Reference Block Plan 155. The property forms an "L" shaped parcel and is bounded to the north by Dundas Street; to the south by Florence Street; to the east by Egerton Street; and to the west by Rectory Street, King Street, and Ontario Street.



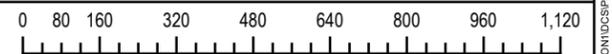
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 Subject Property



**HERITAGE IMPACT ASSESSMENT
925 DUNDAS STREET/900 KING STREET
CITY OF LONDON RT - EAST LINK**

Location of the Subject Property



Meters
DATUM: NAD 1983 UTM Zone 17N

February 2022

1:15,000
* when printed 11"x17"

Source: MNRF 2020
Image: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

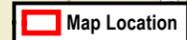
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V#:



Figure 1

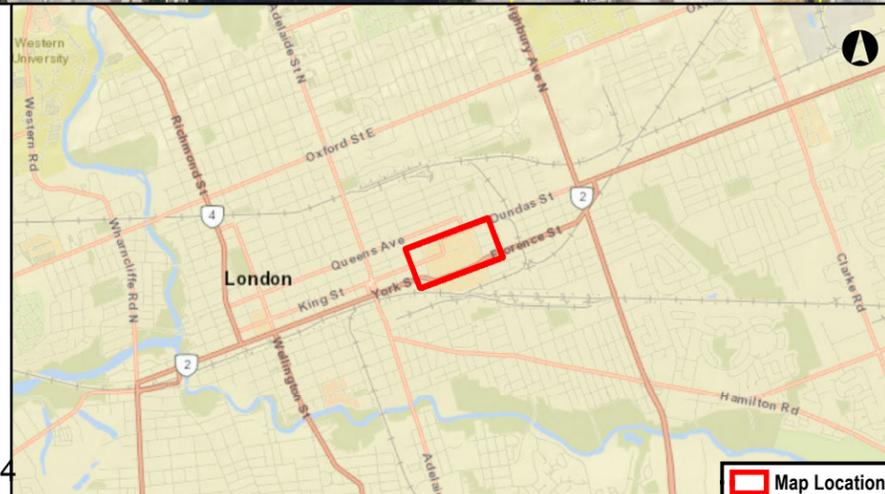
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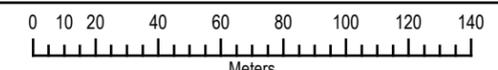
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- Parcel Boundary
- Subject Property



**HERITAGE IMPACT ASSESSMENT
925 DUNDAS STREET/900 KING STREET
CITY OF LONDON RT - EAST LINK**

Location of the Subject Property
on Aerial Photography



DATUM: NAD 1983 UTM Zone 17N

February 2022	1:2,300 <small>* when printed 11"x17"</small>	Source: MNR 2020 Image: City of London 2021. Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC (c) OpenStreetMap contributors, and the GIS User
P#:60641691	V#:	



Figure 2

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Map location: \\na.aecom.com\London\CALON\GIS\Projects\60641691_Col_RT_East Link\600_CAD_GIS\920_929_GIS_Graphics\Design\1_Reports\HIA\Western Fair\MO_06061691_Fig_2_WesternFair.mxd
Date saved: 24/02/22 3:35:28 PM User Name: cnaik

1.2.2 Physical Description

The Subject Property is commonly referred to as the Western Fair entertainment complex and fairground which includes primary and ancillary features that support a racetrack and entertaining environment.

Featured on the Subject Property is a large, modern, two-story brick convention centre and casino; open space designed for local events (such as the Western Fair); a half-mile racetrack (Western Fair Raceway); a one-story institutional building (Western Fair Arts Building built 1911-12); a two-story brick commercial building (Confederation Building built 1927) used to provide space for the Western Fair Farmers' and Artisan's Market vendors; remaining elements of the Grandstand (metal canopy structure built 1915); and the Poultry Building (built 1929); Queen's Park, a public park space; and, a series of surface parking areas. The Subject Property also contains a historical steam locomotive (Engine 86) located at the northwest corner of the property within Queen's Park. The structures, buildings, and landscape features form a cultural heritage landscape and are listed as heritage attributes of the Subject Property. **Figure 3**, below, illustrates the primary heritage features and Queen's Park.

This HIA focuses on the landscape elements in the Subject Property that are anticipated to be impacted by the infrastructure improvements along Dundas Street, Ontario Street, and King Street associated with this project. No direct impacts to structures or built heritage features on the property are anticipated.

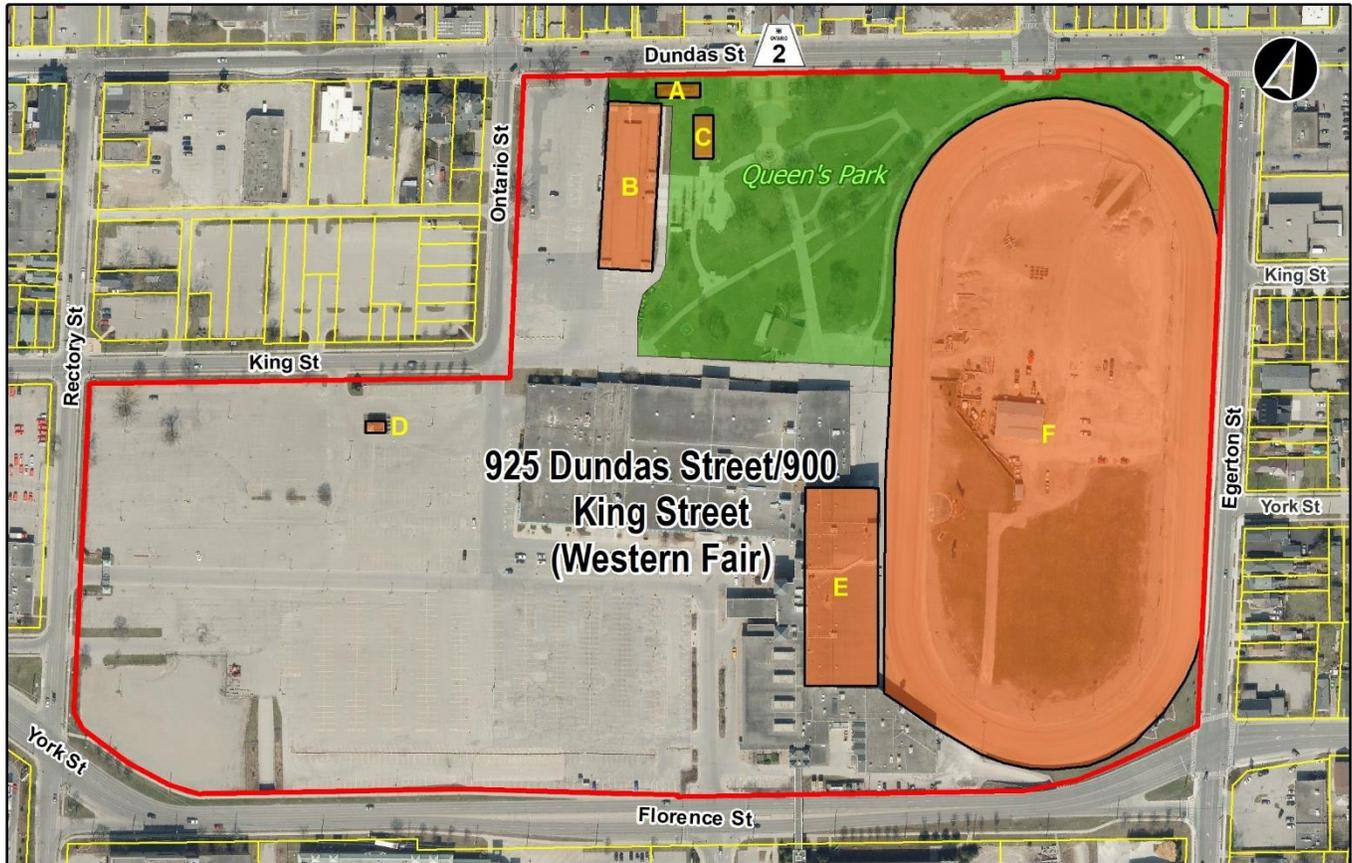


Figure 3:

Aerial Imagery of the Subject Property illustrating structures and buildings listed as heritage attributes according to letter: A- Engine 86, B- Confederation, C-Western Fair Arts Building, D- Remaining elements of the Poultry Building, E- Grandstand, F-Half-Mile Racetrack

1.3 Summary of Property Impacts on 900 King Street/925 Dundas Street

Based on the 90% Detailed Design, the proposed road redesign is anticipated to acquire land approximately 5.5 metres into the Subject Property along the property’s eastern boundary (along Ontario Street) and 4.3 metres along the property’s northern boundary (along Dundas Street).

No buildings or structures within the Subject Property will be directly impacted by the grading limits of the 90% Detailed Design, including the Confederation Building, Western Fair Arts Building, or Engine 86. It is anticipated that Queen’s Park will be directly impacted including impacts to three formal pedestrian entrances, mature trees, gardens, and manicured lawns, along Dundas Street. This area will be impacted by the road redesign associated with the project (**Figure 4**). Queen’s Park parkland and the northern entrance (Entrance 1)¹ within Queen’s Park are considered heritage attributes of the property (see **Section 4.1.3** for a full list of heritage attributes for the property).

In addition, Engine 86, within Queen’s Park, may be subject to indirect impacts related to the alteration of its immediate surroundings in relation to construction activities for the proposed road redesign. The engine will remain *in-situ* but will be surrounded by a new low decorative concrete retaining wall and a series of shrub plantings located immediately west of the locomotive. The 90% Detailed Design shows the existing steel fence surrounding Engine 86

¹ Figure 6, below, illustrates the location of the entrance features.

will be replaced with a new aluminum fence. The north side of the enclosure will be moved approximately 0.25m to the south, approximately 1.5m from the north side of Engine 86. The proposed construction activity in the area surrounding Engine 86 also has the potential to create indirect impacts related to dust and debris. Potential impacts of the road redesign also include possible indirect vibration impacts to the Western Fair Arts Building, Confederation Building, and Engine 86.

For the remaining impacts to the Subject Property along Ontario and King Streets, there will be no impacts to the cultural heritage value of the property.

For further discussion on impacts to the Subject Property see **Section 6**.

1.3.1 Property Owner

The property at 900 King Street/925 Dundas Street is currently owned by the Corporation of the City of London.

1.3.2 Current Cultural Heritage Status of the Subject Property

The Subject Property has been identified as a heritage listed property since 1991, which achieved status as the Register pursuant to Section 27, Ontario Heritage Act, on March 26, 2007.

1.4 Methodology

This HIA adheres to the guidelines set out in the MCM *InfoSheet #5 Heritage Impact Assessment and Conservation Plans* as part of the *Ontario Heritage Tool Kit* (2006). This HIA addresses the impacts of the project on the Subject Property, which is listed on the *Register of Cultural Heritage Resources* as 900 King Street/925 Dundas Street.

For the purpose of this HIA, AECOM undertook the following key tasks:

- Reviewed appropriate background documents including the:
 - *Cultural Heritage Screening Report: London Bus Rapid Transit System*. (WSP Canada Inc., Final February 27, 2019).
 - *900 King Street CHER & HIA*. (Common Bond Collective, Final August 2018).
- Consulted with the City of London Heritage Planner, to confirm the scope of the HIA.
- Conducted a field review to document the existing conditions of the Subject Property from the public right-of-way on August 18, 2021, and March 6, 2022.
- Identified and prepared a description of the proposed undertaking;
- Assessed the proposed infrastructure impacts, based on the 90% Detailed Design, on the cultural heritage value and heritage attributes of the Subject Property.
- Prepared mitigation options and mitigation measures with recommendations to avoid or reduce any negative impacts to the Subject Property; and,
- Preparation of this HIA.

This HIA was completed by a team of AECOM's Cultural Resource Management staff including Liam Smythe (Cultural Heritage Specialist), Liam Ryan (Cultural Heritage Planner), Tara Jenkins (Cultural Heritage Specialist, Lead), and

Adria Grant (Associate Vice President, Impact Assessment and Permitting). The HIA was developed in consultation with the City of London Heritage Planner, Kyle Gonyou. In addition, this HIA includes input from AECOM’s structural engineering team, Dillon Consulting Limited, and AGM Engineering, who are responsible for the project’s detailed design and the project’s Landscape Plan.

1.5 Community Engagement

The subsection below includes a summary of the consultation activities, as well as relevant consultation and feedback undertaken for the development of this HIA.

1.5.1 Stakeholder Consultation

For the purposes of this HIA, community engagement involved contacting the City of London to document any municipal or local level heritage impact assessment provisions that should be included in this HIA. Kyle Gonyou verified that the City of London currently does not have a Terms of Reference for the preparation of HIAs.

The following stakeholders were contacted with inquiries regarding the background of the Subject Property (Table 1).

Table 1: Results of Stakeholders Consultation

Contact	Contact Information	Date	Notes
Kyle Gonyou, City of London, Heritage Planner	kgonyou@london.ca	July 29, 2021	Kyle Gonyou provided the AECOM Cultural Heritage team with a combined CHER and HIA written by Common Bond Collective for the Western Fair property at 900 King Street. The CHER/HIA is a publicly accessible document and submitted to the City as part of a planning application. Kyle confirmed that AECOM could use the Statement of Cultural Heritage Value and heritage attributes for this HIA, although the statement is not final.
Mark Richardson, Public Services Librarian, London Public Library	Mark.Richardson@lpl.ca	December 22, 2021	An email was sent to the London Public Library to request any information they had on Engine 86. Mark Richardson, Public Services Librarian, replied that same day and provided scans of newspaper articles on Engine 86, as well as a presentation from the London & Middlesex Historical Society.
Kyle Gonyou, City of London, Heritage Planner	kgonyou@london.ca	December 22, 2021	An email was sent to Kyle Gonyou to obtain background information on Engine 86, including details as to its ownership. Kyle Gonyou replied on January 7, 2022 and confirmed the City of London's ownership of Engine 86 and said he would connect AECOM with a local historian for further information on Engine 86.
Stephen Harding, Local Historian	harding.steve@sympatic o.ca	January 10, 2022	An email was sent to Stephen Harding, the local historian whose contact information was provided by Robin Armistead, Manager of Culture at the City of London, on January 8, 2022. On January 11, 2022, Stephen Harding provided scans of several photographs and articles in his collection on

Contact	Contact Information	Date	Notes
			Engine 86 and relayed his knowledge of the locomotive in a phone call.
Steve Brown, Engineering Design Manager AGM	steve@agm.on.ca	February 2, 2022	Provided AECOM an update on the property impacts. The layout and grading limits were being refined. Confirmed the current plan would impact the Western Fair Parking lot at Dundas and Ontario streets, which would be near Engine 86, and Queen's Park entrance. An assessment of temporary impacts to Engine 86 were underway, with a possibility of a retaining wall.
Julie Michaud City of London, Landscape Architect, Parks Planning & Design	jmichaud@london.ca	June 27, 2022	Julie Michaud provided comments from Landscape Architecture staff in an email on June 27, 2022, on landscape elements within the Subject Property, including Engine 86, planters, trees, the entrance plaza, and the boulevard. Comments provided by the Landscape Architecture staff have been reviewed and incorporated into this HIA.

This report will be reviewed by Community Advisory Committee on Planning (CACP) and all input/feedback will be incorporated into the final draft of this HIA.

2. Policy Framework

The authority to request an HIA arises from the *Ontario Heritage Act*, Section 2(d) of the *Planning Act*, the Provincial Policy Statement (2020) and the City of London's Official Plan: *The London Plan* (June 23, 2016).

2.1 Planning Act and Provincial Policy Statement

The *Planning Act* (1990) and the associated Provincial Policy Statement (2020) provide a legislative framework for land use planning in Ontario. Both documents identify matters of provincial interest, which include the conservation of significant features of architectural, cultural, historical, archaeological, or scientific interest. The *Planning Act* requires that all decisions affecting land use planning matters "shall be consistent with" the Provincial Policy Statement. In general, the Provincial Policy Statement recognizes that Ontario's long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral, cultural heritage, and archaeological resources for their economic, environmental, and social benefits.

Pursuant to Section 2.6 of the 2020 Provincial Policy Statement, Policy 2.6.1 states "Significant built heritage resources and significant cultural heritage landscapes shall be conserved." The 2020 Provincial Policy Statement issued under the authority of the *Planning Act* defines "conserved" as "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 designated and available for the purposes of this definition."

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 or site alteration that affects a cultural heritage resource. Using tools such as heritage impact assessments, municipalities and approval authorities can further enhance their own heritage preservation objectives.

Furthermore, a policy in Section 2.6 of the 2020 Provincial Policy Statement, Policy 2.6.3, states "Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it had been demonstrated that the heritage attributes of the protected heritage property will be conserved."

2.2 Ontario Heritage Act

The *Ontario Heritage Act* enables municipalities and the province to designate individual properties and/or districts as being of cultural heritage value or interest. The province or municipality may also "list" a property or include a property on a municipal register that has not been designated but is believed to be of cultural heritage value or interest. *Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest* (O. Reg. 9/06) under the *Ontario Heritage Act* provides criteria for determining cultural heritage value or interest. If a property meets one or more of the criteria it may be designated under Section 29 of the *Ontario Heritage Act*.

2.3 The London Plan

The London Plan is the City of London's new Official Plan. *The London Plan* sets out a new approach for planning in London which emphasizes growing inward and upward, so that the City can reduce the costs of growth, create

walkable communities, revitalize urban neighbourhoods and business areas, protect farmlands, and reduce greenhouse gases and energy consumption. The plan sets out to conserve the City's cultural heritage and protect environmental areas, hazard lands, and natural resources.

Specifically related to heritage conservation, *The London Plan* outlines a number of policies related to the conservation of cultural heritage resources within the city. The following General Cultural Heritage Policies are applicable to this project:

(565_) New development, redevelopment, and all civic works and projects on and adjacent to heritage designated properties and properties listed on the Register will be designed to protect the heritage attributes and character of those resources, to minimize visual and physical impact on these resources. A heritage impact assessment will be required for new development on and adjacent to heritage designated properties and properties listed on the Register to assess potential impacts and explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resource and its heritage attributes.

(566_) Relocation of cultural heritage resources is discouraged. All options for on-site retention must be exhausted before relocation can be considered.

(567_) In the event that demolition, salvage, dismantling, relocation or irrevocable damage to a cultural heritage resource is found necessary, as determined by City Council, archival documentation may be required to be undertaken by the proponent and made available for archival purposes."

(568_) Conservation of whole buildings on properties on the Register is encouraged and the retention of facades alone is discouraged. The portion of a cultural heritage resource to be conserved should reflect its significant attributes including its mass and volume.

(569_) Where, through the process established in the specific Policies for the Protection Conservation and Stewardship of Cultural Heritage resources section of this chapter and in accordance with the Ontario Heritage Act, it is determined that a building may be removed, the retention of architectural or landscape features and the use of other interpretive techniques will be encouraged where appropriate.

(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.

(590_) Where a property has been identified on the Register and an application is submitted for its demolition or removal, the Heritage Planner and the Clerks Department will be notified in writing immediately. A demolition permit will not be issued until such time as City Council has indicated its approval, approval with conditions, or denial of the application pursuant to the Ontario Heritage Act. Council may also request such information that it needs for its consideration of a request for demolition or removal.

(591_) Where a heritage designated property or a property listed on the Register is to be demolished or removed, the City will ensure the owner undertakes mitigation measures including a detailed documentation of the cultural heritage features to be lost, and may require the salvage of materials exhibiting cultural heritage value for the purpose of re-use or incorporation into the proposed development.

2.3.1 Municipal Heritage Alteration Permit

Heritage Alteration Permit approval is required for changes that are likely to affect any of a designated property's heritage attributes in compliance with Section 33(1), Section 41(2.1), and Section 42(2.1) of the *Ontario Heritage Act*. Consultation with the LACH is required, and Municipal Council may decide to approve, approve with terms and conditions, or refuse the Heritage Alteration Permit application. The Heritage Alteration Permit approval, or approval with terms and conditions, must be obtained prior to alterations commencing. The refusal of a Heritage Alteration Permit, or the terms and conditions on the approval of a Heritage Alteration Permit, may be appealed to the Ontario Land Tribunal. The Subject Property at 900 King Street/925 Dundas Street is not designated under the *Ontario Heritage Act*, and therefore a heritage alteration permit is not required.

2.3.2 Municipal Demolition Permit

The City of London Demolition Control by-law (CPOL. -333-324) outlines the process for applications for the demolition of buildings or structures on properties listed on the *Register of Cultural Heritage Resources* in Section 4.1. It should be noted that a Notice of Intent to Demolish cannot be withdrawn. Given that no buildings or structures will be demolished for this project, a Demolition Permit is not required for the Subject Property.

3. Summary of Background Research and Analysis

For the full documentation of the background research on the Subject Property refer to the *900 King Street CHER & HIA* finalized by Common Bond Collective in August 2018. The following summarizes the research of the 2018 CHER/HIA and additional information gleaned during the production of this HIA. The following summary focuses on Queen's Park and Engine 86, which are heritage attributes of the Subject Property and have the potential to be impacted by this project. Section 3.1.1.4 contains an original history of Engine 86 that was prepared for this report, whereas the other pursuant subsections have been summarized from the 2018 CHER/HIA.

3.1 Historical Background – Land-Use History

The Subject Property is located within part of Lot 11, within Concession "C" in the former Township of Westminster, Middlesex County. The Subject Property is found within Registered Plan 415, 413, 411, and parts of Reference Block Plan 155. The Subject Property is located east of London's original townsite, in an area that is referred to as London East². The Village of London East was formally incorporated in 1875 and annexed by the City of London in 1885.

3.1.1 Early Industrial History

The first brick dwelling in London East was built by Murray Anderson in 1851 on the northeast corner of Dundas Street and Adelaide Street North, further west of the Subject Property. Anderson was a prominent tin merchant and became the newly incorporated City of London's first mayor in 1855. He built an iron foundry at the southwest corner of Dundas Street and Adelaide Street North, leading to the development of nearby worker's housing, and setting the precedent for industrial activity that would characterize the context of the area surrounding the Subject Property over the coming decades. In 1863, William Spencer and Herman Waterman moved their refinery to the area to be closer to the oil wells in Lambton County, and they would be followed by many other refineries.

At the time of London East's incorporation as a village in 1874, the context in the vicinity of the Subject Property was a prosperous industrial community. Stemming from a nucleus of refineries and related industries, in the 1870s London East boasted significant manufacturing and industrial operations including over 20 oil refineries, the Great Western Railway car shops, the Ontario Car Company and numerous chemical plants. The area also included residential neighbourhoods. In 1878, **Figure 4** shows St. Paul's Cemetery, Salter's Grove and a residential subdivision with Nolan Street and Church Street within the Subject Property (H.R. Page & Co., 1878).

In 1880, 16 of London's refineries formed Imperial Oil, today one of Canada's largest petroleum companies. The refinery boom that drove the development of London East did not last. An 1883 fire destroyed Imperial Oil's London East facilities, and the company elected to rebuild in Petrolia, Ontario. In 1885, London East was formally annexed by the City of London, and refining was prohibited in favour of cleaner industries less taxing on the environment. The area continued to grow and develop following annexation, absorbing numerous communities on its edges into the 20th century.

² Today, East London is also referred to as "Old East Village"

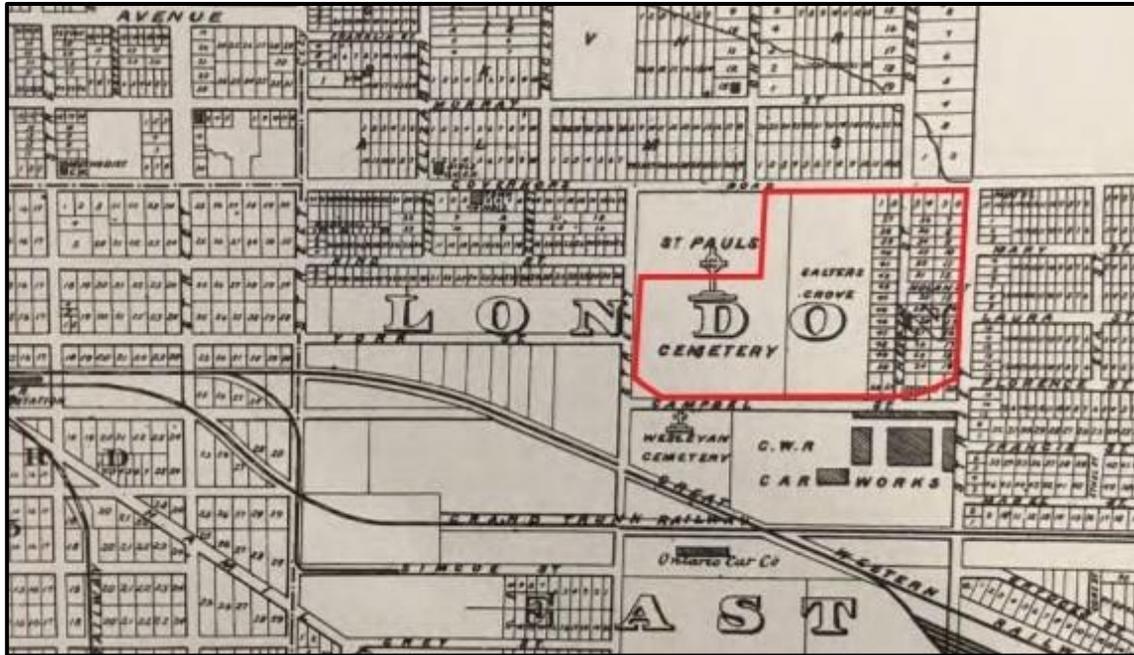


Figure 4:

The Subject Property (outlined in red) overlaid on the 1878 *Illustrated Historical Atlas of the County of Middlesex, Ontario*, illustrating the location of St. Paul's Cemetery, Salter's Grove and the residential subdivision

3.1.2 The Provincial Exhibition

The Provincial Exhibition was an annual agricultural fair that circulated through Canada West, and later Ontario between 1846 and 1878. It was established in 1846 by the Provincial Agricultural Association and the Board of Agriculture for Canada West. The first fair was held in Toronto during 1846, with subsequent fairs held in different locales up until 1857. From 1858 onward, the fair rotated between four cities: Toronto, Kingston, Hamilton, and London. London hosted the fair in 1861 at the recently vacated garrison grounds bounded by the present Richmond, Oxford, and Waterloo streets, as well as Central Avenue. London's third time hosting the Provincial Exhibition was in 1865 at the former garrison grounds. The success of hosting the Provincial Exhibition led politicians to gather support for an annual fair in London.

3.1.3 The Western Fairgrounds

The Western Fair Association (WFA) was founded in 1867 through a joint effort of the East Middlesex Agricultural Society and the London District Horticultural and Agricultural Society. It officially came into being on April 22, 1868, at a joint meeting of the respective Boards. Both societies continued, with their officers forming part of the WFA Board.

The first such 'Western Fair' was held on September 29 and 30, 1868 on the site of the garrison grounds. The first fair included cattle, horse, sheep, swine, and poultry displays with prizes awarded in the cattle and horse categories. The fair would become a yearly event for Londoners to look forward to. As the fair grew in popularity so did the number of days it operated, and the amount of prize money awarded. Provincial Exhibitions were held again at the former garrison grounds in 1869, 1873 and 1877.

In April 1887, the WFA was granted a provincial charter as an Agricultural Society under the *Agriculture and Arts Act* of Ontario. The Act was a way to encourage and develop the agricultural and manufacturing activities of Ontario. A pressing matter for the WFA was the question of suitable fairgrounds. The former garrison grounds had become

hindered by the existence of the Canadian Pacific Railway. So, the WFA applied to City Council for funds to purchase new grounds and erect suitable buildings (Lutman & Hives, 1982). The City agreed, the former garrison grounds were sold, and Salter’s Grove (now known as Queen’s Park) was purchased. The first lease between the WFA and the city was signed the following year and lasted for 20 years (Lutman & Hives, 1982).

A chronological table (**Table 2**) provides a chronological overview of the advancements made on the Subject Property after the WFA purchased the new land at Queen’s Park for a fairground.

Table 2: Chronology of the Subject Property (Post 1887)

Date	Historical Event
1887	<ul style="list-style-type: none"> ▪ The remaining virgin forest in Queen’s Park is cleared. ▪ Crystal Place exhibition pavilion was built. ▪ The half mile track and wood Grandstand were built. ▪ Several large buildings were built, including the Carriage and Poultry buildings. Large buildings were located on the perimeter of the Subject Property with small buildings scattered on the interior.
1891	<ul style="list-style-type: none"> ▪ The grounds of Queen’s Park were revitalized as drives and walks were laid out and trees were planted.
1895	<ul style="list-style-type: none"> ▪ Fires on the grounds of Queen’s Park destroyed the Carriage and Poultry buildings.
1904	<ul style="list-style-type: none"> ▪ The Dairy Building was built.
1911-1912	<ul style="list-style-type: none"> ▪ The Western Fair Arts Building, designed by London architectural firm Watt and Blackwell was built.
1914	<ul style="list-style-type: none"> ▪ The wood Grandstand was destroyed by fire.
1915	<ul style="list-style-type: none"> ▪ A steel (outer) and wood floor and seats Grandstand was built.
1923	<ul style="list-style-type: none"> ▪ The brick and steel Manufacturer’s Building was built.
1927	<ul style="list-style-type: none"> ▪ Fires on the grounds of Queen’s Park destroyed Crystal Palace. ▪ The Confederation was built to replace Crystal Palace. The building was built in the location of the Horticultural Building at the western edge of the Subject Property.
1928	<ul style="list-style-type: none"> ▪ The Ontario Arena was built at the southwest corner of the Subject Property. Designed by Watt and Blackwell.
1929	<ul style="list-style-type: none"> ▪ The Poultry building was built at the corner of King Street and Ontario Street. Designed by Watt and Blackwell.
1939-1947	<ul style="list-style-type: none"> ▪ Fair operations stopped during this time as the Subject Property was needed for the WWII war effort. Many buildings were altered, removed and temporary buildings were constructed with few or no records.
1947	<ul style="list-style-type: none"> ▪ Portions of the Subject Property began to be returned to the control of the WFA after WWII.
1958	<ul style="list-style-type: none"> ▪ The Grandstand went through major renovations as the structure was stripped to its skeleton and rebuilt. ▪ Engine 86 arrives in Queen’s Park.
1963	<ul style="list-style-type: none"> ▪ A fire destroyed the Manufactures Building. ▪ The Manufactures Building was replaced by the new Progress Building.
1965	<ul style="list-style-type: none"> ▪ The Silver Dome was built.
1967	<ul style="list-style-type: none"> ▪ Two stories were added to the ground floor lobby of the Grandstand and a three-storey glass front was built on the south.

Date	Historical Event
1971	<ul style="list-style-type: none"> ▪ An open-air stage (known as the Anne Eadie Stage) was built to replace the Silver Dome. ▪ Construction of the Paddock Building started.
1972	<ul style="list-style-type: none"> ▪ Lands south of Florence Street were purchased from CNR to expand the fairgrounds.
1977	<ul style="list-style-type: none"> ▪ The West Annex was built on the west side of the Progress Building.
1983	<ul style="list-style-type: none"> ▪ The Horticultural Building was demolished. ▪ The Horticultural Building was replaced by the Canada Building. The Canada Building connected to the West Annex and Progress Building to form a complex that supported the fair exhibitions.
1996	<ul style="list-style-type: none"> ▪ Imax theatre was built.
2009-2011	<ul style="list-style-type: none"> ▪ Upgrades to the Dundas Street Queen's Park entrances
2013	<ul style="list-style-type: none"> ▪ Imax Theatre, the Administrative Building, and most of the Poultry building were demolished. A portion of the Poultry Building was retained for the electric substation.
2015	<ul style="list-style-type: none"> ▪ Western Fair's northern entrance is removed.
2017	<ul style="list-style-type: none"> ▪ The Grandstand underwent a major renovation. The seating was removed, and the footing was repaired for the canopy structure (Lumsden, 2018).

3.1.1 Queen's Park

Prior to consolidation by the WFA, the Subject Property was comprised of three different parcels of land. The parcel located furthest to the west was used as a cemetery (St. Paul's Cemetery), the property just east of the cemetery was parkland known as Salter's Grove (later to be renamed "Queen's Park") and the parcel of land furthest east (just east of Salter's Grove) was a residential subdivision.

3.1.1.1 Salter's Grove

Salter's Grove was located within the Subject Property in the 19th century. Historically, Salter's Grove had a virgin forest with large pine trees, large oaks, and magnificent elms. Unfenced paths ran through the forest in all directions (London Free Press, September 9, 1982). The land was named after a prominent pharmacist and surgeon John Salter, who began his practice in London during 1835 (Sanmiya, 2005).

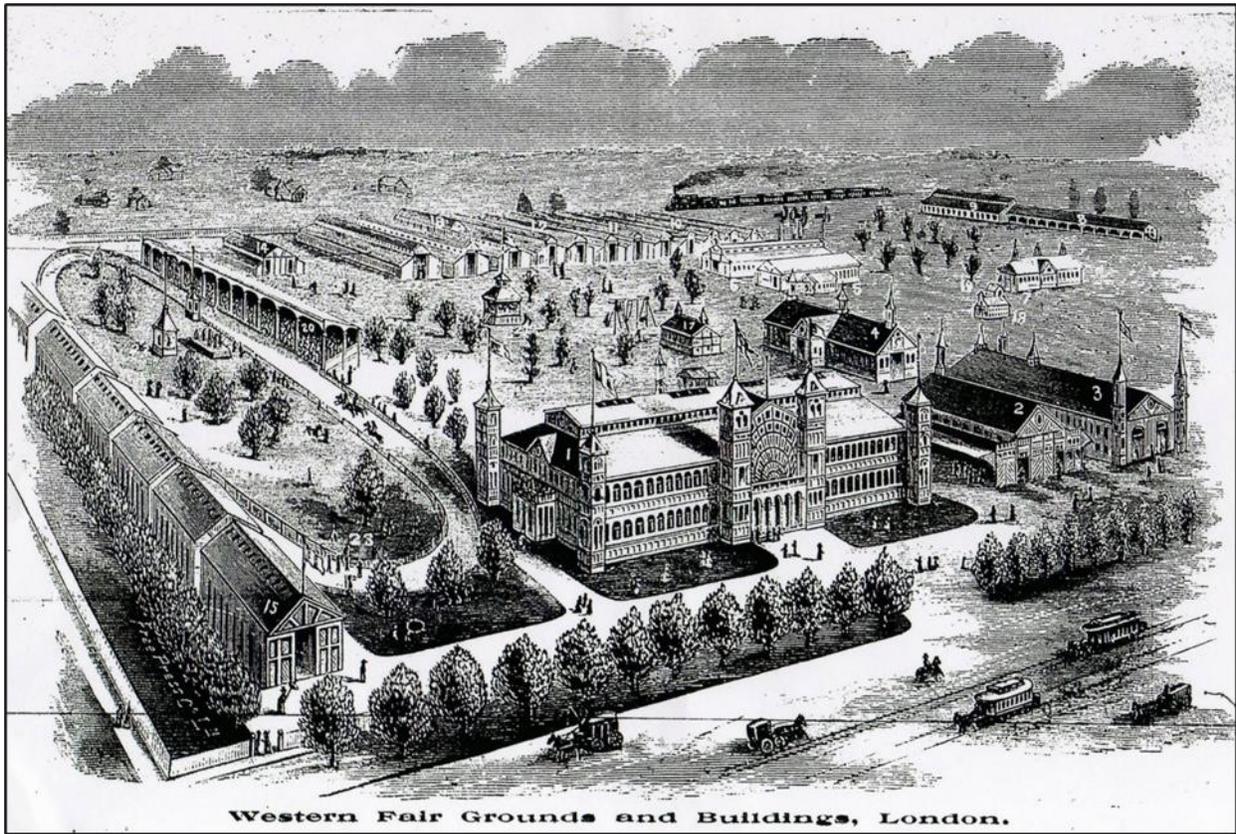
Salter lived and had his business in London proper but was known to walk three miles daily to his forested holdings. He permitted people to use the area as a pleasure ground for picnics and walking, even hiring caretakers to clear litter and brush from the trails (Sanmiya, 2005).

Salter's Grove was acquired by the Village of London East in the late 1870s as interest in public parks was at an all time high. Salter's Grove through community and municipal efforts became a public park. This was bolstered by an 1879 by-law which set the purposes of the ground as "a public park for the recreation and amusement of the citizens of London", and the appointment of three citizen trustees to administer the park (Kossuth, 2005).

Salter's Grove was renamed Queen's Park to celebrate Queen Victoria's 60th birthday and opened officially on May 24, 1879. Kossuth notes that Queen's Park was unique because the creation of the park was largely a citizen-led initiative that sought to provide publicly accessible land for physical recreation and exhibition purposes (Tausky & DiStefano, 1986).

When the Western Fair buildings were being erected beginning in 1887 (**Photograph 1**), the trees from Queen's Park were logged and a mill was erected in the centre of the fairgrounds (London Free Press, September 9, 1982). The lumber was used in the Western Fair buildings, including Crystal Palace which was erected in 1887 (London Free

Press, September 9, 1982). Crystal Palace was erected mainly by country barn farmers, one of whom was Sam Berryhill, whose neck was kinked from a break while erecting a bridge. When he was building Crystal Palace, he fell and broke his neck a second time (London Free Press, September 9, 1982).



Photograph 1: c.1893 artist's rendering of the Western Fairgrounds and buildings, looking south from Dundas Street (London Public Library – London Room)

3.1.1.2 St. Paul's Cemetery

Part of the former St. Paul's Cemetery was located within the Subject Property in the 19th century. Beginning in 1852, the west end of Subject Property was used as St. Paul's Anglican Cemetery. St. Paul's Anglican Cemetery was intentionally located within East London, outside the City of London, as burials within its municipal limits were outlawed. The cemetery operated for several decades, receiving over 3,600 interments until London East passed its own law prohibiting burials within town limits. In 1880, the Corporation of the Village of London East passed a by-law prohibiting the interment of the dead in the value. Thereafter, the cemetery was closed for burial purposes (Heller, 1987). That year, interments and markers were relocated to Woodland Cemetery in Westminster Township (Lutman & Hives, 1982). An Act was passed that authorized the rector and church wardens to lease, mortgage, sell, and convey the cemetery lands provided they used due care to relocate burials. After the Act was passed for the next six years over 8000 bodies were moved to the new Woodland Cemetery (Heller, 1987).

3.1.1.3 Residential Lots

19th century residential building lots were located within the bounds of the Subject Property at its east end. Little is known about this survey, but the 1878 *Illustrated Historical Atlas of the County of Middlesex, Ontario* (Image 3) illustrates that a portion of the Subject Property is bound by Salter's Grove to the west, Dundas Street to the north, Egerton Street to the east and Campbell Street (now known as Florence Street) had been subdivided into building

lots. The 1912, Revised 1915 Charles E. Goad Co. Insurance Plan of the City of London, Ontario (**Figure 5**) does not illustrate any structures in this area, and instead shows a half-mile racetrack. It is likely that few, if any of these lots had houses constructed on them, an aerial view of the Western Fair property taken in the early 1920s shows a few small buildings extant along the south side of Dundas Street, west of Egerton Street (**Photograph 2**). These may have been associated with the racetrack. A pedestrian entrance and a small plaza had been constructed by that time, in the same location as the present Dundas Street and Egerton Street Entrance.



Photograph 2: View of Western Fair looking northeast towards Dundas Street at Egerton Street c. 1920. Residential houses on Dundas Street are visible at left. (Western University Archives)



Photograph 3: View of Western Fair looking southwest from Dundas and Egerton Streets, c.1959 (Western University Archives)

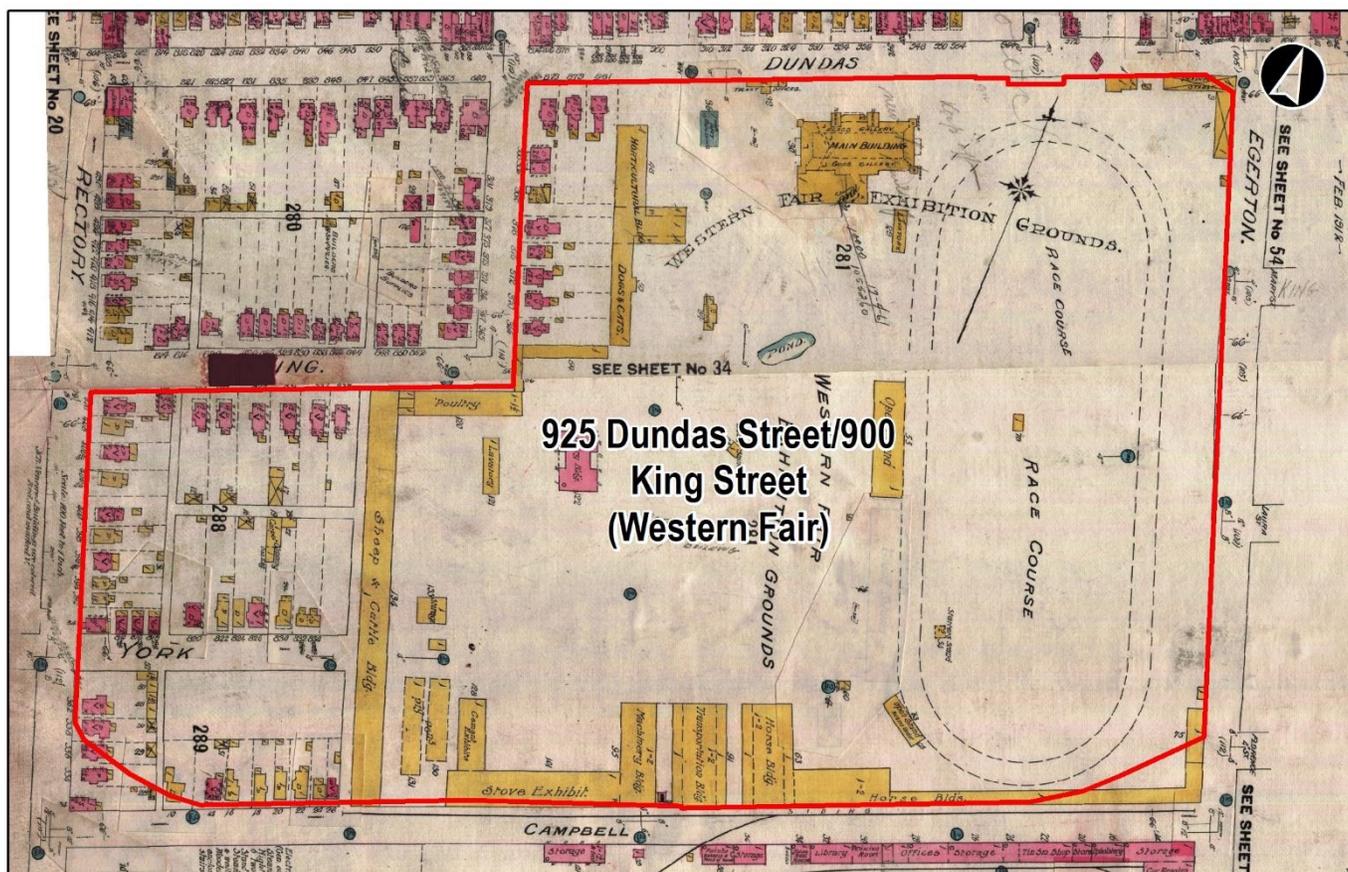


Figure 5: The Subject Property overlaid on the Western Fairgrounds illustrated on the 1915 Charles E. Goad Co. Fire Insurance Plan of the City of London, Ontario, showing the absence of the residential subdivision with a few remaining houses remaining in the northwest portion of the Subject Property

3.1.1.4 Engine 86

Engine 86, or ‘Old 86’ as it is commonly known, is a 2-6-0 Mogul Type steam locomotive originally built in 1910 by the Canadian Locomotive Company of Kingston (City of London, 2008). Owing to their 2-6-0 wheel arrangement, Mogul Type locomotives were primarily used for hauling freight and secondarily used to transport passengers (Warner, 1959:7). For this purpose, the Grand Trunk Railway commissioned Engine 86, which was one of an order of 25 identical Mogul Type locomotives (City of London, 2008; Railfan & Railroad, 2010:32). The engine was originally known as Grand Trunk Locomotive No. 1006 until 1923 when it was renumbered to ‘908’ after the Grand Trunk Railway amalgamated with the Canadian Government Railways that year to form the Canadian National Railway (CNR). It was finally assigned the number ‘86’ in 1952 to make way for diesel locomotives, which were instead given the higher number groups (Gudgeon, 1980). Notably, it was only in these final years before its retirement that Engine 86 was relegated to local service in the London area (Gelgen-Miller, 1994).

Ultimately, Engine 86 was decommissioned in 1957 then donated to the City of London in 1958, at which point it was relocated from Toronto to the CNR yards on Rectory Street in London. In July of 1958, Engine 86 was moved one mile to its current resting place in Queen’s Park using 60-foot sections of rail placed in front of the locomotive as it was towed along each section by winch and cable (London Public Library, 2011). After a four-day journey, the engine arrived at its destination and was presented by the CNR to London’s Public Utilities Commission (PUC) chairman Elmo Curtis. According to a 1980 article in *The London Free Press*, the president of the Western Fair Association

was also in attendance and was reportedly pleased to be able to provide a site for the historic engine to rest (Gudgeon, 1980) (**Photograph 4**).



Photograph 4: Children playing on Engine 86 in July 1958, shortly after being installed in Queen’s Park (Western University Archives – London Free Press Collection)

Despite the initial excitement, the PUC quickly grew disenchanted with their acquisition after the locomotive became a target for vandalism. For instance: the glass covers of the engine gauges were broken, a sunshade was damaged, a headlight was torn off, and a seat was ripped from the engine’s cab. Moreover, the clapper had to be removed from the bell after locals reported it being rung in the middle of the night, and the coal tender had to be sealed off after a young boy was found sleeping inside. As a result of these occurrences, a fence was erected around the locomotive in 1966. Due to the vandalism—and after receiving an estimated repair bill of \$50,000—the PUC moved to sell Engine 86 in 1980 (Gelgen-Miller, 1994). As discussions between the community and the protective services committee were underway on what to do with the historic engine, several parties expressed interest in Engine 86, including Fanshawe Pioneer Village and the Komoka Railway Museum (Ruscitti, 1995). Reportedly, the City of St. Thomas was prepared to purchase the locomotive for \$5,000 to include it in their 1981 centennial celebration (Gelgen-Miller, 1994). However, the decision to sell the engine was met with opposition in City Council; as such, the PUC eventually relented and agreed to a budget of \$9,000 for “cosmetic” repairs (Gelgen-Miller, 1994).

Yet this budget offered only a temporary fix for the weather-beaten locomotive. In 1994, *The London Free Press* described the engine as “rusting and largely forgotten in a city rushing toward the 21st century” (Gelgen-Miller, 1994).

Recognizing that something needed to be done, G.M. Diesel of Canada and other local partners commenced the Engine 86 restoration project on July 30, 1996 (LMHS, 1997).

Restoration of Engine 86 took place from 1996-1999 and was funded wholly by donations from local organizations and individual contributors. While the restoration was underway, The London & Middlesex Historical Society (LMHS) gave a presentation to the Historic Sites Committee in 1997, which revealed that Engine 86 was one of only 83 remaining 2-6-0 Moguls in North America, and one of four in Ontario (LMHS, 1997). According to a later 2010 article in *Railfan & Railroad* magazine, seven of the 25 Moguls built for the Grand Trunk Railway in 1910 remained by this time (Railfan & Railroad, 2010:32). This underscores the importance of the restoration: to preserve a significant piece of railroad history that was falling into disrepair. It should be noted, however, that the purpose of the renovation was not to restore Engine 86 to its original 1910 state. Ultimately, the restoration was completed in 1999 and as part of the restoration efforts, an adjacent plaque was later unveiled to contextualize Engine 86 on 18 October 2000 (London Public Library, 2011). All in all, Engine 86 was recommended for designation in 2008 by the London Advisory Committee on Heritage, due to the significance of rail to the development of the City of London (City of London 2008:37).

Today, the locomotive remains at Queen's Park, in the same location where it was laid to rest in 1958. However, now that over 20 years have elapsed since its restoration the engine has once again begun to rust. A 1994 article in *The London Free Press*, recommended that Engine 86 be placed indoors for its preservation and to prevent further weather damage (Gelgen-Miller, 1994).

3.1.1.5 Dundas Street Pedestrian Entrances

The location just south of the Dundas Street and Quebec Street intersection was the previous gateway into the Western Fair, referred to as the “northern entrance” and marked as Entrance 1 on **Figure 6**, below. The northern entrance was marked by a large brick pillar entrance feature with an electrified sign that read “Western Fair”. It is unknown when the brick pillar entrance feature was constructed, but it was estimated to be built between 1945 and the 1950s. A photograph of the Western Fairground taken around 1959 (**Photograph 3**) shows the structure. The brick pillar entrance feature was later removed from the area of Entrance 1 in 2015 and the electrified signage was removed and stored on site (Western Fair District, 2015). The signage was stored with the goal of restoring it and displaying it once again for the public.

While the northern entrance was considered the main pedestrian entrance to the fairgrounds, the park features two other pedestrian entrances on Dundas Street. These two entrances are located east of the Western Fair Arts Building (Entrance 2) and at the corner of Dundas Street and Egerton Street (Entrance 3). **Photograph 3** shows that these entrances had been constructed by the 1950s, however, all have since been modified. Entrance 3 at Dundas Street and Egerton Street at one time featured a small parking lot, and the coloured paving and planting beds at Entrance 2 were added sometime after the 1950s.

All three of the Dundas Street entrances were updated between 2009 and 2011 with new walkways, flower beds and tree plantings. The entrances are labelled on **Figure 6**, below.

As of 2022, the three pedestrian entrances along Dundas Street within Queen's Park are dominated by concrete foot paths, garden beds and a mixture of mature and new growth trees.

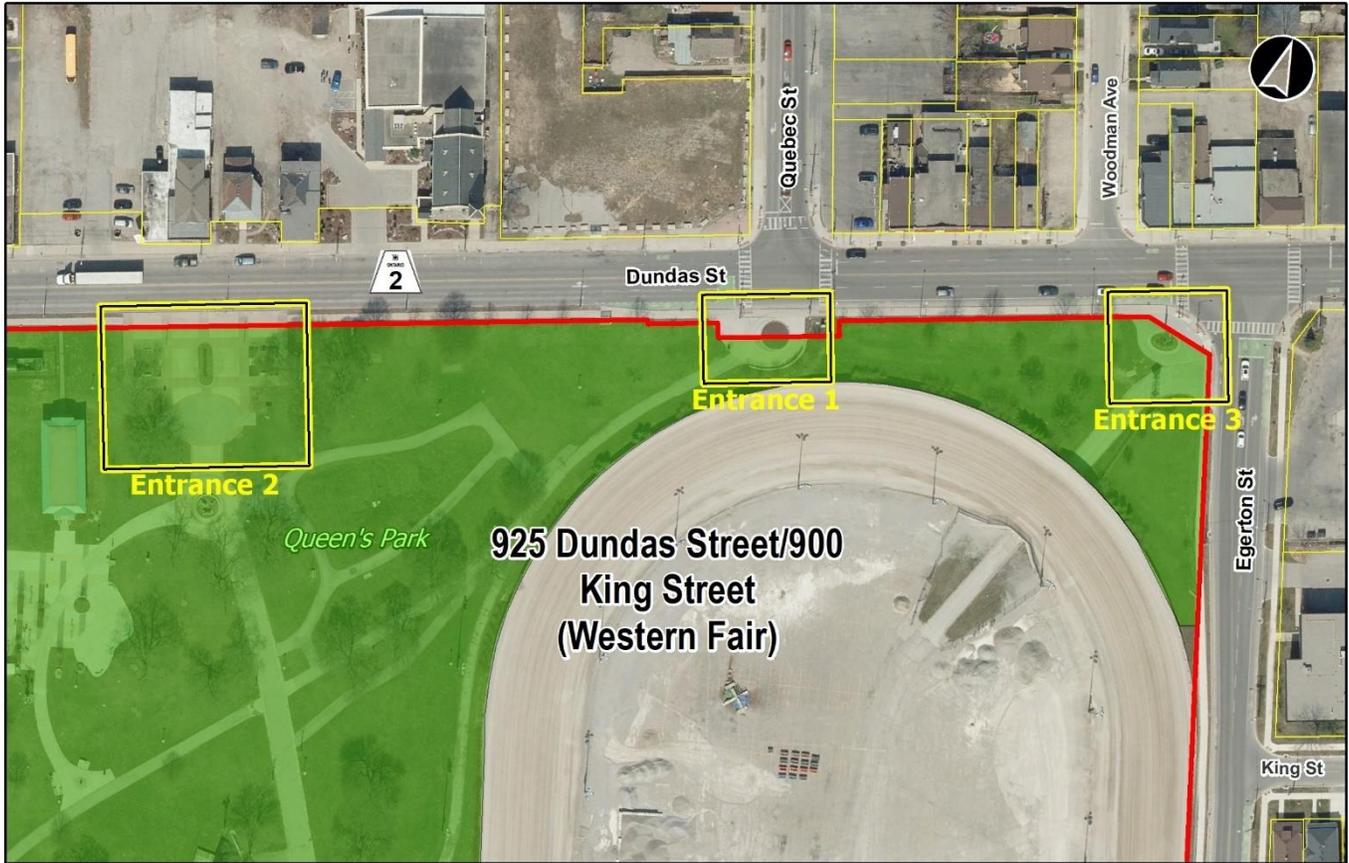


Figure 6: Aerial Imagery illustrating the location of the three formal pedestrian entrances along Dundas Street within Queen's Park

4. Cultural Heritage Evaluation of 900 King Street/925 Dundas Street

4.1 Statement of Cultural Heritage Value

The following Statement of Cultural Heritage Value and Heritage Attributes were proposed in the final *900 King Street CHER & HIA* (Common Bond Collective, 2018). The statement has been directly excerpted from the CHER/HIA.

4.1.1 Description of the Property

900 King Street is a substantial entertainment and fairground located in London's Old East Village neighbourhood. The site is approximately 19 hectares and is bounded by Dundas and King Streets to the north, Egerton Street to the east, Florence Street to the south, and Rectory and Ontario Streets to the west. Known as the main Western Fair site, 900 King Street/925 Dundas Street is located adjacent to other facilities and grounds associated with and operated by the Western Fair District.

The site contains a collection of buildings related to the annual and historic Western Fair and other entertainment uses. Of note are the Arts Building (built c.1912) Confederation Building (built 1927), remnants of the Grandstand (metal canopy structure built 1915), and Poultry building (built 1929, partially demolished 2013). Much of the site's western half is paved parking space, whereas the eastern side contains a half-mile racetrack. A section of treed parkland within Queen's Park separates these on the northern half of the site.

4.1.2 Cultural Heritage Value

900 King Street has a long history in the London area as place of recreation, enjoyment and celebration. It has a history of informal public use predating the establishment of Queen's Park in 1879, and it has continually evolved since becoming the home of the annual Western Fair in 1887. The site is a significant heritage resource with historical, design and contextual values.

900 King Street has design value for the Arts Building, which is a representative example of the neoclassical architectural style. Originally designed as an art gallery, the one room building employs a highly symmetrical form, and tripartite massing. The decorative regimen strictly adheres to classical elements, including pilasters, plinth, entablatures, ionic columns, and fully articulated gabled porticos. These elements are arranged in a fairly academic composition that is dignified and represents a good example of the neoclassical style within a pavilion building.

900 King Street also has design value for the Confederation Building, which is a representative example of an Exhibition Building typology. This is observed in the large, rectangular plan, with steel structural system maximizing interior open spaces. The building is heavily glazed and enlivened by corner towers and an elaborate entrance portico. This typology was common to exhibitions and fairgrounds, and directly relates to building to the site's history as a fairground.

900 King Street has historical value for its direct associations with the Western Fair Association and annual Western Fair. The Western Fair is an annual agricultural fair and exhibition that grew out of the Provincial Exhibition, which was irregularly held in London between 1857 and 1877.

The first Western Fair was held in 1868 and moved to 900 King Street in 1887. The fair has been an annual event ever since, save for several years around the Second World War. The tradition of the Western Fair speaks to the rich agricultural heritage and character of the London area and greater region.

900 King Street has historical value for its direct associations with Queen's Park and Salter's Grove and has a long history of use as a place for public enjoyment and recreation. Salter's Grove was a tract of virgin forest owned by Dr. John Salter in the 19th century. Salter encouraged the use of his lands for enjoyment, hiring a caretaker to remove litter and clear fallen brush. When the site was acquired by the City of London in the late 1870s, local groups organized to ensure the site would be made into a public park. These efforts were also supported by the local municipal government, who in 1879 passed a by-law to dictating the lands be used as a public park for the recreation and amusement of the citizens of London. Officially opening on May 24, 1879, Queen's Park and was one of London's earliest public parks. It's mandate for public enjoyment and use was expanded when it became London's fairground with the relocation of the Western Fair to the site in 1887. Outside of the annual fair, the fairgrounds also enjoyed use as a place for parades, shows and gatherings.

900 King Street also has historical value for its direct associations with horse racing. Following a long tradition of horse showing and contests, the Western Fair established Ontario's first harness-racing program on the site in 1961.

900 King Street has historical value for is demonstrating the works of Watt & Blackwell, a prominent London architecture firm in the 20th century. The Arts Building was one of the first buildings designed by the partnership, which was formed in 1911. The firm went on to design several significant buildings in and around London, including the modern classicist Dominion Public Building. The Arts Building's strict neoclassical style represents an example of the firm's work, and a stark counterpoint to the modern aesthetics of their later works.

900 King Street has historical value for its direct associations with George F. Durand. Durand was a prominent and prolific London-based architect, who designed a number of significant buildings throughout southern Ontario. Durand designed the original Crystal Palace on the site, which was built in 1887 and burned in 1927. The Crystal Palace was the grandest and most elaborate building in the site's history.

900 King Street has historical value for direct associations with East London's local industrial heritage as embodied in 'Old 86'. The steam locomotive engine was gifted from the Canadian National Railway to the City of London in 1958 and established as a monument in Queen's Park. The locomotive represents the industrial heritage of the local area, which featured several railway car manufacturing shops to the south of the site.

900 King Street is important in defining the character of the area as a fairground and recreational place within the City of London. The site has supported this ongoing use since the 19th century. Additionally, the arrangement of exhibition buildings and racetrack around the Queen's Park parkland reinforces the historic character of the area.

4.1.3 Heritage Attributes

The heritage attributes of 900 King Street represent the various cultural heritage values associated with the site.

Heritage Attributes related to the site's historical values:

- *The association of the site since 1887 with the Western Fair as seen in the collection of Western Fair buildings, most notably the Arts Building, the Grandstand, Confederation Building, and remnants of the Poultry Building.*
- *Queen's Park parkland, with formal entrance on the north.*
- *Formal arrangement of structures and racetrack about the Queen's Park parkland.*
- *The long-standing use of the site as a venue for horse racing and other entertainment spectacles as evidenced by the Racetrack and adjacent Grandstand.*

- *Old 86 steam locomotive, located at the northwest corner of the property, within Queen's Park.*

Heritage Attributes related to the site's design values:

- *Elements of the Arts Building's neoclassical style, including:*
 - *Prominent and formal siting within Queen's Park parkland*
 - *Brick structure with metal truss system*
 - *Simple, rectangular massing with projecting porticos on each end*
 - *Classically derived proportions, composition, and tripartite design*
 - *Partially hipped standing steam roof*
 - *Classical detailing including pilasters, columns, gables, and continuous entablature*
 - *Generous interior space*
- *Elements of the Confederation Building's Exhibition Building typology, including:*
 - *Siting and orientation at the west of side of the Queen's Park parkland*
 - *Substantial, rectangular plan*
 - *Functional rectangular massing with flat roof, elaborated by corner towers, east entrance portico, and monitor*
 - *Corner towers with tiled hipped roofs, wooden bracketing, and segmentally arched window openings*
 - *Design, arrangement, material, and profile of segmentally arched corner windows,*
 - *Rectangular window openings, with operable panel steel sash windows*
 - *Steel monitor windows with operation mechanism*
 - *Timber doors inset with tongue and groove panelling, with metal transom windows above*
 - *Steel pier interior structural system*
 - *Functional materials palette, including brick walls and metal staircase and rail components*
 - *Generous, unobstructed, and open interior spaces*

Heritage Attributes related to the site's contextual values:

- *The collection of Western Fair buildings, most notably the Arts Building, the Grandstand Confederation Building, and remnants of the Poultry Building.*
- *The arrangement of structures about the Queen's Park parkland.*
- *The size and extent of the site, as well as its relationship to adjacent Western Fair facilities and infrastructure.*

5. Assessment of Existing Conditions

5.1 Introduction

A field review of the Subject Property was undertaken by Liam Smythe, Cultural Heritage Specialist on August 18, 2021, and Tara Jenkins, Cultural Heritage Specialist, Lead on March 6, 2022, from the public rights-of-way of Dundas Street, Ontario Street and King Street, in order to document the landscape features that are anticipated to be impacted by the project. The photographs taken during the field review are attached in **Appendix A**.

5.2 Description of Surrounding Context

The Subject Property with the municipal address of 900 King Street/925 Dundas Street is located within a portion of Design Segment 2 and Design Segment 3 of the East London Link Phasing Plan. The property at 900 King Street/925 Dundas Street forms an “L” shaped parcel and is bounded to the north by Dundas Street; to the south by Florence Street; to the east by Egerton Street; and to the west by Rectory Street, King Street, and Ontario.

The area surrounding the Subject Property consists primarily of residential neighbourhoods and a few commercial establishments located along Dundas Street. Dundas Street is a major four-lane traffic artery which passes through the surrounding area from east to west (**Photograph 5**). Sidewalks are present along both sides of Dundas Street, with street lighting mounted on wooden and metal utility poles. There are a few trees present along the northside of Dundas Street, aside from those located on private properties. Residential streets in the area are straight, following a grid pattern with long rectangular blocks.

The portion of Ontario Street that borders the Subject Property is a paved two-lane one-way northbound street that is surrounded by paved parking areas and brick residences in the southwest corner of Dundas Street and Ontario Street (**Photograph 6**). In addition, a small circular raised garden is located at the southeastern corner of Dundas Street and Ontario Street. (**Photograph 7**).

The portion of King Street that borders the Subject Property is a paved two-lane one-way eastbound street that is surrounded by a paved parking area. Between the parking lots and King Street is a narrow strip of manicured lawn and a few trees along the stretch (**Photograph 8** and **Photograph 9**).

The Subject Property is surrounded by an urban landscape connected by several entrances along Dundas Street. All areas of the Western Fair site are interconnected through pathways and a road system. Each element of the site forms a combined environment intended to support horse racing and entertainment operations on-site.

5.3 Property Description

This HIA focuses on the heritage attributes of the Subject Property that are anticipated to be directly, and indirectly impacted by the project. This section will include an assessment of the impacts to Queen’s Park including the three entrances along Dundas Street and the parkland found between them. The three entrance features will be referred to as: the entrance east of the Western Fair Arts Building (Entrance 2); the northern entrance (Entrance 1); and the entrance at the corner of Dundas Street and Egerton Street (Entrance 3; see **Figure 6** for specific locations).

5.3.1 Entrance 1: Northern Entrance

The northern entrance, Entrance 1 across from Quebec Street, features a cut concrete walking path that creates a small loop around a circular concrete garden bed (**Photograph 10** and **Photograph 11**). The garden bed houses

several low growth plants. The southern boundary contains a concrete seat wall with hostile architectural features. Located behind the seat wall is a garden that features a number of shrub like plants and six young trees. An asphalt walkway is located on the southwestern boundary of the entrance and leads into the park and to the former location of the brick pillar entrance feature. A black metal garbage can is found adjacent to the asphalt walkway.

The surrounding area is dominated by manicured lawns and trees.

5.3.1 Entrance 2: Entrance East of the Western Fair Arts Building

Entrance 2 located east of the Western Fair Arts Building features a large cut concrete walking path, three concrete garden beds, two banner poles, eight benches and two ground level garden beds (**Photograph 12** and **Photograph 13**). The large cut concrete walking path is made of red tone concrete and yellow tone concrete. Splitting the walkway into two separate halves is a rectangular/ovoid in shape concrete garden bed that houses low growth plants. Flanking either side of the walking path are two rectangular concrete garden beds (**Photograph 14**) and two ground level garden beds (**Photograph 15**). The concrete garden beds are rectangular in shape, house shrub like plants and low growth plants. A bench is located on each side of the rectangular garden bed. The benches facing north and south contain back support and the benches facing east and west do not contain back support. The ground level garden bed contains several low growth plants. In addition, two banner poles are placed at the front of the entrance (**Photograph 16**).

The surrounding area is dominated by manicured lawns and mature trees. The Western Fair Arts Building (**Photograph 17**), Engine 86 (**Photograph 18**) and the Confederation Building are located west of this entrance. Metal sculptures of farm animals, including a pig, bull and sheep are located to the south of Entrance 2 in a raised concrete garden bed (**Photograph 19**). The metal sculptures indicate the centre of Queen's Park. A concrete sidewalk and a manicured grass boulevard separate Queen's Park from Dundas Street (**Photograph 20**).

It appears Entrance 2 acts as the main entrance to Queen's Park.

5.3.2 Entrance 3: Entrance at the Corner of Dundas Street and Egerton Street

Entrance 3 is located at the corner of Dundas and Egerton Streets and features a cut concrete walking path, a circular concrete garden bed and a large metal sign with advisements for the Western Fair District and parking in the area (**Photograph 21** and **Photograph 22**). South of the entrance is an asphalt driveway that leads into the racetrack area (**Photograph 23**).

The surrounding area is dominated by manicured lawns and mature trees.

5.3.3 Other Landscape Features in Queen's Park

Queen's Park is dominated by manicured lawns with mature trees and winding paths. Queen's Park contains the Western Fair Arts Building, Engine 86, and the southern portion of the Confederation Building (currently known as the Western Fair Farmers' and Artisan's Market). The Western Fair Arts Building, Engine 86 and the Confederation Building are located at the northwest corner of Queen's Park.

6. Assessment of Impacts

6.1 Description of the Proposed Project

The City of London retained AECOM for Design Segment 2 and 3 for the Detailed Design of the East London Link BRT Project. In June 2021, AECOM completed the 30% Detailed Design for East London Link and in February 2022, AECOM completed the 50% Preliminary Design. AECOM completed the 90% Detailed Design for the project in July 2022. The project is scheduled for phased construction beginning in 2023 to 2026.

Based on the 90% Detailed Design (**Figure 7**), the impacts to 900 King Street/925 Dundas Street are directly related to the redesign of Dundas Street, Ontario Street, and King Street to accommodate new sidewalk, curb, bike lane and dedicated transit lanes. The proposed redesign of roads will extend approximately 5.5m (average) into the Subject Property along the property's eastern boundary (Ontario Street), 4.3m (average) along the property's northern boundary (Dundas Street), which includes three formal pedestrian entrances along Dundas Street, a 1.8m cycle track, a 2m concrete sidewalk, a concrete boulevard and landscaping along Ontario Street and Queen's Park parkland (mature trees, gardens, and manicured lawns).

The redesign of King Street will accommodate a dedicated transit lane, cycle track, sidewalks and curbs, and will not result in the demolition of or removal of any heritage attributes of the Subject Property. The 90% Detailed Design shows that the proposed BRT system will only require the removal of a section of surface parking and several street trees along King Street, which do not contribute to the cultural heritage value of the property and are not located in a parkland setting (i.e., not within Queen's Park). The redesign along King Street does not impact any heritage attributes of the Subject Property and does not require mitigation.

Ontario Street will be redesigned to accommodate northbound and southbound dedicated transit lanes between King Street and Dundas Street, with station stops located on the east and west sides of the street north of the King Street intersection. Accommodating these improvements will require the reconfiguration of the boulevard and sidewalk on the east side of Ontario Street and the removal of street trees. A traffic signal utility box will be installed at the southeast corner of the intersection, replacing an existing box. The Landscape Plan also includes the reconfiguration of the small oval shaped garden feature at the corner of Ontario and Dundas Streets and the alteration of the pedestrian entrance at Ontario and Dundas Streets. The redesign along Ontario Street does not impact any heritage attributes of the Subject Property and does not require mitigation, including the landscape feature which does not contribute to the cultural heritage value of the property and is not located in Queen's Park.

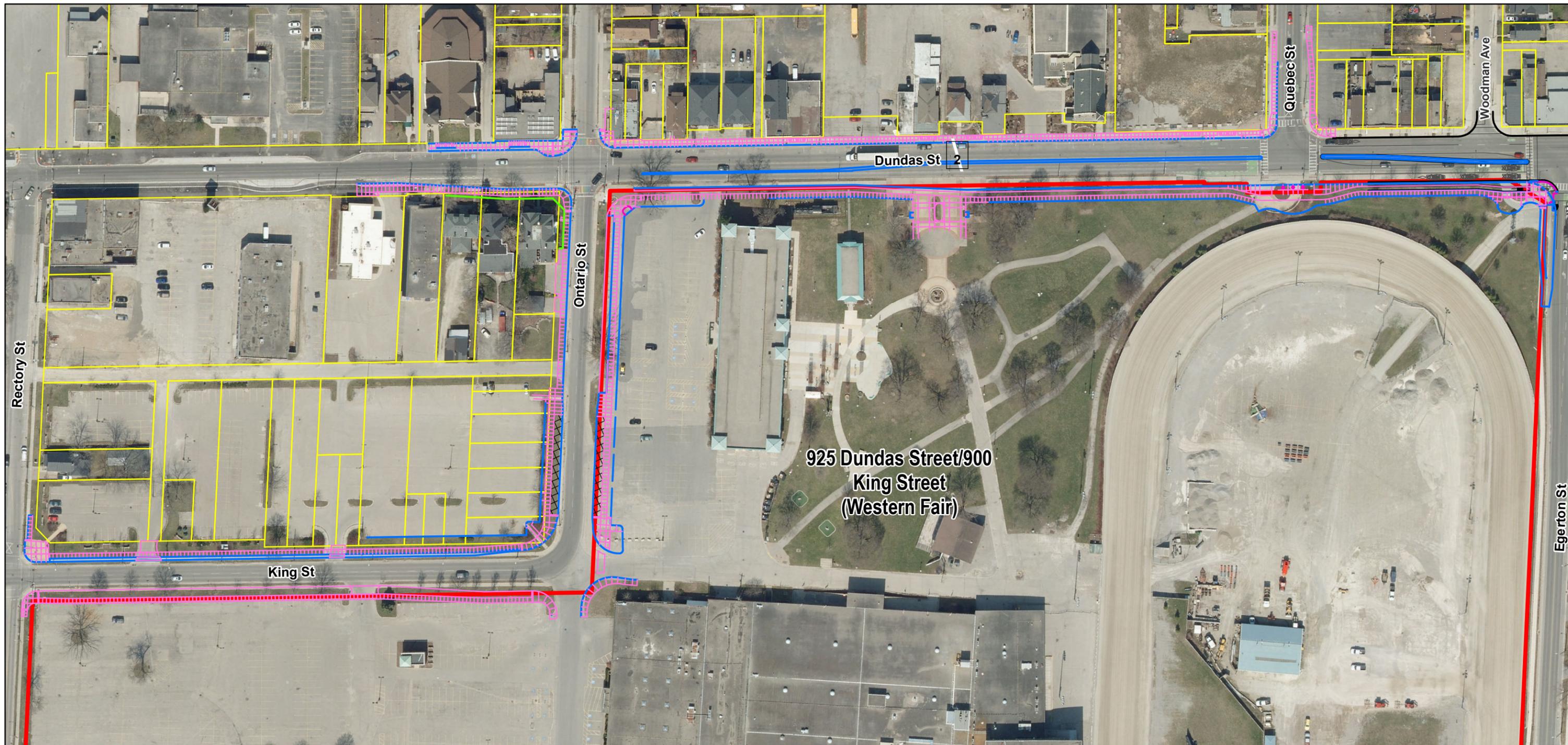
There are three pedestrian entrances that will be directly impacted by the project (none of which contain original landscape features) are referred to as: Entrance 1 the northern entrance; Entrance 2, the entrance east of the Western Fair Arts Building; and Entrance 3 at the entrance at the corner of Dundas Street and Egerton Street in the impact assessment (see **Figure 6** for specific locations). The pedestrian entrances are within Queen's Park, a heritage attribute of the Subject Property.

Given the changes to the entrances within Queen's Park, and that Queen's Park is a heritage attribute of the property, this can be considered a direct impact to the Subject Property and further mitigation may be required. See **Section 6.2.3, Table 3**, for a full description of project impacts at each of the three entrances.

The Confederation Building, the Western Fair Arts Building, and Engine 86 will all remain *in-situ* and will not be directly impacted by the road redesign. The 90% Landscape Plan shows, however, that a new low concrete retaining wall will be introduced around Engine 86 in order to accommodate the change in grade on the south side of Dundas Street. This retaining wall will be approximately 0.3 to 0.45m in height and is shown on the 90% Landscape Plan to be constructed of precast concrete. In addition, the current steel fence is proposed to be replaced with a new

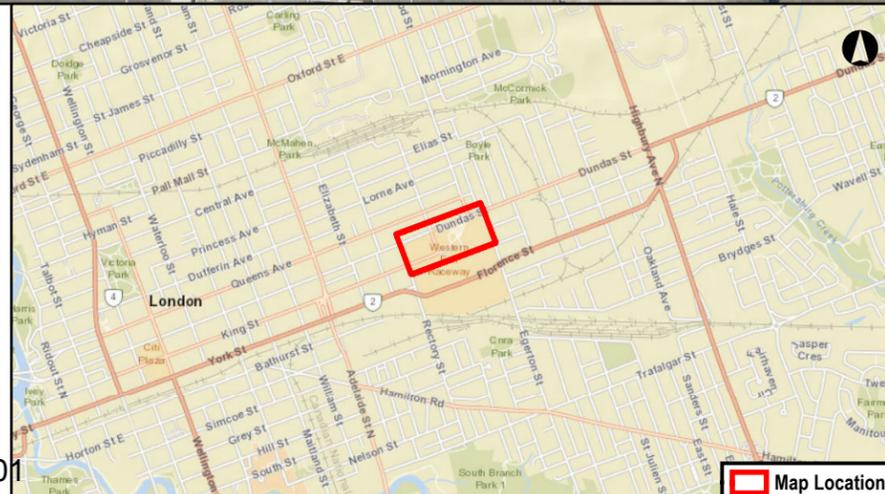
aluminum fence, with the northern side of the fence enclosure being relocated approximately 0.25m to the south, allowing for 1.5m of space between the north fence and the north side of the engine. Although it contributes to the Queen's Park landscape as part of the Engine 86 installation, the fence is not considered to be a heritage attribute of the property. Vegetative plantings and a small buffer area are shown on the Landscape Plan separating the engine from the retaining wall along its northern and eastern elevations.

Given these changes surrounding Engine 86 will alter Queen's Park, and Queen's Park is a heritage attribute of the property, this can be considered a direct impact to the Subject Property and further mitigation may be required. See **Section 6.2.3, Table 3**, for a full description of project impacts around Engine 86.



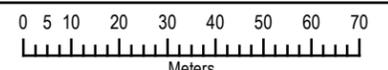
925 Dundas Street/900
King Street
(Western Fair)

- Legend**
- Edge of Pavement
 - Curb
 - Fence
 - Lane Markings
 - Retaining Wall
 - Sidewalk
 - Parcel Boundary
 - Subject Property
 - Platform



**HERITAGE IMPACT ASSESSMENT
925 DUNDAS STREET/900 KING STREET
CITY OF LONDON RT - EAST LINK**

Map of the 90% Detailed Design
and the Subject Property



DATUM: NAD 1983 UTM Zone 17N

September 2022	1:1,500 *when printed 11"x17"	Source: MNR 2020 Image: City of London 2021, Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri (Japan), METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC (c) OpenStreetMap contributors, and the GIS User
P#:60641691	V#:	



Figure 7

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Map location: \\na.aecocom.com\proj\60641691\GIS\Projects\60641691_Col_RT_East Link\900_CAD_915920_929_GIS_Graphics\Design17_Reports\HIA\Western Fair\900_60641691_Fig_7_WesternFair.mxd Date saved: 09/26/2022 2:20:33 PM User: Name: cadm

Figure 7: Map of the 90% Detailed Design and the Subject Property

6.2 Assessment of Impacts

6.2.1 Screening for Potential Impacts

To assess the potential impacts of the undertaking, identified cultural heritage resources are considered against a range of possible impacts based on the *Ontario Heritage Tool Kit, Heritage Resources in the Land Use Planning Process, InfoSheet #5 Heritage Impact Assessments and Conservation Plans* (MCM 2006:3) which include, but are not limited to:

- Destruction, removal or relocation of any, or part of any, significant heritage attributes or features
- Alteration that is not sympathetic, or is incompatible, with the historic fabric or appearance
- Shadows created that alter the appearance of a heritage attribute or change the exposure or visibility 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 from, within, or to a built or natural heritage feature
- 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 soils, and drainage patterns that adversely affect an archaeological resource³

The MCM document defines “impact” as a change, either positive or adverse, in an identified cultural heritage resource resulting from a particular activity. This HIA identifies *direct (physical) impacts*, *indirect impacts*, and/or *positive impacts* as the impact types that a construction component and/or activity may have on cultural heritage resources.

A direct (physical) negative impact has a permanent and irreversible negative affect on the cultural heritage value or interest of a property, or results in the loss of a heritage attribute on all or part of the heritage property. Any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect a heritage property, including archaeological resources. An indirect negative impact is the result of an activity on or near the property that may adversely affect its cultural heritage value or interest and/or heritage attributes. A positive impact will conserve or enhance the cultural heritage value or interest and/or heritage attributes of the property.

6.2.2 Impact Assessment Approach

Based on the 90% Detailed Design, the Subject Property will be directly impacted by the proposed BRT system. The impact assessment of the proposed project in **Table 3**, below, presents the possible impacts in the *Ontario Heritage Tool Kit, Heritage Resources in the Land Use Planning Process, Info Sheet #5 Heritage Impact Assessments and Conservation Plans* (MCM, 2006:3).

The conservation of cultural heritage resources in planning is a matter of public interest. Changes to a roadway such as widening projects and modifications to intersections have the potential to adversely affect cultural heritage resources, by direct or indirect impacts during and after construction. Other landscape features associated with the heritage properties may experience displacement, such as temporary or permanent removal, if they are located within or close to the proposed right-of-way of the undertaking.

³ This HIA only examines impacts to above-ground cultural heritage resources. Archaeological resources are presented in a separate report.

This HIA documents the assessment of anticipated construction impacts on the Subject Property as related to the 90% Detailed Design.

The intention of the impact assessment contained in this HIA is to:

- Review the Detailed Design as it relates to the Subject Property;
- Identify the impacts as outlined in the *Ontario Heritage Toolkit* (MCM, 2006) based on the 90% Detailed Design on the Subject Property; and
- Provide mitigation measures to avoid or mitigate potential direct and indirect adverse impacts to the Subject Property, including its heritage attributes. The proposed mitigation measures inform the next steps of the project planning and design.

The following section presents the results of the impact assessment and outlines the potential impacts to the Subject Property based on the 90% Detailed Design.

6.2.3 Assessment of Impacts

Based on the 90% Detailed Design for the project, the property at 900 King Street/925 Dundas Street will be impacted by the project. No buildings or structures are proposed for removal. The impact assessment of the proposed project in **Table 3** utilizes presented the possible impacts in the *Ontario Heritage Tool Kit, Heritage Resources in the Land Use Planning Process, InfoSheet #5 Heritage Impact Assessments and Conservation Plans* (MCM, 2006:3).

Based on the description of the project impacts in **Section 6.1**, the following impact table, **Table 3**, focuses on the impacts along Dundas Street, in Queen's Park, which, based on the Statement of Cultural Heritage Value in **Section 4.1** of this HIA, is where there could be potential adverse impacts to the cultural heritage value of the Subject Property. The Statement of Cultural Heritage Value for the Subject Property in **Section 4** of this report, notes that Queen's Park is an evolving landscape, and it is important to ensure changes are compatible and support the parkland character.

Table 3: Impact Assessment – Queen’s Park

Impact	Discussion of Impacts	Potential Mitigation Measures
Destruction, removal, or relocation	<p>NONE</p> <p>Based on the 90% Detailed Design (Figure 7), the Dundas Street section of the design introduces several impacts to Queen’s Park, a heritage attribute of the property, along the northern boundary of the property. The impacts will extend on average 4.3m into Queen’s Park. The 90% Detailed Design includes the road redesign, an extension of the curb and sidewalk further south into the property boundary, the removal of street trees within the municipal right-of-way and mature trees within Queen’s Park, the removal of parkland along Dundas Street, and the redesign of three pedestrian entrances associated with Queen’s Park. For this project, the 90% Landscape Plan has been completed which has been drafted to mitigate and minimize negative impacts to the parkland setting of Queen’s Park. For example, the project proposes approximately 91 new tree plantings along the exterior of Queen’s Park, adjacent to the proposed dedicated transit lane. Despite the impacts of the road redesign to Queen’s Park, the impacts are mitigated through the Landscape Plan and will not result in negative irreversible impacts to the park. Historical photographs and mapping indicate that Queen’s Park is a landscape that has evolved and been continually redesigned over time (for example see Photographs 2 and 3). The Confederation Building, the Western Fair Arts Building, and Engine 86 will remain <i>in-situ</i> and are not anticipated to be directly impacted by the road redesign. Although the three pedestrian entrances along Dundas Street in Queen’s Park will be altered and redesigned to accommodate for the road widening, Queen’s Park itself will not be destroyed and the parkland setting, as shown in the 90% Landscape Plan (Appendix B), will be conserved.</p>	No mitigation measures required.
Alteration	<p>POTENTIAL DIRECT ADVERSE</p> <p>Dundas Street – Landscape Features in Queen’s Park:</p> <p>Based on the 90% Detailed Design (Figure 7), the Dundas Street section introduces several impacts to Queen’s Park, a heritage attribute of the property, including road redesign, the extension of the curb and sidewalk further south into the property boundary, the removal of street trees within the municipal right-of-way and mature trees within the Subject Property, the removal of parkland along Dundas Street, and the redesign of three pedestrian entrances associated with Queen’s Park along Dundas Street. Currently as shown in the 90% Landscape Plan (Appendix B), trees will be replanted to replace removed trees and support the character of Queen’s Park. Replanted trees will frame the perimeter of the park and contribute to the maintenance of its parkland setting and the parkland setting will therefore be conserved. Although the 90% Landscape Plan includes new trees and landscaping, additional mitigation should be considered to further mitigate the direct impacts in the form of alteration.</p>	Additional Mitigation Required. See Section 7.2

Table 3: Impact Assessment – Queen’s Park

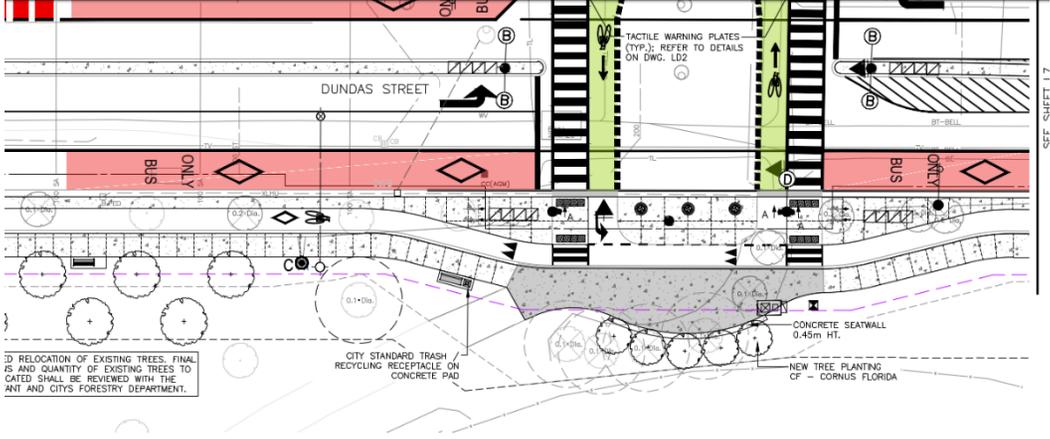
Impact	Discussion of Impacts	Potential Mitigation Measures
Alteration	<p>POTENTIAL DIRECT ADVERSE</p> <p>Dundas Street- Entrance 1 in Queen’s Park:</p> <p>The northern entrance (at Quebec Street) will see the removal of its circular planting bed, the removal of seven small trees, and the reconfiguration of the layout of existing concrete pavement. The redesigned entrance, which is shifted slightly eastwards, will feature new coloured concrete with street name engraving, a concrete seat wall approximately 0.45m in height, five new tree plantings framing the entrance, a new concrete pad with City-standard garbage and recycling receptacles, and new pedestrian features connecting the entrance to the road including crosswalks and tactile plates. Entrance 1 is a heritage attribute of the property, as listed in Section 4.1.3 of this report. Currently as shown in the 90% Landscape Plan (Appendix B), a concrete seat wall, new coloured concrete with street name engraving, and a row of trees will be installed to mitigate impacts to Entrance 1. The circular garden will not be reinstated, however as demonstrated in Photograph 3, the entrance did not have such a feature in the 1950s and is a later addition to Queen’s Park. Based on the 90% Landscape Plan, the realignment of the entrance and the associated new landscape elements will improve public access to Queen’s Park and the visual connection between Queen’s Park and its northern entrance. Therefore, no mitigation is required for this proposed alteration to Entrance 1.</p>  <p>The diagram is a technical site plan for Dundas Street. It shows a cross-section of the street with a central bus lane labeled 'BUS ONLY' in red. On either side of the bus lane are pedestrian sidewalks. Key features include: <ul style="list-style-type: none"> DUNDAS STREET label at the top. BUS ONLY lanes on both sides of the center. TACTILE WARNING PLATES indicated by hatched areas and arrows. CONCRETE SEATWALL 0.45m HI. shown as a vertical wall structure. CITY STANDARD TRASH / RECYCLING RECEPTACLE ON CONCRETE PAD shown as a rectangular area. NEW TREE PLANTING CF - CORNUS FLORIDA shown as circular symbols with dimensions. RELOCATION OF EXISTING TREES shown as dashed circles. Various callouts like 'BT-BELL', 'A', 'B', 'C', 'D', 'E', 'F', 'G', 'H', 'I', 'J', 'K', 'L', 'M', 'N', 'O', 'P', 'Q', 'R', 'S', 'T', 'U', 'V', 'W', 'X', 'Y', 'Z'. A note at the bottom left: 'RELOCATION OF EXISTING TREES. FINAL IS AND QUANTITY OF EXISTING TREES TO BE CATED SHALL BE REVIEWED WITH THE ANT AND CITY'S FORESTRY DEPARTMENT.' A vertical label on the right: 'SEF SHEET 1.7'. </p>	No additional mitigation measures required.

Table 3: Impact Assessment – Queen’s Park

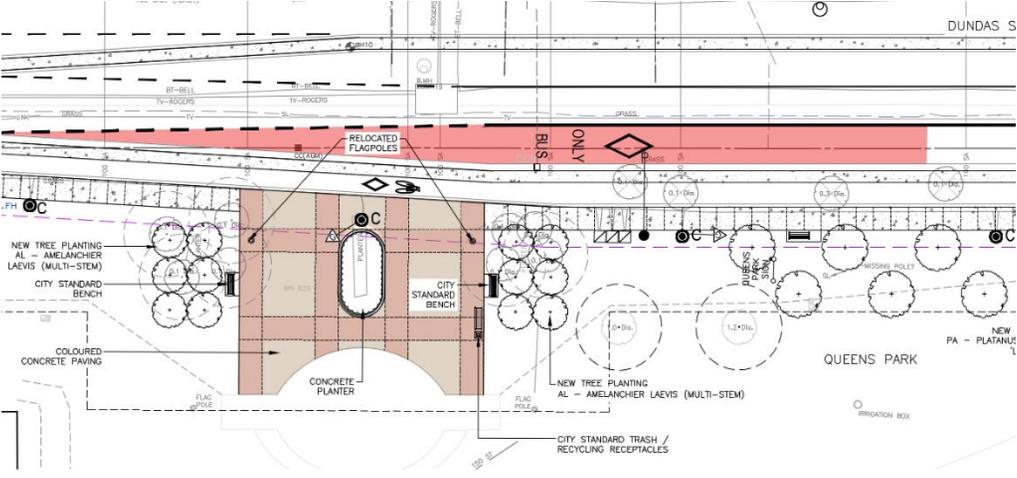
Impact	Discussion of Impacts	Potential Mitigation Measures
Alteration	<p>POTENTIAL DIRECT ADVERSE</p> <p>Dundas Street- Entrance 2 in Queen’s Park:</p> <p>The entrance east of the Western Fair Arts Building, Entrance 2, will retain its original location along Dundas Street but will be redesigned and reduced in size through the removal and replacement of the coloured concrete pavers, the removal of two existing planting beds, and a reduction in width to match with the existing southern portion of the feature. Entrance 2 is not listed as a heritage attribute of the property in Section 4.1.3 of this report but is considered to contribute to the parkland setting of Queen’s Park. The current oval concrete planter in the centre will be removed and reinstated with a similarly shaped concrete planter. A total of six existing trees around the entrance feature will be removed. Two City-standard pedestrian benches will be installed adjacent to the planted trees, flanking the paved area. Two flag poles will be relocated from the southern end of the entrance feature to the northern end, fronting onto Dundas Street. Although the 90% Landscape Plan includes a new entrance feature which conserves this parkland feature, additional mitigation should be considered to further mitigate the direct impacts in the form of alteration.</p> 	<p>Additional Mitigation Required. See Section 7.2</p>

Table 3: Impact Assessment – Queen’s Park

Impact	Discussion of Impacts	Potential Mitigation Measures
Alteration	<p>POTENTIAL DIRECT ADVERSE</p> <p>Entrance 3 in Queen’s Park:</p> <p>The eastern entrance (at Egerton Street), Entrance 3, will be redesigned and reduced in size. Several trees will be removed, eight new trees will be planted, and three existing trees are proposed to be relocated. Entrance 3 is specifically listed as a heritage attribute of the property in Section 4.1.3 of this report but is considered to contribute to the parkland setting of Queen’s Park. The existing planter will be removed and redesigned as an oval shaped planter with the relocated Western Fair sign. The planter will be backed by a concrete seat wall to the south. The entrance feature will include new coloured concrete pavers and a new concrete pad with City-standard garbage and recycling receptacles. Although the 90% Landscape Plan includes a new entrance feature, further mitigation is required to further mitigate the direct impacts in the form of alteration.</p>	<p>Additional Mitigation Required. See Section 7.2</p>

Table 3: Impact Assessment – Queen’s Park

Impact	Discussion of Impacts	Potential Mitigation Measures
<p>Alternation</p>	<p>POTENTIAL DIRECT ADVERSE Engine 86 in Queen’s Park: Engine 86 will remain <i>in-situ</i>. Engine 86 is considered a structure in Queen’s Park and therefore is a heritage attribute of the property as listed in Section 4.1.3 of this report. The 90% Landscape Plan shows Engine 86 will be surrounded by a new low pre-cast concrete retaining wall approximately 0.45m in height to accommodate the change in grade on the south side of Dundas Street. The 90% Landscape Plan does not show the design specifications of the proposed retaining wall however, this new landscape feature should be designed to be compatible with Queen’s Park. Therefore, mitigation is required to ensure the design of the retaining wall is compatible with the character of the parkland.</p> <p>The 90% Landscape Plan also shows that the proposed retaining wall will be asymmetrical in relation to Engine 86. This offset is to accommodate the change in grade on the south side of Dundas Street. Shifting the retaining wall to the east would create a more “balanced” design but would require the realignment of the concrete pathway leading to the Western Fair Arts Building from Dundas Street, which is not preferred. The imbalance of the retaining wall on Engine 86 may cause a negative impact to the character of the parkland of Queen’s Park and requires mitigation to balance the wall to the engine as much as possible.</p> <p>The 90% Landscape Plan shows a series of shrub plantings will be planted immediately north and west of Engine 86. These have the possibility to overgrow and obstruct views of Engine 86 from the street and sidewalk once they reach maturity, which the views of Engine 86 from the public realm should be maintained. Although views of Engine 86 were not specifically identified as a heritage attribute, as outlined in Section 4 of this report, obstructing the view of Engine 86 may cause a negative impact to the character of the parkland and requires mitigation to ensure future views of the engine from the public realm are maintained.</p> <p>The existing steel perimeter fence around the engine will be replaced with a new aluminum fence, the north side of which will be located approximately 0.25m closer to Engine 86. This will allow for 1.5m space between the fence and the north side of the engine. The fence is not listed as a heritage attribute of the property in Section 4.1.3 of this report; however, this new landscape feature should be designed to be compatible with the character of Queen’s Park. Therefore, mitigation is required to ensure the design of this new landscape feature in Queen’s Park is compatible to its character.</p>	<p>Additional Mitigation Required. See Section 7.2</p>

Table 3: Impact Assessment – Queen’s Park

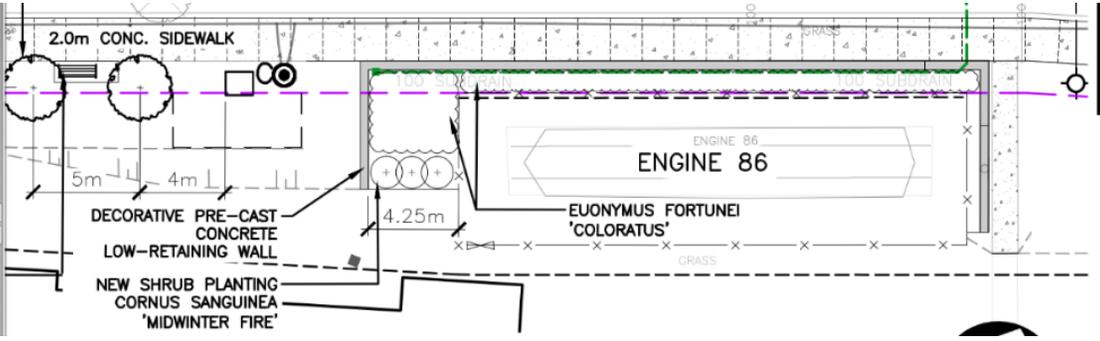
Impact	Discussion of Impacts	Potential Mitigation Measures
	<p>The boulder and plaque presently located at the eastern side of the Engine 86 enclosure will require relocation. There is a possibility to obstruct the view of the boulder/plaque if relocated to an unsuitable location. Therefore, mitigation is required to ensure the landscape feature is relocated to a suitable location.</p> 	
Shadows	<p>NONE The project will not result in any negative shadow impacts on the Subject Property.</p>	No mitigation measures required
Isolation	<p>NONE The project will not result in the isolation of any heritage attributes from its surrounding environment within the Subject Property.</p>	No mitigation measures required
Direct or indirect obstruction of significant views	<p>NONE There are no significant views identified as heritage attributes within the Subject property. Therefore, the project will not obstruct any significant views.</p>	No mitigation measures required
A change in land use	<p>NONE Based on the 90% Detailed Design (Figure 7), the impacts to the Subject Property are limited to a small section of the perimeter of Queen’s Park parkland. This small section of land will be impacted and changed into the dedicated transit lanes, a cycle track, new curb and sidewalks. No changes in land use are proposed for the balance of the Subject Property and therefore, the impacts are minimal.</p>	No mitigation measures required

Table 3: Impact Assessment – Queen’s Park

Impact	Discussion of Impacts	Potential Mitigation Measures
Land disturbance	<p>POTENTIAL INDIRECT ADVERSE</p> <p>Vibration: Evaluation of impacts related to vibration activities requires an assessment based on the identification of specific construction methods proposed to be used, the distance between the sensitive receptor (i.e., a cultural heritage resource) and the construction activity, and anticipated vibration levels (mm/s).</p> <p>Engine 86, the Confederation Building, and the Arts Building are all located within the 11 metre Zone of Influence for construction activities related to the road improvements. Therefore, there may be indirect impacts related to vibration on the heritage attributes of the Subject Property.</p> <p>Road Redesign: There is expected soil disturbance involved in the road redesign which may cause dust and debris to land on Engine 86. Therefore, construction monitoring is required to ensure there is no damage to Engine 86 during construction. Note, these lands have been previously disturbed and fully surveyed as part of the Stage 1-2 Archaeological Assessment that was completed during the TPAP.</p>	<p>Vibration: See Section 8.1.2 of the recommendations on vibration and monitoring.</p> <p>Road Widening: Additional Mitigation Required. See Section 7.2</p>

7. Mitigation Recommendations

7.1 Mitigation Options

The proposed road widening as part of the East London Link section of the London BRT are anticipated to have impacts on the Subject Property at 900 King Street/925 Dundas Street. While avoidance of the Subject Property, and the Queen's Park space is the preferred option, it is not considered feasible due to a number of design constraints along Dundas Street and at the southwest corner of Ontario Street. Numerous existing buildings on the north side of Dundas Street are situated tight to the property line. As such, the existing sidewalk and curb line on the north side of Dundas Street has been retained, and road widening activities are located to the south side of Dundas Street. Redesigning the project to avoid the Queen's Park space would require the purchase and demolition of numerous existing buildings. In addition, the building on the property on the southwest corner of Dundas and Ontario Streets (869-871 Dundas Street East) sits close to the road allowance on the west side of Ontario Street. This property has been designated under Part IV of the *Ontario Heritage Act*. The proposed sidewalk and curb line have been set as close as possible to the property. The majority of the widening for the BRT construction has therefore been shifted to the east side of Ontario Street, impacting the parking lot for Western Fair. A redesign to shift the road alignment westerly to avoid the parking lot on the east side would require the purchase of the property at 869-871 Dundas Street and the demolition of the building. Therefore, redesigning the project to avoid impacts to Queen's Park is not viable.

Currently, the right-of-way extensions along Dundas Street require the acquisition of a small section of the perimeter of the Queen's Park parkland, which includes a portion of the three pedestrian entrances located along Dundas Street, mature trees, gardens, and manicured lawns. The alteration of the perimeter of Queen's Park space will have minimal impacts on the heritage attributes of the Subject Property and will not directly impact any buildings or structures on the property. New landscape features, including the redesign of the three pedestrian entrances, and beautification efforts are included in the 90% Landscape Plan. New features include new tree plantings, garden beds, and benches which mitigate and minimize the impacts to Queen's Park, a heritage attribute of the Subject Property. Since avoiding the Subject Property is not an option, a review of the impacts above has determined that additional mitigation measures are required in order to further reduce and avoid adverse impacts to the parkland setting of Queen's Park.

7.2 Mitigation Measures

Table 4 below outlines the mitigation measures that should be considered for the 100% Landscape Plan and the Tender package and future construction related activities.

Table 4: Additional Mitigation Measures- Queen’s Park

Impact	Anticipated Impact	Mitigation Measures
Alteration	Landscape Features in Queen’s Park	The following recommendations should be incorporated in the 100% Landscape Plan proposed landscape features along Dundas Street designed to enhance parkland character: <ul style="list-style-type: none"> ▪ Include more native shade street tree species along Dundas Street instead of the proposed Princeton Sentry Ginkgo and the small ornamental Ivory Silk Tree lilac species. ▪ Consider adding metal inserts within concrete pavers in order to match with the rest of the Old East Village Commercial Corridor.
	Entrance 2 in Queen’s Park	The following recommendations should be incorporated in the 100% Landscape Plan for Entrance 2 which will further enhance parkland character: <ul style="list-style-type: none"> ▪ Consider expanding the new coloured concrete plaza area to the same configuration as the current plaza. Entrance 2 should be considered the “Main Entrance Plaza” and should be designed as such. Enough space should be considered for future public art features and potentially the reinstallation of the illuminated Western Fair Ticket Entrance Gate, which was removed from the property in 2015. ▪ Surround the new plantings of the Amelanchier Laevis on either side of the new coloured concrete plaza area with concrete planting beds to maintain the space as a garden feature. This is more consistent with preserving the parkland setting of Queen’s Park. ▪ Increase the number of benches or seating areas installed to be consistent with those currently located within the plaza. ▪ Specify on the 100% Landscape Plan the new plantings within the new oval planter. New plantings should be similar to the existing ones.
	Entrance 3 in Queen’s Park:	The following recommendations should be incorporated in the 100% Landscape Plan for Entrance 2 which will further enhance parkland character: <ul style="list-style-type: none"> ▪ Consider adding space between the oval planter bed and the seat wall to be consistent with the existing conditions of this pedestrian entrance, like its historical configuration (Photograph 2), and for better pedestrian engagement.

Table 4: Additional Mitigation Measures- Queen’s Park

Impact	Anticipated Impact	Mitigation Measures
	<p>Engine 86 in Queen’s Park:</p>	<p>The following mitigation measures should be incorporated in the 100% Landscape Plan and/or the Tender Package for the landscape features proposed to surround Engine 86:</p> <p><u>Design:</u></p> <ul style="list-style-type: none"> ▪ Ensure that the proposed retaining wall meets sufficient loading standards to support the weight of Engine 86. ▪ Design the low concrete retaining wall to correspond to and complement the existing character parkland setting of Queen’s Park. The new retaining wall should look similar to and be compatible with the design of the planter beds in the pedestrian entrances. ▪ Consider including floodlights or other types of nighttime illumination of Engine 86 to offer increased nighttime protection and enhance the view of the engine during hours of darkness. ▪ On the 100% Landscape Plan and on the construction level drawings, it should be clearly marked that the existing fence will be replaced. Although the existing fence is not identified as a heritage attribute of the property, it is recommended that the new fence be an ornamental fence, generally similar in design to the existing fence which compliments the parkland setting of Queen’s Park (see Photograph 20, Appendix A, for design details of the existing fence). ▪ Show the new location of the relocated plaque/boulder on the 100% Landscape Plan and the construction level drawings. Ensure the plaque/boulder is located in a position where it will be easily readable from the public realm (i.e., outside the fence, facing Dundas Street). ▪ Remove all the proposed plantings between the interior of the proposed retaining wall and the exterior of the new fence so there is no future potential for obstructed views of Engine 86. The area should be considered an area of low to no maintenance. No vegetation should be introduced in this limited space. Consider using gravel as an alternative. ▪ As vegetation is not recommended, the north section of the fence should be located at the edge of the retaining wall, allowing for a more “balanced” design in relation to Engine 86. ▪ Separate from this project, The City of London’s Culture Department is preparing a cultural heritage interpretive sign to be installed at the Engine 86 site when construction is completed. The installation location of this sign should be clearly specified on the 100% Landscape Plan and Construction Level Drawings <p><u>Protection During Construction:</u></p> <p>The Contractor is required to:</p> <ul style="list-style-type: none"> ▪ Complete a Pre-conditions Survey of Engine 86 to document the existing conditions of the engine prior to construction. ▪ Protect Engine 86 prior to construction (see Section 8.1.1 for recommendations on appropriate protection). ▪ Ensure the Special Provisions provided in Section 8.1.1 of this report are included in the Tender Package. ▪ Prior to construction, the Contractor should relocate the plaque/boulder within the Engine 86 protective enclosure for temporary safe storage. ▪ Complete a Post-conditions assessment of Engine 86 to document the conditions of Engine 86 post-construction.

Table 4: Additional Mitigation Measures- Queen’s Park

Impact	Anticipated Impact	Mitigation Measures
Land disturbance	Vibration	<p>Evaluation of impacts related to vibration activities requires an assessment based on the identification of specific construction methods proposed to be used, the distance between the sensitive receptor (i.e., a cultural heritage resource) and the construction activity, and anticipated vibration levels (mm/s). According to the Noise and Vibration Analysis Memorandum for the London BRT, East London Link, “buildings of extremely susceptible to vibration damage – e.g., fragile, historic buildings” would require an 11 m setback (known as the Zone of Influence⁶) from the edge of the construction work (i.e., the edge of sidewalk) if the project were to proceed without pre-construction building inspections and construction vibration monitoring. Engine 86, the Arts Building and Confederation Building are located within the Zone of Influence and therefore may face indirect adverse impacts from vibration.</p> <p>See Section 8.1.2 of the recommendations on vibration and monitoring.</p>

8. Conclusions and Recommendations

The Subject Property is currently listed on the City of London's *Register of Cultural Heritage Resources*. As part of the combined CHER and HIA completed by Common Bond Collective in 2018, the property was evaluated using the criteria of Ontario Regulation 9/06 and was determined to have cultural heritage value or interest. Based on the impact assessment conducted in this HIA, the property will be directly impacted by the road redesign as part of the proposed BRT system. Although no buildings or structures will be removed as part of this project, boulevard trees and the parkland within Queen's Park will see impacts along Dundas Street. The 100% Landscape Plan for the project includes the installation of new landscape features within Queen's Park (low retaining wall, new fence, new trees, etc.). The Queen's Park parkland, the structures within Queen's Park, and the northern entrance (Entrance 1) are heritage attributes of the Subject Property, which have the potential to be adversely altered by the roadway redesign.

In consideration of the mitigation options outlined in **Section 7.1**, it is concluded that, while avoidance of Queen's Park is the preferred option, it is not feasible. Therefore, the mitigation measures presented in **Table 4** should be implemented in order to minimize impacts to the character of the parkland setting of Queen's Park and will ensure that any changes are compatible to this evolving landscape.

8.1 Special Provisions for 900 King Street/925 Dundas Street

The Contractor is responsible for construction should be informed by the Consulting Team and be provided a copy of the final HIA to understand the cultural heritage value and the heritage attributes of the Subject Property. The following Special Provisions are required of the Contractor:

- 1) Construction and staging should be suitably planned and executed to ensure that there are no unintended impacts to the cultural heritage value and heritage attributes of the property.
- 2) Establish no-go zones and temporarily install snow-fencing along the sections of the Confederation Building and the Western Fair Arts Building that front the project, prior to any construction related activities taking place.
- 3) Ensure construction level drawings show the location and design details specific to all new landscape features for the project within Queen's Park, including the new retaining wall and fence around Engine 86, new garden beds, new plantings, new lights, new benches, etc., and include any special provisions, if necessary, on the design to show that the new landscape features are compatible with the parkland.
- 4) Construction activities in the area have the potential to create adverse vibration impacts during construction and should be mitigated through protection and construction monitoring.
- 5) Complete a Pre-condition Survey of the existing conditions of Engine 86 prior to construction activities taking place. The survey will only involve a visual condition survey of the exterior of the structure. The Contractor, City Staff, and Consulting Team should be present for the survey.
- 6) Employ instructions to outline how to avoid damage to Engine 86. Protection measures specific to Engine 86 should include:
 - A construction and staging "no-go" buffer zone should be established at a minimum 1 m from the exterior of Engine 86 wherein no construction-related activities should occur. This should be clearly demarcated on all construction level drawings.
 - Engine 86 is to be protected through the installation of Moduloc-style fencing, reinforced at the base with temporary concrete barriers (as per OPSD 911.150) to prevent accidental damage from

- construction equipment. The fencing should be covered with a non-woven geotextile such as landscaping fabric to prevent dust and debris from coming into contact with the engine.
 - The temporary concrete barrier is to stay in place until the installation of the new retaining wall and fencing is to commence. The Moduloc fencing is to stay in place and be maintained for the duration of the wall and fencing installation to maintain protection for Engine 86.
 - Engineered drains are proposed for installation adjacent to the retaining wall granular base to direct excess water away from the base of Engine 86.
- 7) Following completion of construction, complete a Post-condition Survey of the existing conditions of Engine 86. The survey will only involve a visual condition survey of the exterior of the structure. The Contractor, City Staff, and Consulting Team should be present for the survey. If dust has accumulated on the surface of Engine 86, use a low-pressure wash to clean it, if necessary. If severe damage has occurred to Engine 86, consult with City Heritage Planning staff about next steps to mitigate repair.

8.1.1 Vibration Impacts and Monitoring

Evaluation of impacts related to vibration activities requires an assessment based on the identification of specific proposed construction methods, the distance between the sensitive receptor (i.e., a cultural heritage resource) and the construction activity, and anticipated vibration levels (mm/s). Based on the draft Noise and Vibration Analysis Memorandum completed by AECOM (August 2020), Class IV buildings, which include “historic buildings”, can be extremely susceptible to vibration damage. The vibration analysis provided the following restrictions and vibration limits to be maintained during construction, if possible:

- Use of a vibratory roller within 11m of a historic building,
- Use of an excavator, dozer, compaction machine, or grader within 6.2m of a historic building,
- Use of a vacuum excavator within 5.6m of a historic building, and
- Use of a jackhammer within 3.3m of a historic building.

Given the proximity of Engine 86, the Confederation Building, and the Western Fair Arts Building to the construction impacts shown in the 90% Detailed Design, it is anticipated that the vibration limit may be exceeded and therefore, the following mitigation measures for vibration impacts should be implemented prior to construction in order to determine if vibration mitigation and monitoring is required:

- Document (review and establish) the structural condition of the building(s) to determine if it is vulnerable to vibration impacts from the project
- Establish vibration limits based on structural conditions, founding soil conditions and type of construction vibration (i.e. refer to the Noise and Vibration report for the project)
- Implement vibration mitigating measures on the construction site and/or at the building (i.e., modify construction procedures, if required)

Construction and post-construction monitoring may be required for these structures if they were determined to be subject to vibration damage. The following monitoring activities are recommended for vibration impacts:

- Monitor vibration during construction using seismographs, with notification by audible and/or visual alarms when limits are approached or exceeded; and
- Conduct regular condition surveys and reviews during construction to evaluate efficacy of protective measures. Implement additional mitigation as required.

9. Sources

Primary and Secondary Sources:

Common Bond Collective

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Appendix **A**

Photographs



Photograph 5:
View of Dundas Street, looking east (AECOM 2022)



Photograph 6:

View of Ontario Street illustrating a two-lane paved one-way road, paved parking areas and former brick residences, looking north (AECOM 2022)



Photograph 7:

View of the south-eastern corner of Dundas Street and Ontario Street illustrating the raised circular garden with Western Fair District signage on rock, looking east (AECOM 2022)



Photograph 8:

View of King Street illustrating a two-lane paved one-way road, paved parking areas, a narrow strip of manicured lawn and a row of street trees, looking west (AECOM 2022)



Photograph 9:

View of King Street illustrating a two-lane paved one-way road, paved parking areas, a narrow strip of manicured lawn and a few trees, looking west (AECOM, 2022)



Photograph 10:
Entrance 1: Northern Entrance, looking south (AECOM 2022)



Photograph 11:
Entrance 1: Northern Entrance, looking east (AECOM 2021)



Photograph 12:

Entrance 2: Entrance east of the Western Fair Arts Building, looking south (AECOM 2022)



Photograph 13:

Entrance 2: Entrance east of the Western Fair Arts Building, looking southeast (AECOM 2021)



Photograph 14:

Entrance 2: Entrance east of the Western Fair Arts Building, illustrating the rectangular raised concrete garden bed, looking south (AECOM 2021)



Photograph 15:

Entrance 2: Entrance east of the Western Fair Arts Building, illustrating the ground-level garden bed, looking west (AECOM 2021)



Photograph 16:

Entrance 2: Entrance east of the Western Fair Arts Building, showcasing the two banner poles located at the front of the entrance and the raised garden beds, looking west (AECOM 2021)



Photograph 17:

View of Western Fair Arts Building in Queen's Park, looking south from Dundas Street (AECOM 2021)



Photograph 18:
View of Engine 86 from Dundas Street, looking southeast (AECOM 2021)



Photograph 19:
The plaque located at the eastern end of Engine 86 enclosure (AECOM 2021)



Photograph 20:
Detail of fence surrounding Engine 86 (AECOM 2021)



Photograph 21:

Metal sculptures of farm animals, including a pig, bull, and sheep in the centre of Queen's Park, looking south (AECOM 2021)



Photograph 22:

The portion of the Subject Property located between the entrance east of the Western Fair Arts Building and the northern entrance, illustrating the concrete sidewalks, mature trees, and manicured lawn, looking east (AECOM 2021)



Photograph 23:

Entrance 3: Entrance at the corner of Dundas Street and Egerton Street, looking east (AECOM 2021)



Photograph 24:

Entrance 3: Entrance at the corner of Dundas Street and Egerton Street, illustrating the cut concrete walking path and circular concrete garden bed, looking southeast (AECOM 2021)

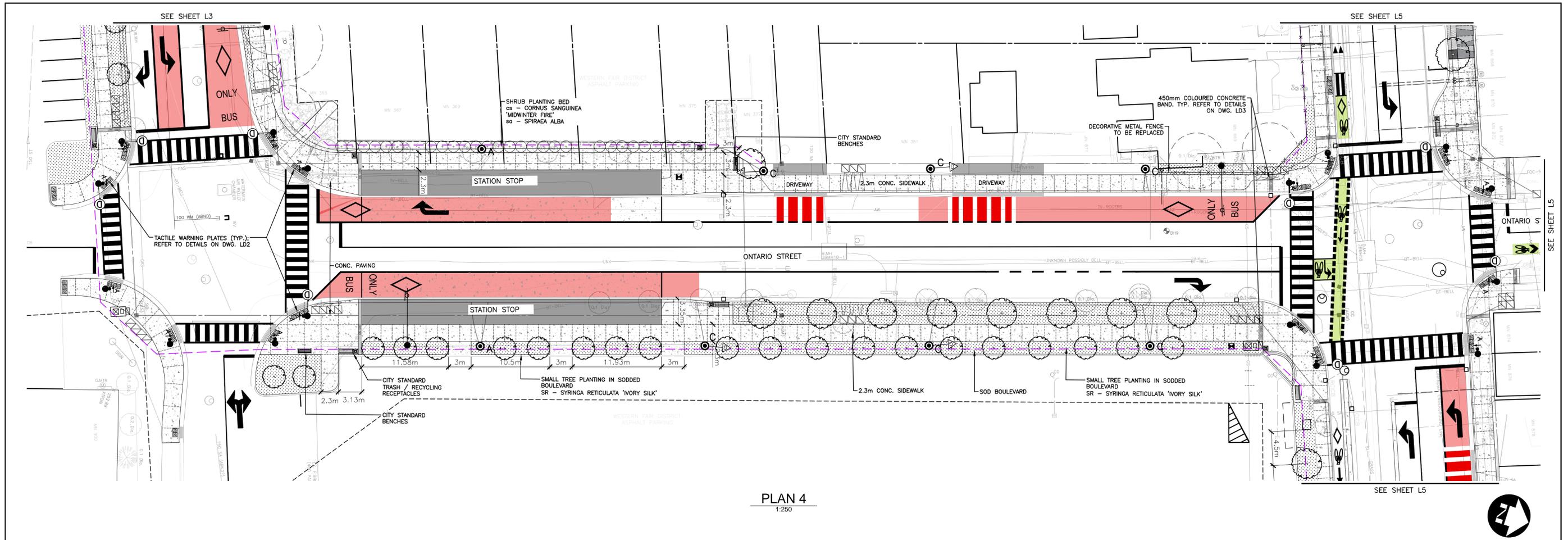


Photograph 25:

Racetrack entrance at the corner of Dundas Street and Egerton Street, illustrating an asphalt driveway that leads into the racetrack, looking southwest (AECOM 2021)

Appendix **B**

90% Landscape Plan



PLAN 4
1:250

LEGEND

GENERAL

- PROPERTY LINE / RIGHT OF WAY
- STREET ALIGNMENT AND STATIONING
- PAVING**
- [Pattern] NEW DETECTABLE WARNING PLATES
- [Pattern] NEW CONCRETE PAVING
- [Pattern] NEW EXPOSED AGGREGATE PAVING
- [Pattern] NEW COLORED CONCRETE WITH STREET NAME ENGRAVING
- EXPANSION JOINT
- CONTROL JOINT (SAW CUT)
- SITE FURNITURE**
- [Symbol] NEW TRASH RECEPTACLE
- [Symbol] NEW RECYCLING RECEPTACLE
- [Symbol] NEW BIKE POST
- [Symbol] NEW BENCH
- [Symbol] NEW TYPE 2 TREE GRATE & TYPE 2 GUARD
- [Symbol] NEW TYPE 1 TREE GRATE & TYPE 1 GUARD

PLANTING

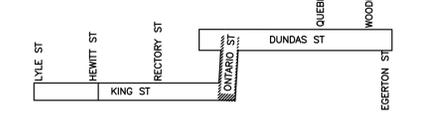
- [Symbol] EXISTING TREE
- [Symbol] NEW DECIDUOUS TREE
- [Symbol] NEW SOIL CELL (LAYOUT TBD)
- [Symbol] TREE PROTECTION FENCING
- [Symbol] NEW TOPSOIL AND SOD
- [Symbol] NEW PERENNIAL/DECORATIVE GRASSES

PLANT LIST

(REFER TO MASTER PLANT LIST ON SHEET L1 FOR QUANTITIES)

CODE	BOTANICAL NAME
DECIDUOUS TREES	
AF	Acer x freemanii 'Jeffersred'
AR	Acer rubrum 'October Glory'
CO	Celtis occidentalis 'Prairie Sentinel'
GBC	Ginkgo biloba 'Golden Colonnade'
GBP	Ginkgo biloba 'Princeton Sentry'
GT	Gleditsia triacanthos var. inermis 'Shademaster'
PO	Platanus x acerifolia (Morton Circle)
SR	Syringa reticulata 'Ivory Silk'
LARGE SHRUBS / SMALL TREES	
AI	Amelanchier laevis (multi-3 stem)
CI	Cornus florida (multi-3 stem)
DECIDUOUS SHRUBS	
cs	Cornus sanguinea 'Midwinter Fire'
ef	Euonymus fortunei 'Coloratus'

KEY PLAN - NTS



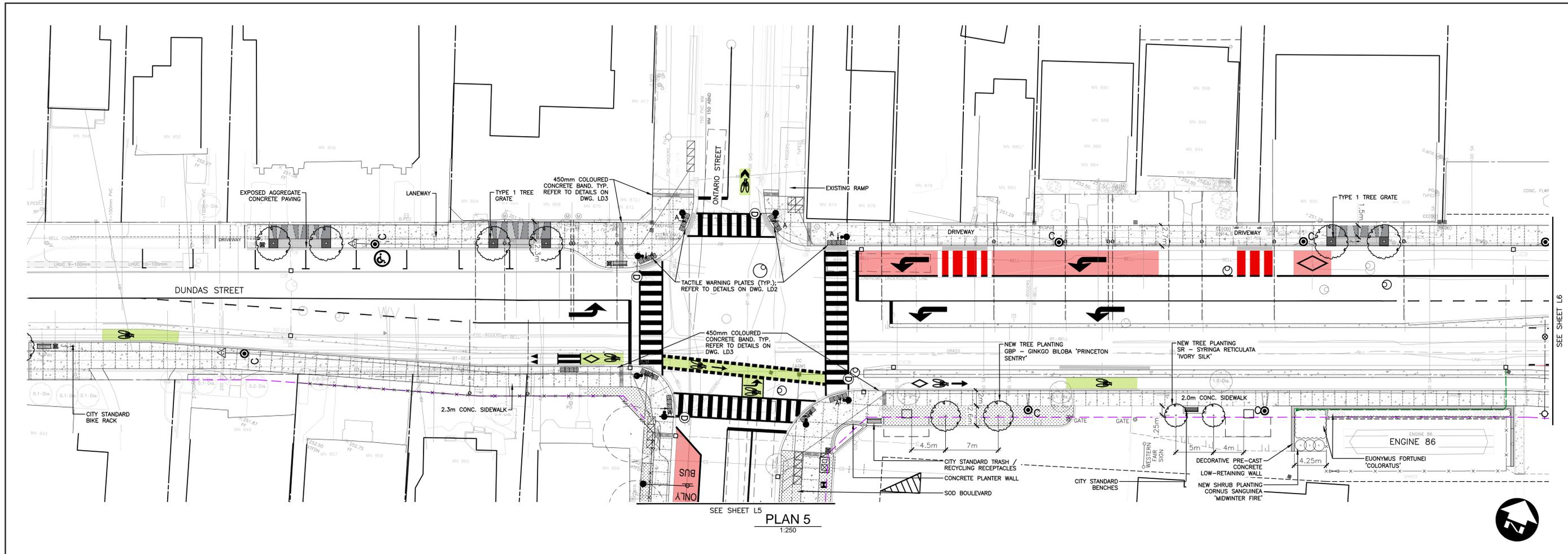
NOTES

- ALL SPECIMENS WILL CONFORM TO CNLA STANDARDS FOR THE SPECIFIED SIZE AND STOCK TYPE.
- ADJUSTMENTS TO THE LOCATIONS OF THE STREETSCAPE ELEMENTS (IE. EXPOSED AGGREGATE PAVING, SAWCUTS, ETC.) MAY BE REQUIRED, IN ORDER TO AVOID CONFLICTS WITH THE SURFACE UTILITIES (IE. HANDHOLES, ETC.), BASED ON THEIR FINAL LAYOUT DURING CONSTRUCTION. THE CONTRACTOR IS REQUIRED TO COORDINATE WITH THE CONTRACT ADMINISTRATOR TO LIMIT THESE CONFLICTS, WHERE FEASIBLE.
- ALL DISTURBED TURF AREAS SHALL BE RESTORED WITH 100mm IMPORTED TOPSOIL AND SOD, UNLESS INDICATED OTHERWISE.
- ALL NEW CONCRETE SIDEWALKS TO BE 100mm THICK. THICKNESS SHALL INCREASE TO 150mm AT ALL COMMERCIAL DRIVEWAYS, UNLESS OTHERWISE SPECIFIED.

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					DRAWN BY	AMP	2	ISSUED FOR 90% REVIEW	JUL 15 2022
					CHECKED	KSP			
					APPROVED	KSP			
					DATE	JULY 2022			

<p>AECOM London, Ontario 519.873.0510</p>	<p>DILLON CONSULTING</p>	<p>AGM PLAN • SURVEY • ENGINEER</p>	<p>CORPORATION OF THE CITY OF LONDON</p>	<p>SCALE</p> <p>SCALE = 1 : 250</p> <p>2.5 0 5</p> <p>(FULL SIZE)</p>	<p>RAPID TRANSIT & INFRASTRUCTURE IMPROVEMENTS - EAST LINK</p> <p>LANDSCAPE PLAN KING STREET</p>	<p>PROJECT No. 203455</p> <p>SHEET No. LP4</p> <p>PLAN FILE No.</p>
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SEE SHEET L5
PLAN 5
 1:250

SEE SHEET L6

LEGEND

GENERAL

- PROPERTY LINE / RIGHT OF WAY
- STREET ALIGNMENT AND STATIONING
- PAVING**
- [Pattern] NEW DETECTABLE WARNING PLATES
- [Pattern] NEW CONCRETE PAVING
- [Pattern] NEW EXPOSED AGGREGATE PAVING
- [Pattern] NEW COLORED CONCRETE WITH STREET NAME ENGRAVING
- EXPANSION JOINT
- CONTROL JOINT (SAW CUT)
- SITE FURNITURE**
- [Symbol] NEW TRASH RECEPTACLE
- [Symbol] NEW RECYCLING RECEPTACLE
- [Symbol] NEW BIKE POST
- [Symbol] NEW BENCH
- [Symbol] NEW TYPE 2 TREE GRATE & TYPE 2 GUARD
- [Symbol] NEW TYPE 1 TREE GRATE & TYPE 1 GUARD

PLANTING

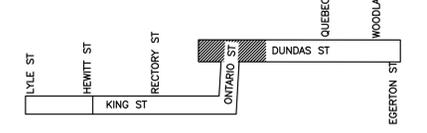
- [Symbol] EXISTING TREE
- [Symbol] NEW DECIDUOUS TREE
- [Symbol] NEW SOIL CELL (LAYOUT TBD)
- [Symbol] TREE PROTECTION FENCING
- [Symbol] NEW TOPSOIL AND SOD
- [Symbol] NEW PERENNIAL/DECORATIVE GRASSES

PLANT LIST

(REFER TO MASTER PLANT LIST ON SHEET L1 FOR QUANTITIES)

CODE	BOTANICAL NAME
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CO	Celtis occidentalis 'Prairie Sentinel'
GBC	Ginkgo biloba 'Golden Colonnade'
GBP	Ginkgo biloba 'Princeton Sentry'
GT	Gleditsia triacanthos var. inermis 'Shademaster'
PO	Platanus x acerifolia (Morton Circle)
SR	Syringa reticulata 'Ivory Silk'
LARGE SHRUBS / SMALL TREES	
AI	Amelanchier laevis (multi-3 stem)
CF	Cornus florida (multi-3 stem)
DECIDUOUS SHRUBS	
CS	Cornus sanguinea 'Midwinter Fire'
EF	Euonymus fortunei 'Coloratus'

KEY PLAN -- NTS



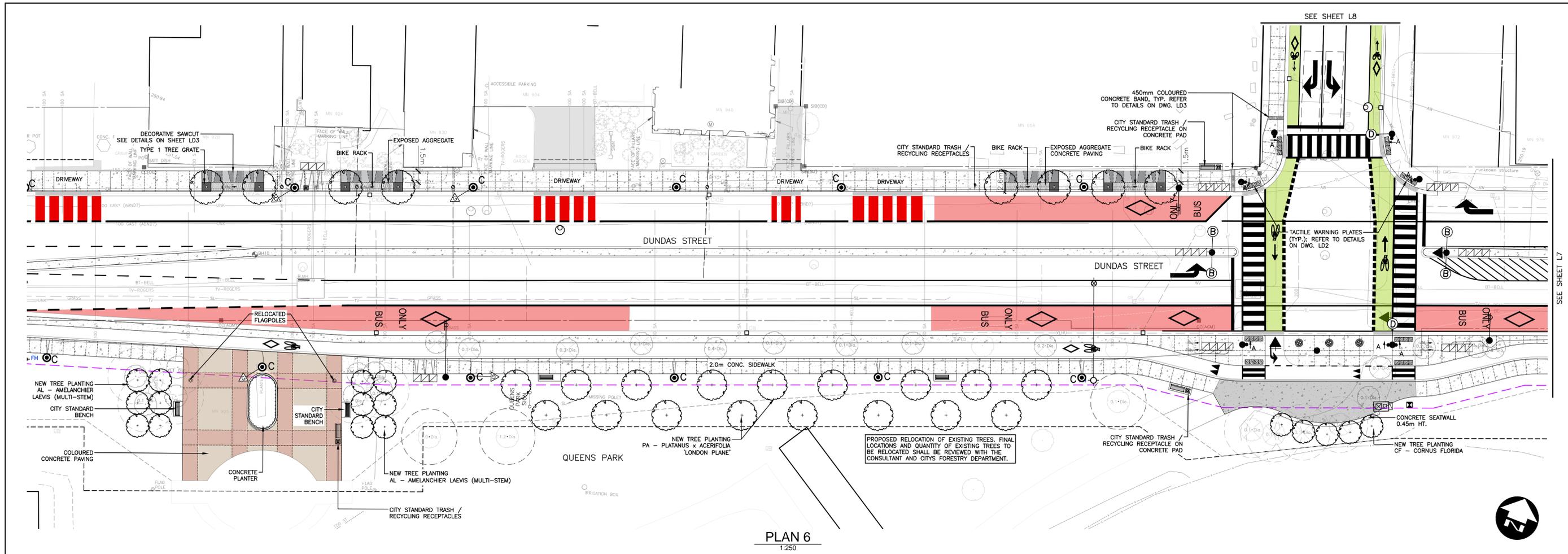
NOTES

1. ALL SPECIMENS WILL CONFORM TO CNLA STANDARDS FOR THE SPECIFIED SIZE AND STOCK TYPE.
2. ADJUSTMENTS TO THE LOCATIONS OF THE STREETScape ELEMENTS (IE. EXPOSED AGGREGATE PAVING, SAWCUTS, ETC.) MAY BE REQUIRED, IN ORDER TO AVOID CONFLICTS WITH THE SURFACE UTILITIES (IE. HANDHOLES, ETC.). BASED ON THEIR FINAL LAYOUT DURING CONSTRUCTION. THE CONTRACTOR IS REQUIRED TO COORDINATE WITH THE CONTRACT ADMINISTRATOR TO LIMIT THESE CONFLICTS, WHERE FEASIBLE.
3. ALL DISTURBED TURF AREAS SHALL BE RESTORED WITH 100mm IMPORTED TOPSOIL AND SOD, UNLESS INDICATED OTHERWISE.
4. ALL NEW CONCRETE SIDEWALKS TO BE 100mm THICK. THICKNESS SHALL INCREASE TO 150mm AT ALL COMMERCIAL DRIVEWAYS, UNLESS OTHERWISE SPECIFIED.

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EXISTING SERVICES	DRAWING #, SOURCE	DATE	AS CONSTRUCTED SERVICES	COMPLETION	DETAILS	No.	REVISIONS	DATE	CONSULTANT	
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					DRAWN BY	AMP	2	ISSUED FOR 90% REVIEW	JUL 15 2022	AECOM/AGM/DILLON
					CHECKED	KSP				
					APPROVED	KSP				
					DATE	JULY 2022				

<p>AECOM London, Ontario 519.873.0510</p>	<p>DILLON CONSULTING</p>	<p>AGM PLAN • SURVEY • ENGINEER</p>	<p>CORPORATION OF THE CITY OF LONDON</p>	<p>ENGINEER'S STAMP</p>	<p>SCALE</p> <p>SCALE = 1 : 250</p> <p>2.5 0 5</p> <p>(FULL SIZE)</p>	<p>RAPID TRANSIT & INFRASTRUCTURE IMPROVEMENTS - EAST LINK</p> <p>LANDSCAPE PLAN KING STREET</p>	<p>PROJECT No. 203455</p> <p>SHEET No. LP5</p> <p>PLAN FILE No.</p>
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PLAN 6
1:250

LEGEND

GENERAL

- PROPERTY LINE / RIGHT OF WAY
- STREET ALIGNMENT AND STATIONING
- PAVING
- NEW DETECTABLE WARNING PLATES
- NEW CONCRETE PAVING
- NEW EXPOSED AGGREGATE PAVING
- NEW COLOURED CONCRETE WITH STREET NAME ENGRAVING
- EXPANSION JOINT
- CONTROL JOINT (SAW CUT)
- SITE FURNITURE
- NEW TRASH RECEPTACLE
- NEW RECYCLING RECEPTACLE
- NEW BIKE POST
- NEW BENCH
- NEW TYPE 2 TREE GRATE & TYPE 2 GUARD
- NEW TYPE 1 TREE GRATE & TYPE 1 GUARD

PLANTING

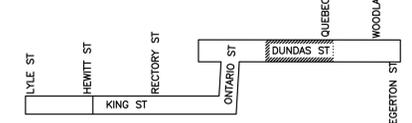
- EXISTING TREE
- NEW DECIDUOUS TREE
- NEW SOIL CELL (LAYOUT TBD)
- TREE PROTECTION FENCING
- NEW TOPSOIL AND SOD
- NEW PERENNIAL/DECORATIVE GRASSES

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(REFER TO MASTER PLANT LIST ON SHEET L1 FOR QUANTITIES)

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GT	Gleditsia triacanthos var. inermis 'Shademaster'
PO	Platanus x acerifolia (Morton Circle)
SR	Syringa reticulata 'Ivory Silk'
LARGE SHRUBS / SMALL TREES	
AI	Amelanchier laevis (multi-3 stem)
CF	Cornus florida (multi-3 stem)
DECIDUOUS SHRUBS	
CS	Cornus sanguinea 'Midwinter Fire'
EF	Euonymus fortunei 'Coloratus'

KEY PLAN - NTS



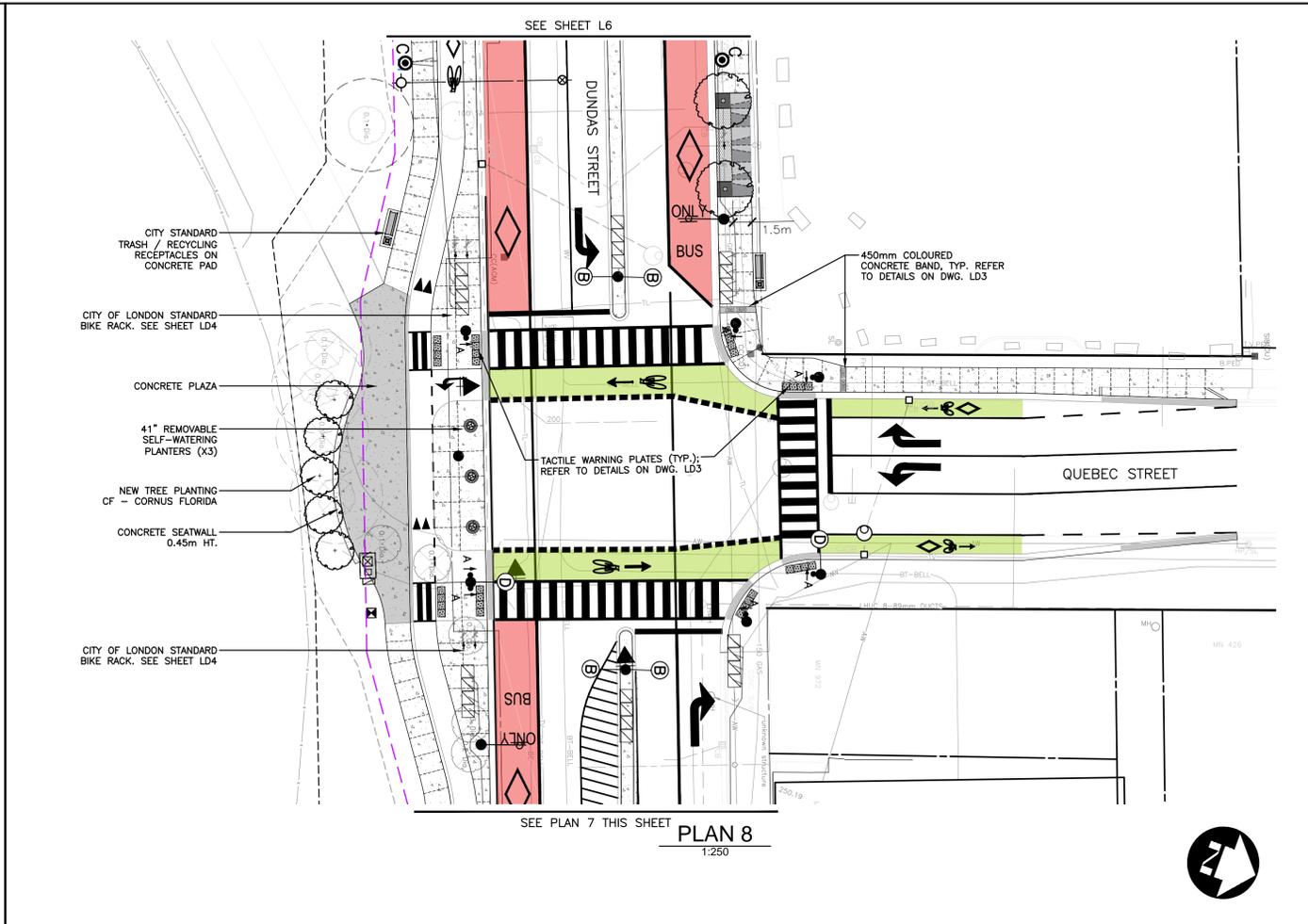
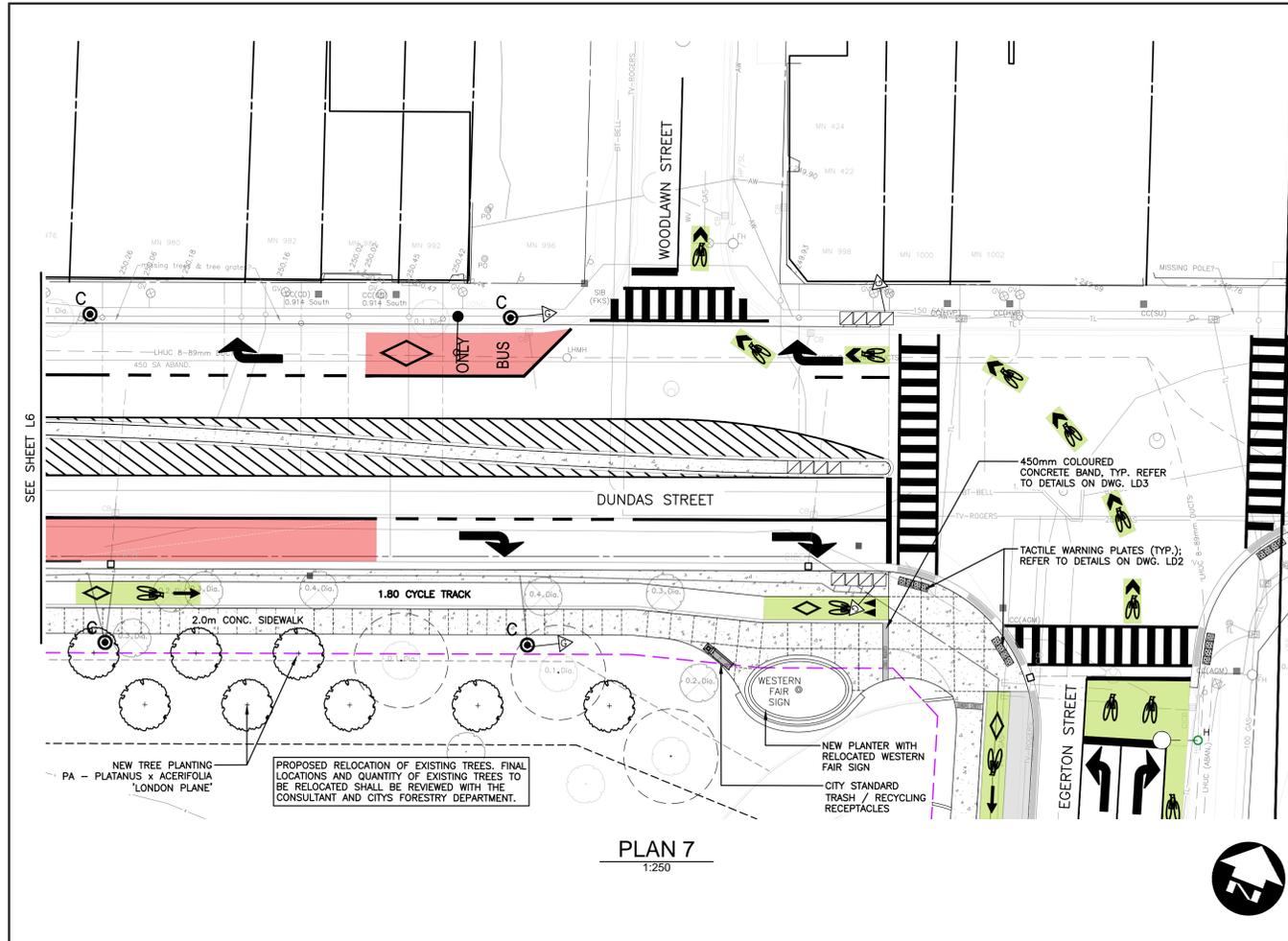
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					DRAWN BY	AMP	2	ISSUED FOR 90% REVIEW	JUL 15 2022
					CHECKED	KSP			
					APPROVED				
					DATE	JULY 2022			

<p>London, Ontario 519.873.0510</p>		<p>PLAN • SURVEY • ENGINEER</p>	<p>CORPORATION OF THE CITY OF LONDON</p>	<p>SCALE</p> <p>SCALE = 1 : 250</p> <p>2.5 0 5</p> <p>(FULL SIZE)</p>	<p>RAPID TRANSIT & INFRASTRUCTURE IMPROVEMENTS - EAST LINK</p> <p>LANDSCAPE PLAN DUNDAS STREET</p>	<p>PROJECT No. 203455</p> <p>SHEET No. LP6</p> <p>PLAN FILE No.</p>
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LEGEND

GENERAL

- PROPERTY LINE / RIGHT OF WAY
- STREET ALIGNMENT AND STATIONING

PAVING

- NEW DETECTABLE WARNING PLATES
- NEW CONCRETE PAVING
- NEW EXPOSED AGGREGATE PAVING
- NEW COLORED CONCRETE WITH STREET NAME ENGRAVING
- EXPANSION JOINT
- CONTROL JOINT (SAW CUT)

SITE FURNITURE

- NEW TRASH RECEPTACLE
- NEW RECYCLING RECEPTACLE
- NEW BIKE POST
- NEW BENCH
- NEW TYPE 2 TREE GRATE & TYPE 2 GUARD
- NEW TYPE 1 TREE GRATE & TYPE 1 GUARD

PLANTING

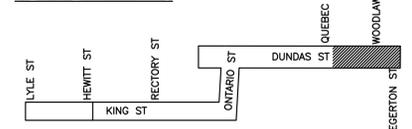
- EXISTING TREE
- NEW DECIDUOUS TREE
- NEW SOIL CELL (LAYOUT TBD)
- TREE PROTECTION FENCING
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PO	Platanus x acerifolia (Morton Circle)
SR	Syringia reticulata 'Ivory Silk'
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AI	Amelanchier laevis (multi-3 stem)
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KEY PLAN - NTS



NOTES

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					CHECKED	KSP				
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<p>LONDON, ONTARIO 519.873.0510</p>	<p>DILLON CONSULTING</p>	<p>AGM PLAN • SURVEY • ENGINEER</p>	<p>CORPORATION OF THE CITY OF LONDON</p>	<p>SCALE</p> <p>SCALE = 1 : 250</p> <p>2.5 0 5</p> <p>(FULL SIZE)</p>	<p>RAPID TRANSIT & INFRASTRUCTURE IMPROVEMENTS - EAST LINK</p> <p>LANDSCAPE PLAN DUNDAS STREET</p>	<p>PROJECT No. 203455</p> <p>SHEET No. LP7</p> <p>PLAN FILE No.</p>
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Heritage Impact Assessment: 1156 Dundas Street, London, Ontario

East London Link Bus Rapid Transit and Infrastructure Improvements

Corporation of the City of London

60641691

December 2022

Statement of Qualifications and Limitations

The attached Report (the “Report”) has been prepared by AECOM Canada Ltd. (“AECOM”) for the benefit of the Client (“Client”) in accordance with the agreement between AECOM and Client, including the scope of work detailed therein (the “Agreement”).

The information, data, recommendations and conclusions contained in the Report (collectively, the “Information”):

- is subject to the scope, schedule, and other constraints and limitations in the Agreement and the qualifications contained in the Report (the “Limitations”);
- represents AECOM’s professional judgement in light of the Limitations and industry standards for the preparation of similar reports;
- may be based on information provided to AECOM which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context;
- was prepared for the specific purposes described in the Report and the Agreement; and
- in the case of subsurface, environmental or geotechnical conditions, may be based on limited testing and on the assumption that such conditions are uniform and not variable either geographically or over time.

AECOM shall be entitled to rely upon the accuracy and completeness of information that was provided to it and has no obligation to update such information. AECOM accepts no responsibility for any events or circumstances that may have occurred since the date on which the Report was prepared and, in the case of subsurface, environmental or geotechnical conditions, is not responsible for any variability in such conditions, geographically or over time.

AECOM agrees that the Report represents its professional judgement as described above and that the Information has been prepared for the specific purpose and use described in the Report and the Agreement, but AECOM makes no other representations, or any guarantees or warranties whatsoever, whether express or implied, with respect to the Report, the Information or any part thereof.

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Revision History

Rev #	Revision Date	Revised By:	Revision Description
0	July 2021	Liam Ryan/Tara Jenkins	Review draft report
1	March 2022	Jeremy Parsons	Revisions to draft report
2	June 2022	Jeremy Parsons	Revisions in response to City of London Heritage Planner comments
3	December 2022	Liam Ryan	Revisions to draft report

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Appendices

- Appendix A. Photographs
- Appendix B. Map of the 50% Detailed Design and the Subject Property

1. Introduction

1.1 Project Context

AECOM Canada Ltd. (AECOM) was retained by the City of London to complete a Heritage Impact Assessment (HIA) for 1156 Dundas Street (the ‘Subject Property’) as part of the work being completed for the East London Link of the proposed London Bus Rapid Transit (BRT) system (the ‘project’). At the onset of the Rapid Transit Master Plan (RTMP) process, the proposed route was a 24-kilometre BRT system that comprised of four segments, combined into two operation routes: the north/east corridor and the south/west corridor, with 38 bus stops in total. The BRT system was approved by the City of London Council through the RTMP in July 2017. The second stage of the process was completed using the *Transit Project Assessment Process* (TPAP) under Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings. As part of the TPAP, an Environmental Project Report (EPR) was completed in 2019. Since the commencement of the TPAP, there has been refinement of the BRT network through the development and evaluation of alternative design options, public and stakeholder consultation, and the identification of impacts on the environment.

As a support document to the EPR, a Cultural Heritage Screening Report (CHSR) authored by WSP was finalized in 2019. The CHSR was written to establish a developmental history of the proposed BRT Study Area. The CHSR identified properties with recognized and potential cultural heritage value or interest that may be impacted by the project. The screening criteria of the Ministry of Citizenship and Multiculturalism (MCM) *Criteria for Evaluating Potential Built Heritage Resources and Cultural Heritage Landscapes* and the 40-year threshold were used to identify potential cultural heritage resources, not on the City of London *Register of Cultural Heritage Resources* (‘the Register’). With the recommendation of London’s Community Advisory Committee on Planning (CACP, formally London’s Advisory Committee on Heritage [LACH]), Municipal Council added 347 potential cultural heritage resources to the Register (“listed” status).

In October 2018, the TPAP process was paused in a “Time Out” Process to strengthen the project’s cultural heritage strategy. A total of 67 potential cultural heritage resources were identified as having potential cultural heritage value or interest and were determined to potentially be directly impacted by the construction of the BRT.

To date, the cultural heritage work has been completed with consultation with the City of London Heritage Planners, CACP, and MCM. The EPR document for the BRT recommends HIAs for properties potentially impacted by the project post-TPAP, in the Preliminary Design phase. The EPR states that during Preliminary Design, mitigation measures will be addressed to minimize impacts to heritage properties.

As of March 2022, the City of London is in the Preliminary Design phase for the East London Link portion of the BRT system. The East London Link will revitalize more than 6 km of road from Downtown to Fanshawe College. The project will add rapid transit and transportation improvements including transit links to the City’s eastern industrial employment areas. At the same time, the City will repair and replace aging sewers and watermains. This corridor has been proposed to accommodate current and future traffic demands, support dedicated transit implementation, and have regard for both pedestrians and cyclists.

Currently, the East London Link Phasing Plan is comprised of four design segments:

- Design Segment 1 – King Street at Wellington Street to King Street at Lyle Street
- Design Segment 2 – King Street at Lyle Street to Dundas Street at Quebec Street
- Design Segment 3 – Dundas Street at Quebec Street to Highbury Avenue North at Oxford Street East
- Design Segment 4 – Highbury Avenue North at Oxford Street East to Fanshawe

The following HIA for 1156 Dundas Street is based on the 90% Detailed Design for East London Link which is in Design Segment 3. As 1156 Dundas Street is a designated heritage property, the CHSR recommended that an HIA be completed for this property if it is to be directly adversely impacted by the project. Therefore, based on the 90% Detailed Design, the property will be impacted by the project and the HIA will determine how the cultural heritage value or interest of the property may be impacted by the project. The HIA was developed in consultation with the City of London Heritage Planner, Kyle Gonyou. In addition, this HIA includes input from the Project Team, including Dillon Consulting Limited.

1.2 Location and Physical Description of the Subject Property

1.2.1 Location

The Subject Property is located at the municipal address of 1156 Dundas Street (**Figure 1** and **Figure 2**). It was built as the McCormick's Biscuit and Candy Factory and is referred to as the "McCormick's Factory" in this HIA. The property is considered a former industrial site, located in East London, which is considered London's historical Smokestack District.

The Subject Property is bound by Dundas Street to the south; McCormick Boulevard to the west; Ashland Avenue to the east; and a commercial and residential complex to the north. Historically, the Subject Property is located in the southwest corner of Lot 9, Concession 1, Township of London, Middlesex County, Ontario. Today, the property is known as Lots 98-106, Part Blocks B and F on Plan 494.

Today, the area surrounding the Subject Property is primarily residential to the east and north of the property and industrial to the west and south of the property.

1.2.2 Physical Description

The Subject Property is approximately 5.3 hectares in size and irregular in shape. The property represents a 20th century industrial complex containing the McCormick's Factory. The main building of the McCormick's Factory consists of a five-storey, "E" shaped structure, clad in glazed white terracotta, and centered between McCormick Boulevard and Ashland Avenue. The factory was designed by the local architectural firm Watt and Blackwell and built in 1913/1914. Subsequent additions throughout the early to mid-20th century were added to the main building however, the additions were not considered heritage attributes of the building (see **Section 4** for the Statement of Cultural Heritage Value). Currently, the building remaining on the Subject Property consists of the 1913/1914 main building (minus the east rear wing), two post-1950s additions between the wings at the rear of the building, and the post-1950s front addition.

Surrounding the building within the Subject Property are large concrete surface parking lots, scrublands, and mature trees. The front of the property is dominated by the 1913/1914 factory building centred in the block with an unmaintained lawn and some mature trees. The rear of the property is dominated by scrublands, construction debris, and concrete surface parking lots. There are a number of entrances that allow access to the Subject Property, although many are currently blocked off.

The factory operated as a biscuit and candy factory until 2006 and the building has been vacant since 2008.

1.3 Summary of Property Impacts at 1156 Dundas Street

The 90% Detailed Design is not anticipated to directly adversely impact the cultural heritage value and associated heritage attributes of the Subject Property at 1156 Dundas Street. While portions of the Subject Property will be

acquired through land acquisition to accommodate the infrastructure improvements including a transit lane on Dundas Street that permits right turns onto McCormick Boulevard, a dedicated bus stop platform, sidewalk and curbs, this incursion causing land disturbance will not directly adversely impact the cultural heritage value. The design avoids impact to the main building of the McCormick's Factory and its heritage attributes. The proposed location of the bus stop platform, which consists of a primarily of glass/aluminium framing bus shelter and an amenities cabinet module will not adversely obstruct the view of the façade of the McCormick's Factory or the view of the main entrance. The proposed work has the potential to cause an indirect vibration impact to the post-1950s front wing addition of the McCormick's Factory, a non-heritage attribute of the Subject Property. Given its attachment to the heritage building, vibration impacts should be monitored during construction.

For the full impact assessment see **Section 6** of this HIA. Mitigation measures have been proposed in **Section 7**.

1.4 Property Owner

The property is currently owned by McCormick Villages Inc, a subsidiary of Sierra Construction Inc.

1.5 Current Cultural Heritage Status of the Subject Property

The Subject Property is designated by the City of London under Part IV of the *Ontario Heritage Act* as a property of cultural heritage value or interest under By-law No. L.S.P.-3441-366.

While the property as a whole is designated under the *Ontario Heritage Act*, the cultural heritage value and interest of the Subject Property is located entirely on the portion of the property that contains the existing five storey, "E" shaped, factory building built in 1913/1914. The by-law's list of heritage attributes does not include building additions, to a specific parcel size, landscaping features, pathways, recreation areas, vegetation, the former baseball park, bowling greens, tennis court or the former croquet ground. Further, it should be noted that the original landscape features are no longer extant.

Recently, an application for a Plan of Subdivision (39T-21508) has been submitted for the heritage designated property at 1156 Dundas Street, located within the McCormick Area Secondary Plan 20.8. The property at 1156 Dundas Street is proposed to be divided into four blocks (Blocks 1-4). An HIA (Zelinka Priamo Ltd., 2021) was submitted as part of the application for the Plan of Subdivision.

Amendment to the legal description of the heritage designating by-law for the property at 1156 Dundas Street, limiting it to the block containing the 1913-1914 McCormick's Factory building, is anticipated should the Plan of Subdivision be approved. At the time of this HIA, the Plan of Subdivision is still under municipal review.

1.6 Potential Heritage Conservation District

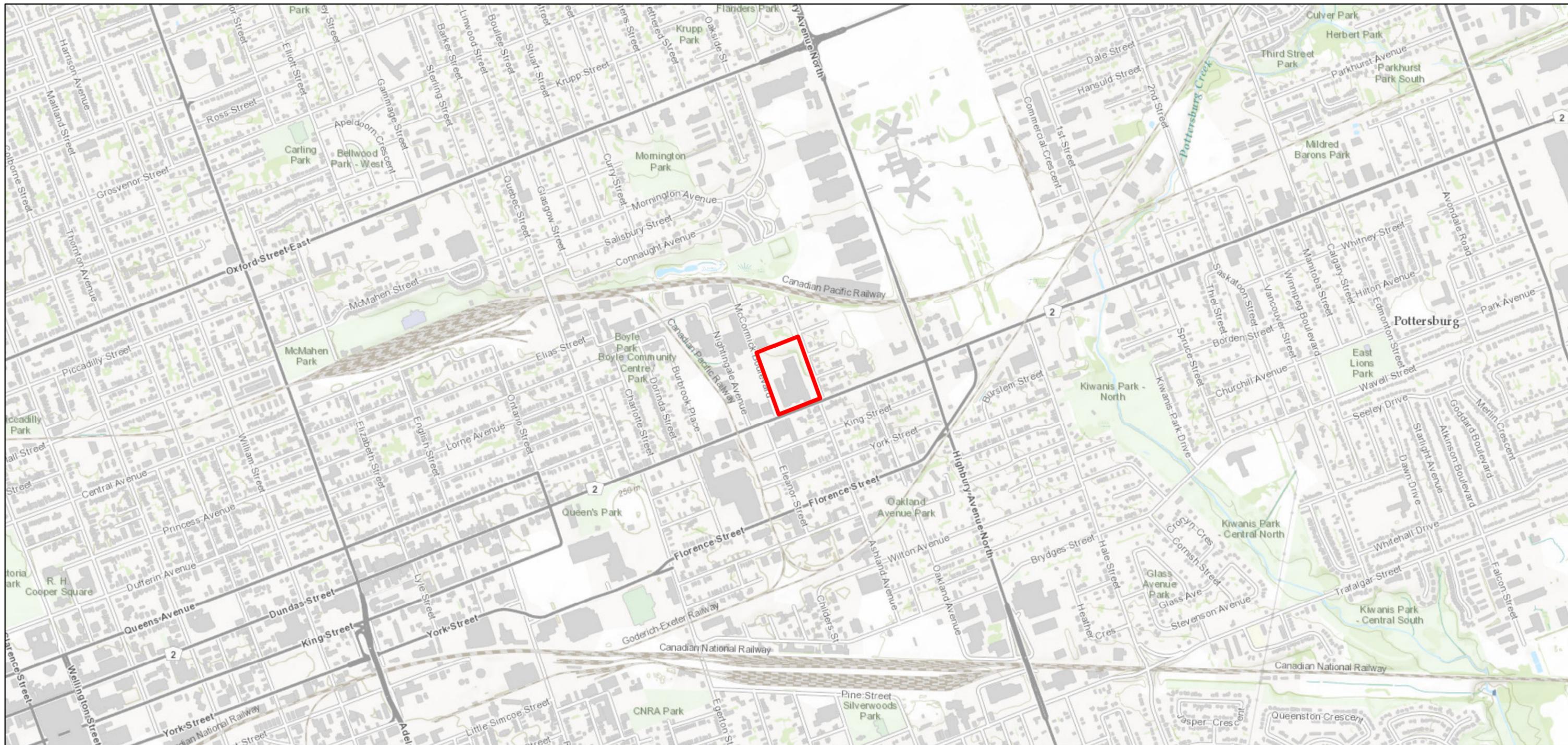
The Subject Property is within an area that has been identified as a potential heritage conservation district (HCD) within the *Heritage Places 2.0: A Description of Potential Heritage Conservation Areas* in the City of London.

The proposed "Smokestack District" comprises of the industrial area situated south of the Canadian Pacific Railway lines and east of Ashland Avenue. Florence Street, Kellogg Lanes and Burbrook Place loosely form the southern and western edges of the area.

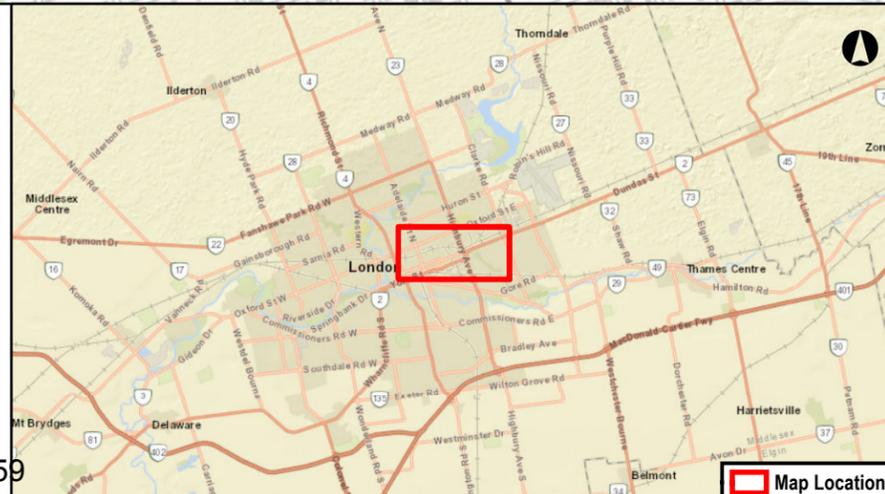
1156 Dundas Street, the Subject Property, is listed as a notable property in the proposed district as one of the intact examples of early 20th century factory complexes in the City of London. 1156 Dundas Street (circa 1914) is referred

to as the McCormick Manufacturing Company building designed by the architectural firm Watt & Blackwell. McCormick's was one of the largest employers in London and remains a major architectural landmark on Dundas Street.

An HCD study has not been completed for this potential HCD, and it is unknown when one will be completed.

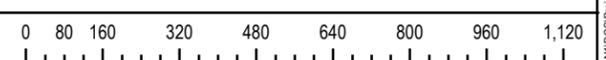


Legend
 Subject Property



**HERITAGE IMPACT ASSESSMENT
 1156 DUNDAS STREET
 CITY OF LONDON RT - EAST LINK**

Location of the Subject Property



Meters
 DATUM: NAD 1983 UTM Zone 17N

February 2022 1:15,000
* when printed 11"x17"

Source: MNR 2020
 Image: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

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Figure 1

This drawing has been prepared for the use of AECOM's client and may not be used, reproduced or relied upon by third parties, except as agreed by AECOM and its client, as required by law or for use by governmental reviewing agencies. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that modifies this drawing without AECOM's express written consent.

 Map Location

Map location: \\na.aecocom.com\GIS\AECOM\London-CALON\GIS\Projects\60641691_Col_RT_East Link\159_CAD_091920_029_GIS_Graphics\Design\1_Report\SHA\1156 Dundas\MXD_06641691_Fig_1_159Dundas.mxd Date saved: 24/02/20 2:26:27 PM User Name: chait

1.7 Methodology

This HIA adheres to the guidelines and content layout in the MCM *InfoSheet #5 Heritage Impact Assessment and Conservation Plans* as part of the *Ontario Heritage Tool Kit* (2006). This HIA address impacts to the Subject Property, specifically along Dundas Street, the southern boundary of the property between McCormick Boulevard and Ashland Avenue.

For the purpose of this HIA, AECOM undertook the following key tasks:

- Reviewed appropriate background documents including the:
 - *Cultural Heritage Screening Report: London Bus Rapid Transit System*. (WSP Canada Inc., Final February 27, 2019).
 - *Heritage Impact Statement: McCormicks Factory 1156 Dundas Street, London, Ontario* (Golder Associates., June 23, 2015).
 - *Heritage Impact Statement: McCormick's Biscuit Company- 1156 Dundas Street, City of London (Zelink Priamo Ltd., September 27, 2021)*
 - *Secondary Plan 20.8, McCormick Area, May 2017*
- Consulted with the City of London Heritage Planner to confirm the scope of the HIA;
- Conducted a field review to document the existing conditions of the Subject Property from the public right-of-way on August 18, 2021, and March 21, 2022;
- Identified and prepared a description of the proposed undertaking;
- Assessed the proposed development impacts, based on the 90% Detailed Design, on the cultural heritage value and heritage attributes of the Subject Property;
- Prepared mitigation options and mitigation measures with recommendations to avoid or reduce any negative impacts to the Study Area.

This HIA was completed by a team of AECOM's Cultural Resource Management staff including Liam Ryan (Cultural Heritage Planner), Jeremy Parsons (Cultural Heritage Specialist), Tara Jenkins (Cultural Heritage Specialist, Lead), and Adria Grant (Associate Vice President, Impact Assessment and Permitting). The HIA was developed in consultation with the City of London Heritage Planner, Kyle Gonyou. In addition, this HIA includes input from Project Team, including Dillon Consulting Limited, responsible for the Project's detailed design in Segment 3.

1.8 Community Engagement

The subsection below includes a summary of the consultation activities, as well as relevant consultation and feedback undertaken for the development of this HIA.

1.8.1 Stakeholder Engagement

For the purposes of this HIA, community engagement involved contacting the City of London to document any municipal or local level heritage impact assessment provisions that should be included in this HIA. Kyle Gonyou verified that the City of London currently does not have a Terms of Reference for the preparation of HIAs.

Table 1: Results of Stakeholders Engagement

Contact	Contact Information	Date	Notes
Peter McAllister, Partner, Dillon Consulting Limited	pmcallister@dillon.ca	April 11, 2022	Peter provided AECOM with an update of anticipated impacts to the property at the 50% Detailed Design stage. Peter also confirmed that direct building impacts are not anticipated on the property, including no impact to the post-1950s front addition. Peter confirmed there is potential to shift the location of the bus stop platform west or east. Dillon is still reviewing with the City if the right turn lane at McCormick Boulevard can be removed. Therefore, Peter provided two additional potential bus stop platform locations to be assessed in this HIA.

This report will be reviewed by CACP and all input/feedback will be incorporated into the final draft of this HIA.

2. Policy Framework

The authority to request an HIA arises from the *Ontario Heritage Act*, Section 2(d) of the *Planning Act*, the Provincial Policy Statement (2020) and the City of London's Official Plan: *The London Plan* (June 23, 2016).

2.1 Planning Act and Provincial Policy Statement

The *Planning Act* (1990) and the associated Provincial Policy Statement (2020) provide a legislative framework for land use planning in Ontario. Both documents identify matters of provincial interest, which include the conservation of significant features of architectural, cultural, historical, archaeological, or scientific interest. The *Planning Act* requires that all decisions affecting land use planning matters "shall be consistent with" the Provincial Policy Statement. In general, the Provincial Policy Statement recognizes that Ontario's long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral, cultural heritage, and archaeological resources for their economic, environmental, and social benefits.

Pursuant to Section 2.6 of the 2020 Provincial Policy Statement, Policy 2.6.1 states "Significant built heritage resources and significant cultural heritage landscapes shall be conserved." The 2020 Provincial Policy Statement issued under the authority of the *Planning Act* defines "conserved" as "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 designated and available for the purposes of this definition."

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 or site alteration that affects a cultural heritage resource. Using tools such as heritage impact assessments, municipalities and approval authorities can further enhance their own heritage preservation objectives.

Furthermore, a policy in Section 2.6 of the 2020 Provincial Policy Statement, Policy 2.6.3, states "Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it had been demonstrated that the heritage attributes of the protected heritage property will be conserved."

2.2 Ontario Heritage Act

The *Ontario Heritage Act* enables municipalities and the province to designate individual properties and/or districts as being of cultural heritage value or interest. municipality may also "list" a property or include a property on a municipal register that has not been designated but is believed to be of cultural heritage value or interest.

Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest (O. Reg. 9/06) outlines the requirements and criteria that municipalities must use to determine whether a property has cultural heritage value or interest at the municipal level. This regulation was created to ensure a consistent approach to the identification of heritage properties under the *Ontario Heritage Act*. A property must meet at least one of the criteria outlined in the regulation to be considered a property of cultural heritage value or interest at the municipal level.

Ontario Regulation 10/06 provides the Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance (O. Reg. 10/06) outlines the requirements and criteria that the province must use to determine whether a property has cultural heritage value or interest at the provincial level. This regulation was created to ensure a

consistent approach to the identification of heritage properties under the *Ontario Heritage Act*. A property must meet at least one of the criteria outlined in the regulation to be considered a property of cultural heritage value or interest at the provincial level.

A Heritage Alteration Permit approval is required for the Subject Property pursuant to Section 33 of the *Ontario Heritage Act*. Section 33 of the *Ontario Heritage Act* outlines the process under which proposed alterations, demolition, or removal of properties designated under Part IV must follow, including the statutory process for appeals.

2.3 The London Plan

The London Plan, the City of London's Official Plan, is the City of London's new Official Plan. *The London Plan* sets out a new approach for planning in London which emphasizes growing inward and upward, so that the City can reduce the costs of growth, create walkable communities, revitalize urban neighbourhoods and business areas, protect farmlands, and reduce greenhouse gases and energy consumption. The plan sets out to conserve the City's cultural heritage and protect environmental areas, hazard lands, and natural resources.

Specifically related to heritage conservation, *The London Plan* outlines a number of policies related to the conservation of cultural heritage resources within the city. The following General Cultural Heritage Policies are applicable to this project:

(565_) New development, redevelopment, and all civic works and projects on and adjacent to heritage designated properties and properties listed on the Register will be designed to protect the heritage attributes and character of those resources, to minimize visual and physical impact on these resources. A heritage impact assessment will be required for new development on and adjacent to heritage designated properties and properties listed on the Register to assess potential impacts and explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resource and its heritage attributes.

(566_) Relocation of cultural heritage resources is discouraged. All options for on-site retention must be exhausted before relocation can be considered.

(567_) In the event that demolition, salvage, dismantling, relocation or irrevocable damage to a cultural heritage resource is found necessary, as determined by City Council, archival documentation may be required to be undertaken by the proponent and made available for archival purposes."

(568_) Conservation of whole buildings on properties on the Register is encouraged and the retention of facades alone is discouraged. The portion of a cultural heritage resource to be conserved should reflect its significant attributes including its mass and volume.

(569_) Where, through the process established in the specific Policies for the Protection Conservation and Stewardship of Cultural Heritage resources section of this chapter and in accordance with the Ontario Heritage Act, it is determined that a building may be removed, the retention of architectural or landscape features and the use of other interpretive techniques will be encouraged where appropriate.

(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.

(590_) Where a property has been identified on the Register and an application is submitted for its demolition or removal, the Heritage Planner and the Clerks Department will be notified in writing immediately. A demolition permit will not be issued until such time as City Council has indicated its

approval, approval with conditions, or denial of the application pursuant to the Ontario Heritage Act. Council may also request such information that it needs for its consideration of a request for demolition or removal.

(591_) Where a heritage designated property or a property listed on the Register is to be demolished or removed, the City will ensure the owner undertakes mitigation measures including a detailed documentation of the cultural heritage features to be lost and may require the salvage of materials exhibiting cultural heritage value for the purpose of re-use or incorporation into the proposed development.

2.3.1 McCormick Area Secondary Plan 20.8

Council adopted the Secondary Plan on December 8, 2015, and it was amended on May 30, 2017 (OPA 654).

The McCormick Area Secondary Plan area is one of the few remaining areas within the urbanized area of London that permits industrial uses. The Secondary Plan identifies a number of properties which contribute to the industrial character of the area including the former McCormick's Factory at 1156 Dundas Street, which is considered unique to the Secondary Plan area as it is the only property designated Part IV under the *Ontario Heritage Act*.

Policy 20.8.3.3. outlines the cultural heritage policies of the Secondary Plan. Conserving the industrial heritage character is a fundamental principle of the McCormick Area Secondary Plan.

The following policies will ensure that the industrial heritage character is considered and conserved where practicable in the McCormick Area Secondary Plan area.

- a) Properties of potential cultural heritage significance will continue to form essential elements of the physical character of the area. In this regard, the City will seek the retention, conservation, rehabilitation, reuse and restoration of cultural heritage resources.
- b) Adaptive reuse of former industrial buildings will be encouraged to retain the industrial heritage character of the area.
- c) Development adjacent to heritage resource(s) shall achieve a compatible relationship with the cultural heritage resource(s) and their context through the consideration of such matters as, but not limited to, building height, massing, scale, setbacks, stepbacks, roof line, materials and architectural design.
- d) Demolition of cultural heritage resources will be strongly discouraged, and a Heritage Alteration Permit will be required to permit alterations to properties designated under the *Ontario Heritage Act*.
- e) The McCormick Area Secondary Plan area has a concentration of cultural heritage resources that reflect London's industrial heritage. This area merits consideration as a potential future HCD designated under Part V of the *Ontario Heritage Act* and/or as a Cultural Heritage Landscape.

2.3.2 Municipal Heritage Alteration Permit

Heritage Alteration Permit approval is required for changes that are likely to affect any of the property's heritage attributes in compliance with Section 33(1), Section 41(2.1), and Section 42(2.1) of the *Ontario Heritage Act*. Consultation with the CACP is required, and Municipal Council may decide to approve, approve with terms and conditions, or refuse the Heritage Alteration Permit application. The refusal of a Heritage Alteration Permit, or the terms and conditions on the approval of a Heritage Alteration Permit, may be appealed to the Ontario Land Tribunal.

Given that no direct alterations are proposed to the building itself or any of the property's identified heritage attributes, a Heritage Alteration Permit would not be required for the proposed project impacts.

2.3.3 Municipal Demolition Permit

The City of London Demolition Control by-law (CPOL.-333-324) outlines the process for applications for the demolition of properties designated under the *Ontario Heritage Act* in Section 4.2. Given there are no direct impacts to the Subject Property based on the 90% Detailed Design, a Demolition Permit is not required at this time.

3. Summary of Background Research and Analysis

For the full documentation of the background research on the Subject, Property refers to the *Heritage Impact Statement: McCormick's Factory, 1156 Dundas Street, London, Ontario*, completed by Golder in 2015. The following summarizes the research from the 2015 Heritage Impact Statement.

3.1 Site History – McCormick's Historical Overview

In 1858, Thomas McCormick (1830-1906), started a candy business, under the name Dominion Steam Confectionery and Biscuit Works on the north side of Dundas Street between Clarence and Wellington streets. The original McCormick Biscuit Company factory was designed by architect Samuel Peters and built in 1878. In 1879, the business was reorganized as the McCormick Manufacturing Company Limited, located at the corner of Dundas and Wellington streets.

In 1912, the City annexed about 1,800 acres of land which included the future location of the McCormick's factory. In 1913, the City offered to buy the McCormick factory at Dundas and Wellington streets and provide new land in London East, thus providing an incentive for the factory to stay in London.

In 1913 the new factory was built at 1156 Dundas Street, the current Subject Property. The McCormick factory was designed by the local architectural firm of Watt and Blackwell. The factory design follows the standard practice of reinforced concrete columns and concrete slab floors. The most visible characteristic of the McCormick building's design was that the exterior wall brick was hidden behind glazed terra cotta on the front façade but the exterior brick was visible at the rear of the building. The white terra cotta was used to promote the company; the factory described as "Our New Snow White Sunshine Biscuit and Candy Factory". The company name on the building was also cast in terra cotta. Glazed architectural terra cotta was a moulded ceramic that was decorative, weatherproof, and somewhat costly finish. The use of this cladding material is rare in London. The terra cotta material was supplied by the Architectural Terra Cotta Co. in New York City.

The McCormick building opened in 1914 as a five storey building with four floors of factory space and a fifth floor as an office penthouse. Factory wings at the rear of the building gave it an "E" shaped plan. The wings contained the production and warehouse functions. Gaps were between the wings which gave light and ventilation. The gaps also contained the rail sidings to facilitate transfer with the shipping rooms.

In front of the building along Dundas Street, there was formal landscaping containing lawns, trees, flower beds, and shrubs. At the rear of the building, about 150 feet from the main factory, was a powerhouse that housed five boilers. A tall chimney was built adjacent to the powerhouse sometime between 1926 and 1958. Based on **Image 1**, at least three additions were built between 1922 and 1958 and at least five were built after 1958¹.

In 1926, the McCormick Manufacturing Company Limited purchased its main competitor in London and the newly organized company was renamed the Canada Biscuit Company. Afterward, the name changed to McCormick's Biscuits and Candies, then to McCormick's Limited. The company was purchased in the Great Depression by George Weston Limited (Weston). The late 20th century was the largest period of growth at McCormick's. In 1990, Weston sold the company to Culinar Incorporated.

¹ This dating is based on the April 1922 and June 1958 Fire Insurance Plans

In 2006, the factory shut down when Beta Brands Incorporated was operating the company. In 2014, the Subject Property at 1156 Dundas Street was designated under Part IV of the *Ontario Heritage Act*. In 2015, this property was included in the McCormick Secondary Plan. Currently, the cultural heritage value or interest in the property is located entirely in the portion of land containing the five storey, “E” shaped factory building.

**Image 1: Site Plan based overlaid on a 2011 Aerial Photograph
(Adapted by AECOM from Golder, 2015)**



Image 2: Remaining Building overlaid on Current Aerial Photography (Adapted by AECOM, 2022)



4. Statement of Cultural Heritage Value

4.1 City of London By-law No. L.S.P-3441-366

The city of London By-law No. L.S.P-3441-366, which designated 1156 Dundas Street East under Part IV of the *Ontario Heritage Act* provides a description of the property, a statement of cultural heritage value or interest, and list of heritage attributes.

The following Statement of Cultural Heritage Value is verbatim from the designation by-law:

Description of the Property

The property consists of a five storey, "E" shaped, main building built in 1913 located at 1156 Dundas Street, between McCormick Boulevard on the west and Ashland Avenue on the east in the City of London on Lots 98 – 106, Part Blocks B and F on Plan 494. Subsequent additions have been made to the original structures, but the designation statement does not apply to these with respects to architectural features.

Statement of Cultural Heritage Value or Interest

Built as the McCormick's Biscuit Company, this structure retains importance for its historic association with Thomas McCormick and family who played significant roles in London's economic and cultural development. Architecturally, it is one of the few remaining examples of the early modern industrial style in London with some unique features adding to its importance. Contextually, the former factory illustrates the relationship of the building to the industrial growth of the city and the role the factory played for the east London community.

Thomas McCormick came to London from Ireland as a young man. In 1858, he opened a small shop on Clarence Street and began to make and sell candy. Success forced a move to larger premises on Dundas Street and then to Wellington and Dundas, the site, later, of Hotel London. McCormick Senior founded the McCormick Retirement Home in London. In 1906, Thomas McCormick Sr. died, and the business was taken over by his sons, including Thomas Jr. By 1912, a larger and more efficient plant was needed. Thomas McCormick Jr. largely designed the new plant after visiting over a hundred biscuit and candy factories in Europe and the United States. What he, and the London architectural firm of Watt and Blackwell, created was considered to be one of the finest and most sanitary factories in North America. In 1914, the new plant was opened in East London on more than 100 acres of farmland, called Priests Swamp on old maps.

Constructed by the firm of Frost and Winchester, Windsor, the building featured the early use of the Kahn System of reinforced steel encased in concrete in the London area. Albert Kahn was one of the great industrial architects of the early twentieth century and his brother, Julius, established the Trussed Concrete Steel Company in Walkerville. Considered fireproof, the building is constructed of reinforced concrete, its outside walls were brick construction faced with white glazed terra cotta, also relatively unique in London. With windows making up about 68 per cent of the outside walls the plant was exceptionally well lit and ventilated. It was described in company brochures as a "sunshine palace" and a "Palace of Sweets". The total floor space of almost 10 acres was occupied by as many as 1000 workers producing 135,000 pounds of candy and 100,000 pounds of biscuits in a regular working day.

The McCormick's Factory was meant to be a model factory illustrating state of the art features of factory design and included features such as the provision of a baseball park, bowling greens, a tennis court and croquet grounds for the enjoyment of the workers.

In 1927, McCormick's Ltd. amalgamated with D.S. Perrin to form the Canada Biscuit Company. Thereafter the ownership changed several times. Regardless of ownership, the factory remained a notable landmark in Old East London and is one of several district structures exemplifying the industrial growth of the city into this area.

Heritage Attributes

Key exterior attributes that embody the cultural heritage value of the former McCormick's Factory as a unique example of early 20th century industrial architecture in London include:

- *Rectangular massing set back approximately 18 m from Dundas Street, with east and west pavilions of four stories and the central projection of five stories; dimensionally, its length across the front, Dundas Street, façade is approximately 10 m, with a depth of varying dimensions, from 43 m on the west, to 34 m in the centre. (Later additions to the original factory are not identified as having heritage interest worthy of preservation.)*
- *White cladding has been applied to define and delineate façade features including a pilaster like effect from ground level to cornice line and to frame window openings on the front, east and west facades. The pattern of the cladding is worthy of preservation in the event a substitute material is applied. Beneath the window sills are rectangular panels with a slightly raised border.*
- *Along the Dundas façade, window openings on each floor form a pattern of five openings on the east and west bays, four between each bay, three in the central bay. One full opening is present on the sides of each projecting bay with a smaller single window at the point where the bay meets the main structure.*
- *A main entrance canopy is supported by chains; box like pendants on the canopy feature the letters M and C on the outer faces; secondary entrances to the east and west on the front façade have similar, but smaller, canopies.*

5. Assessment of Existing Conditions

5.1 Introduction

A field review of the Subject Property was undertaken by Liam Ryan, Cultural Heritage Planner, with AECOM on August 18, 2021, to document the structures and landscapes that will be impacted as part of the work being completed for the project. Additional photographs were taken on March 21, 2022, by Tara Jenkins. The field reviews for this HIA were conducted from the public right-of-way. In addition, to the field photographs in the following section, select photographs from the August 2021 and March 2022 field reviews are also provided in **Appendix A**.

5.2 Description of Surrounding Context

The Subject Property includes the 1913/1914 McCormick's Factory building which is located on the north side of Dundas Street in the City of London. The Subject Property is irregular in shape, approximately 5.3 hectares in size.

The property continues to represent a 20th century industrial complex located within London's historical Smokestack District. The property consists of a five-storey, "E" shaped main building built in 1913/1914 centered between McCormick Boulevard and Ashland Avenue. Subsequent additions throughout the early to mid-20th century were added to the main building; however, many have since been removed. Currently only the 1913/1914 main building (minus the east rear wing), two post-1950s additions between the wings at the rear of the building and the 1950s front addition are still extant.

Surrounding the building within the Subject Property is large concrete surface parking lots, scrublands, and mature trees. The front of the property is dominated by the 1913/1914 factory building centred in the block with an unmaintained lawn and some mature trees. The rear of the property is dominated by scrublands, construction debris, and concrete surface parking lots. There are a number of entrances that allow access to the Subject Property, although many are currently blocked off. The entire property is enclosed with barricade fencing.

Today, the surrounding area of the Subject Property is primarily residential to the east and north, and industrial to the west and south. Adjacent to the Subject Property are some other former industrial buildings that are listed (non-designated) properties including 1152 Dundas Street, the Ruggles Truck Company (ca.1920) and 1153-1155 Dundas Street, the Jones Box & Label company (ca. 1919).

5.3 Property Description – Exterior

In 2022, at the time of the field review, the Subject Property currently consists of the vacant 1913/1914 McCormick's Factory building. The powerhouse and the chimney, which was located 150 feet north of the main factory, have been removed since 2015 (documented in the HIS completed by Golder). Furthermore, rear additions were removed between 2018-2020 including the two additions dating between 1922 and 1958 and two of the three were built after 1958. Recently the east wing of the 1913/1914 factory has been removed, thus removing the original "E" shaped plan.

5.3.1 The McCormick's Factory

The Subject Property consists of the McCormick's Factory that was originally built in 1913/1914 and several additions to the structure which were accumulated in the early to mid 20th century. Currently, only the original 1913/1914 structure, the 1950s infill between the wings on the rear of the property and the 1950s front addition are extant. The

factory originally had an “E” shaped plan, but after several additions and demolitions, the factory is currently an irregularly shaped plan. The east wing was originally used as a bakeshop.

5.3.1.1 South Elevation

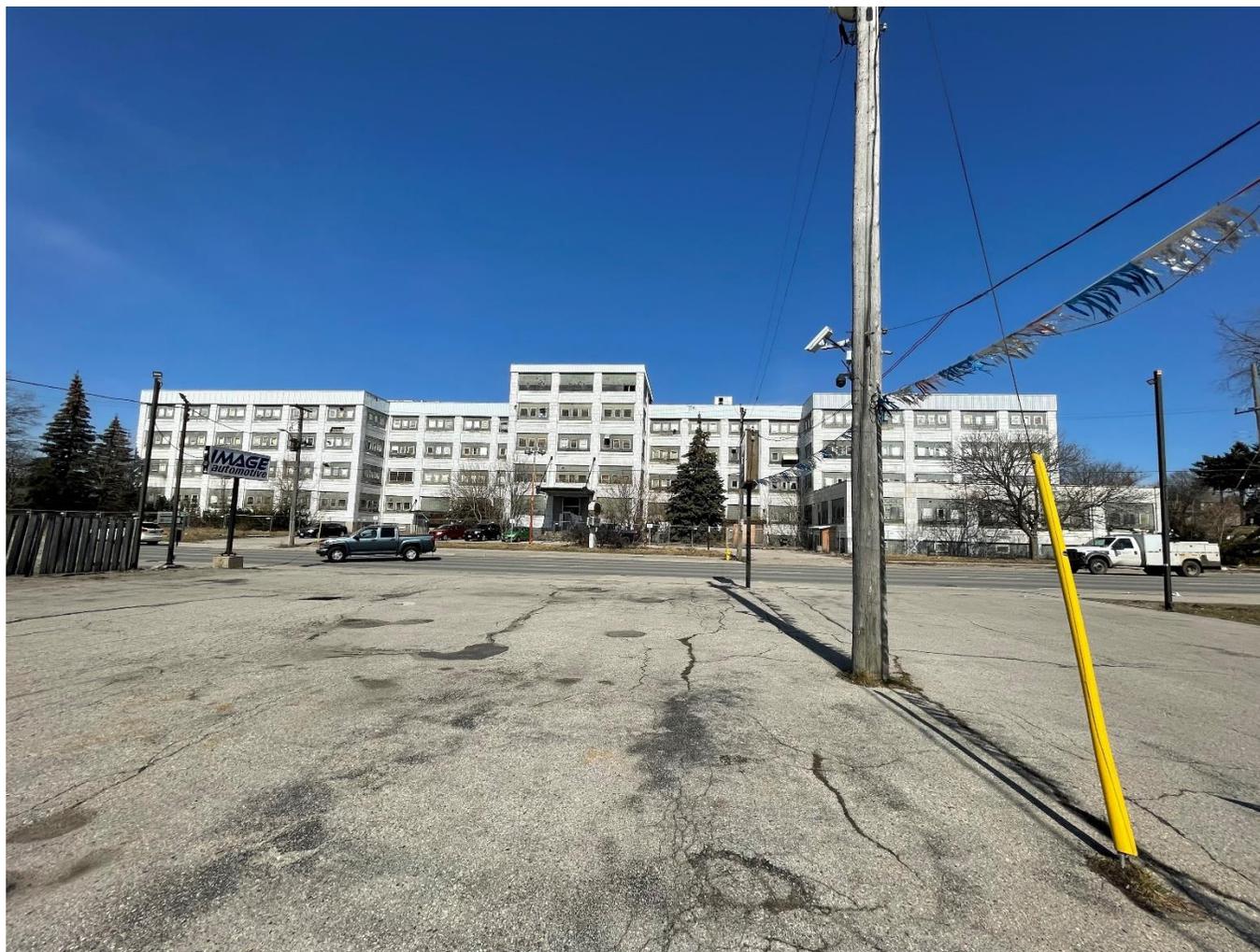
The south (front) elevation of the McCormick’s Factory faces Dundas Street (**Photograph 1**). The most distinguishing feature of the structure is the extensive use of glazed white terra cotta which creates a pilaster-like effect from ground level to the cornice line. The terra cotta on this elevation is clad over brick. It is in poor condition as there are cracks and missing pieces that indicate that the cladding is near the end of its functional life.

The windows are made of cast glass blocks and are partially boarded up with plywood. A number of the glass blocks on the south elevation are completely smashed or missing. Below the windows are rectangular panels with slightly raised borders. The south elevation of the structure contains five window openings² on the east bay and six window openings on the west bay, four window openings between each bay and three window openings in the central bay. One full opening is located on the sides of each projecting bay and a small single window where the bay meets the main structure.

The building contains three entrances on the south elevation. The central and largest entrance on the south elevation has a large, cantilevered canopy supported by chains from the building (**Photograph 7**). Stone steps lead up toward the main entrance (central entrance). The other two entrances are located to the east and west of the main entrance and both contain smaller canopies of a similar style (**Photograph 8** and **Photograph 9**).

The south elevation consists of a basement, four floors of factory space and above the centre entrance is a fifth-floor office penthouse (**Photograph 10**). The parapets have been capped with sheet metal coping, which replaced the previous parapet terra-cotta fenestration. In addition, the south elevation contains a post-1950s front addition that is attached to the projecting east bay (**Photograph 14**). The post-1950s front addition consists of a basement and one floor of workspace. The front wing was built to mirror the design of the 1913 structure through the incorporation of glazed terra-cotta. The windows are made of cast glass blocks and are all partially boarded up with plywood.

² A window opening is a set of three windows (see **Photograph 16**)



Photograph 1:
South elevation, looking northwest on Dundas Street (AECOM, 2022)

5.3.1.2 East Elevation

The east (side) elevation of the McCormick's Factory faces Ashland Avenue. It is separated into two distinct but connected sections: the south portion of the east elevation and the northern portion of the east elevation. The east elevation includes the post-1950s addition along Dundas Street, the original 1913/1914 factory building, and a post-1950s enclosed staircase addition on the northeast corner of the building's footprint.

The southern section of the east elevation contains the original 1913/1914 factory building and the post-1950s addition along Dundas Street. It is similar to the south elevation as it features extensive use of glazed terra cotta cladding (**Photograph 2**). The terra cotta on this elevation is in poor condition, there are signs of cracking or missing completely. This elevation shows a basement and four floors of factory space. The windows are made of cast glass blocks and are partially boarded up with plywood. Several of the glass blocks on the elevation are completely smashed or missing. Below the windows are rectangular panels with slightly raised borders. The east elevation contains generally five window openings on each floor. The parapet has been capped with sheet metal coping. The post-1950s front one-storey addition with a basement can also be seen from the east elevation (**Photograph 4**).

The northern section of the east elevation contains a post-1950s enclosed staircase addition on the northeast corner of the building's footprint. The northern section of the east elevation is clad in metal siding and exposed brick

(Photograph 3). The exposed brick located on the first and second storeys of the post-1950s enclosed staircase addition is a result of the demolition of a 1922-1958 addition (see **Image 1**). The demolition of the 1922-1958 additions have left a number of entrances and windows completely open to the elements. Above the second storey the elevation is clad in aluminum siding. Graffiti is prominent on the northern portion of the east elevation.



Photograph 2:
The southern section of the east elevation (AECOM, 2021)



Photograph 3:

The northern section of the east elevation and the east section of the north elevation (AECOM, 2021)



Photograph 4:
South elevation including the post-1950s addition, in relation to Dundas Street (AECOM, 2021).

5.3.1.3 North Elevation

The north (rear) elevation is separated into two distinct parts: the east portion of the north elevation and the west portion of the north elevation.

The east portion of the north elevation of the building is clad in aluminum siding above the second storey with exposed concrete on the first two storeys (**Photograph 3**). The exposed concrete located on the first and second storeys illustrates sections of the factory that have been demolished. The windows and garage doors on the ground floor of the north elevation are boarded up with plywood. Windows on the second floor are not boarded up with plywood and show signs of breaking and entering.

The west portion of the north elevation of the building is unlike the other elevations as the top two storeys of the rear feature the exterior red brick and concrete that is clad by terra cotta on the other elevations (**Photograph 5**). The exposed concrete on the first and second storeys illustrates sections of the factory that have been demolished. All the windows on the west end of the north elevation have either been covered with glass blocks or bricked over. The garage doors on the main floor are completely boarded up with plywood.

This elevation also includes views of the post-1950s addition between the original building of the west and centre rear wings.



Photograph 5:
West portion of the north elevation viewed from McCormick Boulevard (AECOM, 2022)

5.3.1.4 West Elevation

The west (side) elevation of the McCormick's Factory faces McCormick Boulevard and is similar to the south and east elevations, as the west elevation features the glazed terra cotta cladding. Like the other elevations, the terra cotta on this elevation is in poor condition and shows signs of cracking or some is missing completely. The west elevation depicts a basement and four floors of factory space. Four garage doors and two entranceways are located on the west elevation. A metal canopy is located above the four garage doors. Many of the windows are boarded up with plywood and surrounded by glass blocks. Below the windows are rectangular panels with slightly raised borders. A number of the glass blocks on the elevation are broken or missing. The current view of this elevation shows ten bays with window openings. Unlike the south and east elevation, the window openings do not all contain three windows. Some of the window openings contain only one window surrounded by glass blocks and some only include glass blocks. The parapet has been capped with sheet metal coping.



Photograph 6:
West elevation (AECOM, 2021)

5.4 Adjacent Heritage Properties

According to public records accessed by AECOM, the Subject Property is adjacent to seven (7) non-designated properties listed on the City of London's *Register of Cultural Heritage Resources*:

- 1152 Dundas Street
- 1153-1155 Dundas Street
- 1173 Dundas Street
- 1205 Dundas Street
- 414 Ashland Avenue
- 416 Ashland Avenue
- 418 Ashland Avenue

6. Impact Assessment

6.1 Description of the Proposed Project

The following description details the purpose for the development, the proposed works and graphical layout, and how the development impacts the Subject Property.

AECOM was retained by the City of London to complete this HIA for 1156 Dundas Street as part of the work being completed for the proposed London BRT East London Link project.

At the onset of the RTMP process, the proposed route was a 24-kilometre BRT system that comprised of four segments, combined into two operation routes: the north/east corridor and the south/west corridor, with 38 bus stops in total. The BRT system was approved by the City of London Council through the RTMP in July 2017. The second stage of the process was completed using the TPAP under Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings. As part of the TPAP, an EPR was completed in 2019. Since the commencement of the TPAP, there has been a refinement of the BRT network through the development and evaluation of alternative design options, public and stakeholder consultation, and the identification of impacts on the environment. The East London Link portion of the BRT system is now in Detailed Design.

In May 2021, AECOM's Cultural Heritage team reviewed the 30% Preliminary Design and determined there was potential impact to the Subject Property by the project. There was potential to directly impact the post-1950s addition on the front elevation of the building. AECOM received the draft 50% Detailed Design in early March 2022 which removed the potential for a direct impact to the post-1950s addition and included a centre-running BRT lane for Segments 2 and 3. On March 31, 2022, AECOM's Cultural Heritage team received the updated 50% Detailed Design which showed changes from a centre running BRT lane to a side-running, thus moving the bus stop platforms within the right-of-way to individual properties. The updated 50% Detailed Design illustrated the bus station as in front of the front entrance of the McCormick's Factory. AECOM received the 90% Detailed Design, which showed changes in the location of the bus station. The 90% Detailed Design illustrates the bus station has shifted to the west so that the front entrance of the McCormick's Factory is not obscured. The following impact assessment in **Section 6.2** is based on the updated 90% Detailed Design.

The 90% Detailed Design (**Figure 3**) shows that on the Subject Property, the north side of Dundas Street and Ashland Avenue will be widened to accommodate the infrastructure improvements including a right-hand turning lane on Dundas Street, a dedicated bus stop platform, and sidewalks and curbs. On the north side of Dundas Street, Ashland Avenue will be realigned at its intersection with Dundas Street. This realignment will acquire a small portion of manicured lawn and a small portion of a concrete surface parking lot, which are both located at the southeastern corner of the Subject Property. This will cause an indirect impact to the Subject Property in the form of land disturbance and a change in land use for that section of the property. The 90% Detailed Design will, however, not directly (physically) impact the main building of the McCormick's Factory, which encompasses all physical heritage attributes of the property.

The below discusses the evolution of the Subject Property between the 50% and the 90% Detailed Designs in relation to the location of the bus stop platform. A draft of this HIA was submitted to the City and the Dillon engineering team in June 2022 which informed for cultural heritage the 90% Detailed Design.

50% Detailed Design

The 50% Detailed Design was not anticipated to impact the McCormick's Factory building; however, it showed the location of a proposed bus stop platform to be centred on the main entrance of the building (**Appendix B-1.1**). The

bus stop platform consists of a concrete platform and will include a bus shelter constructed primarily of glass occupying roughly half of the platform. The proposed central location of the bus stop platform is shown to align with the main entrance of the main building of the McCormick's Factory, which was anticipated to obstruct the view of the façade and main entrance, particularly the view as experienced from an western approach. The front façade including the main entrance is a heritage attribute of the property. Therefore, this central location for the bus stop platform was determined to cause an adverse indirect impact to the Subject Property.

The draft HIA proposed the preferred option of moving the bus stop platform off-site and two other alternatives which would shift the bus stop platform to the east or west (**Appendix B-1.2** and **Appendix B-1.3**).

Shifting the bus stop platform to the proposed eastern position as indicated in **Appendix B-2** would be less likely to obstruct views of the main façade but may still obstruct the views of the façade and main entrance when approaching from the west on Dundas Street. In addition, the bus stop platform would be too close to (within 5 m of) the post-1950s front wing.

Shifting the bus stop platform to the proposed western position (**Appendix B-1.3**) was the least likely to obstruct views of the façade and main entrance, as it would not obstruct the view of the main entrance especially when viewed from an western approach. In addition, this location is set back further from the McCormick's Factory, over 10 m from the five storey east portion of the McCormick's Factory building. This location would require the elimination of the proposed right turning lane, currently shown on the 50% Detailed Design, from westbound Dundas Street to McCormick's Boulevard. Therefore, at the western location, there are minimal anticipated indirect impacts to the Subject Property. The draft HIA proposed that the western position be selected for the 90% Detailed Design.

90% Detailed Design

The 90% Detailed Design illustrates the location of the proposed bus stop platform (**Figure 3**). Like the bus stop platform found within the 50% Detailed Design, the bus stop platform (40 m in length) will consist of a primarily glass bus shelter (12 m in length) and an amenities cabinet module (4 m in length). The 90% Detailed Design no longer illustrates the bus stop platform as aligned with the main entrance of the McCormick's Factory, but instead located west of the entrance (similar to the location found within **Appendix B-1.3**). **Figure 3** illustrates that the proposed bus stop platform is located between the main entrance of the McCormick's Factory and the proposed transit lane that permits right turns onto McCormick Boulevard. The project is scheduled for phased construction beginning in 2024 to 2025.

As suggested in **Appendix B-1.3**, the proposed bus stop platform was moved to the west. **Figure 3** illustrates a transit lane that permits right turns onto McCormick Boulevard. The provision to allow for right turns at McCormick Boulevard is important and necessary as it allows access to the existing and planned redevelopment of the area to the north of Dundas Street. Allowing right turns will allow easier access and prevents queuing vehicles from encroaching in the westbound through lanes. With the traffic signal installation planned at Eleanor Street, the through lane at McCormick Boulevard could experience queuing, therefore locating the bus platform at the location as shown will allow any right turning vehicles off of Dundas Street to avoid conflicting with the bus or create further queuing on Dundas Street itself. Due to the centre median along Dundas Street, no eastbound left turns on to McCormick Boulevard will be permitted, therefore an increased volume of right turn vehicles may result. If the bus platform was located closer to McCormick Boulevard, right turns would have to be restricted (not permitted) or require a dedicated transit signal to avoid a crossing conflict with busses and vehicles. This would create inefficiencies and increase transit wait times, particularly with a signalized intersection at Eleanor Street in close proximity to the west.

It is important to mention that the proposed bus stop platform cannot be relocated off the property. This location was selected based on the expectation of higher ridership in the area as a result of the McCormick lands development and in the consideration of the spacing to the next upstream and downstream transit stop locations.

6.2 Assessment of Impacts

6.2.1 Screening for Potential Impacts

To assess the potential impacts of the undertaking, identified cultural heritage resources are considered against a range of possible impacts based on the *Ontario Heritage Tool Kit, Heritage Resources in the Land Use Planning Process, Info Sheet #5 Heritage Impact Assessments and Conservation Plans* (MCM 2006:3) which include, but are not limited to:

- Destruction, removal, or relocation of any, or part of any, significant heritage attributes or features
- Alteration that is not sympathetic, or is incompatible, with the historic fabric or appearance
- Shadows created that alter the appearance of a heritage attribute or change the exposure or visibility 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 from, within, or to a built or natural heritage feature
- 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 soils, and drainage patterns that adversely affect an archaeological resource³

The MCM document defines “impact” as a change, either positive or adverse, in an identified cultural heritage resource resulting from a particular activity. This HIA identifies *direct (physical) impacts*, *indirect impacts*, and/or *positive impacts* as the impact types that a construction component and/or activity may have on cultural heritage resources.

A direct (physical) negative impact has a permanent and irreversible negative affect on the cultural heritage value or interest of a property, or results in the loss of a heritage attribute on all or part of the heritage property. Any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect a heritage property, including archaeological resources. An indirect negative impact is the result of an activity on or near the property that may adversely affect its cultural heritage value or interest and/or heritage attributes. A positive impact will conserve or enhance the cultural heritage value or interest and/or heritage attributes of the property.

6.2.2 Impact Assessment Approach

Based on the 90% Detailed Design, the Subject Property will not be directly impacted, and no buildings or structures are to be demolished as part of this project. The impact assessment of the proposed project in **Table 2**, below, presents the possible impacts in the *Ontario Heritage Tool Kit, Heritage Resources in the Land Use Planning Process, Info Sheet #5 Heritage Impact Assessments and Conservation Plans* (MCM 2006:3).

The conservation of cultural heritage resources in planning is a matter of public interest. Changes to a roadway such as widening projects and modifications to intersections have the potential to adversely affect cultural heritage resources, by direct or indirect impacts during and after construction. Other landscape features associated with the heritage properties may experience displacement, such as temporary or permanent removal if they are located within or close to the proposed right-of-way of the undertaking.

³ This HIA only examines impacts to above-ground cultural heritage resources within the HCDs. Archaeological resources are presented in separate reporting.

This HIA documents the assessment of anticipated construction impacts on the Subject Property as related to the 90% Detailed Design.

The intention of the impact assessment contained in this HIA is to:

- Review the 90% Detailed Design as it relates to the Subject Property;
- Identify the impacts as outlined in the *Ontario Heritage Toolkit* (MCM 2006) based on the 90% Detailed Design, on the Subject Property; and
- Provide mitigation measures to avoid or mitigate potential direct and indirect adverse impacts to the Subject Property, including its heritage attributes. The proposed mitigation measures inform the next steps of the project planning and design.

The following section presents the results of the impact assessment and outlines the potential impacts to the Subject Property based on the 90% Detailed Design of the project.

6.2.3 Assessment of Impacts

Based on the 90% Detailed Design for the project, the McCormick's Factory located at 1156 Dundas Street will not be directly adversely impacted. The impact assessment of the proposed project in **Table 2** utilizes presented the possible impacts in the *Ontario Heritage Tool Kit, Heritage Resources in the Land Use Planning Process, Info Sheet #5 Heritage Impact Assessments and Conservation Plans* (MCM 2006:3):

Table 2: Impact Assessment – 1156 Dundas Street

Impact	Discussion of Impacts
Destruction, removal or relocation	<p>No Adverse Impact. The project will not result in the destruction, removal, or relocation of any heritage attributes of the Subject Property.</p>
Alteration	<p>No Adverse Impact. The project will not result in the alteration of any heritage attributes of the Subject Property.</p>
Shadows	<p>No Adverse Impact. The project will not result in any negative shadow impacts on the Subject Property.</p>
Isolation	<p>No Adverse Impact. The project will not result isolate any heritage attributes from its surrounding environment within the Subject Property.</p>
Direct or indirect obstruction of significant views	<p>No Adverse Impact. The 90% Detailed Design (Figure 3) shows that the footprint of a bus stop platform is situated on the new edge of right-of-way of Dundas Street, between the main entrance of the McCormick’s Factory and the proposed transit lane that permits right turns onto McCormick Boulevard. The proposed concrete bus stop platform is 40 m in length and will include a 12 m bus shelter that will be constructed primarily of glass and aluminium framing, and a 4 m amenities cabinet module. Although views of the building from the public realm are not a heritage attribute of the property (see Section 4.1), AECOM and Dillon Consulting plans to situate the station so that it does not align or block views of the main entrance and its canopy from the public realm. Through correspondence with AECOM, the 12 m bus shelter will be located at the western portion of the 40 m bus stop platform. The five storey 1913-1914 building (part of the original E-shaped plan) will be located behind the proposed station, the building is setback 13 m from the proposed station. However, due to the relatively small size and scale of the transit station (4.63 metres in height), largely constructed of glass with aluminum framing, it will not cause any adverse visual impacts to the property. Locating these elements to the far west on the platform as possible will also ensure the view of the main entrance is not obstructed when viewed from the public realm. The main entrance when approaching from the west will not be obstructed by the station in anyway. Therefore, the proposed location of the 40 m bus stop platform with station, will not adversely obstruct the view of the McCormick’s Factory, which includes the façade and main entrance of the building.</p>
A change in land use	<p>No Adverse Impact. Based on the 90% Detailed Design (Figure 3), the impacts to 1156 Dundas Street are limited to a small portion of land along the southern and eastern edges of the property (totalling 1994 m² of the Subject Property), adjacent to the Dundas Street and Ashland Avenue rights-of-way. Although this portion of land will be acquired for the project and used for transit purposes, the acquisition will not impact any of the heritage attributes of the property and will not change the overall land use of the Subject Property.</p>

Impact	Discussion of Impacts
Land disturbance	<p>No Adverse Impact- Land Disturbance Based on the 90% Detailed Design (Figure 3), a portion of the Subject Property is within the footprint of the design. A portion of land within the Subject Property along Dundas Street and Ashland Avenue will be acquired for the project to accommodate the road widening including a transit lane that permits right turns onto McCormick Boulevard, bus stop platform, sidewalk and curbs. This will impact some trees and a portion of the shallow curvilinear driveway that centres on the main entrance of the McCormick’s Factory. These landscape features are not heritage attributes of the property. Therefore, the acquirement of the property along the rights-of-way for the road widening causing a land disturbance does not have an adverse impact on the cultural heritage value and the heritage attributes of the 1156 Dundas Street.</p> <p>Potential Indirect Adverse Impact – Vibration: Evaluation of impacts related to vibration activities requires assessment based on identification of specific construction methods proposed to be used, distance between the sensitive receptor (i.e. a cultural heritage resource) and the construction activity, and anticipated vibration levels (mm/s). According to the Noise and Vibration Analysis Memorandum for the London BRT, East London Link, “buildings of extremely susceptible to vibration damage – e.g. fragile, historic buildings” (heritage structures) would require an 11 m setback (known as the Zone of Influence⁴) from the edge of the construction work (i.e. the edge of sidewalk and grading) if the project were to proceed without pre-construction building inspections and construction vibration monitoring. The post-1950s front wing addition of the McCormick’s Factory, a non-heritage attribute of the Subject Property is within the zone of influence and may be subject to vibration. Given the post-1950s front wing addition is attached to the heritage building, vibration impacts should be monitored during construction.</p> <p>See Section 8.2.1 of this report for mitigation measures related to vibration.</p>

⁴ The zone of influence is defined as the area of land (including buildings) within or adjacent to a construction site where vibration levels are expected to exceed the recommended FTA building damage criteria.

7. Assessment of Mitigation Options

Based on the results of the field review, the Statement of Cultural Heritage Value for the property, and an analysis of impacts of the proposed undertaking, the road widening on the north side of Dundas Street and Ashland Avenue will require the acquisition of a small portion of manicured lawn and a small portion of a concrete surface parking lot found within the Subject Property. However, no direct adverse impacts to the cultural heritage value and the heritage attributes within the Subject Property at 1156 Dundas Street are anticipated. As such, there are no further heritage requirements for the Subject Property and therefore, no mitigation options were prepared in this HIA.

8. Conclusion and Recommendations

The Subject Property at 1156 Dundas Street is currently designated by the City of London under the *Ontario Heritage Act* as a property of cultural heritage value or interest under Bylaw No. L.S.P.-3441-366. Based on the impact assessment conducted in this report, the proposed road widening, which includes the construction of a transit lane that permits right turns onto McCormick Boulevard, bus stop platform, a new sidewalk and new curbs will require the acquisition of a small portion of manicured lawn and a small portion of a concrete surface parking lot found within the Subject Property. The impact assessment reviewed the 90% Detailed Design which illustrates the proposed location of the bus stop platform is situated on the new edge of right-of-way of Dundas Street, between the main entrance of the McCormick's Factory and the proposed transit lane that permits right turns onto McCormick Boulevard. Based on discussions with AECOM and Dillon Consulting, the station will be constructed primarily of glass and aluminium framing and the passenger shelter will be located at the western portion of the bus stop platform. Locating these elements to the west will allow for the most clearance when viewing the façade and main entrance from the public realm, including from an western approach. Therefore, the bus station will not adversely obstruct the view of the McCormick's Factory or the view of its main entrance.

While the cultural heritage value and the associated heritage attributes of the property will not be directly adversely impacted by the project. The post-1950s front wing addition of the McCormick's Factory, a non-heritage attribute of the Subject Property has the potential to be indirectly impacted by vibration from construction activities associated with the project. Given the post-1950s front wing addition is attached to the heritage building, vibration impacts should be monitored during construction.

Despite there being no anticipated direct adverse impacts to the Subject Property, the following recommendations are made to ensure the continued protection of the Subject Property as design progresses and during construction:

- 1) Continue to plan the design location of the primarily glass bus shelter and the amenities cabinet module to be located as far west as possible as this will provide the most clearance when viewing the façade and main entrance of the McCormick's Factory from the public realm. Show in the 100% Detailed Design the proposed footprint of the station components.
- 2) Construction and staging should be suitably planned and executed to ensure that there are no unforeseen structural impacts to the former McCormick's Factory. The contractor responsible for construction should be informed of the cultural heritage value of this structure and protective fencing or other barriers should be temporarily installed around the building prior to construction.
- 3) A Qualified Heritage Consultant should develop a thematic design for the future bus stop platform. The thematic design should reflect the location of the bus stop platform and highlight the history of McCormick's Factory in London. The design process should include consultation with CACP, Heritage Planners, local heritage groups, and local archives.

8.1 Vibration Impacts and Monitoring

Evaluation of impacts related to vibration activities requires an assessment based on the identification of specific proposed construction methods, the distance between the sensitive receptor (i.e. a cultural heritage resource) and the construction activity, and anticipated vibration levels (mm/s). Based on the draft Noise and Vibration Analysis Memorandum completed by AECOM (August 2020), Class IV buildings, which include "historic buildings", can be extremely susceptible to vibration damage. The vibration analysis provided the following restrictions and vibration limits to be maintained during construction, if possible:

- Use of a vibratory roller within 11m of a historic building,
- Use of an excavator, dozer, compaction machine, or grader within 6.2m of a historic building,
- Use of a vacuum excavator within 5.6m of a historic building, and
- Use of a jackhammer within 3.3m of a historic building.

Given the proximity of 1156 Dundas Street, a designated cultural heritage resource, to the construction impacts shown in the 90% Detailed Design, it is anticipated that the vibration limit may be exceeded and therefore, the following mitigation measures for vibration impacts should be implemented prior to construction in order to determine if 1156 Dundas Street requires vibration mitigation and monitoring:

- Document (review and establish) the structural condition of the building to determine if it is vulnerable to vibration impacts from the project
- Establish vibration limits based on structural conditions, founding soil conditions and type of construction vibration (i.e. refer to the Noise and Vibration report for the project)
- Implement vibration mitigating measures on the construction site and/or at the building (i.e. modify construction procedures if required)

Construction and post-construction monitoring may be required for this building if it was determined subject to vibration damage. The following monitoring activities are recommended for vibration impacts:

- Monitor vibration during construction using seismographs, with notification by audible and/or visual alarms when limits are approached or exceeded; and
- Conduct regular condition surveys and reviews during construction to evaluate the efficacy of protective measures. Implement additional mitigation as required.

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Appendix **A**

Photographs



Photograph 7:
View of the front entrance illustrating the large canopy suspended by chains from the building, looking north
(AECOM 2021)



Photograph 8:

View of western employee entrance illustrating a smaller canopy suspended by chains from the building, looking north (AECOM 2021)



Photograph 9:

View of eastern employee entrance illustrating a smaller canopy suspended by chains from the building, looking north (AECOM 2021)



Photograph 10:

View of the main entrance, illustrating a basement, four floors of factory space and a fifth-floor office penthouse, looking north (AECOM 2021)



Photograph 11:
View of the main entrance, illustrating Beta Brands Limited front sign, looking east (AECOM 2021)



Photograph 12:

View of the south elevation, illustrating the white glazed terra cotta veneer and the glass block windows looking north (AECOM 2021)



Photograph 13:

View of the east elevation, illustrating the poor condition of the white glazed terra cotta veneer and the glass block windows, looking west (AECOM 2021)



Photograph 14:
View of the 1950s front wing addition, in relation to Dundas Street, looking east (AECOM 2021)



Photograph 15:

View of the west elevation, illustrating the sheet metal capped parapets, looking east (AECOM 2021)



Photograph 16:

View of the west elevation, illustrating window openings, looking east (AECOM 2021)



Photograph 17:

View of the west elevation, illustrating the construction debris left on the property grounds, looking southeast (AECOM 2021)



Photograph 18:

View of the property rear, illustrating the construction debris left on the grounds of the property, looking northwest (AECOM 2021)



Photograph 19:

View of the 1950s front wing addition, in relation to Dundas Street, looking west (AECOM 2021)



Photograph 20:

View of the south elevation, illustrating the mature trees in front of the post-1950s front addition, looking northwest (AECOM, 2021)

Appendix **B**

Map of the 50% Detailed Design and the Subject Property

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Heritage Impact Assessment: 850 Highbury Avenue North, London, Ontario

East London Link Bus Rapid Transit and Infrastructure Improvements

Corporation of the City of London

60641691

November 2022

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The attached Report (the “Report”) has been prepared by AECOM Canada Ltd. (“AECOM”) for the benefit of the Client (“Client”) in accordance with the agreement between AECOM and Client, including the scope of work detailed therein (the “Agreement”).

The information, data, recommendations and conclusions contained in the Report (collectively, the “Information”):

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Revision History

Rev #	Revision Date	Revised By:	Revision Description
0	August 2021	Liam Ryan	Draft report
1	March 2022	Jeremy Parsons/Liam Ryan	Internal Review
2	June 2022	Liam Ryan	Design update (50%)
3	August 2022	Liam Ryan	City Heritage Comments
4	November 2022	Liam Ryan	City Heritage Comments

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*Heritage Impact Assessment: 850 Highbury Avenue North, London, Ontario
East London Link Bus Rapid Transit and Infrastructure Improvements*

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Executive Summary

AECOM Canada Ltd. (AECOM) was retained by Dillion Consulting on behalf of the City of London to complete a Heritage Impact Assessment (HIA) for 850 Highbury Avenue North, the Subject Property, as part of the work being completed for the East London Link of the proposed London Bus Rapid Transit (BRT) system (the 'Project'). At the onset of the Rapid Transit Master Plan (RTMP) process, the proposed route was a 24-kilometre BRT system that comprised of four segments, combined into two operation routes: the north/east corridor and the south/west corridor, with 38 bus stops in total. The BRT system was approved by the City of London Council through the RTMP in July 2017. The second stage of the process was completed using the *Transit Project Assessment Process* (TPAP) under Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings. As part of the TPAP, an Environmental Project Report (EPR) was completed in 2019. Since the commencement of the TPAP, there has been refinement of the BRT network through the development and evaluation of alternative design options, public and stakeholder engagement, and the identification of impacts on the environment.

As a support document to the EPR, a Cultural Heritage Screening Report (CHSR) authored by WSP was finalized in 2019. The CHSR was written to establish a developmental history of the proposed BRT Study Area. The CHSR identified properties with recognized and potential cultural heritage value or interest that may be impacted by the project. The screening criteria of the Ministry of Citizenship and Multiculturalism (MCM) *Criteria for Evaluating Potential Built Heritage Resources and Cultural Heritage Landscapes* and the 40-year threshold were used to identify potential cultural heritage resources, not on the City of London *Register of Cultural Heritage Resources* ('the Register'). With the recommendation of London's Advisory Committee on Heritage (LACH)¹, Municipal Council added 347 potential cultural heritage resources to the Register ("listed" status).

In October 2018, the TPAP process was paused in a "Time Out" Process to strengthen the project's cultural heritage strategy. A total of 67 potential cultural heritage resources were identified as having potential cultural heritage value or interest and were determined to potentially be directly impacted by the construction of the BRT.

To date, the cultural heritage work has been completed with engagement from the City of London Heritage Planners, LACH, Community Advisory Committee on Planning (CACP) and MCM. The EPR document for the BRT recommends HIAs for properties potentially impacted by the project post-TPAP, in the Detailed Design phase. The EPR states that during Detailed Design, mitigation measures will be addressed to minimize impacts to heritage properties.

As of February 2022, the City of London is in Phase 3 – 50% Detailed Design for the East London Link segment of the project. The East London Link segment covers 6.3 kilometres of road from downtown (Downtown Loop Route) to Fanshawe College (main campus). The route extends from Wellington Street to the west, to Oxford Street East. It includes part of King Street, Dundas Street, Highbury Avenue, and Oxford Street East.

Currently, the East Link Phasing Plan is comprised of four design segments:

- Design Segment 1 – King Street at Wellington Street to King Street at Lyle Street
- Design Segment 2 – King Street at Lyle Street to Dundas Street at Quebec Street
- Design Segment 3 – Dundas Street at Quebec Street to Highbury Avenue North at Oxford Street East
- Design Segment 4 – Highbury Avenue North at Oxford Street East to Fanshawe

The following HIA for 850 Highbury Avenue North is based on the 50% Detailed Design for East London Link which is in Design Segment 3. As the property at 850 Highbury Avenue North is designated Part IV of the *Ontario Heritage Act* and subject to a heritage easement agreement, held by the Ontario Heritage Trust, an HIA is required to determine how the cultural heritage value or interest (CHVI) of the property will be impacted by the Project. The HIA was

¹ Now the Community Advisory Committee on Planning (CACP) serves as the City's municipal heritage committee.

developed in consultation with the City of London Heritage Planner, Kyle Gonyou. In addition, this HIA includes input from AECOM's structural engineering team and Dillon Consulting Limited.

Based on the results of this HIA, the assessment of impacts (**Table 3**), the following recommendations can be made for the Subject Property:

1. Direct adverse impacts are anticipated to the open space (manicured lawn) of the Horse Stable Zone, a heritage attribute/feature of the Subject Property as a result of the proposed undertaking. Approval from the Ontario Heritage Trust, in the form of an Alteration Request, is required pursuant to the North HECA. Approval from the City of London, in the form of a Heritage Alteration Permit, is required pursuant to Section 33, Ontario Heritage Act.
2. Ensure there is minimal intervention in the Horse Stable Zone and avoid any further direct impacts to the heritage attributes of the Horse Stable Zone (the Horse Stable, mature trees, and the unobstructed view of the Horse Stable). The mitigation strategy requires the below:
 - Establish a no-go-zone (buffer zone) to the remainder of the Horse Stable Zone. Ensure no equipment transverse the protected zone.
 - Erect temporary construction fencing around the Horse Stable Zone, including the Horse Stable and the mature trees prior to construction
 - Remove the temporary protective fencing post construction
 - Include the Horse Stable Zone protection in the site control plan for the project

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1. Introduction

1.1 Project Context

AECOM Canada Ltd. (AECOM) was retained by Dillion Consulting on behalf of the City of London to complete a Heritage Impact Assessment (HIA) for 850 Highbury Avenue North, the Subject Property, as part of the work being completed for the East London Link of the proposed London Bus Rapid Transit (BRT) system (the 'Project'). At the onset of the Rapid Transit Master Plan (RTMP) process, the proposed route was a 24-kilometre BRT system that comprised of four segments, combined into two operation routes: the north/east corridor and the south/west corridor, with 38 bus stops in total. The BRT system was approved by the City of London Council through the RTMP in July 2017. The second stage of the process was completed using the *Transit Project Assessment Process* (TPAP) under Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings. As part of the TPAP, an Environmental Project Report (EPR) was completed in 2019. Since the commencement of the TPAP, there has been refinement of the BRT network through the development and evaluation of alternative design options, public and stakeholder engagement, and the identification of impacts on the environment.

As a support document to the EPR, a Cultural Heritage Screening Report (CHSR) authored by WSP was finalized in 2019. The CHSR was written to establish a developmental history of the proposed BRT Study Area. The CHSR identified properties with recognized and potential cultural heritage value or interest that may be impacted by the project. The screening criteria of the Ministry of Citizenship and Multiculturalism (MCM) *Criteria for Evaluating Potential Built Heritage Resources and Cultural Heritage Landscapes* and the 40-year threshold were used to identify potential cultural heritage resources, not on the City of London *Register of Cultural Heritage Resources* ('the Register'). With the recommendation of London's Advisory Committee on Heritage (LACH)², Municipal Council added 347 potential cultural heritage resources to the Register ("listed" status).

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To date, the cultural heritage work has been completed with engagement from the City of London Heritage Planners, LACH, Community Advisory Committee on Planning (CACP) and MCM. The EPR document for the BRT recommends HIAs for properties potentially impacted by the project post-TPAP, in the Detailed Design phase. The EPR states that during Detailed Design, mitigation measures will be addressed to minimize impacts to heritage properties.

As of February 2022, the City of London is in Phase 3 – 50% Detailed Design for the East London Link segment of the project. The East London Link segment covers 6.3 kilometres of road from downtown (Downtown Loop Route) to Fanshawe College (main campus). The route extends from Wellington Street to the west, to Oxford Street East. It includes part of King Street, Dundas Street, Highbury Avenue, and Oxford Street East.

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- Design Segment 3 – Dundas Street at Quebec Street to Highbury Avenue North at Oxford Street East
- Design Segment 4 – Highbury Avenue North at Oxford Street East to Fanshawe

² Now the Community Advisory Committee on Planning (CACP) serves as the City's municipal heritage committee.

The following HIA for 850 Highbury Avenue North is based on the 50% Detailed Design for East London Link which is in Design Segment 3. As the property at 850 Highbury Avenue North is designated Part IV of the *Ontario Heritage Act* and subject to a heritage easement agreement, held by the Ontario Heritage Trust, an HIA is required to determine how the cultural heritage value or interest (CHVI) of the property will be impacted by the Project. The HIA was developed in consultation with the City of London Heritage Planner, Kyle Gonyou. In addition, this HIA includes input from AECOM's structural engineering team and Dillon Consulting Limited.

1.2 Location and Physical Description of the Subject Property

The Subject Property is separated into 850 Highbury Avenue North and 900 Highbury Avenue North (former Ontario government buildings), both within the municipal address of 850 Highbury Avenue North (shown on **Figure 4-1**, **Figure 4-2** and **Figure 4-3**). The Subject Property is a large irregular-shaped landscape that is comprised of open lawns, parking areas, winding paved and graveled service roads and a range of hospital, commercial and agricultural buildings dating to the late 19th century and the late-20th century, all of which are primarily associated with the former London Psychiatric Hospital (LPH).

The Subject Property is known as the former LPH and is approximately 58.3 hectares in size (**Figure 1** and **Figure 2**). It was historically located within a portion of Lot 8, Concession 1, in the Geographic Township of London, Middlesex County. The Subject Property is bound by Highbury Avenue North to the west, the CPR Railway and 840 Highbury Avenue North to the south, Oxford Street East to the north, and a mixture of commercial, industrial, and residential development to the east.

850 Highbury Avenue North makes up the large majority of the Subject Property and is associated with the former LPH. 900 Highbury Avenue North (within 850 Highbury Avenue North) is located just south of the Highbury Avenue and Oxford Street East intersection which became an Ontario government building. There are a number of vehicular entrances that allow access to the Subject Property, although many are no longer in use.

Below is a list of existing buildings and features of CHVI found on the Subject Property (**Figure 3**):

Designation By-Law L.S.P. 3321-208

Heritage Features

- The Chapel of Hope (built 1884)
- The Horse Stable (built 1884)
- The Infirmary (built 1902)
- The Recreation Hall (built circa 1920)
- Tree-lined Avenue (entrance off Dundas Street)

OHT Heritage Conservation Easement Agreement

Heritage Features

- The Chapel of Hope (built 1884)
- The Horse Stable (built 1884)
- The Infirmary (built 1902)
- The Recreation Hall (built circa 1920)

Cultural Heritage Landscape Features:

- The Allée and Ring Road Zone
- The Campus Zone
- The Horse Stable Zone

Other Buildings

- Potting Shed (built late 19th century)
- Implement Storage (built 1953)
- Powerhouse (built 1956)
- Root House & Granary (built 1956)
- Pump House (built 1962)
- Laundry (built 1962)
- Implement Shed (built 1954)

In addition, to the list of existing buildings and features of CHVI, the Subject Property includes a number of soccer fields (former agricultural fields) located at the north end of the property, a late 20th century modern-style psychiatric complex (built 1962-1994) located at the western end of the property, and other modern outbuildings. The modern-style psychiatric complex is surrounded by mature trees and grasslands which mirrors that of a parkland setting.

This HIA focuses on the structures and landscape elements that are anticipated to be impacted by the infrastructure improvements associated with this Project that are occurring on the property along the eastern side of Highbury Avenue North.

1.3 Summary of Property Impacts on the Subject Property

Below summarizes the direct impacts to the landscape features of the Subject Property that are a result of the proposed sidewalk and curb that require partial property acquisition of the Subject Property to accommodate the new dedicated transit lane:

- Direct impact to a portion of the open space (manicured lawn) located within the Horse Stable Zone along the northwestern boundary of the Subject Property.
- The direct impact to the open space of the Horse stable Zone is an alteration to the Subject Property.
- Direct impacts to former Ontario government buildings located at 900 Highbury Avenue North. however, the buildings were previously determined to not be a significant heritage attribute of the Subject Property. Therefore, no mitigations are required.

For full details on the property impacts, see **Section 6** of this report.

1.4 Subject Property Owner

The Subject Property at 850 Highbury Avenue North (including 900 Highbury Avenue North) is currently owned by Old Oak Properties.

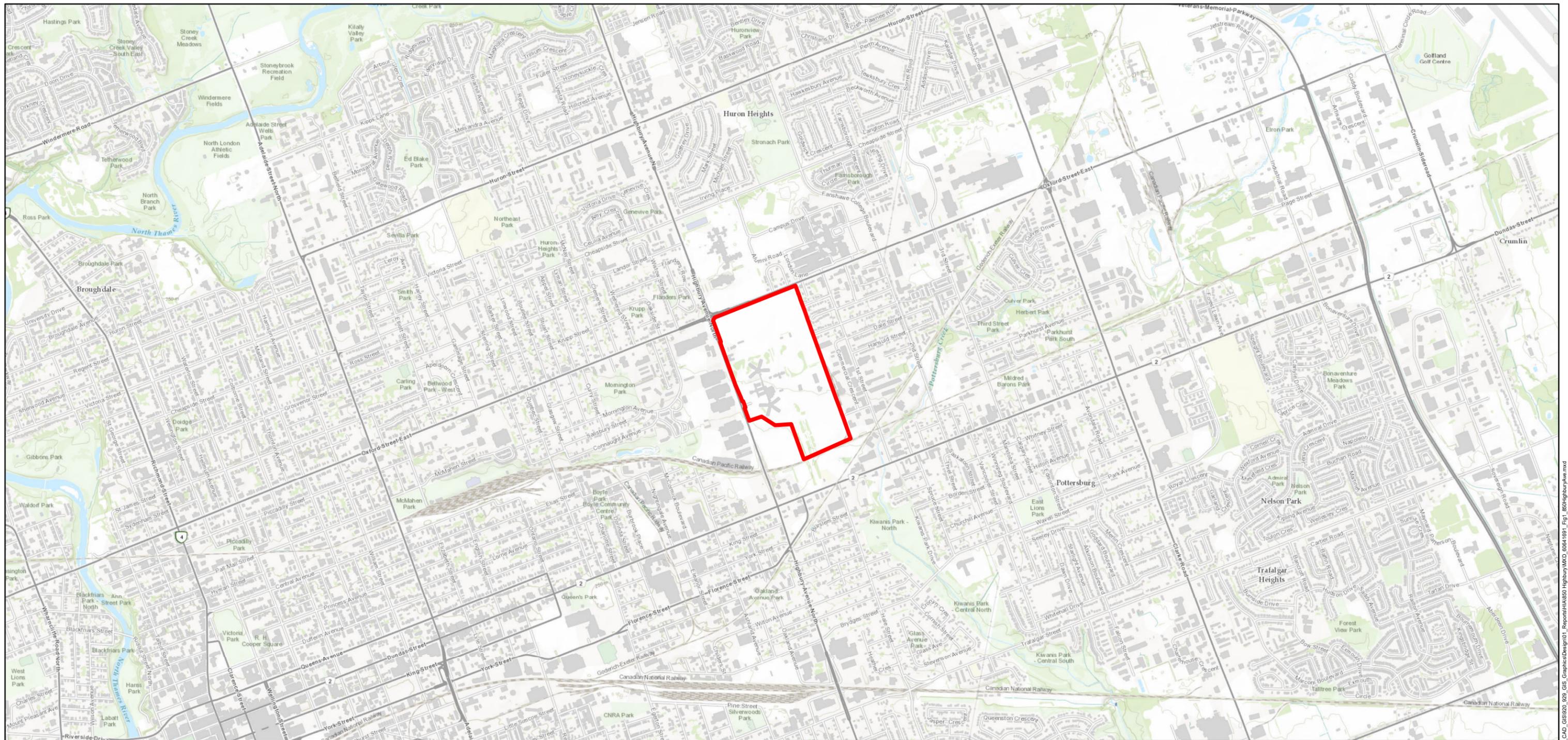
1.5 Current Cultural Heritage Status of the Subject Property

The Subject Property is designated by the City of London under Part IV of the *Ontario Heritage Act* in 2000 as a property of CHVI (By-law L.S.P. – 3321-208). Four of the buildings have been identified as possessing CHVI: The Chapel of Hope (1884), the Horse Stable (1894), the Infirmary (1902), and the Recreation Hall (ca. 1920) along with landscape features such as ring road and a circular drive, open space, remnants of ornamental landscape containing mature plantings like black walnut trees and the grand tree lined Allée.

As mentioned above, there is also heritage easement agreement for the Subject Property under Part II, Section 22 of the *Ontario Heritage Act* held by the Ontario Heritage Trust. The *Northern HCEA* includes four buildings: the Horse

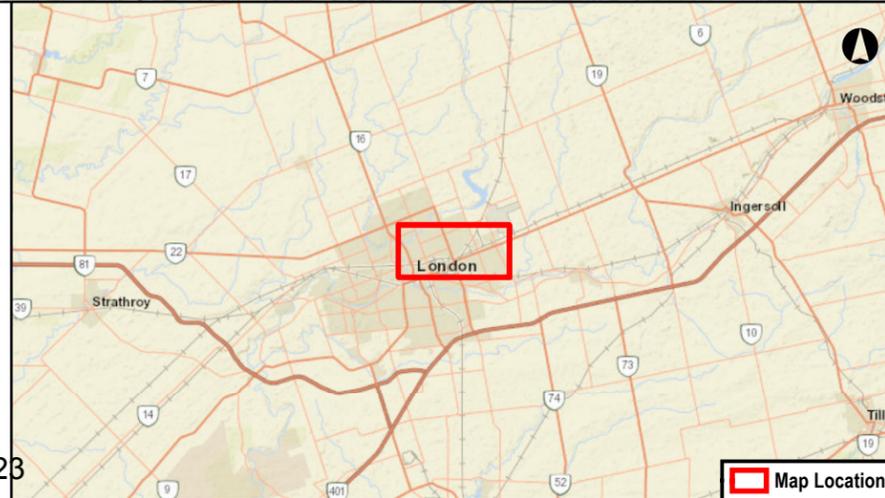
Stable, the Chapel of Hope, the Infirmary, and the Recreation Hall and also includes three cultural heritage landscape areas referred to as “zones”; the Allée and Ring Road Zone, the Campus Zone, and the Horse Stable Zone which encompasses the buildings. Due to the separation of the property from the east-west CPR line, the property has a north and south Ontario Heritage Trust HCEA. The Subject Property is within the *Northern HCEA*. The identifying heritage attributes of the designating by-law are similar to those of the two Ontario Heritage Trust’s *Northern HCEA* on the property.

In addition, the property contains a Secondary Plan for the Former Hospital Lands. The Secondary Plan, known as the London Psychiatric Hospital Lands Secondary Plan, was adopted to establish a vision, principles, and policies for the LPH property and adjacent lands as a vibrant residential community which incorporates elements of sustainability, mixed use development, heritage conservation, rapid transit support, walkability, and high-quality urban design.



Legend

 Subject Property



**HERITAGE IMPACT ASSESSMENT
850 HIGHBURY AVE.
CITY OF LONDON RT - EAST LINK**

Location of the Subject Property



Meters
DATUM: NAD 1983 UTM Zone 17N

February 2022	1:25,000 *when printed 11"x17"	Source: MNR 2020 Image: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
P#:60641691	V#:	

AECOM

Figure 1

This drawing has been prepared for the use of AECOM's client and may not be used, reproduced or relied upon by third parties, except as agreed by AECOM and its client, as required by law or for use by governmental reviewing agencies. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that modifies this drawing without AECOM's express written consent.

 Map Location

1.6 Methodology

This HIA adheres to the guidelines and contents set out in the MCM *InfoSheet #5 Heritage Impact Assessment and Conservation Plans* as part of the *Ontario Heritage Tool Kit* (2006). This HIA addresses the impacts of the project on the Subject Property, which is designated Part IV on the *Register of Cultural Heritage Resources* as 850 Highbury Avenue North.

For the purpose of this HIA, AECOM undertook the following key tasks:

- Reviewed appropriate background documents including the:
 - *Cultural Heritage Screening Report: London Bus Rapid Transit System*. (WSP Canada Inc., Final February 27, 2019).
 - *Heritage Impact Assessment: Heritage 850 Highbury Avenue North*. (Zelinka Priamo Ltd., January 2021).
 - *Legacy Village Heritage Impact Assessment – 850 Highbury Avenue North, London ON* (Stantec Inc., January 2022)
 - *Conservation Plan Final: London Psychiatric Hospital London, Ontario* (Julian Smith & Associates Architects. 2008)
 - *Ground Penetrating Radar Survey, London Psychiatric Hospital Lands, London ON* (Timmins Martelle Heritage Consultants Inc., 2013).
- Consulted with the City of London Heritage Planner, to confirm the scope of the HIA.
- Conducted a field review to document the existing conditions of the Subject Property from the public right-of-way on August 18, 2021, and March 6, 2022.
- Identified and prepared a description of the proposed undertaking;
- Assessed the proposed BRT system impacts, based on the 50% Detailed Design, on the cultural heritage value and heritage attributes of the Subject Property; and,
- Prepared mitigation options and mitigation measures with recommendations to avoid or reduce any negative impacts to the Subject Property.

This HIA was completed by a team of AECOM's Cultural Resource Management staff including Liam Ryan (Cultural Heritage Planner), Tara Jenkins (Cultural Heritage Specialist, Lead), and Adria Grant (Associate Vice President, Impact Assessment and Permitting). The HIA was developed in consultation with the City of London Heritage Planner, Kyle Gonyou. In addition, this HIA includes input from AECOM's structural engineering team and AGM, responsible for the Project's detailed design.

1.7 Stakeholder Engagement

Below includes a summary of the engagement activities and feedback undertaken for the development of this HIA.

For the purposes of this HIA, stakeholder engagement involved contacting the City of London to document any municipal or local level HIA provisions that should be included in this HIA. Kyle Gonyou verified that the City of London currently does not have a Terms of Reference for the preparation of HIAs.

The following stakeholders were contacted with inquiries regarding the background of the Subject Property (**Table 1**).

Table 1: Results of Stakeholders Engagement

Contact	Contact Information	Date	Notes
Kyle Gonyou / City of London / Heritage Planner	kgonyou@london. ca	January 22, 2021.	Kyle Gonyou provided AECOM's Cultural Heritage Team with the heritage designating by-law for 850 Highbury Avenue North and the OHT Heritage Conservation easement.
Kyle Gonyou / City of London / Heritage Planner	kgonyou@london. ca	March 8, 2022.	Kyle Gonyou confirmed that the City of London does not currently have an application to demolish or remove buildings from the heritage designated property at 850-900 Highbury Avenue North. He anticipates that the City of London will receive an application in the near future.
Lisa Christie / Ontario Heritage Trust / Easement Program Coordinator	Lisa.Christie@herit age trust.on.ca	April 18, 2022.	Initial engagement between the AECOM Cultural Heritage Specialist and Lisa Christie to see if the OHT alteration process is required for this Project. Lisa confirmed that the City of London will need to submit a Heritage Alteration Request for the road expansion project, as it relates to the Horse Stable Zone and the Heritage Conservation Easement Agreement.
Frank Dieterman / Infrastructure Ontario / Manager, Heritage Projects	Frank.Dieterman@ infrastructureontari o.ca	May 11, 2022.	Frank Dieterman provided AECOM's Cultural Heritage Team with a 1958 site plan of the Subject Property.
Kyle Gonyou / City of London / Heritage Planner	kgonyou@london. ca	May 30, 2022.	Kyle Gonyou provided AECOM's Cultural Heritage Team with a link to the Planning and Environmental Committee meeting as demolition of the non-heritage buildings at 850 Highbury Avenue North were recommended for approval as part of the Old Oak Properties re-development proposal for the Subject Property. The Community Advisory Committee (CACP) on Planning received the Staff report for the demolition request of the eight non-heritage buildings on the Subject Property on May 26, 2022 and the Staff report was supported to permit the demolition of the non-heritage-built resources on the Subject Property. In addition, the document explained that the Municipal Council should make a final decision on June 14, 2022. On June 14, 2022, the Municipal Council permitted the demolition request pursuant to Section 34(1) of the <i>Ontario Heritage Act</i> .

This report will be reviewed by CACP and all input/feedback will be incorporated into the final draft of this HIA.

2. Policy Framework

The authority to request an HIA arises from the *Ontario Heritage Act*, Section 2(d) of the *Planning Act*, the Provincial Policy Statement (2020) and the City of London's Official Plan: *The London Plan* (June 23, 2016).

2.1 Planning Act and Provincial Policy Statement

The *Planning Act* (1990) and the associated Provincial Policy Statement (2020) provide a legislative framework for land use planning in Ontario. Both documents identify matters of provincial interest, which include the conservation of significant features of architectural, cultural, historical, archaeological, or scientific interest. The *Planning Act* requires that all decisions affecting land use planning matters "shall be consistent with" the Provincial Policy Statement. In general, the Provincial Policy Statement recognizes that Ontario's long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral, cultural heritage, and archaeological resources for their economic, environmental, and social benefits.

Pursuant to Section 2.6 of the 2020 Provincial Policy Statement, Policy 2.6.1 states "Significant built heritage resources and significant cultural heritage landscapes shall be conserved." The 2020 Provincial Policy Statement issued under the authority of the *Planning Act* defines "conserved" as "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 designated and available for the purposes of this definition."

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 or site alteration that affects a cultural heritage resource. Using tools such as heritage impact assessments, municipalities and approval authorities can further enhance their own heritage preservation objectives.

Furthermore, a policy in Section 2.6 of the 2020 Provincial Policy Statement, Policy 2.6.3, states "Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it had been demonstrated that the heritage attributes of the protected heritage property will be conserved."

2.2 Ontario Heritage Act

The *Ontario Heritage Act* enables municipalities and the province to designate individual properties and/or districts as being of cultural heritage value or interest. municipality may also "list" a property or include a property on a municipal register that has not been designated but is believed to be of cultural heritage value or interest.

Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest (O. Reg. 9/06) outlines the requirements and criteria that municipalities must use to determine whether a property has cultural heritage value or interest at the municipal level. This regulation was created to ensure a consistent approach to the identification of heritage properties under the *Ontario Heritage Act*. A property must meet at least one of the criteria outlined in the regulation to be considered a property of cultural heritage value or interest at the municipal level.

Ontario Regulation 10/06 provides the Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance (O. Reg. 10/06) outlines the requirements and criteria that the province must use to determine whether a property has cultural heritage value or interest at the provincial level. This regulation was created to ensure a

consistent approach to the identification of heritage properties under the *Ontario Heritage Act*. A property must meet at least one of the criteria outlined in the regulation to be considered a property of cultural heritage value or interest at the provincial level.

Section 22 of the *Ontario Heritage Act* outlines the relationship between the real property and the Ontario Heritage Trust in terms of easements and covenants. Section 22.4 states where there is a conflict between an easement or covenant entered into by the Trust and Section 33 or 34, the easement or covenant shall prevail.

A Heritage Alteration Permit approval is required for the Subject Property pursuant to Section 33 of the *Ontario Heritage Act*. Section 33 of the *Ontario Heritage Act* outlines the process under which proposed alterations, demolition, or removal of properties designated under Part IV must follow, including the statutory process for appeals.

2.3 The London Plan

The London Plan sets out a new approach for planning in London which emphasizes growing inward and upward, so that the City can reduce the costs of growth, create walkable communities, revitalize urban neighbourhoods and business areas, protect farmlands, and reduce greenhouse gases and energy consumption. The plan sets out to conserve the City's cultural heritage and protect environmental areas, hazard lands, and natural resources.

Specifically related to heritage conservation, *The London Plan* outlines a number of policies related to the conservation of cultural heritage resources within the city. The following General Cultural Heritage Policies are applicable to this project:

(565_) New development, redevelopment, and all civic works and projects on and adjacent to heritage designated properties and properties listed on the Register will be designed to protect the heritage attributes and character of those resources, to minimize visual and physical impact on these resources. A heritage impact assessment will be required for new development on and adjacent to heritage designated properties and properties listed on the Register to assess potential impacts and explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resource and its heritage attributes.

(566_) Relocation of cultural heritage resources is discouraged. All options for on-site retention must be exhausted before relocation can be considered.

(567_) In the event that demolition, salvage, dismantling, relocation or irrevocable damage to a cultural heritage resource is found necessary, as determined by City Council, archival documentation may be required to be undertaken by the proponent and made available for archival purposes."

(568_) Conservation of whole buildings on properties on the Register is encouraged and the retention of facades alone is discouraged. The portion of a cultural heritage resource to be conserved should reflect its significant attributes including its mass and volume.

(569_) Where, through the process established in the specific Policies for the Protection Conservation and Stewardship of Cultural Heritage resources section of this chapter and in accordance with the Ontario Heritage Act, it is determined that a building may be removed, the retention of architectural or landscape features and the use of other interpretive techniques will be encouraged where appropriate.

(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.

(590_) Where a property has been identified on the Register and an application is submitted for its demolition or removal, the Heritage Planner and the Clerks Department will be notified in writing immediately. A demolition permit will not be issued until such time as City Council has indicated its approval, approval with conditions, or denial of the application pursuant to the Ontario Heritage Act. Council may also request such information that it needs for its consideration of a request for demolition or removal.

(591_) Where a heritage designated property or a property listed on the Register is to be demolished or removed, the City will ensure the owner undertakes mitigation measures including a detailed documentation of the cultural heritage features to be lost, and may require the salvage of materials exhibiting cultural heritage value for the purpose of re-use or incorporation into the proposed development.

2.3.1 Secondary Plan, London Psychiatric Hospital Lands

The Secondary Plan known as the London Psychiatric Hospital Lands Secondary Plan (LPHSP) Official Plan Amendment 510 was adopted on October 3, 2011, by the City of London for the Former Hospital Lands pursuant to City of London By-Law No. C.P. – 1284 (rp) – 283.

The LPHSP prepared by the City of London is currently under amendment. The purpose of the Secondary Plan is to establish a vision, principles, and policies for the LPH property and adjacent lands as a vibrant residential community which incorporates elements of sustainability, mixed use development, heritage conservation, rapid transit support, walkability, and high-quality urban design. The Secondary Plan is to be the basis for the review of planning applications and constitutes Official Plan policy (City of London 2016).

In relation to Cultural Heritage, the following principle applies, “Retain as much of the identified cultural and heritage resources of the area as possible.” The Secondary Plan also has the following objectives:

- a. “Celebrate the area’s built and cultural heritage
- b. “Create a distinct urban community that builds upon the heritage significance of the property.
- c. “Create a strong sense of places that relates to the heritage character of the property.
- d. “Conserve the heritage designated buildings and landscape.
- e. “Conserve the cultural heritage landscape.
- f. “Encourage sustainable re-use of heritage buildings.”

(City of London 2016: 20.4.1.4).

The Secondary Plan includes a Community Structure Plan that illustrates the heritage buildings, the Allée, and the cultural heritage landscape of the Subject Property that shall be conserved.

3. Summary of Background Research and Analysis

The Subject Property is historically located within with a portion of Lot 8, Concession 1, in the former Township of London, Middlesex County.

3.1 Historical Overview

3.1.1 London Asylum

Three hundred (300) acres of land were purchased in 1869 for a price of 67 dollars an acre for the construction of the London Asylum for the Insane (London Asylum) (UWO, 2009). Eighteen months after the purchase of the land, the London Asylum opened its doors in 1870 (UWO, 2009). The facility in London was constructed to replace the older facilities located in Malden and Orillia.

The first superintendent of the facility was Dr. Henry Landor and he was an advocate for compassionate care. Landor believed in the “restorative influence of a rural setting and the practical use of moral therapy” (UWO, 2009). Landor was such an advocate for the compassionate care that he convinced the Province of Ontario to purchase an additional 100 acres of land and built comfortable cottages for the long-term patients (UWO, 2009).

In the 19th century, the London Asylum was located outside of the City of London limits and was designed to be largely self-sufficient which meant that in 1870 the campus included buildings such as a bakery, a mortuary, a barn, and a place of worship. In the early 20th century, a skating rink and the Recreation Hall were added for the enjoyment of both the staff and the patients. Many of the London Asylum’s staff members and the superintendent lived on the campus (UWO, 2009).

This large institution was built following the Kirkbride Plan and moral therapy treatment as patients were to be placed in a natural environment with a significant amount of farmland and parkland (UWO, 2009). Dr. Landor believed it was important to incorporate paintings on the walls of the Asylum and repaint walls to brighten up the Asylum. The new institution was self-sufficient and had farming operations with stables, greenhouses, orchards, fields full of crops, and a root house for storage (UWO, 2009). The London Asylum’s fourth superintendent, Dr. William Robinson, was also a strong believer in the Kirkbride Plan and praised the curative effects of solariums, which were built during his time as Superintendent (UWO, 2009).

In the 20th century, the attitudes towards mental health changed, which in the 1930s resulted in a change in control of all mental health care facilities in Ontario from the Inspector of Prisons and Public Charities to the Department of Health (UWO, 2009). Due to this change, the London Asylum was renamed the Ontario Hospital for the Mentally Ill in 1932 and was later changed in 1968 to the London Psychiatric Hospital (UWO, 2009). The London Psychiatric Hospital was renamed St. Joseph’s Regional Mental Health Care London in 2001.

Table 2 provides a chronological overview of the advancements made on the Subject Property between 1869 and 1914.

Table 2: Chronology of the Subject Property

Date	Historical Event
1869	<ul style="list-style-type: none"> ▪ 300 acres of land for the London Asylum is purchased
1870	<ul style="list-style-type: none"> ▪ The London Asylum opened ▪ The buildings on the property at this time include: <ul style="list-style-type: none"> ○ Main Building ○ Bakery ○ Mortuary ○ Barn ○ Greenhouses ○ Place of Worship
1873	<ul style="list-style-type: none"> ▪ The first cottage was built in the Gothic revival style and featured pointed arches, decorative castellation and large bay windows³.
1884	<ul style="list-style-type: none"> ▪ The stand-alone Chapel of Hope is constructed by the patients
1890s	<ul style="list-style-type: none"> ▪ Original farm buildings are demolished
1894	<ul style="list-style-type: none"> ▪ The Horse Stable is constructed
Late 19 th century	<ul style="list-style-type: none"> ▪ The Potting Shed is constructed
1900	<ul style="list-style-type: none"> ▪ Tree-Lined Avenue is built and the original entrance to the hospital grounds is completed
1902	<ul style="list-style-type: none"> ▪ The Infirmary Building is constructed
Circa 1920	<ul style="list-style-type: none"> ▪ The Recreation Hall is constructed
1932	<ul style="list-style-type: none"> ▪ The London Asylum is renamed the Ontario Hospital for the Mentally Ill
1953	<ul style="list-style-type: none"> ▪ Implement Storage is constructed
1954	<ul style="list-style-type: none"> ▪ Implement Shed is constructed
1956	<ul style="list-style-type: none"> ▪ Root house & Granary is constructed ▪ Powerhouse is constructed
1962	<ul style="list-style-type: none"> ▪ Laundry is constructed ▪ Pump House is constructed
1962-1964	<ul style="list-style-type: none"> ▪ Modern-style Psychiatric Hospital is constructed
1968	<ul style="list-style-type: none"> ▪ The Ontario Hospital for the Mentally Ill is renamed the London Psychiatric Hospital
Circa 1970	<ul style="list-style-type: none"> ▪ The Main building is demolished
2001	<ul style="list-style-type: none"> ▪ The London Psychiatric Hospital was renamed St. Joseph’s Regional Mental Health Care London
2014	<ul style="list-style-type: none"> ▪ St. Joseph’s Regional Mental Health Care London is closed, and its patients were relocated to a different facility
2019	<ul style="list-style-type: none"> ▪ Old Oak purchased 850 Highbury Avenue North from the Ontario government.

3.1.2 Built Structures and Landscapes

The following subsections provide a historical overview of the heritage buildings located on the Subject Property documented in the *Conservation Plan Final: London Psychiatric Hospital London, Ontario* (Julian Smith & Associates

³It is unknown whether or not the cottages were located within 850 Highbury Avenue North

Architects. 2008), DRAFT *Legacy Village Heritage Impact Assessment – 850 Highbury Avenue North, London* and in the *Designation By-Law L.S.P. 3321-208* for the London Psychiatric Hospital.

3.1.2.1 Horse Stable

The two-storey buff brick Horse Stable was built in 1894 as the London Asylum was in need of additional agricultural storage space. Agricultural work was seen as very important to patient therapy and community self-sufficiency. The Horse Stable is the last remaining building on the Subject Property that was built by Dr. Richard Maurice Bucke, the second Superintendent.

As of March 2022, the Horse Stable is vacant and mothballed.

3.1.2.2 The Chapel of Hope

Religion was an important part of moral therapy treatment and the one-and-a-half storey buff-brick Chapel of Hope was constructed in 1884 by patient labour as part of their treatment plan. The Chapel of Hope is designed in the Gothic Revival style. Dr. Bucke petitioned the provincial government to fund the construction of the church. The church was originally built as an Interdenominational chapel and was later converted to a Catholic place of worship. In 1965, the church was converted back into an Interdenominational chapel.

Regular church services were part of treatment at the London Asylum with religious services held in the general recreation facilities prior to the Chapel's construction. The London Psychiatric Hospital is the only mental health facility in Ontario that has a stand-alone Chapel.

As of March 2022, the Chapel of Hope is vacant and mothballed.

3.1.2.3 Infirmary Building

The buff-brick Infirmary Building was built in 1902 with a combination of architectural styles including the Beaux-Arts Classicism, Edwardian Classicism and Colonial Revival. Throughout the years, the Infirmary was also known as the 1902 Building, Exam Building, Bucke Research Institute, and Outpatient Department and Admitting Hospital, was built to accommodate patients who needed more enhanced medical care and offered dormitories and individual rooms for patients and common rooms and sunrooms. Dr. Bucke, with the help of provincial architect Francis R. Heakes, designed the Infirmary Building to similar facilitates found in the United States. In 1908, the building was converted to use as a reception hospital for new and short-term patients. These short-term patients might stay for a few months to a few years, and had access to advanced treatments such as showers, massages, and continuous baths.

As of March 2022, the Infirmary Building is vacant and mothballed.

3.1.2.4 Recreation Hall

This two-story brown brick Classical Revival style building was built circa 1920 and was used to host recreational activities for patients and staff including a basement level swimming pool (now filled in) and a stage for performances.

As of March 2022, Recreation Hall is vacant and mothballed.

3.1.2.5 Landscapes

The institution complex today has been reduced from its original identify as a large self-sufficient community with extensive farmland, to a smaller urban campus. The original 19th century layout with its primary entrance along the tree-lined avenue from Dundas Street to the south, has been overlaid with a late 20th century hospital complex accessed from Highbury Avenue to the west.

Today the four heritage features, are still tied together by some of the original road layout and broad landscape features. It still retains its axial layout and generous grounds which still alludes to its 19th century designers.

4. Statements of Cultural Heritage Value and Interest

Both the *Northern HCEA* and the designating by-law have been included in **Section 4.1** and **Section 4.2** verbatim from their sources.

4.1 Designation By-Law L.S.P. 3321-208 – Statement of Cultural Heritage Value or Interest

The Statement of Cultural Heritage Value and Interest was excerpted directly from the *Designation By-Law L.S.P. 3321-208* for the London Psychiatric Hospital (850 Highbury Avenue North).

Historical Reasons

The first asylum in southwestern Ontario was set up in 1860 at Fort Malden, Amherstburg, as a branch of the Toronto Asylum, which was already overcrowded. Dr. Henry Landor was appointed superintendent of Fort Malden, a former military barracks converted into an asylum to house inmates and incurables. After Confederation in 1867, politicians decided to build an asylum two miles outside the London city limits. The Asylum was modeled on Thomas Kirkbride's landmark Pennsylvania Asylum. The London Asylum for the Insane opened at the present site November 18, 1870 on 300 acres of farmland. The hospital grew in size and by 1914 there were 1,130 patients. In 1968 the hospital was renamed the London Psychiatric Hospital. The hospital was joined to St. Thomas Psychiatric Hospital to operate under a single administration in 1995. The original main hospital building was demolished in 1975.

Dr. Richard Maurice Bucke was the second superintendent of the London Asylum for the Insane (1877 to 1902). Acting on his convictions that the mentally ill respond favourably to humanitarian and sympathetic treatment, he elaborated on the efforts of his predecessor, Dr. Henry Landor, to provide therapeutic activity for patients by making the asylum into a working farm. Bucke provided improved farm facilities and he created grounds that were more ornamental. He implemented an elaborate plan for the beautification of the grounds, in keeping with his theory that beautiful surroundings were conducive to mental health and provided many social occasions. He also reduced the use of alcohol and mechanical constraints as means of controlling patients. His innovative ideas are reflected in the buildings and grounds of the London Psychiatric Hospital.

Architectural Reasons

Tree-lined Avenue (entrance off Dundas Street)

Built under Bucke's supervision, (circa 1900) the original entrance to the hospital grounds is a two-lane avenue with a centre walkway lined with eight rows of elm trees. (Three rows of trees on either side of the lanes and one row on either side of the walkway) Some trees have been replaced with coniferous varieties, but the form remains the same. It forms a magnificent vista north from Dundas Street to where the original hospital building stood and is still on axis with the 1902 Infirmary building further back. This was the site for patient picnics on Sundays.

Infirmary Buildings

Also known as the 1902 Building, Exam Building, Bucke Research Institute, Outpatient Department and Admitting Hospital, this tall Victorian three storey yellow brick building with a hip roof, is a classical example

of balance and symmetry. The central surgical block is attached by two passageways to mirror -image side pavilions, each featuring a gabled projection and cupola. This classical organization is appropriately accompanied by numerous classical details like the corner quoins, the plain pediment over the front entrance, voussoirs over windows and a semi-circular window on the second level above the front entrance. Huge skylights provided light for the surgical suite on the third floor. Entrance steps have closed brick railings.

Recreation Hall

This two-storey brown brick building was built around 1920 and was used to host recreational activities for patients including a basement level swimming pool (now filled in) and a stage for performances. The building has gable ends with a wide plain frieze and molding with return eaves over broad pilasters at the south end and a pediment at the north end. There are four small wings, two at each end, with pediment gables. The metal roof has two ventilators. The auditorium windows on the sides are large and tall, and are set in semi-circular headed brick panels, and each has 40 panes arranged in nine sections. The double door centre entrance way has an eight-light transom, windowed doors, small lanterns to each side, high wide front steps, and a canopy supported by chains.

The Chapel

The Chapel of Hope was built by patients in 1884. Originally built as an Interdenominational chapel, it was later only a Catholic place of worship since the Protestant congregation had grown so large. In 1965 it was again made into an Interdenominational chapel. This Gothic revival brick structure has seven stone-capped buttresses on each side. It has four small dormers on each side of the gable roof, each featuring a trillium shaped stained-glass window. There are seven Gothic arch shaped stained glass windows on each side of the building and a large stained glass window behind the altar. The front entrance roof peak is capped with a carved stone ornament as is the two smaller side entrances

Horse Stable

The 1894 horse barn located on the hospital grounds is close to Highbury Avenue North and Oxford Street. It is the last remaining building of the farmyard built by Bucke. Built of white brick, whitewashed at the base and with a slate roof, the barn is the last of three original buildings. It was obviously intended to be functional rather than decorative but its almost monumental size, its nearly regular fenestration, its classical proportions and the picturesque effect produced by the ventilation cupolas make it a strikingly handsome building, as well as a meaningful symbol of the last vestige of the hospital's significant agricultural past.

4.2 OHT Heritage Conservation Easement Agreement

The Statement of Cultural Heritage Value and Interest was excerpted directly from the *Northern HCEA* for the London Psychiatric Hospital (850 Highbury Avenue North).

The Subject Property is not located within the Southern *Heritage Conservation Easement Agreement* for the London Psychiatric Hospital (850 Highbury Avenue North) and therefore will not be included in this HIA.

4.3 Northern Heritage Conservation Easement Agreement – Statement of Cultural Heritage Value or Interest

Description of Historic Place

The former London Psychiatric Hospital is located at 850 Highbury Avenue North on a 26.3- hectare (65-acre) parcel of land in the City of London. The rectangular-shaped property is bound by Oxford Street East to the north, the CPR Railway and a construction zone to the south, Highbury Avenue North to the west and a residential zone and industrial zone to the east. The Former Hospital Lands contain a complex of 23 buildings and a number of landscape features. Four of the buildings have been identified as having provincial heritage value: The Chapel of Hope (1884), Horse Stable (1894), Infirmary (1902), and the Recreation Hall (ca.1920). A number of landscape features have been identified as having provincial heritage value. These include remnants of a ring road and a circular drive, open space, remnants of an ornamental landscape containing mature plantings of black walnut trees and the grand, tree lined Allee. The facility opened in 1871 as the London Asylum for the Insane and operated under a number of names over the course of its history including the Ontario Hospital London, London Psychiatric Hospital and Regional Mental Health Care Centre.

Statement of Provincial Significance for the London Psychiatric Hospital

The London Psychiatric Hospital represents the theme of mental health treatment. Large government run institutions such as the one in London transformed treatment of individuals with mental illness to a province-wide system. Four public asylums had opened at Toronto, London, Kingston and Hamilton by 1871. Until the middle of the 20th century, institutionalization of individuals with mental illness and developmental disabilities was a common practice and form of treatment. These institutions were self-sufficient, located in rural areas adjacent but outside of urban areas where patients lived and received treatment. The rural location of the London Psychiatric Hospital was part of "moral therapy"; an approach to the care and treatment of mental illness popular in the mid to late nineteenth century. Moral therapy promoted activities such as gardening, woodworking, games, sewing and reading in addition to medical care. Religion was also an important aspect of moral therapy and Superintendent R.M. Bucke had the Chapel of Hope constructed using patient labour, which was also part of the treatment. As mental health care and treatments evolved, the grounds of the London Psychiatric Hospital transformed. The practice of moral therapy and use of the Kirkbride Plan (i.e., all activities take place in one centralized building) was replaced by the idea that specialized facilities for each activity were needed for patients and staff. It was at this time that the Infirmary Building was constructed as part of Superintendent R.M Bucke's modernization of the facility. The ideals of moral therapy contributed to the development of occupational therapy after the First World War.

The London Psychiatric Hospital is the only mental health facility in Ontario that has a standalone chapel. The Chapel of Hope was a core to providing moral therapy treatment. The London Psychiatric Hospital is associated with an era of mental health care when the government was constructing self-sufficient institutions built in strategic locations throughout the province. The large, segregated, self-sufficient institutional campus represents a rare aspect of Ontario's history and is no longer used to treat individuals with mental illness.

The Allee with mature trees and the large imposing Victorian-era Infirmary contribute to the property's visual and aesthetic importance. The Infirmary is monumental in size and the most substantial building remaining on site. Its prominent features include the tall chimneys, central block and symmetrical wings. The Infirmary's haunting Victorian architecture has allured photographers and videographers who capture the intrinsic aesthetic beauty of the building. The horse stable also contributes to the aesthetic importance of the property and is the last remaining building associated with the property's agricultural past. It retains a significant amount of its original design aesthetic including its distinctive ventilators. The large scale of the building and

quality of materials of the stable show the importance of agriculture and nature-based therapy to the London Psychiatric Hospital.

Superintendent Richard Maurice Bucke (1837-1902) was a significant figure and contributor to mental health treatment in Canada. Bucke held the post of Superintendent from 1877 until his death in 1902 and made several important contributions to patient treatment and the design and layout of London Psychiatric Hospital. Bucke developed recreational and occupational therapy programming as part of treatment, eliminated the use of restraints and ended the use of alcohol as a treatment – all progressive reforms for his time. Superintendent Bucke also had a significant impact on the design and layout of the site. Many of the significant heritage features that remain today were built under this tenure and were due to his influence, including the Chapel of Hope, Stable, Infirmary and the Allee. Bucke is also a controversial figure and the source of great debate among historians and mental health professionals for his encouragement and use of gynaecological surgeries on women for treatment of mental illness.

Background

Historic Value:

Prior to the 19th century, people with mental illnesses were housed in jails, workhouses, or the family home and many had no choice but to live on the streets. The Victorian era saw social change and came to depend upon institutions to solve the social problems of the day. Large institutions were supposed to be places of refuge where patients were separate from the rapidly changing outside world. The London Psychiatric Hospital followed the Kirkbride Plan and moral therapy treatment – patients were to be placed in a natural environment with a significant amount of farm and parkland. When opened in 1871, the London Psychiatric Hospital was located on 300 acres just outside city limits. The City of London was chosen as the location for a new institution partially due to the influence of John Carling - Ontario's first commissioner of public works. He directed the construction of the institutions on land he had sold to the government in 1870.

The institution was self-sufficient and significant farming operations were located on the northern portions of the site with stables, greenhouses, orchards, fields full of crops and a root house for storage. While various employment opportunities were available at the London Psychiatric Hospital, patient labour was used as part of moral therapy treatment and as a way of keeping costs down. In the early years patient labour was separated by gender—men worked in the field and tended to the animals while women worked in the laundry, cleaned and sewed. There were numerous clubs, sporting events, annual picnics and other special occasions for patients and staff thus giving the London Psychiatric Hospital a sense of community.

Religion was an important part of moral therapy treatment and the new chapel was constructed by patient labour as part of their treatment plan. The Chapel was built in 1884 at the behest of Dr. Bucke who petitioned the provincial government to fund its construction. Regular church services were part of treatment at the London Asylum with religious services held in the general recreation facilities prior to the Chapel's construction. The London Psychiatric Hospital is the only mental health facility in Ontario that has a stand-alone Chapel

The Infirmary or Exam Building completed in 1902 was intended to house patients who needed more enhanced medical care and offered dormitories and individual rooms for patients and common rooms and sunrooms. Superintendent Bueke toured similar facilities in the United States and helped design the building plan with provincial architect Francis R. Heakes. In 1908 the building was converted to use as a reception hospital to house new and short-term patients. These short-term patients might stay for a few months to a few years, and had access to advanced treatments such as showers, massages, and continuous baths.

Following the First World War, a large number of Canadian veterans were admitted to London Psychiatric Hospital suffering from psychological effects of the war. They were treated for "shell-shock" for which symptoms are now associated with post-traumatic stress disorder. Overcrowding was an issue at the London Psychiatric Hospital and by 1924 it accommodated almost 1200 patients. Maintaining a peaceful and idyllic setting for patients was difficult for the superintendents due to the overcrowding. Many common rooms and sunrooms were used as wards to accommodate patients instead of places of rest and relaxation. Richard Maurice Bucke is the most well-known and controversial superintendent at the London Psychiatric Hospital, known in part for his encouragement and use of gynecological surgeries on women. Some argue the surgeries were an attempt by Bucke to find a successful treatment for his patients, but there seems to be little merit of such surgeries on mentally ill women. Upon his death, the use of gynecological surgery came to an end at London Psychiatric Hospital. The London Psychiatric Hospital is also associated with eight superintendents who were the chief administrators and medical directors of the London Psychiatric Hospital from 1870-1970. They had an array of responsibilities including supervising staff, administering medical services, training nurses, offering therapies, conducting property and facilities maintenance and the medical supervision of all patients.

These institutions evolved to providing occupational and vocational therapies. In the early 1960s, new medications were developed to treat mental illness thereby starting the de-institutionalization process. While these drugs might not cure patients suffering from mental illness, they helped reduce and control symptoms allowing patients to be discharged and to live in the community. The move away from institutionalization to community living made these large, self-sufficient facilities obsolete.

Architectural Value:

Chapel of Hope

The Chapel of Hope was built in 1884 by patient labour under instruction by Superintendent Bueke. It is a one-and-a-half storey buff-brick structure in the Gothic Revival style and features two chimneys at the east and west elevation. The gable roof is interrupted with four dormers on the north and south elevations with trefoil shaped windows. The side walls feature seven gothic-arched stained-glass windows separated by buttresses. The stained-glass window over the alter features a combination of religious and London Psychiatric Hospital images.

Horse Stable

The Horse Stable was built in 1894 under the direction of Superintendent Bucke and the scale and quality of materials shows the importance of agriculture to the self-sufficiency and practice of moral therapy at London Psychiatric Hospital. It is a large two-storey buff brick building. There are two intersecting gable roof sections and five ventilators along the apex to provide ventilation and give the building a distinct silhouette. The segmental arched window openings (bricked over) have brick voussoirs and most have stone sills. The eaves have tongue and groove soffits. A large second storey board-and-batten door provides access to the hay loft on the building's west elevation.

The Infirmary

The Infirmary is an imposing building with a combination of architectural styles popular in the Victorian-era including Beaux-Arts Classicism, Edwardian Classicism, Italianate and Colonial Revival. The Infirmary is constructed of local buff brick with a central administration block with two recessed symmetrical wards on either side (one for men and one for women). The three-storey central block sits on a raised basement. It has a hipped roof with a central skylight to the operating theatre and tall distinctive chimneys. The main front entrance is topped with a pediment supported by pilasters, a large rounded arched window and two smaller rounded-arched windows and a dentilated cornice. The symmetrical wards are connected to the central block by a narrow corridor. The wards feature Colonial Revival influence seen in the projecting central bay with a

pediment and quoins, ventilators, dormer windows and dentilated cornice. The sun porches at the end of each wing were originally in the shape of a trapezoid. The current ones are rectangular and date from 1945. The rear (north) elevation of the Infirmary is simplified with projecting bays, dormer windows and tall chimneys. All of the window openings are flat-arched and many of the double-hung wood-sash windows survive. The exception is a singular rounded-arch window on both ward facades above an off-centered entrance door.

Recreation Hall

The Recreation Hall was constructed in 1920 and is located directly east of the Chapel of Hope. It was constructed in a Classical Revival style of reddish-brown brick laid in common bond. It features a symmetrical façade frontispiece, a central block and two flanking wings (**Image 5**). The central block features a pediment with an oculus window and a central rectangular shaped tripartite window flanked with 6-paned window. The flanking wings feature a rounded-arched window. The brickwork that surrounds the windows is dark brown and extends well beyond the base of the window. Each of the six multi-paned rectangular wood windows are divided into three parts on the side-walls and set within a shallow rounded-arched niche. The austere rear elevation features quoining and a singular rounded-arched window in the gable.

Contextual Value:

The London Psychiatric Hospital is deliberately set back from the main street to provide a serene and rural setting; core to moral therapy and the Kirkbride Plan. The historic main entrance to the former Hospital Lands is off Dundas Street East where the Allee leads visitors from the street and into the complex of institutional buildings. The former Hospital lands were originally surrounded by a rural farming landscape. They are now bordered by three extremely busy thoroughfares (Highbury Avenue North, Oxford Street East and Dundas Street East) and the surrounding neighbourhood has evolved to become the home to several businesses and industries along Highbury Avenue North and Dundas Street East along with a residential subdivision to the east.

Archaeological Value:

The London Psychiatric Hospital has archaeological value due to the below-ground resources associated with the evolution mental health care. The main building, airing yard, and portions of the root house represent the era in the 19th century when self-sufficiency was the norm at these large-scale government run mental health institutions.

Description of the Heritage Features

The Heritage Features referred to in this Agreement are comprised of the exteriors of the Building on the Protected Lands which include, but are not limited to the following highlighted elements which contribute to their heritage value:

The Horse Stable:

- General massing and two intersecting gable roof sections
- "T" -shaped footprint
- Local buff brick (also called white brick)
- Five roof ventilators
- Brick chimney (east elevation)
- Location of existing segmental-arched window and door openings
- Brick voussoirs and stone sills above and below window openings
- Board-and-batten upper access doors to hay loft (west elevation)

Chapel of Hope:

- Local buff brick construction
- Gable roof topped with a finial
- Double-lancet stained-glass windows
- Large stained-glass window above the alter depicting religious Imagery and scenes from the London Psychiatric Hospital
- Bull's eye window with quatrefoil muntin in the gable end
- Seven bay side walls with buttresses
- Trefoil dormers
- Chimneys

The Infirmary:

- Local buff brick construction
- Symmetrical composition - tall three-storey central administration block on a raised
- Basement centre block flanked by two identical wards with rectangular wood verandahs
- Main front entrance topped with a pediment supported by pilasters, a large rounded arched window and two smaller rounded-arched windows and dentilated cornice
- Tall chimneys and skylights atop the hipped roof of the central block
- Dentilated cornice around the entire building
- Double-hung wood-sash windows
- Flat arch buff-brick lintels and stone sills
- Louvered ventilators atop the flanking wards
- Pediments, donner and Bull's eye windows of the wards
- The single rounded-arched window of the ward's façade
- Decorative buff-brick quoins at the end walls and separating the slightly projecting bays of the wards
- The simplified rear (north) elevation with projecting bays, dormers, and chimneys
- Sun porches at the end of each ward

Recreation Hall:

- Reddish-brown brick construction
- Symmetrical façade frontispiece – a central block and two flanking wings.
- Central block with pediment, oculus window, a central rectangular shaped tripartite window flanked with 6-paned window
- Flanking wings feature a rounded-arched window with decorative dark-brown brickwork
- Extending well beyond the base of the window,
- Side walls with six multi-paned rectangular wood windows divided into three parts and set within a shallow rounded-arched niche
- Raised basement with multi-paned windows
- Projecting bays on the side wall with a pediment, quoins, entrance door and six-over-six wood-sash windows
- Rear elevation features quoins and a rounded-arched window in the gable

Description of Cultural Heritage Landscape Features

The provincially significant cultural heritage landscape on the Protected Lands is composed of three zones:

1. **The Allee and Ring Road Zone:** This zone contains the grand tree-lined Allee that stretches from the historic entrance at Dundas Street East northward to the circular drive and ring road that connects the

Infirmary, the Chapel of Hope and the Recreational Hall. With its open spaces and rows of mature trees, it evokes a designed rural setting and framed vista for the key institutional buildings of the Hospital which are set back from the main entrance off Dundas Street East.

2. The Campus Zone: *This zone contains three (3) buildings associated with the London Psychiatric Hospital of provincially significant heritage value: the Infirmery, the Chapel of Hope and the Recreational Hall as well as associated open spaces, landscape and plantings. These elements are located within a ring road at the end of a long Alle stretching south to Dundas Street East.*

3. The Horse Stable Zone: *This zone is comprised of open space, mature trees and unobstructed views of all sides of the horse stable.*

The Cultural Heritage Landscape Features of the Allee and Ring Road Zone

The Cultural Heritage Landscape Features of the Allee and Ring Road Zone include, but are not limited to, the following highlighted elements:

- *The 470-metre tree-lined Allee that extends from the Canadian Pacific Railway Line and intersects with the circular drive*
- *Circular drive with internal green space and east/west access to the ring road*
- *Remnants of the ring road*
- *Mature trees that border the ring road on both sides*

The Cultural Heritage Landscape Features of the Campus Zone

The Cultural Heritage Landscape Features of the campus Zone include, but are not limited to, the following highlighted elements:

- *The location of the provincially significant buildings: Chapel of Hope, Infirmery and Recreation Hall within the landscape*
- *Their deliberate setback of the from the Dundas Street East to provide a serene and rural selling*
- *Strategically planted trees including the row of black walnut trees along east/west interior roadway leading to the Horse Stable*
- *North/south tree-lined roadways framing a view of the north (rear) elevation of the Infirmery*
- *The open space of the lawn with mature plantings directly south of the Infirmery*

The Cultural Heritage Landscape Features of the Horse Stable Zone

The Cultural Heritage Landscape Features of the Horse Stable Zone include, but are not limited to, the following highlighted elements:

- *Mature trees including sugar maples and walnuts*
- *Surrounding open space providing unobstructed views of all four elevations of the Horse Stable*

5. Assessment of Existing Conditions

5.1 Introduction

A field review of the Subject Property was undertaken by Liam Ryan, Cultural Heritage Planner, with AECOM on August 18, 2021, and Tara Jenkins on March 08, 2022, Cultural Heritage Specialist, Lead with AECOM from the public rights-of-way of Highbury Avenue North and from an accessible portion of the Subject Property, in order to document the landscape and built heritage features that are anticipated to be impacted by the project.

This section will only assess the existing conditions of the portions of the Subject Property that have the potential to be adversely impacted by the project. The heritage features of the Subject Property that have the potential to be impacted are the Horse Stable Zone and the Horse Stable. The Chapel of Hope, the Infirmary Building, the Recreation Hall, the Allée and Ring Road Zone and the Campus Zone, are not anticipated to be impacted by the project and therefore were not accessed in this section.

5.2 Description of Surrounding Context

The Subject Property is a large rectangular property that is comprised of open lawns, parking areas, winding paved and graveled service roads and a range of both hospital and agricultural buildings dating from the late 19th century to the mid-20th century that are associated with the former LPH. Excluded from the parcel (not within the Subject Property) but forming part of the original facility grounds, is 840 Highbury Avenue North, a former large commercial/industrial plaza. Currently, 840 Highbury Avenue North is a vacant lot.

The landscape of the Subject Property can be interpreted as vacant institutional lands. The lands initially housed the former LPH in the nineteenth, twentieth and twenty-first centuries. Since the closure of the London Psychiatric Hospital in 2014, the lands have suffered from decay, vandalism, and re-naturalization.

5.3 The Horse Stable

The Horse Stable is a two-story common bond buff brick building with a T-shaped plan and an intersecting gable roof clad in slate shingles (**Photograph 1**). The roofline has a series of five cupolas that would have provided ventilation to the interior of the building. Vergeboard can be found within the eaves. The Horse Stable has boarded up segmentally arched windows with buff brick voussoirs and stone sills. In addition, a number of windows on the north elevation have been bricked over completely (**Photograph 2**). The east elevation of the building includes a 1-story ell with a gable roof and buff brick chimney (**Photograph 3**). The west elevation contains a boarded-up hayloft (**Photograph 4**).

The Horse Stable has been mothballed as a means of protecting the structure. The mothballing has kept the structure in very good condition. In addition, the Horse Stable shows no signs of breaking and entering and very little amount of vandalism (graffiti).



Photograph 1:
South elevation of the Horse Stable
(AECOM, 2021)



Photograph 2:
North elevation of the Horse Stable
(AECOM, 2021)



Photograph 3:
East elevation of the Horse Stable
(AECOM, 2021)



Photograph 4:
West elevation of the Horse Stable
(AECOM, 2021)

5.4 The Horse Stable Zone

The Horse Stable Zone consists of the 1894 Horse Stable, open space (manicured lawn), a mature sugar maple, and walnut trees (**Photograph 5** and **Photograph 6**). A downed powerline is located within the Horse Stable Zone and is the only sign of decay or deterioration in the zone (**Photograph 7**). Currently, the open space of the Horse Stable Zone allows for unobstructed views of all elevations of the Horse Stable, including from Highbury Avenue North (**Photograph 8** and **Photograph 9**).



Photograph 5:

View of the Horse Stable Zone, illustrating the surrounding open space mature trees, looking northwest (AECOM, 2021)



Photograph 6:
View of the Horse Stable Zone, illustrating the mature trees, looking southwest
(AECOM, 2021)



Photograph 7:

View of the Horse Stable Zone, illustrating the surrounding open space, looking west
(AECOM, 2021)



Photograph 8:

View of the Horse Stable Zone, illustrating the unobstructed view of the Horse Stable from the ROW, looking east (AECOM, 2022)



Photograph 9:

View of the Horse Stable Zone, illustrating the unobstructed view of the Horse Stable from the ROW, looking east (AECOM, 2022)

6. Impact Assessment

6.1 Description of the Proposed Project

The 50% Detailed Design (**Figure 4-1**, **Figure 4-2** and **Figure 4-3**) shows that the east side of Highbury Avenue North will be widened to accommodate the infrastructure improvements including dedicated transit lanes, sidewalks and curbs. The current edge of the right-of-way of Highbury Avenue North will be widened to accommodate dedicated transit lanes, sidewalks and curbs to a maximum of 13.70 m within the western edge of the Subject Property. This will cause impacts to the Subject Property in the form of land disturbance and alteration.

The 50% Detailed Design shows that the proposed BRT system will acquire a small portion (1,140 m²) of the open space (manicured lawn) of the Horse Stable Zone along the northwestern boundary of the Subject Property. The open space is a heritage attribute of the Horse Stable Zone. The Horse Stable Zone is protected under the Ontario Heritage Trust's *Northern HCEA* for the former London Psychiatric Hospital. Therefore, along with impact to the boundary of the Horse Stable Zone, the open space will be directly impacted by the Project. The other heritage attributes of the Horse Stable Zone, which include the Horse Stable and the mature sugar maple and walnut trees will not be impacted by the Project. No other heritage attributes of the Subject Property are anticipated to be directly adversely impacted.

The 50% Detailed Design also shows a direct impact in the form of land disturbance to the Access Lands of the Ontario Heritage Trust's *Northern HCEA*. The Access Lands are laneways that lead to the three zones from Highbury Avenue North. The Access Lands are not protected under the Agreement and are not heritage attributes of the Subject Property. The protected lands are composed of the lands of the three zones only. The road widening will take a maximum of 13.70 m of the two the Access Lands; the lane connecting the Horse Stable Zone to the Campus Zone and the access lane connecting Highbury Avenue North to the Allée and Ring Road Zone.

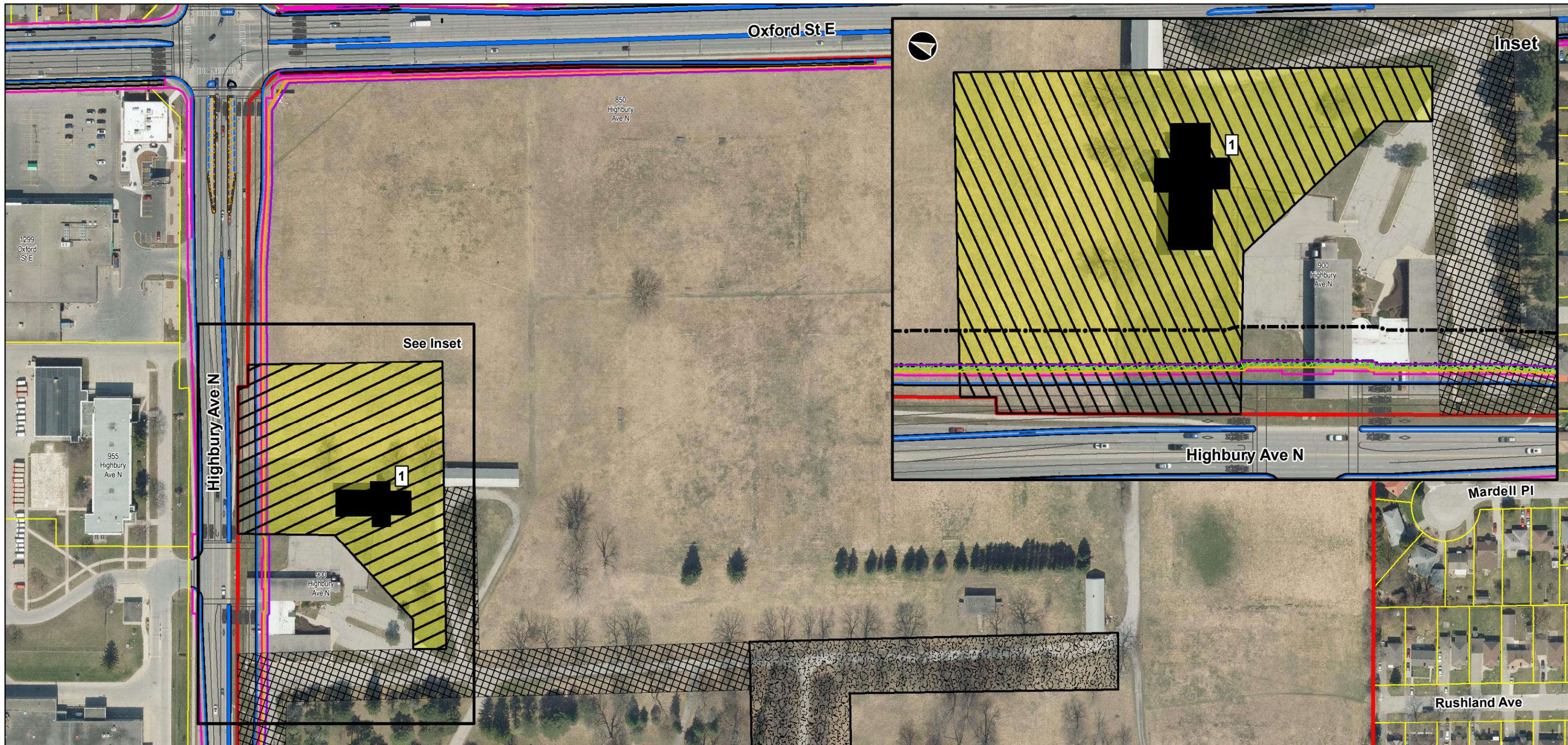
The 50% Detailed Design also shows a direct impact to the Ontario government building at 900 Highbury Avenue within the Subject Property. It should be noted that a demolition request for the removal of eight (8) buildings that do not contribute to the CHVI of 850 Highbury Avenue North, the former London Psychiatric Hospital Lands are not identified as heritage attributes in the designating by-law. The demolition request was made by Old Oak Properties who is redeveloping portions of the Subject Property. The demolition request includes the former Ontario government building which is currently overlaid by the new proposed right-of-way boundary for this BRT project (**Figure 4-1**, **Figure 4-2** and **Figure 4-3**).

CACP received the Staff report for the demolition request of the eight non-heritage buildings on the Subject Property on May 26, 2022 and the Staff report was supported to permit the demolition of the non-heritage-built resources on the Subject Property. After support of CACP, the request was presented to the Planning and Environment Committee (PEC) on May 30, 2022. PEC supported Staff's recommendations. On June 14, 2022, the Municipal Council permitted the demolition request pursuant to Section 34(1) of the *Ontario Heritage Act*. The Resolet included the permission to demolish the former Ontario government building at 900 Highbury Avenue. Therefore, although the 50% Detailed Design overlays the former Ontario government building at 900 Highbury Avenue, it will be demolished as part of the Old Oak Properties and not because of this Project. It is presumed the building will be removed prior to the beginning of construction of the BRT system at this location. It should be noted that the terms and conditions of the demolition includes construction fencing and buffering of sensitive areas be implemented.

In addition to the eight non-heritage buildings that the Municipal Council permitted to be demolished, a demolition request has been made for the remaining three non-heritage buildings. These three buildings include the (1) garage, (2) pump house and water storage and (3) south pavilion building. The request was consulted at the CACP meeting

on September 14, 2022. The request will be presented to the PEC on October 3, 2022, and the Municipal Council on October 17, 2022.

The remainder of the impacts of the Project on the Subject Property consists of the minimal property acquisition along Highbury Avenue North consisting of manicured lawns and trees outside the Ontario Heritage Trust protected zones and are not heritage attributes of the Subject Property. This impact is due to the road widening. The road widening will cause an indirect impact to the property in the form of land disturbance and a will not change the overall land use for that portion of the property. There are no bus stop platforms proposed on the Subject Property, as the infrastructure improvements within the property only consist of sidewalks and curbs.



Legend

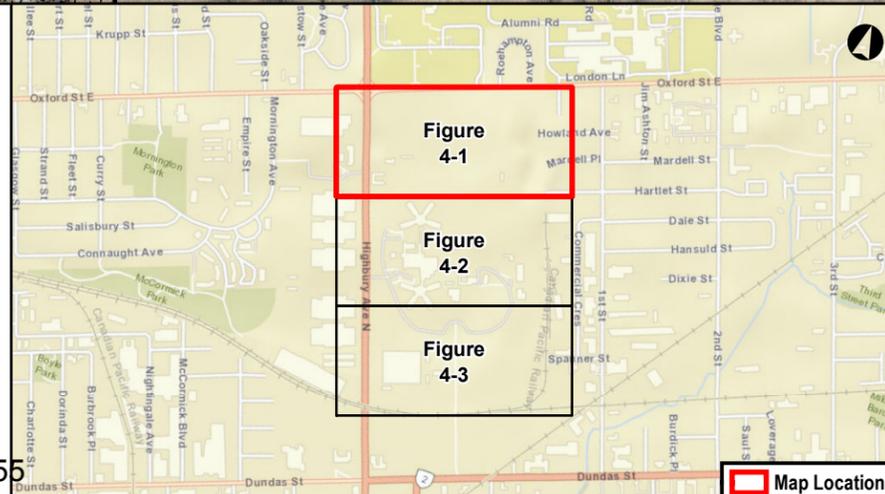
- Easement Limit/Limit of Disturbance
- Proposed new ROW/Property Line
- Edge of Pavement
- Curb
- Fence
- Lane Markings
- Sidewalk
- ▨ Temporary Easement
- Parcel Boundary
- Subject Property
- ▨ Platform
- Edge of Zone of Influence (11 m Vibration Zone)
- No-Go Zone
- + Designated Buildings
- 1 - Horse Stable

Cultural Heritage Landscape Features

- The Campus Zone
- The Horse Stable Zone

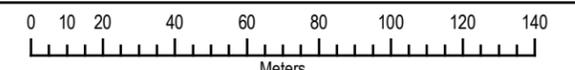
Access Lands

- Access Lands



**HERITAGE IMPACT ASSESSMENT
850 Highbury Ave.
CITY OF LONDON RT - EAST LINK**

Map of the 50% Detailed Design
and the Subject Property



DATUM: NAD 1983 UTM Zone 17N

October 2022 1:2,000
*when printed 11"x17"

P#:60641691 V#:

Source: MNR 2020
Image: City of London 2021, Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC (c) OpenStreetMap contributors, and the GIS User

AECOM **Figure 4-1**

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Map location: \\na.aecomed.com\GIS\AECOM\London\CALON\GIS\Projects\60641691\Map of the 50% Detailed Design\Map Location\850_Highbury_Ave.mxd, Date saved: 10/12/2022 11:43:37 PM User Name: carla



Legend

- Easement Limit/Limit of Disturbance
- Proposed new ROW/Property Line
- Edge of Pavement
- Curb
- Lane Markings
- Sidewalk

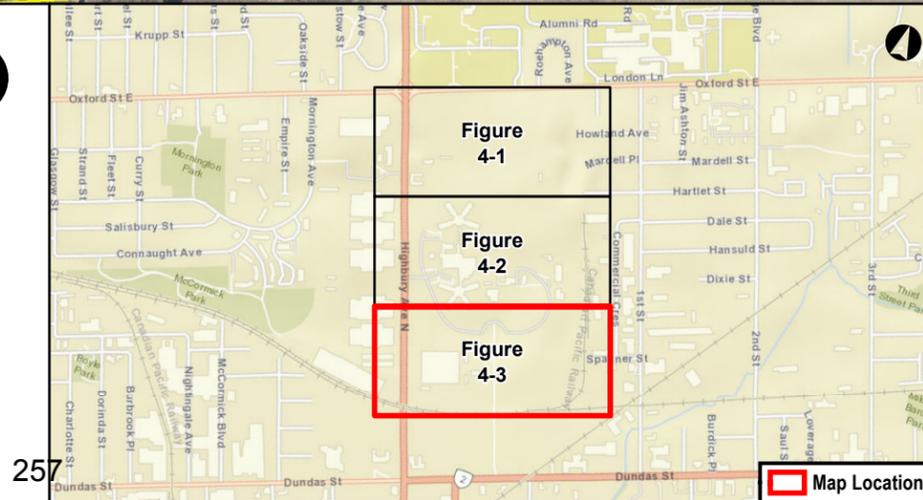
- Temporary Easement
- Parcel Boundary
- Subject Property

Cultural Heritage Landscape Features

- The Allée and Ring Road Zone
- The Campus Zone

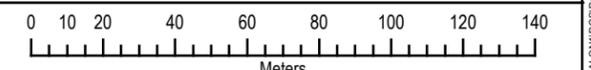
Access Lands

- Access Lands



**HERITAGE IMPACT ASSESSMENT
850 HIGHBURY AVE.
CITY OF LONDON RT - EAST LINK**

Map of the 50% Detailed Design
and the Subject Property



DATUM: NAD 1983 UTM Zone 17N

August 2022 1:2,000
*when printed 11"x17"

Source: MNRF 2020
Image: City of London 2021. Sources: Esri, HERE, Garmin,
USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI,
Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC
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P#:60641691 V#:



Figure 4-3

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6.2 Assessment of Impacts

6.2.1 Screening for Potential Impacts

To assess the potential impacts of the undertaking, identified cultural heritage resources are considered against a range of possible impacts based on the *Ontario Heritage Tool Kit, Heritage Resources in the Land Use Planning Process, InfoSheet #5 Heritage Impact Assessments and Conservation Plans* (MCM 2006:3) which include, but are not limited to:

- Destruction, removal or relocation of any, or part of any, significant heritage attributes or features
- Alteration that is not sympathetic, or is incompatible, with the historic fabric or appearance
- Shadows created that alter the appearance of a heritage attribute or change the exposure or visibility 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 from, within, or to a built or natural heritage feature
- 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 soils, and drainage patterns that adversely affect an archaeological resource⁴

The MCM document defines “impact” as a change, either positive or adverse, in an identified cultural heritage resource resulting from a particular activity. This HIA identifies *direct (physical) impacts*, *indirect impacts*, and/or *positive impacts* as the impact types that a construction component and/or activity may have on cultural heritage resources.

A direct (physical) negative impact has a permanent and irreversible negative affect on the cultural heritage value or interest of a property, or results in the loss of a heritage attribute on all or part of the heritage property. Any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect a heritage property, including archaeological resources. An indirect negative impact is the result of an activity on or near the property that may adversely affect its cultural heritage value or interest and/or heritage attributes. A positive impact will conserve or enhance the cultural heritage value or interest and/or heritage attributes of the property.

6.2.2 Impact Assessment Approach

Based on the 50% Detailed Design, the Subject Property will be directly impacted by the proposed BRT system. The impact assessment of the proposed project in **Table 3**, below, presents the possible impacts in the *Ontario Heritage Tool Kit, Heritage Resources in the Land Use Planning Process, Info Sheet #5 Heritage Impact Assessments and Conservation Plans* (MCM 2006:3).

The conservation of cultural heritage resources in planning is a matter of public interest. Changes to a roadway such as widening projects and modifications to intersections have the potential to adversely affect cultural heritage resources, by direct or indirect impacts during and after construction. Other landscape features associated with the heritage properties may experience displacement, such as temporary or permanent removal, if they are located within or close to the proposed right-of-way of the undertaking.

This HIA documents the assessment of anticipated construction impacts on the Subject Property as related to the 50% Detailed Design.

⁴ This HIA only examines impacts to above-ground cultural heritage resources within the Study Area. Archaeological resources are presented separating reporting.

The intention of the impact assessment contained in this HIA is to:

- Review the Detailed Design as it relates to the Subject Property;
- Identify the impacts as outlined in the *Ontario Heritage Toolkit* (MCM 2006) based on the 50% Detailed Design, on the Subject Property; and
- Provide mitigation measures to avoid or mitigate potential direct and indirect adverse impacts to the Subject Property, including its heritage attributes. The proposed mitigation measures inform the next steps of the project planning and design.

The following section presents the results of the impact assessment and outlines the potential impacts to the Subject Property based on the 50% Detailed Design.

6.2.3 Assessment of Impacts

Based on the 50% Detailed Design for the project, the Subject Property will be directly impacted. The impact assessment of the proposed project in **Table 3** utilizes presented the of possible impacts in the *Ontario Heritage Tool Kit, Heritage Resources in the Land Use Planning Process, InfoSheet #5 Heritage Impact Assessments and Conservation Plans* (MCM 2006:3):

Table 3: Impact Assessment – Subject Property

Impact	Discussion of Impacts
Destruction, removal or relocation	<p>No direct adverse impact.</p> <p>Based on the 50% Detailed Design (Figure 4-1, Figure 4-2 and Figure 4-3), the road widening of Highbury Avenue North to accommodate dedicated transit lanes, sidewalks and curbs will not result in the demolition of or removal of any significant heritage buildings or significant landscape features within the Subject Property.</p> <p>The 50% Detailed Design shows that the proposed BRT system will only require the acquisition of a small portion (1,140 m²) of the open space (manicured lawn) located within the Horse Stable Zone. The heritage attributes of the Horse stable Zone, which include the Horse Stable, the matures trees, open spaces and the unobstructed view of the Horse Stable will not be completely destroyed, removed or relocated.</p>
Alteration	<p>Direct adverse impact- Horse Stable Zone</p> <p>Based on the 50% Detailed Design (Figure 4-1, Figure 4-2 and Figure 4-3), the road widening of Highbury Road North to accommodate the dedicated transit lanes, sidewalks and curbs will require property acquisition of a portion of open space (manicured lawn) within the Horse Stable Zone of the Ontario Heritage Trust <i>Northern HCEA</i> for the London Psychiatric Hospital. The open space is a heritage attribute of the Horse Stable Zone. Therefore, the proposed BRT system will result in the 1,140 m² of acquired open space within the Subject Property to be an alteration to the protected zone. The open space being acquired will remain “open” (albeit with a different surface material of concrete), as there are no built structures such as bus stop platforms located in the Subject Property. However, the acquisition changes the boundary of the open space of the protected zone itself. This is an alteration which is considered an adverse direct impact, however, is not a complete removal or destruction of the open space heritage attribute of the Horse Stable Zone.</p>

Impact	Discussion of Impacts
Shadows	<p>No indirect adverse impact.</p> <p>The Project will not result in any negative shadow impacts on the Subject Property.</p>
Isolation	<p>No indirect adverse impact.</p> <p>The Project will not isolate any heritage attributes from its surrounding environment within the Subject Property.</p>
Direct or indirect obstruction of significant views	<p>No indirect adverse impact.</p> <p>The Project will not directly or indirectly obstruct or change the current views associated with all sides of the Horse Stable, which the views are heritage attributes of the Horse Stable Zone. These views include a view of the Horse Stable from Highbury Avenue North. Given the infrastructure improvements consist of road widening with sidewalks and curbs, these low-lying features will not obstruct views of the Horse Stable. There is no bus stop platform along this segment of Highbury Avenue North. Therefore, there is no indirect adverse impact to the Subject Property based on the 50% Detailed Design and does not require mitigation.</p>
A change in land use	<p>No indirect adverse impact.</p> <p>Based on the 50% Detailed Design (Figure 4-1, Figure 4-2 and Figure 4-3), the road widening will cause a change in land use to the Subject Property. The acquisition of a portion of the Horse Stable Zone for the road widening will alter the boundary of the Horse Stable Zone, reducing the land protected as open space around the Horse Stable building. The change in land use is an indirect impact resulting in the removal of a portion of the open space (manicured lawn) located within the Horse Stable Zone and changing it into a sidewalk, curb and roadway. The western boundary of the Horse Stable Zone will be reduced by 1,140 m² (marked on Figure 4.1 [inset] as the Proposed new ROW/Property Line). Although the land will be used now for transit purposes, there will be no built structures and the view of the Horse Stable Zone will remain “open”. The acquisition will not change the overall land use of the Horse Stable Zone. Therefore, the indirect impact is not adverse and does not require mitigation.</p> <p>In addition, the current edge of the right-of-way along Highbury Avenue North will be widened to accommodate dedicated transit lanes, sidewalks and curbs to a maximum of 13.70 m along the western edge of the Subject Property. The acquisition will not change the overall land use of the portion of the Subject Property along Highbury Avenue North. Therefore, the indirect impact is not adverse and does not require mitigation.</p>
Land disturbance	<p>No indirect adverse impact – Vibration</p> <p>Evaluation of impacts related to vibration activities requires assessment based on identification of specific construction methods proposed to be used, distance between the sensitive receptor (i.e. a cultural heritage resource) and the construction activity, and anticipated vibration levels (mm/s). According to the Noise and Vibration Analysis Memorandum for the London BRT, East London Link, “buildings of extremely susceptible to vibration damage – e.g. fragile, historic</p>

Impact	Discussion of Impacts
	<p>buildings” (Horse Stable) would require an 11 m setback (known as the Zone of Influence⁵) from the edge of the construction work (i.e. the edge of sidewalk) if the project were to proceed without pre-construction building inspections and construction vibration monitoring. The Horse Stable is beyond the zone of influence and therefore will not face indirect adverse impacts. Therefore, no further work is required.</p> <p>No indirect adverse impact- Grading</p> <p>The land located between the current right-of-way and the Temporary Easement Limit/Limit of Disturbance has the potential to be impacted by grading activities. Grading will result in the removal of several trees and a portion of the manicured lawn along the western boundary of the Subject Property. The trees along the western boundary of the property are not heritage attributes of the property. The portion of land within the new right-of-way will be graded for new sidewalks and curbs. The portion of land within the temporary easement will be returned to pre-construction conditions (i.e., manicured lawn). Given that an area of land measuring to a maximum of 13.70 m into the property will be graded, the grading is considered minor in nature and therefore, is not considered an adverse indirect impact to the Subject Property.</p> <p>In addition, there will be bridge widening construction work on Highbury Avenue South, which includes construction of retaining walls. The bridge work is not located within the boundary of 850 Highbury Avenue South and therefore the retaining walls are not anticipated to cause adverse indirect impact to the Subject Property.</p>

6.2.4 Summary of Impacts

The proposed East London Link section of the London BRT Project is anticipated to directly adversely impact the Subject Property through the alteration of the open space (manicured lawn) located within the Horse Stable Zone of the Ontario Heritage Trust’s *Northern HCEA* associated with the former London Psychiatric Hospital lands. The open space (manicured lawn) is a heritage attribute of the Horse Stable Zone, therefore the alteration to that portion of the property will require further mitigation.

The Project will not directly or indirectly obstruct or change the current views associated with all sides of the Horse Stable, which is heritage attribute of the Horse Stable Zone. The Horse Stable located within the Horse Stable Zone will not be indirectly adversely impacted by vibration as the structure is beyond the zone of influence (11 m) and therefore will not face indirect adverse impacts.

The remaining portion of the Subject Property will not be indirectly or directly adversely impacted by the Project, despite a change in land use and grading for a small portion of land along the western boundary of the Subject Property. The Project will not change the overall land use of the Subject Property, nor will it cause indirect adverse impacts due to grading on any heritage attributes. In addition, the Project will not isolate any heritage attributes from its surrounding environment or result in any negative shadow impacts on the Subject Property.

Therefore, only the Horse Stable Zone will be directly adversely impacted by the proposed East London Link section of the London BRT Project.

⁵ The zone of influence is defined as the area of land (including buildings) within or adjacent to a construction site where vibration levels are expected to exceed the recommended FTA building damage criteria.

7. Mitigation Strategy and Recommendations

7.1 Mitigation Strategy

The Subject Property is currently designated Part IV by the City of London under the *Ontario Heritage Act* as a property of cultural heritage value or interest under By-law L.S.P. 3321-208. In addition, the property contains a Secondary Plan for the Former Hospital Lands and the Subject Property has a Heritage Conservation Easement registered in the property.

Based on the results of the field review, the Statement of Cultural Heritage Value for the property, and an analysis of impacts of the proposed undertaking, the proposed work on the east side of Highbury Avenue North will alter a portion of the open space (manicured lawn) within the Horse Stable Zone. Given the open space is a heritage attribute of the property, this is a direct adverse impact to the CHVI of the Subject Property. As such, further mitigation is required to protect the CHVI of the Subject Property and the Horse Stable Zone. A mitigation strategy was created for the acquisition, alteration and change in land use of the open space (manicured lawn) located within the Horse Stable Zone, while ensuring the protection of the other heritage attributes of the Horse Stable Zone (see **Section 7.2**). The acquisition and change in land use of the remaining portion of the western boundary of the Subject Property will not change the overall land use of the portion of the Subject Property along Highbury Avenue North, nor will it impact the CHVI or any other heritage attributes of the property. Therefore, the remainder of the Subject Property will not be adversely impact and no further mitigation is required.

7.2 Recommendations

Based on the results of this HIA and the assessment of impacts (**Table 3**) and the following recommendations can be made for the Subject Property:

1. Direct adverse impacts are anticipated to the open space (manicured lawn) of the Horse Stable Zone, a heritage attribute/feature of the Subject Property as a result of the proposed undertaking. Approval from the Ontario Heritage Trust, in the form of an Alteration Request, is required pursuant to the North HECA. Approval from the City of London, in the form of a Heritage Alteration Permit, is required pursuant to Section 33, *Ontario Heritage Act*.
2. Ensure there is minimal intervention in the Horse Stable Zone and avoid any further direct impacts to the heritage attributes of the Horse Stable Zone (the Horse Stable, mature trees, and the unobstructed view of the Horse Stable). The mitigation strategy requires the below:
 - Establish a no-go-zone (buffer zone) to the remainder of the Horse Stable Zone. Ensure no equipment transverse the protected zone. Include the no-go zone in the site control plan for the project.
 - Erect temporary construction fencing around the no-go zone of the Horse Stable Zone, which includes the Horse Stable and the mature trees prior to construction
 - Remove the temporary protective fencing post construction
 - Include the Horse Stable Zone protection in the site control plan for the project

8. Sources

Primary and Secondary Sources:

AECOM

2022 Memorandum: London BRT – East London Link - Noise and Vibration Analysis – Mitigation and Recommendations

City of London

2016 The London Plan (Official Plan)

2016 Secondary Plan

2019 The City of London's Register of Cultural Heritage Resources

2022 Planning and Environment Committee Agenda

H.R. Page & Co.

1878 Illustrated Historical Atlas of the County of Middlesex, Ont. Toronto, Ontario.

London Township History Book Committee (LTHBC)

2001 *A Rich Heritage 1796-1997 Volume I. Families Past and Present Volume II.* Aylmer: The Aylmer Express.

Stantec Inc.

2022 *Legacy Village Heritage Impact Assessment – 850 Highbury Avenue North, London ON*

The University of Western Ontario (UWO)

2009 *Restoring Perspective: Life and Treatment at the London Asylum*

<https://www.lib.uwo.ca/archives/virtualexhibits/londonasylum/primarybib.html>

Whebell, C.F.J.

1992 The London Stratagem: From Concept to Consummation, 1791-1855. In *Simcoe's Choice: Celebrating London's Bicentennial*. Guy St. Denis (ed.): Pp. 31-67. Toronto: Dundurn Press Limited.

WSP Canada, Inc.

2019 *Cultural Heritage Screen Report: London Bus Rapid Transit System.* City of London

Zelinka Priamo Ltd.

2021 *Heritage Impact Assessment: Heritage 850 Highbury Avenue North.*

Provincial Standards and Resources:

Government of Ontario

2006 *O. Reg. 9/06: Criteria for Determining Cultural Heritage Value or Interest*, made under the Ontario Heritage Act. Available online at <https://www.ontario.ca/laws/regulation/060009>

2017 *Ontario Heritage Act, R.S.O. 1990, c.0.18.* Available online at <https://www.ontario.ca/laws/statute/90o18>

2017 *Planning Act, R.S.O. 1990, c. P.13.* Available online at <https://www.ontario.ca/laws/statute/90p13>

2020 Provincial Policy Statement. Available online at
<https://www.ontario.ca/page/provincial-policy-statement-2020>

Ministry of Citizenship and Multiculturalism (MCM)

1980 *Guidelines on the Man-Made Component of Environmental Assessments*, prepared by Weiler. Toronto. Historical Planning and Research Branch, Ontario Ministry of Culture and Recreation.

1992 *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments*.

2006 *Ontario Heritage Tool Kit*. Available online at:
http://www.mtc.gov.on.ca/en/heritage/heritage_toolkit.shtml

2007 *Heritage Conservation Principles for Land Use Planning*. Available online at:
http://www.mtc.gov.on.ca/en/publications/InfoSheet_Principles_LandUse_Planning.pdf

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Community Advisory Committee on Planning Report

6th Meeting of the Community Advisory Committee on Planning
November 9, 2022

Attendance PRESENT: S. Bergman (Chair), M. Bloxam, I. Connidis, J. Dent, A. Johnson, J.M. Metrailler, M. Rice, M. Wallace, K. Waud and M. Wojtak and J. Bunn (Committee Clerk)

ABSENT: S. Ashman, G. de Souza Barbosa, S. Jory, J. Wabegijig and M. Whalley

ALSO PRESENT: L. Dent, K. Gonyou, M. Greguol, J. Kelemen and B. Westlake-Power

The meeting was called to order at 5:03 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

J. Dent discloses a pecuniary interest in clause 3.6 of the 6th Report of the Community Advisory Committee on Planning, having to do with the Notice of Public Information Centre No. 1 - University Drive Bridge, Western University - Municipal Class Environmental Assessment, by indicating that his employer is involved in the file.

1.2 (ADDED) Election of Chair and Vice-Chair

That S. Bergman and K. Waud BE ELECTED Chair and Vice Chair, respectively, for the term ending May 31, 2023.

2. Scheduled Items

None.

3. Consent

3.1 5th Report of the Community Advisory Committee on Planning

That it BE NOTED that the 5th Report of the Community Advisory Committee on Planning, from its meeting held on September 14, 2022, was received.

3.2 Notice of Planning Application - Zoning By-law Amendment - 88 Chesterfield Avenue

That it BE NOTED that the Notice of Planning Application, dated October 12, 2022, from O. Alchits, Planner I, with respect to a Zoning By-law Amendment related to the property located at 88 Chesterfield Avenue, was received.

3.3 Notice of Planning Application - Intent to Remove Holding Provision - 345 Sylvan Street

That it BE NOTED that the Notice of Planning Application, dated October 27, 2022, from A. Patel, Planner I, with respect to the Intent to Remove a Holding Provision related to the property located at 345 Sylvan Street, was received.

3.4 Notice of Planning Application - Zoning By-law Amendment - 761 Fanshawe Park Road West

That it BE NOTED that the Notice of Planning Application, dated October 26, 2022, from O. Alchits, Planner I, with respect to a Zoning By-law Amendment related to the property located at 761 Fanshawe Park Road West, was received.

3.5 Revised Notice of Planning Application - Official Plan and Zoning By-law Amendments - 952 Southdale Road West

That it BE NOTED that the Revised Notice of Planning Application, dated October 26, 2022, from N. Pasato, Senior Planner, with respect to Official Plan and Zoning By-law Amendments related to the property located at 952 Southdale Road West, and the Heritage Impact Assessment, dated May 2019, from AECOM, were received.

3.6 (ADDED) Notice of Public Information Centre No. 1 - University Drive Bridge, Western University - Municipal Class Environmental Assessment

That it BE NOTED that the Notice of Public Information Centre (PIC) No. 1, as appended to the Agenda, from T. Morton, Western University and S. Taylor, BT Engineering Inc., with respect to the University Drive Bridge, Western University Municipal Class Environmental Assessment, was received.

4. Sub-Committees and Working Groups

4.1 Stewardship Sub-Committee Report

That it BE NOTED that the Stewardship Sub-Committee Report, from the meeting held on October 26, 2022, was received.

5. Items for Discussion

5.1 Heritage Alteration Permit Application by J. Barker for the property located at 123 Wilson Avenue, Blackfriars/Petersville Heritage Conservation District

That it BE NOTED that the Community Advisory Committee on Planning (CACP) received a report, dated November 9, 2022, with respect to a Heritage Alteration Permit Application by J. Barker for the property located at 123 Wilson Avenue, Blackfriars/Petersville Heritage Conservation District and the CACP supports the staff recommendation

5.2 Heritage Alteration Permit Application by J. Wong for the property located at 10 Moir Street, Blackfriars/Petersville Heritage Conservation District

That it BE NOTED that the Community Advisory Committee on Planning (CACP) received a report, dated November 9, 2022, with respect to a Heritage Alteration Permit Application by J. Wong for the property located at 10 Moir Street, Blackfriars/Petersville Heritage Conservation District and the CACP supports the staff recommendation.

- 5.3 Heritage Alteration Permit Application by M. Wales for the property located at 645 Lorne Avenue, Old East Heritage Conservation District

That it BE NOTED that the Community Advisory Committee on Planning (CACP) received a report, dated November 9, 2022, with respect to a Heritage Alteration Permit Application by M. Wales for the property located at 645 Lorne Avenue, Old East Heritage Conservation District and the CACP supports the staff recommendation.

- 5.4 Proposed Changes to Ontario Heritage Act – Bill 23 (Schedule 6), the proposed More Homes Built Faster Act, 2022

That it BE NOTED that the presentation, dated November 9, 2022, from M. Greguol, Heritage Planner, with respect to Proposed Changes to the Ontario Heritage Act - Bill 23 - More Homes Built Faster Act, 2022, was received.

- 5.5 Heritage Planners' Report

That it BE NOTED that the Heritage Planners' Report, dated November 9, 2022, was received.

6. Adjournment

The meeting adjourned at 6:29 PM.

**Stewardship Sub-Committee
Report**
Wednesday November 30, 2022

Location: Zoom
6:30pm

Present: K. Waud, M. Rice, J. Hunten, B. Vazquez, T. Regnier, P. Milner; K. Gonyou, L. Dent, M. Greguol. And guests.

Agenda Items

1. Western University Public History Program – Property Evaluation

Presentations

The Stewardship Sub-Committee received and commented on seven cultural heritage evaluation reports prepared by the graduate students in the Public History program at Western University. The students are given the opportunity to further their research and revise their reports based on the comments received. Including these presentations, students in the Public History program have researched 130 properties in London in the past 13 years.

Properties:

- 406 Grey Street
- 138 Gardenvale Crescent
- 128-130 Mill Street
- 1160 Kipps Lane
- 276-278 Piccadilly Street
- 1177 Richmond Street
- 1185 Richmond Street

Planning and Policy Sub-Committee

Thursday Nov. 24, 7:30pm

Attendees: Mike Wallace, Stephanie Bergman, Jean-Marc Metrailler, Joshua Dent, Stephanie Bergman

1. ReThink Zoning Project Update:
 - a. General discussion on Zoning and Heritage. How is heritage being considered within the new Zoning Bylaw? What makes? What are the most common types of minor variances/amendments undertaken in HCDs?
 - b. Stephanie to reach out to City Planner (Melissa C.) to see how best the CACP and Sub-Committee can participate.
2. Bill 23:
 - a. Impacts to Heritage Register - Is there a way the CACP could assist in prioritising/reviewing the register, considering the new two year time restriction?
 - i. Register could be reviewed in batches - look at properties that were added in batches (e.g. through BRT EA or HCD studies)
 - ii. Could look at properties that meet 2 criteria of the O.Reg versus only 1
 - iii. Social media campaign looking for property owners interested in heritage designation? Or send out mailing lists to properties on the registry?
 - b. Stephanie to reach out to City heritage planner to see how best the CACP and Sub-Committee can assist.

Report to Community Advisory Committee on Planning

To: Chair and Members
Community Advisory Committee on Planning
From: Jana Kelemen, M.Sc.Arch., MUDS, MCIP, RPP
Manager, Urban Design and Heritage
Subject: Heritage Alteration Permit application by N. Chesterfield for
892 Princess Avenue, Old East Heritage Conservation District
Date: Wednesday December 14, 2022

Recommendation

Refusal of the Heritage Alteration Permit application seeking retroactive approval for the replacement of the original slate roof with an asphalt shingle roof on the heritage designated property at 892 Princess Avenue, Old East Heritage Conservation District, is recommended.

Executive Summary

The property at 892 Princess Avenue is a significant cultural heritage resource, and an “A”-ranked property, designated pursuant to Part V of the *Ontario Heritage Act* within the Old East Heritage Conservation District. The applicant has submitted a Heritage Alteration Permit application seeking retroactive approval for the replacement of the dwelling’s slate roof in its entirety with asphalt shingles. The policies and guidelines of the Old East Heritage Conservation District directs that when total replacement of an existing slate roof is required, and slate is not feasible as a new material, that the alternative material be “as visually similar to the original material as possible, with respect to colour, texture and detail.” The recommended action is to refuse the application.

Analysis

1.0 Background Information

1.1 Location

The property at 892 Princess Avenue is located on the north side of Princess Avenue between Ontario Street and Quebec Street (Appendix A).

1.2 Cultural Heritage Status

The property at 892 Princess Avenue is designated pursuant to Part V of the *Ontario Heritage Act*, by By-law No. L.S.P.-3383-111, as part of the Old East Heritage Conservation District. The Old East Heritage Conservation District came into force and effect on September 10, 2006.

The property at 892 Princess Avenue is identified as a “A”-ranked property by the *Old East Heritage Conservation District Conservation Plan*. The *Old East Heritage Conservation District Study* notes that properties were ranked with an “A” ranking (of major significance) if any one or a combination of the following were true:

- The property had been previously recognized by being listed by LACH (now CACP) or designated under the *Ontario Heritage Act*;
- The property was a particularly fine example of an architectural style, whether well restored, aged and weary, or partially concealed by reversible alterations;
- The property exhibited unique qualities or details that made it a landmark;
- The property was a particularly well-maintained example of a modest architectural style; and/or;
- The age of the building contributed to its heritage value, but was not the principal determinant.

1.3 Description

The dwelling on the property at 892 Princess Avenue was constructed around 1900. The residential form building is one-and-a-half storeys in height and the dwelling is constructed of red brick, with elements of the Queen Anne Revival style. The ground floor includes a verandah spanning the front of the dwelling supported by rusticated concrete block plinths, and turned wooden posts. The front gable of the dwelling includes decorative bargeboard and carved wooden details included within the apex of the gable. The dwelling previously had a slate roof that included large scalloped styled slate tiles.

2.0 Discussion and Considerations

2.1 Legislative and Policy Framework

Cultural heritage resources are to be conserved and impacts assessed as per the fundamental policies in the *Provincial Policy Statement (2020)*, the *Ontario Heritage Act*, *The London Plan*.

2.2 Provincial Policy Statement

Heritage Conservation is a matter of provincial interest (Section 2.d, *Planning Act*). The *Provincial Policy Statement (2020)* promotes the wise use and management of cultural heritage resources and directs that “significant built heritage resources and significant cultural heritage landscapes shall be conserved” (Policy 2.6.1, *Provincial Policy Statement 2020*).

“Significant” is defined in the *Provincial Policy Statement (2020)* as, “resources that have been determined to have cultural heritage value or interest.” Further, “processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*.”

Additionally, “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.”

2.3 Ontario Heritage Act

The *Ontario Heritage Act* enables municipalities to protect properties of cultural heritage value or interest. Properties of cultural heritage value can be protected individually, pursuant to Section 29 of the *Ontario Heritage Act*, or where groups of properties have cultural heritage value together, pursuant to Section 41 of the *Ontario Heritage Act* as a Heritage Conservation District (HCD). Designations pursuant to the *Ontario Heritage Act* are based on real property, not just buildings.

2.3.1 Contravention of the Ontario Heritage Act

Pursuant to Section 69(1) of the *Ontario Heritage Act*, failure to comply with any order, direction, or other requirement made under the *Ontario Heritage Act* or contravention of the *Ontario Heritage Act* or its regulations, can result in the laying of charges and fines up to \$50,000 for an individual and \$250,000 for a corporation.

2.3.2 Heritage Alteration Permit

Section 42 of the *Ontario Heritage Act* requires that a property owner not alter, or permit the alteration of, the property without obtaining Heritage Alteration Permit approval. The *Ontario Heritage Act* enables Municipal Council to give the applicant of a Heritage Alteration Permit:

- a) The permit applied for;
- b) Notice that the council is refusing the application for the permit; or,
- c) The permit applied for, with terms and conditions attached. (Section 42(4), *Ontario Heritage Act*)

Municipal Council must make a decision on the heritage alteration permit application within 90 days or the request is deemed permitted (Section 42(4), *Ontario Heritage Act*).

2.4 The London Plan

The policies of *The London Plan* found in the Key Directions and Cultural Heritage chapter support the conservation of London's cultural heritage resources for future generations. To ensure the conservation of significant cultural heritage resources, including properties located within a Heritage Conservation District, the policies of *The London Plan* provide the following direction:

Policy 594_ Within heritage conservation districts established in conformity with this chapter, the following policies shall apply:

- 1. The character of the district shall be maintained by encouraging the retention of existing structures and landscapes that contribute to the character of the district.*
- 2. The design of new development, either as infilling, redevelopment, or as additions to existing buildings, should complement the prevailing character of the area.*
- 3. Regard shall be had at all times to the guidelines and intent of the heritage conservation district plan.*

Policy 596_ A property owner may apply to alter a property within a heritage conservation district. The City may, pursuant to the Ontario Heritage Act, issue a permit to alter the structure. In consultation with the London Advisory Committee on Heritage, the City may delegate approvals for such permits to an authority.

2.5 Old East Heritage Conservation District Conservation Plan and Old East Heritage Conservation District Conservation and Design Guidelines

The *Old East Heritage Conservation District Plan* establishes principles, goals and objectives for the heritage conservation district; recommends policies and guidelines pertaining to major architectural, streetscape and land use changes, and outlines the approvals process for heritage work long with other implementation recommendations.

The *Old East Heritage Conservation District Conservation and Design Guidelines* provides residents and property owners with additional guidance regarding appropriate conservation, restoration, alteration and maintenance activities and assist municipal staff and Council in reviewing and making decisions on permit and development applications within the district.

The *Old East Heritage Conservation District Conservation and Design Guidelines* contains policies and guidelines related specifically to roofing, and in particular, the conservation and replacement of slate roofs:

3.3.1 Slate

Slate is a very durable cladding material used for roofing and sometimes vertical walls, particularly as vertical gables at roofs. The material is a shale type sedimentary stone available in a variety of colours and quantities from quarries around the world. The nature of the stone permits cut blocks to be cleft into thin layers approximately ¼ to ½ inch thick to form shingles approximately 10 x 20 inches in size. Good quality slate roofing properly installed and maintained should last for 50 years or more. A number of dwellings in the Old East Heritage District contain the original slate roofs, giving them a very distinctive character.

Individual slate tiles may break due to age, structural defects or excessive impact. In addition, the fasteners used to join the slate to the building may eventually deteriorate or break, causing the slate to loosen or break away from the roof structure below.

Conservation and Maintenance Guidelines

- *Inspect roofs occasionally to identify any damaged or missing slates. Maintenance and inspection of slate roofing should only be undertaken by skilled trades people who will use suitable equipment for access to the roof to avoid breaking fragile tiles.*
- *Individual slates that are damaged should be replaced with matching slates by a skilled roofer with slate experience.*
- *Major replacement of slate roofs should include photographic recording or original pattern for replication of the design in new slates. New slate roofs should be installed with modern peel and stick ice protection at the eaves, and breathable underlay throughout*
- *If total replacement of a slate roof is required, and new slate is not a feasible option, the new roofing material should be as visually similar to the original material as possible, with respect to colour, texture and detail.*

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1. Heritage Alteration Permit application (HAP22-080-L)

The City was contacted in August 2022 by a real estate sales representative inquiring about the heritage status of the property, as well as requirements for Heritage Alteration Permit approval. It was noted by the inquirer that the slate roof had experienced some damage from a recent windstorm, and that partial replacement with slate was anticipated as a result of an insurance claim. City staff followed up to confirm that changes to the property (with a focus on the exterior) may require Heritage Alteration Permit approval.

The City was contacted again in October 2022 by the same real estate sale representative, now representing a new purchaser, prior to the closing of the sale of the property. The new purchases of the property observed that the roof had been replaced in its entirety with asphalt shingles. Re-roofing with different materials is a class of alteration within the Old East Heritage Conservation District that requires Heritage Alteration Permit approval. Approval was not obtained prior to replacement.

Through consultation with the sales representatives for both the new purchaser and the seller of the property, staff identified that when considering replacement of an original slate roof, staff seek information to confirm that repair is not feasible, and that total replacement with matching slate may also not be feasible. When evaluating conservation or replacement options for slate roofs, staff often receive a report or recommendation from a roofing contractor experienced in the installation, maintenance, and/or replacement of slate roofs. It is often demonstrated that as a result of sourcing and installing new slate, replacement with slate can often be cost prohibitive. The recommendation from the experienced roofing contractor is provided to support the Heritage Alteration Permit application.

In the past, once demonstrated to be not feasible, staff would work with applicants to identify suitable replacement alternatives that are consistent with the policies and guidelines of the Old East Heritage Conservation District. Consistent with the relevant policies, the City will consider alternative materials that are “as visually similar to the original material as possible, with respect to colour, texture and detail.” In previous applications, City staff have supported various Heritage Alteration Permit applications for replacement of slate roofs with alternative materials including metal or composite roofing products that effectively simulate the slate roof appearance.

A complete Heritage Alteration Permit application for the subject property was received on November 1, 2022. The application seeks retroactive approval for the asphalt shingles that were used to replace the entirety of the slate roof. To support the application, a report prepared by the owner’s insurance was included to demonstrate the damage to the slate roof. The report included photographs of the current condition

but did not provide comment on repair or replacement requirements. The entirety of the slate was removed and replaced with “Malarkey Polymer Modified Asphalt Shingles”.

The applicant was contacted to inquire about considering alternative materials that could be supported rather than the existing shingles. No response was provided.

The replacement roofing material consists of asphalt shingles smaller in size and different in style from the previously installed slate roof. The asphalt shingles are not consistent with the policies and guidelines of the Old East Heritage Conservation District. The applicant is encouraged to consider roofing materials that are more suitable for slate roof replacement, as recommended within the *Old East Heritage Conservation District Conservation and Design Guidelines*.

Conclusion

The Heritage Alteration Permit application is seeking retroactive approval for the re-roofing of an original slate roof with asphalt shingles. The retroactive Heritage Alteration Permit does not address the non-compliance and the inconsistency with the existing policies and guidelines included within the Old East Heritage Conservation District Conservation Plan and Old East Heritage Conservation District Conservation and Design Guidelines. The applicant is encouraged to continue consulting with the City to identify an appropriate material that can be supported to replace the asphalt shingles with a material that better reflects the original slate roof. The Heritage Alteration Permit application should not be approved.

Prepared by: Michael Greguol, CAHP
Heritage Planner

Submitted by: Jana Kelemen, M.Sc.Arch., MUDS, RPP, MCIP
Manager, Urban Design and Heritage

Appendices

Appendix A	Property Location
Appendix B	Images
Appendix C	Supporting Documentation for HAP Application

Appendix A – Property Location

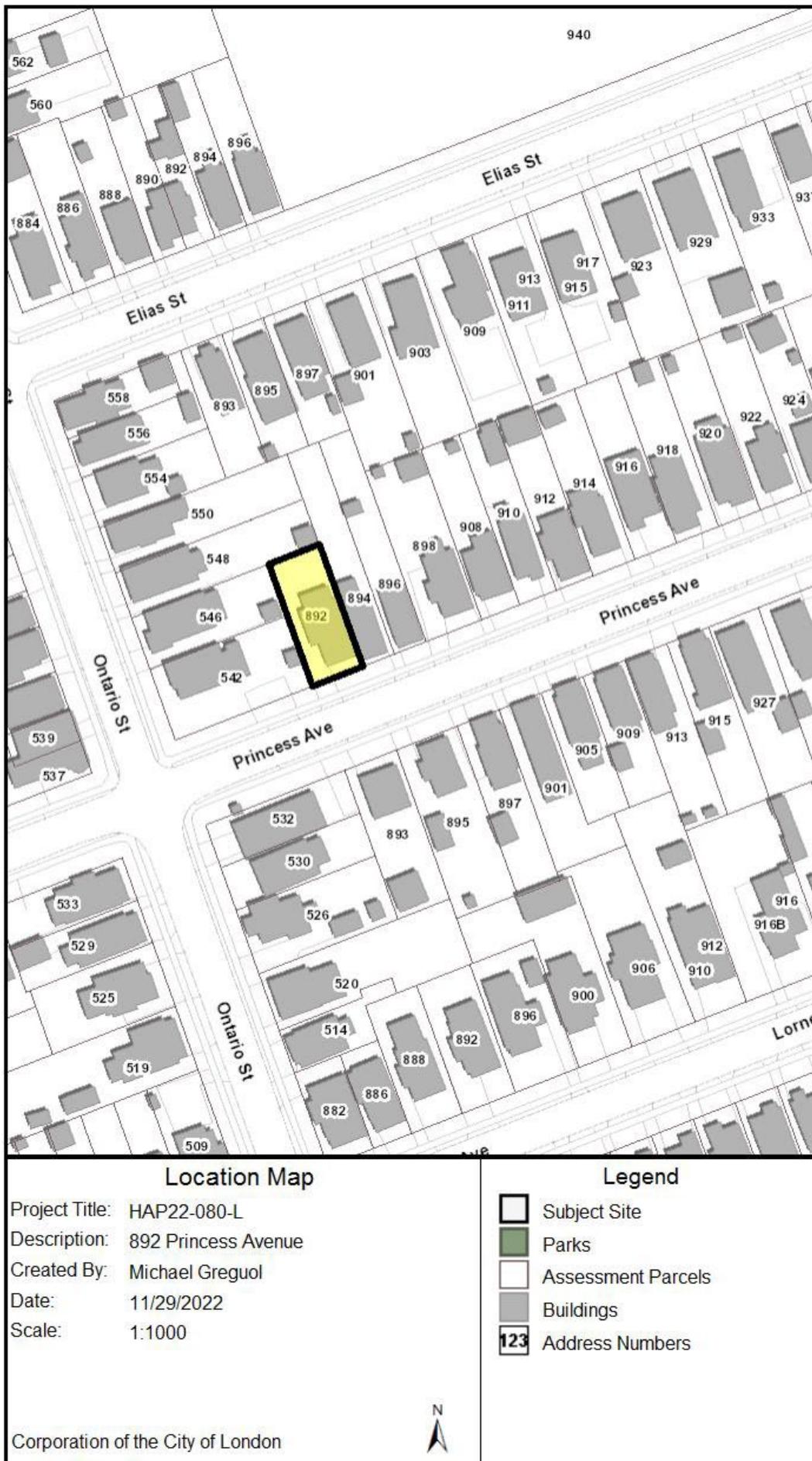


Figure 1: Location of the subject property at 892 Princess Avenue, located within the Old East Heritage Conservation District.

Appendix B – Images



Image 1: Photograph showing the dwelling located at 892 Princess Avenue, showing original slate roof (2016).



Image 2: Photographic detail of slate roof on the dwelling located at 892 Princess Avenue, showing shape, texture, and style of the slate tiles (2016).



Image 3: Photograph showing the dwelling located at 892 Princess Avenue, showing original slate roof (2020).



Image 4: Photograph showing the dwelling located at 892 Princess Avenue (2020).



Image 5: Photograph submitted as a part of the pre-consultation process for the Heritage Alteration Permit application showing the unapproved asphalt shingles.



Image 6: Photograph submitted as a part of the pre-consultation process for the Heritage Alteration Permit application showing the unapproved asphalt shingles.

Appendix C – Supporting Documentation for HAP Application



Image 7: Photograph submitted as a part of an inspection report showing extent of damage to the slate roof.



Image 8: Photograph submitted as a part of an inspection report showing extent of damage to the slate roof.



Image 9: Photograph submitted as a part of an inspection report showing extent of damage to the slate roof.



Image 10: Photograph submitted as a part of an inspection report showing extent of damage to the slate roof.



Image 11: Photograph submitted as a part of an inspection report showing extent of damage to the slate roof.



Image 12: Photograph submitted as a part of an inspection report showing extent of damage to the slate roof.



Image 13: Photograph submitted as a part of an inspection report showing extent of damage to the slate roof.

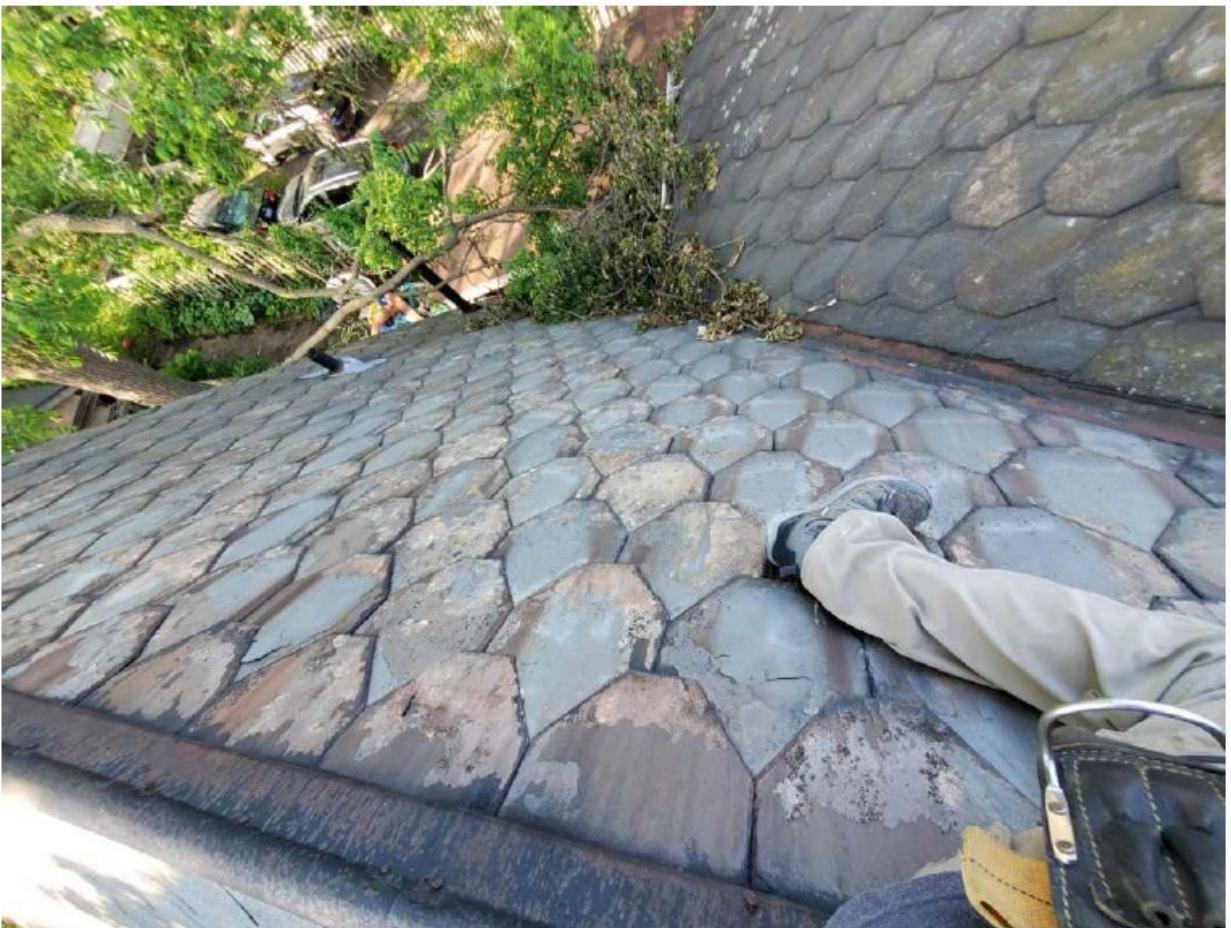


Image 14: Photograph submitted as a part of an inspection report showing extent of damage to the slate roof.

Report to Community Advisory Committee on Planning

To: Chair and Members
Community Advisory Committee on Planning
From: Jana Kelemen, M.Sc.Arch., MUDS, MCIP, RPP
Manager, Urban Design and Heritage
Subject: Heritage Alteration Permit application by P. McCulloch-Squires for 864 Hellmuth Avenue, Bishop Hellmuth Heritage
Date: Wednesday December 14, 2022

Recommendation

Refusal of the Heritage Alteration Permit application seeking approval to pave a portion of the front yard for parking on the heritage designated property at 864 Hellmuth Avenue, Bishop Hellmuth Heritage Conservation District, is recommended.

Executive Summary

The property at 864 Hellmuth Avenue is a significant cultural heritage resource, designated pursuant to Part V of the *Ontario Heritage Act* as a part of the Bishop Hellmuth Heritage Conservation District. The applicant has submitted a Heritage Alteration Permit application seeking approval for the construction of new front yard parking. The policies and guidelines of the Bishop Hellmuth Heritage Conservation District strongly discourage paving front yards for parking. The recommended action is to refuse the application.

Analysis

1.0 Background Information

1.1 Location

The property at 864 Hellmuth Avenue is located on the east side of Hellmuth Avenue between Grosvenor Street and St. James Street (Appendix A).

1.2 Cultural Heritage Status

The property at 864 Hellmuth Avenue is located within the Bishop Hellmuth Heritage Conservation District, designated pursuant to Part V of the Ontario Heritage Act by By-Law No. L.S.P-3333-305, which came into force and effect on February 7, 2003.

1.3 Description

The dwelling on the property at 864 Hellmuth Avenue was constructed c.1902. The residential form building is two-and-a-half storeys in height and includes Queen Anne Revival stylistic influences. The painted brick dwelling includes a verandah that spans the front façade supported by rusticated concrete block plinths and wooden posts. The projecting gable includes a pair of wood sash windows flanked and separated by wooden mullions, and shingled imbrication, characteristic of the Queen Anne Revival style.

Much like many of the properties within the Bishop Hellmuth Heritage Conservation District, the property can be accessed through the back laneway, a landscape element that is recognized within the *Bishop Hellmuth Heritage Conservation District Plan*. Many of the properties within the Bishop Hellmuth Heritage Conservation District include rear laneway parking and rear laneway buildings.

The front of the property at 864 Hellmuth Avenue is landscaped with manicured grass, a walkway to the front door, and various trees and vegetation. The rear of the property can be accessed by the rear laneway which includes a parking area, a walkway, and access to a rear door at grade, as well as by steps at the side of the dwelling (See Appendix B).

2.0 Discussion and Considerations

2.1 Legislative and Policy Framework

Cultural heritage resources are to be conserved and impacts assessed as per the fundamental policies in the *Provincial Policy Statement (2020)*, the *Ontario Heritage Act*, and *The London Plan*.

2.2 Provincial Policy Statement

Heritage Conservation is a matter of provincial interest (Section 2.d, *Planning Act*). The *Provincial Policy Statement (2020)* promotes the wise use and management of cultural heritage resources and directs that “significant built heritage resources and significant cultural heritage landscapes shall be conserved” (Policy 2.6.1, *Provincial Policy Statement 2020*).

“Significant” is defined in the *Provincial Policy Statement (2020)* as, “resources that have been determined to have cultural heritage value or interest.” Further, “processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*.”

Additionally, “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.”

2.3 Ontario Heritage Act

The *Ontario Heritage Act* enables municipalities to protect properties of cultural heritage value or interest. Properties of cultural heritage value can be protected individually, pursuant to Section 29 of the *Ontario Heritage Act*, or where groups of properties have cultural heritage value together, pursuant to Section 41 of the *Ontario Heritage Act* as a Heritage Conservation District (HCD). Designations pursuant to the *Ontario Heritage Act* are based on real property, not just buildings.

2.3.1 Contravention of the Ontario Heritage Act

Pursuant to Section 69(1) of the *Ontario Heritage Act*, failure to comply with any order, direction, or other requirement made under the *Ontario Heritage Act* or contravention of the *Ontario Heritage Act* or its regulations, can result in the laying of charges and fines up to \$50,000 for an individual and \$250,000 for a corporation.

2.3.2. Heritage Alteration Permit

Section 42 of the *Ontario Heritage Act* requires that a property owner not alter, or permit the alteration of, the property without obtaining Heritage Alteration Permit approval. The *Ontario Heritage Act* enables Municipal Council to give the applicant of a Heritage Alteration Permit:

- a) The permit applied for;
- b) Notice that the council is refusing the application for the permit; or,
- c) The permit applied for, with terms and conditions attached. (Section 42(4), *Ontario Heritage Act*)

Municipal Council must make a decision on the heritage alteration permit application within 90 days or the request is deemed permitted (Section 42(4), *Ontario Heritage Act*).

2.4 The London Plan

The policies of *The London Plan* found in the Key Directions and Cultural Heritage chapter support the conservation of London’s cultural heritage resources for future generations. To ensure the conservation of significant cultural heritage resources, including properties located within a Heritage Conservation District, the policies of *The London Plan* provide the following direction:

Policy 594_ Within heritage conservation districts established in conformity with this chapter, the following policies shall apply:

- 1. The character of the district shall be maintained by encouraging the retention of existing structures and landscapes that contribute to the character of the district.*
- 2. The design of new development, either as infilling, redevelopment, or as additions to existing buildings, should complement the prevailing character of the area.*
- 3. Regard shall be had at all times to the guidelines and intent of the heritage conservation district plan.*

Policy 596_ A property owner may apply to alter a property within a heritage conservation district. The City may, pursuant to the Ontario Heritage Act, issue a permit to alter the structure. In consultation with the London Advisory Committee on Heritage, the City may delegate approvals for such permits to an authority.

2.5 Bishop Hellmuth Heritage Conservation District Plan

The Bishop Hellmuth Heritage Conservation District Plan includes policies and guidelines related to alterations to properties located within the Bishop Hellmuth Heritage Conservation District. The policies of Section 4.4 (Building Conversions – Car Parking), Section 4.5 (New Building Policies – Car Parking), and Section 5.7 (Landscape Policies – Car Parking) are relevant to applications for front yard paving and parking with the Heritage Conservation District.

Section 4.4 (Building Conversions – Car Parking) states:

Car parking should be located to the side or rear of the lot. Where car parking is seen from the street, landscaping should be introduced to provide a visual buffer. Privacy fencing or hedges should be considered where car parking may disturb neighbouring properties. Applicable by-laws shall apply.

Section 4.5 (New Building Policies – Car Parking) states:

A priority is that car parking be accessed off the back lane. If absent, car parking should be located to the side or rear of the new building. The car park should be landscaped or screened with a hedge or a traditional wood fence. The City's fence by-law shall apply.

Section 5.7 (Landscape Policies – Car Parking) states:

Paving over front yard for car parking is strongly discouraged. This destroys the landscape integrity of the historic streetscape.

Where car parks are established to the side or rear of a building, landscape buffers should be planted to visually screen the parked cars.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1. Heritage Alteration Permit application (HAP22-081-L)

The City was first contacted in August of 2022 to inquire about Heritage Alteration Permit approvals for front yard parking and a curb cut on the subject property at 864 Hellmuth Avenue. Staff noted that Heritage Alteration Permit approval was required and that the Bishop Hellmuth Heritage Conservation District Plan strongly discourages paving over front yards for car parking.

A complete Heritage Alteration Permit application was received by the City of November 2, 2022. The application seeks approval to remove a portion of the front yard to install a driveway at the front of the property, to the side of the dwelling. In citing the reasons for the proposed change to the property, the applicant noted accessibility concerns. Staff often work with applicants to plan for sensitive alterations to properties to accommodate accessibility upgrades, including barrier-free entries, and additions. No other accessibility alterations to the property have been proposed. An existing at grade entry appears to currently be in place at the rear of the dwelling.

The proposed front yard driveway will be 9 feet wide, starting from the corner of the property line extending to the side of the dwelling and will consist of concrete and interlocking brick (See Appendix C).

The Heritage Alteration Permit application also notes that there are various driveways elsewhere within the Bishop Hellmuth Heritage Conservation District and on Hellmuth Avenue. In particular, the applicant noted 25 front yard driveways located on Hellmuth Avenue.

In reviewing aerial photography coverage from 2002, the majority of the existing front yard driveways appear to be pre-existing, and therefore installed prior to the Bishop Hellmuth Heritage Conservation District coming into force and effect in 2003. A review of the Heritage Alteration Permits over the last 8 years also indicated that no Heritage Alteration Permits had been approved for front yard parking within the Bishop Hellmuth Heritage Conservation District.

The policies and guidelines of the Bishop Hellmuth Heritage Conservation District Plan strongly discourage paving of front yards for vehicle parking. Considering the policies, staff encourage the continued rear laneway and rear yard parking and any landscaping alterations that can be undertaken to address accessibility concerns.

Conclusion

The property at 864 Hellmuth Avenue is a significant cultural heritage resource designate pursuant to Part V of the Bishop Hellmuth Heritage Conservation District. The proposed front yard parking space on the heritage designated property at 864 Hellmuth Avenue is not consistent with the policies and guidelines of the Bishop Hellmuth Heritage Conservation District Plan. The application seeking approval for front yard parking should not be approved.

Prepared by: Michael Greguol, CAHP
Heritage Planner

Submitted by: Jana Kelemen, M.Sc.Arch., MUDS, RPP, MCIP
Manager, Urban Design and Heritage

Appendices

Appendix A Property Location
Appendix B Images
Appendix C Supporting Documentation for HAP Application

Appendix A – Property Location



Figure 1: Location of the subject property at 864 Hellmuth Avenue, located within the Bishop Hellmuth Heritage Conservation District.

Appendix B – Images



Image 1: Photograph showing the dwelling located at 864 Hellmuth Avenue.



Image 2: Photograph showing the front yard of the property at 864 Hellmuth Avenue.



Image 3: Photograph showing the dwelling on the property at 864 Hellmuth Avenue.



Image 4: Photograph showing existing walkway and landscaping in front yard at 864 Hellmuth Avenue.



Image 5: Photograph showing rear yard parking and entry to the dwelling at 864 Hellmuth Avenue from laneway.



Image 6: Photograph showing at grade entry to the rear of the property at 864 Hellmuth Avenue.

Appendix C – Supporting Documentation for HAP Application

**Property drawing for Curb Cutting for
864 Hellmuth Ave, London ON N6A3T8**

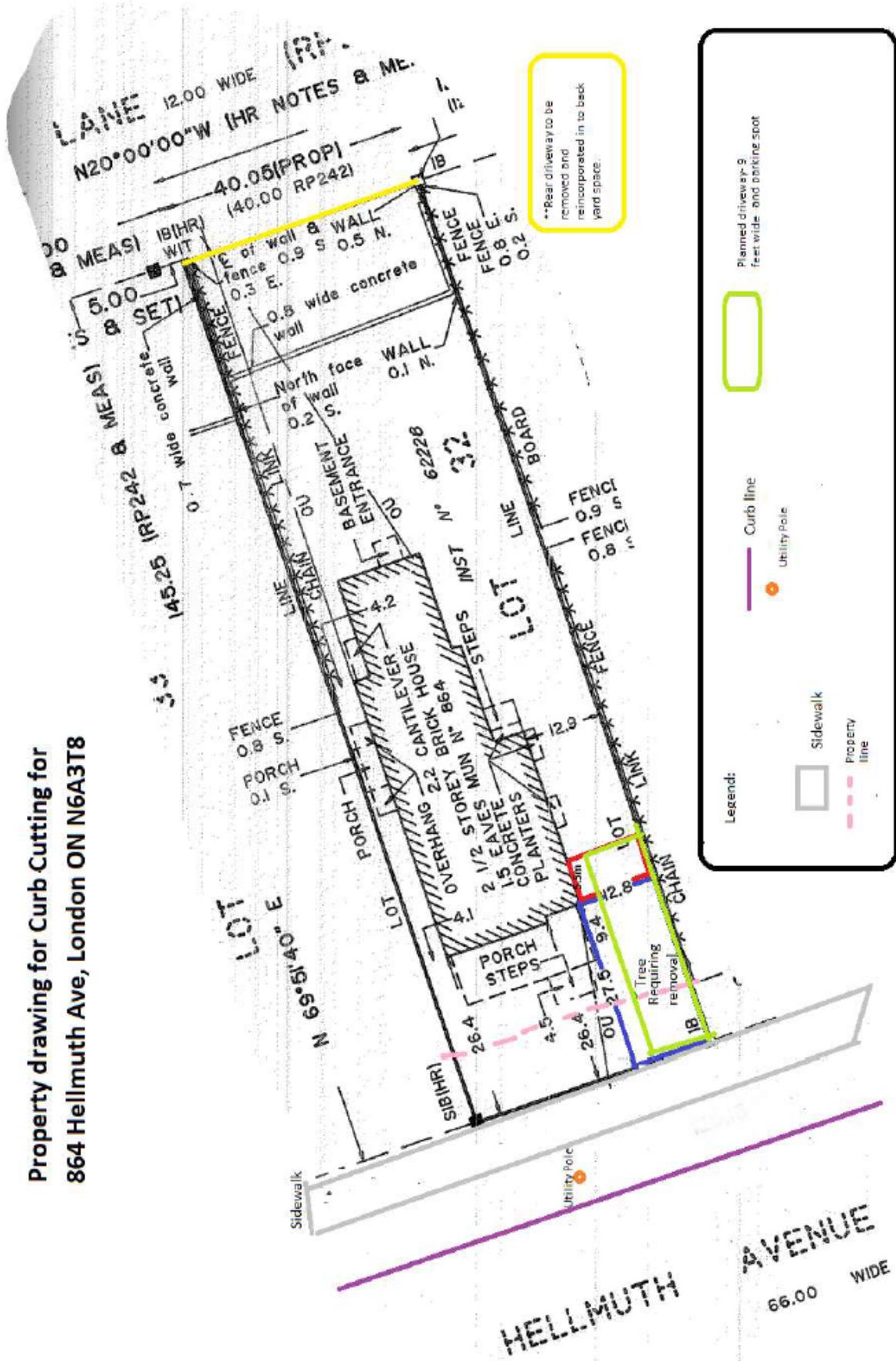


Image 7: Property drawing submitted with the Heritage Alteration Permit application showing the location of the proposed front yard driveway.



Image 8: Photograph submitted by applicant as a part of the Heritage Alteration Permit application.

Path to access house from back



Image 9: Photographs submitted by the applicant as a part of the Heritage Alteration Permit application.



Right of house (when facing), location of proposed parking spot

Image 10: Photograph submitted by the applicant as a part of the Heritage Alteration Permit application.



**CITY OF LONDON
HERITAGE ALTERATION PERMIT
APPLICATION FORM**

Planning and Development
300 Dufferin Avenue, PO Box 5035 ,London, ON N6A 4L9
Tel: 519-930-3500 heritage@london.ca

1. WHAT IS A HERITAGE ALTERATION PERMIT?

Heritage Alteration Permit approval is required prior to undertaking changes to a heritage designated property. These changes could include the alteration, replacement, removal, or destruction of the property's heritage attributes.

The intent of the Heritage Alteration Permit application process is to conserve the cultural heritage value of a heritage designated property and its heritage attributes for future generations.

2. WHEN IS A HERITAGE ALTERATION PERMIT REQUIRED?

For properties individually designated, Heritage Alteration Permit approval is required by Section 33(1) of the *Ontario Heritage Act* if any change is likely to affect any of the property's heritage attributes.

For properties designated as part of a Heritage Conservation District, Heritage Alteration Permit approval by Section 42(2.1) of the *Ontario Heritage Act* based on the classes of alterations identified in the applicable Heritage Conservation District Plan.

3. WHAT IS THE HERITAGE ALTERATION PERMIT APPLICATION PROCESS?

The following describes the typical process for a Heritage Alteration Permit:

1. Contact

A property owner or applicant contacts a Heritage Planner to determine if Heritage Alteration Permit approval is required for a potential or proposed change to a heritage designated property.

2. Consultation

Discussions with the property owner or applicant and a Heritage Planner regarding the scope of the proposed change and required information. This may include a pre-consultation meeting and/or a site visit to the property.

3. Submit Heritage Alteration Permit application

The property owner or applicant submits the Heritage Alteration Permit application, including all required information, to a Heritage Planner (heritage@london.ca). The Heritage Planner will review the submitted application. If complete, the Heritage Planner will issue a Notice of Receipt, which initiates the legislated ninety (90) day review timeline.

4. Type of Review/Approval

The Heritage Planner will determine the type of approval required for the Heritage Alteration Permit application.



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a) Delegated Authority – By-law C.P.-1502-129, as amended

The Heritage Planner reviews the Heritage Alteration Permit application and makes a recommendation to the Manager, Community Planning, Urban Design and Heritage to approve or approve with terms and conditions.

b) CACP Consultation, Municipal Council Decision

The Heritage Planner reviews the Heritage Alteration Permit application and prepares a staff report to the Community Advisory Committee on Planning (CACP) with a recommendation to approve, approve with terms and conditions, or refuse the Heritage Alteration Permit application. With the recommendation of the CACP, Municipal Council will approve, approve with terms and conditions, or refuse the Heritage Alteration Permit application.

5. Heritage Alteration Permit

The property owner or applicant receives notification of the decision on their Heritage Alteration Permit application. Changes may be undertaken to the heritage designated property in compliance with the approval or approval with terms and conditions of the Heritage Alteration Permit.

4. WHAT INFORMATION IS REQUIRED FOR A HERITAGE ALTERATION PERMIT APPLICATION?

Sections A, B, C, D, E, and F of the Heritage Alteration Permit application form must be completed, and all required information submitted. Attachments must include the required information to provide the descriptive and technical information (information and materials) for the review of the Heritage Alteration Permit application.

Although it is not required to obtain professional assistance in the preparation of a Heritage Alteration Permit application, property owners/applicants are encouraged to seek the assistance of an architect, cultural heritage specialist, or experienced and qualified professional familiar with the requirements of conserving heritage designated properties.

A Heritage Alteration Permit application is deemed complete only when all required information has been received and accepted by the Heritage Planner. The Heritage Planner will review the submitted application to determine if the required information has been received. Once the Heritage Planner determines all the required information has been submitted to the City's satisfaction, a Notice of Receipt will be issued by the Heritage Planner, as required by the *Ontario Heritage Act*.



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The information listed below is required information for a complete Heritage Alteration Permit application:

a) Description of Property

Clearly identifying the property and its cultural heritage status pursuant to the *Ontario Heritage Act*.

b) Proposed Change(s)

Identifying the type of work, any related applications, a description of the proposed changes, and providing a rationale for the changes required as well as any potential impacts to the heritage attributes of the property.

c) Required Information

Required information can vary depending on the type, scale, and extent of the proposed change but generally includes, but is not limited to:

- Written description and specifications of the proposed change(s), including materials and methodology.
- Photographs that depict the existing building(s), structure(s), and heritage attributes that are affected and their condition and context.
- A site plan or sketch that illustrates the location of the proposed change(s).
- Dimensioned drawings of the proposed change(s). Drawings must document the existing condition and the proposed change(s). Drawings must include overall dimensions, specified sizes and labelled building elements, detailed architectural information with sizes and profiles, type of material and finishes specified on the drawings, construction methods and means of attachment. Freehand drawings are discouraged; pencil drawings cannot be accepted.
- All technical cultural heritage studies that are relevant to the proposed change. This could include, but is not limited to:
 - Historical documentation (e.g., old photographs, paint samples).
 - Heritage Impact Assessment.
 - Conservation Plan.

d) Applicant Information

Contact information for the property owner, authorized agent, and/or applicant.

e) Declaration

f) Notes for Declaration

5. ADDITIONAL INFORMATION

- There is no fee for a Heritage Alteration Permit application.



**CITY OF LONDON
HERITAGE ALTERATION PERMIT
APPLICATION FORM**

Planning and Development
300 Dufferin Avenue, PO Box 5035 ,London, ON N6A 4L9
Tel: 519-930-3500 heritage@london.ca

- The maximum review period for a complete Heritage Alteration Permit application is ninety (90) days.
- The property owner or applicant may request a delegation to the CACP when their Heritage Alteration Permit application is being considered.
- The property owner may, within thirty (30) days after receipt of the notice of decision, appeal the Municipal Council's decision to the Ontario Land Tribunal (OLT) by giving notice of the appeal to the OLT and the City Clerk, setting out the objection to the decision and the reasons in support of the objection. Further details, including forms and prescribed fees can be found on the OLT website: www.olt.gov.on.ca.
- Inspections may be undertaken to verify compliance with the Heritage Alteration Permit.
- Any changes or deviations from the proposed work as submitted in a Heritage Alteration Permit application and approved or approved with terms and conditions shall require an amendment to the Heritage Alteration Permit. Property owners and applicants are encouraged to contact the Heritage Planner if any changes are proposed or contemplated to the alterations authorized by a Heritage Alteration Permit in advance of undertaking any changes.
- Non-compliance with an approved Heritage Alteration Permit, including any terms and conditions, may result in charges laid against the property owner for violation of the *Ontario Heritage Act*.



London
CANADA

CITY OF LONDON
HERITAGE ALTERATION PERMIT
APPLICATION FORM

HAP ____ - ____ - ____

Planning and Development
300 Dufferin Avenue, PO Box 5035 ,London, ON N6A 4L9
Tel: 519-930-3500 heritage@london.ca

SECTION A: DESCRIPTION OF THE HERITAGE DESIGNATED PROPERTY

Municipal Address: 864 Hellmuth Ave, London ON N6A3T8

Heritage Designation: Part IV By-Law _____

Part V Heritage Conservation District Bishop Hellmuth

SECTION B: PROPOSED CHANGE(S)

Type of Work: alteration addition new building signage other

Related Applications: Building Permit Sign Permit other _____

Brief Description of Proposed Changes(s): _____
Install driveway to the front right side of house (when facing house). Should this application not be approved, we will proceed with having our lawyer file a complaint with the Human Rights Tribunal of Ontario on the grounds of discrimination against a person with disabilities.

Reason for the Proposed Change(s): _____
A disabled relative (mobility impairment) will be moving into the property. They are unable to access the house through the back as the house is on a hill and requires them to walk up 12+ steps. It is unmanageable to have no front driveway as loading and unloading two children under the ages of 2 as well as a disabled adult using the back lane is extremely burdensome and unsafe.

Potential impact(s) to the Property's Heritage Attributes: _____
Nil. Many neighbours on the street have front driveways including the next door neighbour. In fact, on Hellmuth, 25 houses have front driveways (of which 8 are double driveways). Furthermore, the 3 houses directly to the left of my house have front driveways, i.e. #860 (double driveway), #856 (double driveway), and #862 (single). Additionally, in Bishop Hellmuth District of the 195 dwellings, 128 have front driveways.



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SECTION C: REQUIRED INFORMATION

- Written specifications, including materials and methodology
- Photographs that depict the existing building(s), structure(s), and heritage attributes that are affected by the proposed change(s) and their condition and context
- Site plan or sketch that illustrates the location of the proposed change(s)
- Dimensioned drawings of the proposed change(s)
- Technical cultural heritage studies:
 - Historical documentation
 - Heritage Impact Assessment
 - Conservation Plan
 - _____

X Pictures of path to house from existing back lane driveway



London
CANADA

**CITY OF LONDON
HERITAGE ALTERATION PERMIT
APPLICATION FORM**

Planning and Development
300 Dufferin Avenue, PO Box 5035 ,London, ON N6A 4L9
Tel: 519-930-3500 heritage@london.ca

SECTION D: APPLICANT INFORMATION

Property Owner		
Name [REDACTED] McCulloch-Squires		Phone [REDACTED]
Address 864 Hellmuth Ave		City London
Province ON	Postal Code N6A3T8	E-mail [REDACTED]
Applicant (complete if Applicant is not the Property Owner)		
Name		Phone
Address		City
Province	Postal Code	E-mail
Agent Authorized by the Property Owner to Submit the Application		
Name		Phone
Address		City
Province	Postal Code	E-mail

Who of the above is the primary contact? Property Owner Applicant Agent



**CITY OF LONDON
HERITAGE ALTERATION PERMIT
APPLICATION FORM**

Planning and Development
300 Dufferin Avenue, PO Box 5035 ,London, ON N6A 4L9
Tel: 519-930-3500 heritage@london.ca

Property Owner's Authorization

This must be completed by the Property Owner if the Property Owner is not completing the Heritage Alteration Permit application. If there are multiple Property Owners, an authorization letter from each Owner (with dated, original signature) is required or each Property Owner must sign the following authorization.

I, (we) _____, being the
Print name(s) of property owner, individual or company
registered Property Owner(s) of the subject lands, hereby authorize

_____,
Print name of agent and/or company (if applicable)

to prepare and submit a Heritage Alteration Permit application.

Signature

Date



London
CANADA

**CITY OF LONDON
HERITAGE ALTERATION PERMIT
APPLICATION FORM**

Planning and Development
300 Dufferin Avenue, PO Box 5035 ,London, ON N6A 4L9
Tel: 519-930-3500 heritage@london.ca

SECTION E: APPLICANT'S DECLARATION

This section must be completed by the person submitting the Heritage Alteration Permit application in the presence of a Commissioner of Oaths.

I, ██████ McCulloch-Squires of the
Print name of Applicant

London in the Region/County/District of Middlesex
Print name of City, Town *Print name of Region/County/District*

solemnly declare that all of the statements contained in this application for a Heritage Alteration Permit at:

864 Hellmuth Ave. London, ON N6A3T8,
Property address of Heritage Alteration Permit application

and all supporting documents are true and complete, and I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath, and by virtue of the *Canada Evidence Act*.

Declared before me at the County of Middlesex, in the Municipality of London,

this _____ day of _____, 202____.

Signature of Applicant

Commissioner of Oaths

Print name of Applicant



CITY OF LONDON
HERITAGE ALTERATION PERMIT
APPLICATION FORM

Planning and Development
300 Dufferin Avenue, PO Box 5035 ,London, ON N6A 4L9
Tel: 519-930-3500 heritage@london.ca

Section F: NOTES FOR DECLARATION

- PM i. The applicant understands that the submission of this application does not guarantee a complete application has been received. Further review of the application will occur, and the applicant may be contacted to provide additional information and/or resolve any discrepancies or issues with the application as submitted.
PM ii. The applicant grants permission for City of London staff to enter onto the property for the purposes of evaluating this applicant and acknowledges that the Corporation of the City of London, or a representative of the City, will keep a photographic record o the site conditions.
PM iii. The applicant agrees that the proposed work shall be done in accordance with this applicant and understands that the issuance of the Heritage Alteration Permit pursuant to the Ontario Heritage Act shall not be a waiver of any of the provisions of any by-law of the Corporation of the City of London or the requirements of the Building Code Act, RSO 1980, c.51.
PM iv. The applicant acknowledges that in the event that a Heritage Alteration Permit is approved or approved with terms and conditions, any departure from the approval or the term and conditions on the approval as imposed by Municipal Council of the Corporation of the City of London, or its delegated authority, is prohibited and could result in the Heritage Alteration Permit being revoked and charges laid against the property owner for violation of the Ontario Heritage Act.
PM v. The applicant agrees that if the Heritage Alteration Permit is revoked for any cause of irregularity, in the relation to non-compliance with the said agreements, by-laws, acts, or regulations that, in consideration of the issuance of a Heritage Alteration permit, all claims against the Corporation of the City of London and its employees for any resultant losses or damages is hereby expressly waived.

NOTICE OF COLLECTION OF PERSONAL INFORMATION

The personal information collected on this form is collected under the authority of Section 33(2) and Section 42(2.2) of the Ontario Heritage Act, R.S.O. 1990, c. O.18 and will be used to process your heritage alteration application, contact you in relation to your application, and verify property ownership. Your name and home address will form part of a public agenda and report available on the City of London’s website. Other information you provide, such as quotes for repairs, drawing, etc., may also form part of the public agenda/report. Questions about this collection should be addressed to the Manager, Urban Design and Heritage at 300 Dufferin Avenue, PO Box 5035, London, ON N6A 4L9. Tel: 519-661-CITY(2489) x4022, email: jkelemen@london.ca.



**CITY OF LONDON
HERITAGE ALTERATION PERMIT
APPLICATION FORM**

Planning and Development
300 Dufferin Avenue, PO Box 5035 ,London, ON N6A 4L9
Tel: 519-930-3500 heritage@london.ca

OFFICE USE ONLY

Complete Application: (date of receipt) _____

Approval Type: Delegated Authority By-law

Municipal Council

Related Applications: Building Permit Sign Permit other _____

Reviewed by: _____ Pre-consultation (date): _____

CACP (date): _____ PEC (date): _____ Municipal Council (date): _____

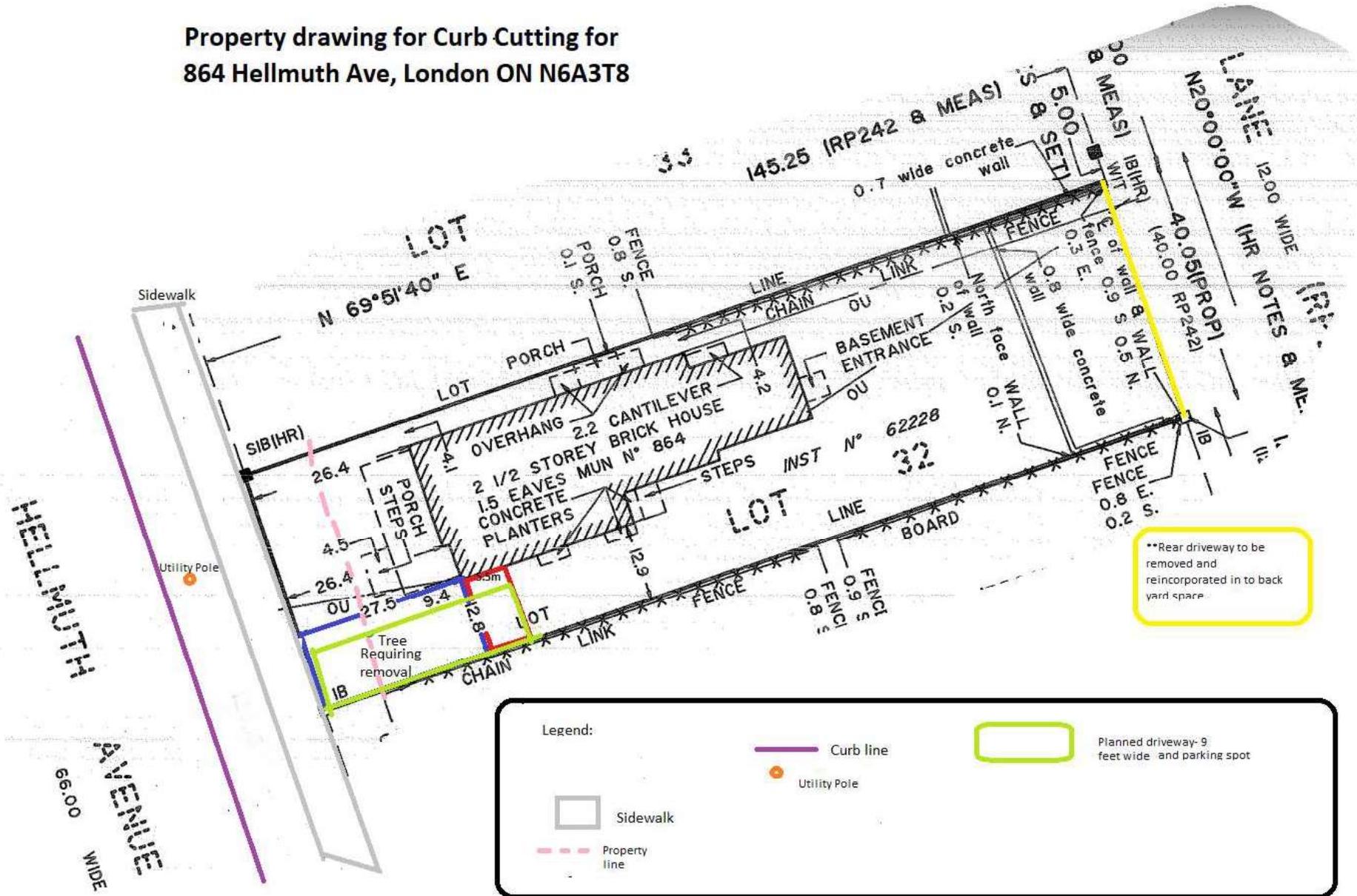
AMANDA entry: (date): _____

Work completed, Terms & Conditions fulfilled: (date): _____

Written specifications, including materials and methodology

Driveway will be kept to side of house only (we are not paving the entire front of property). We deeply value the heritage integrity of the home and are committed to preserving it. The driveway will be concrete/interlocking brick. The driveway width will be 9 feet wide starting from the corner of the property line (see property sketch attached).

Property drawing for Curb Cutting for
864 Hellmuth Ave, London ON N6A3T8



**Rear driveway to be removed and reincorporated in to back yard space.



CITY OF LONDON
HERITAGE ALTERATION PERMIT
APPLICATION FORM

Planning and Development
300 Dufferin Avenue, PO Box 5035 ,London, ON N6A 4L9
Tel: 519-930-3500 heritage@london.ca

SECTION E: APPLICANT'S DECLARATION

This section must be completed by the person submitting the Heritage Alteration Permit application in the presence of a Commissioner of Oaths.

I, ██████████ McCulloch-Squires of the
Print name of Applicant

London in the Region/County/District of Middlesex
Print name of City, Town *Print name of Region/County/District*

solemnly declare that all of the statements contained in this application for a Heritage Alteration Permit at:

864 Hellmuth Ave. London, ON N6A3T8
Property address of Heritage Alteration Permit application

and all supporting documents are true and complete, and I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath, and by virtue of the *Canada Evidence Act*.

Declared before me at the County of Middlesex, in the Municipality of London,

this 01 day of November, 2022.

X ██████████
Signature of Applicant

Commissioner of Oaths

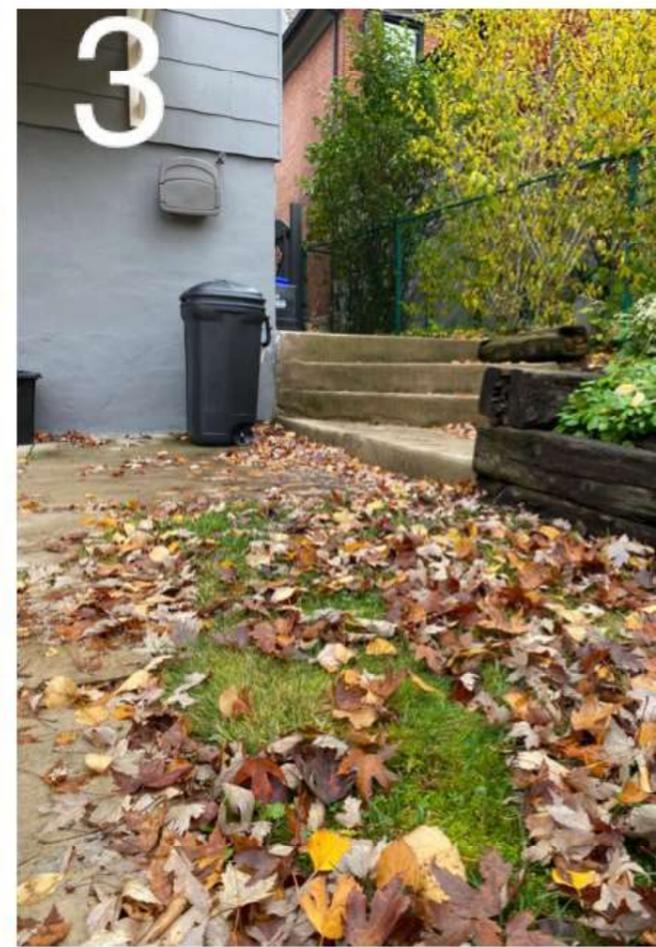
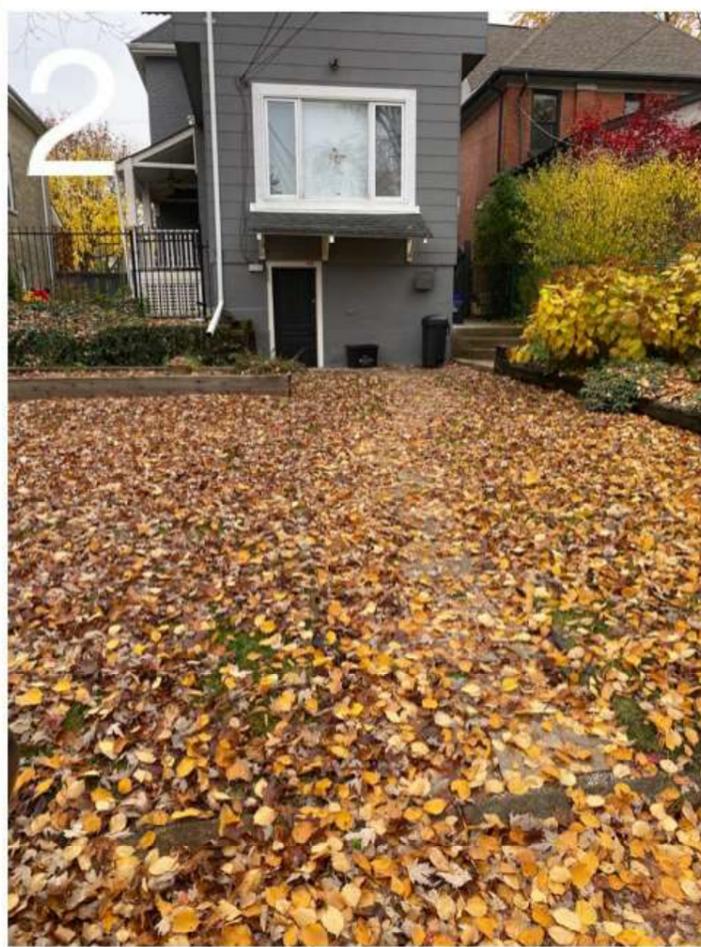
██████████ McCulloch-Squires
Print name of Applicant

Domenic Anello, a Commissioner for taking Affidavits and Oaths, Middlesex County, while a deputized Clerk of The Corporation of the City of London.



Front of house

Path to access house from back





Right of house (when facing), location of proposed parking spot

Heritage Impact Assessment **101 Meadowlily Development**

December 2019

Submitted to the City of London,
December 13, 2019

Project Number: TD19-592

Prepared for:
2690015 Ontario Inc.





December 13, 2019

2690015 Ontario Inc.
2333 Dauncey Crescent
London, Ontario
N5X 0M2

Attn: Azhar Choudhry

Re: 101 Meadowlily Development - Heritage Impact Assessment

I am pleased to submit a completed Heritage Impact Assessment for the housing development at 101 Meadowlily Street, London. Please do not hesitate to call me if you have any questions or if you require any clarification of the findings of the impact assessment.

Respectfully Submitted,

Thor Dingman, B. Arch. Sc., CAHP, BCQ
FIRM BCIN 26998

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1.0 INTRODUCTION

1.1 Purpose

The purpose of this Heritage Impact Assessment (HIA) is to determine if the cultural heritage resources or attributes are impacted by the proposed development. If negative impacts are identified, avoidance measures, alternative development strategies or mitigation may be recommended.

The subject property at 101 Meadowlily Road South is adjacent to 10 Meadowlily Road South (Meadowlily Footbridge) and 120 Meadowlily Road South (Park Farm). Both of the latter properties are designated under Part IV of the Ontario Heritage Act. These properties are designated based on their significant cultural heritage value as stated in the designating by-law documents.

A Heritage Impact Assessment (HIA) has been requested by the Heritage Planner to measure the effect of the proposed development on the properties at 10 and 120 Meadowlily Road South. The request is initiated under 13.2.3.1. of the Official Plan for the City of London, 1989. The London Plan, currently under LPAT review, restates the requirement for a HIA under paragraph 565. These both state that where development occurs on adjacent land, the heritage values, attributes and integrity of the protected heritage property are retained. Adjacent lands include lands that are contiguous, and that are directly opposite a protected heritage property, separated only by a laneway or municipal road.

The property owner, 2690015 Ontario Inc., has retained Thor Dingman B. Architecture Sc. Inc. (TD-BAS) to prepare the HIA for the proposed redevelopment of the property at 101 Meadowlily Road South. The HIA will form the primary rationale for assessing potential impacts to the significant cultural resources located on the adjacent designated properties. The HIA will form part of the subdivision application package for review by the City of London Heritage Planner.

1.2 Objectives

The Heritage Impact Assessment has the following objectives

1. To reassess and identify significant heritage attributes of cultural heritage value of the Meadowlily Footbridge (10 Meadowlily Rd S.) and Park Farm (120 Meadowlily Rd S.).
2. To provide background and historical overview relating to the cultural heritage resources.
3. To determine the potential negative impact of the proposed subdivision development at 101 Meadowlily Road South on the cultural heritage resource at Meadowlily Footbridge and Park Farm.
4. To provide recommendations including avoidance measures, alternative development strategies or mitigation of potential negative impacts by the proposed development.
5. To provide a strategy to implement protection of the heritage attributes over the long term.

1.3 Limitations

This assessment is the result of the observations, research, opinions and recommendations on cultural heritage matters. The assessment will follow good heritage practise in accordance with accepted technical and ethical standards as outlined by the Canadian Association of Heritage Professionals, the *Ontario Heritage Act* and the generally accepted heritage guidelines published by the Provincial Government of Ontario and the Federal Government of Canada.

This assessment is limited to heritage matters and shall not be interpreted as having opinions or recommendations, expressed or implied, on the adequacy of any buildings or structures for safe human occupancy. The opinions or recommendations within this assessment, expressed or implied, shall not be interpreted as taking responsibility for construction as defined under the *Ontario Building Act* or any other construction work.

1.4 Property Introduction

The development property is located at 101 Meadowlily Road South, in the vicinity of Highbury Avenue South and Commissioners Road East. The land area is approximately 5.2ha/12.9ac and consists of open meadow land, a small residence, and a treed laneway and front lawn. The house is unoccupied and the surrounding agricultural fields are generally lying fallow.

The development property at number 101 lies directly across the street from 120 Meadowlily Road South. 120 Meadowlily is a designated heritage property under Part IV of the Ontario Heritage Act. The property is also known historically as Park Farm and is zoned as Open Space. The property was willed to the City of London by Harrison Fraser in 1981 as a natural area for public use.

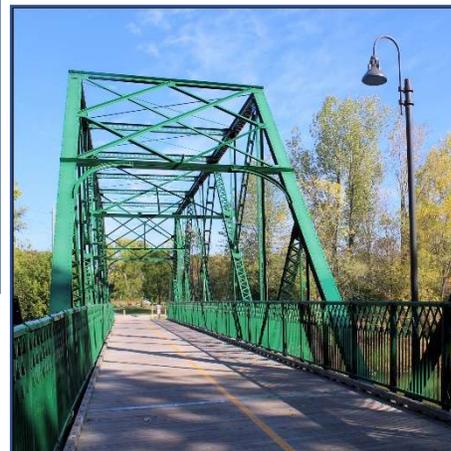
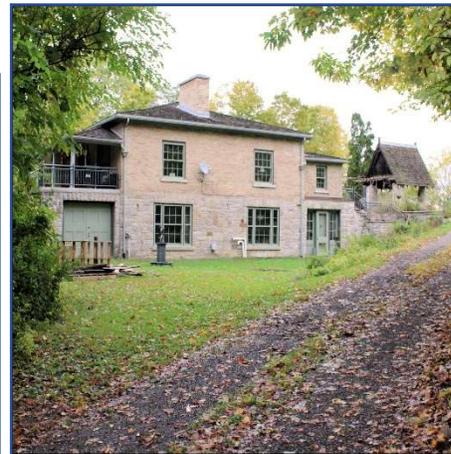
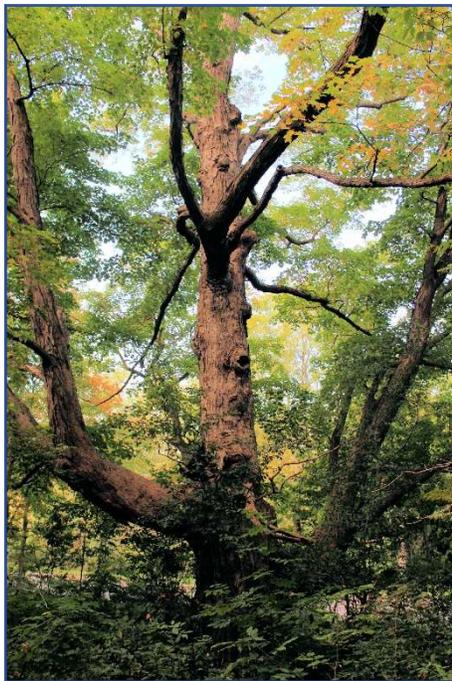


1. Illustrated aerial photograph (2019) of the heritage properties at 10 & 120 Meadowlily Rd. S., development property at 101 Meadowlily Rd. S. and the surrounding context.

A brick Regency cottage, c. 1848, and other buildings within the farmstead compound are located in the south west corner of the property. The property is approximately 40ha/100ac in size and also contains the majority of the Meadowlily Woods Environmentally Sensitive Area (MW ESA). The Meadowlily Woods ESA is managed by the Upper Thames Conservation Authority on behalf of the City of London. The property received heritage designation in 1995. This property has been identified for heritage impact assessment.

The Meadowlily Bridge (or Footbridge), which spans the Thames River South Branch, is located at the north end of Meadowlily Road South. Built in 1910, the bridge design follows a modified Warren truss pattern which is very rare in the Great Lakes region. The property containing the bridge at 10-24 Meadowlily Road South, was designated under Part IV of the Ontario Heritage Act in 2012. This property is adjacent to, and contiguous with, 120 Meadowlily Road South and has been identified for a heritage impact assessment. This land is zoned as Open Space. The bridge is open to pedestrians and cyclists only.

Meadowlily Road South begins at Commissioners Road East and extends northward, continuously without intersections, to Meadowlily Footbridge at the Thames River South Branch. As it extends northward from Commissioners Road, Meadowlily Road descends the bank of the Thames River valley and drops approximately 30m in elevation. Meadowlily Footbridge is closed to automobile traffic and Meadowlily is a dead-end street.



- 2. Century sugar maple trees at entry to Park Farm cottage.
- 3. Park Farm cottage from top of laneway.
- 4. Meadowlily Footbridge.

Meadowlily Road South extends approximately 0.8 km along the west frontage of the properties at number 10-12 and 120. The frontages of the heritage designated lands are made up of mature hardwood forests along the south end, and naturalized meadows on the north end. Adjacent to and across Meadowlily Rd. S. are six larger, rural type lots. Four of the lots contain residential buildings, two of which are occupied at No. 25 and 85, and two which are vacant at No. 101 and 65, including the development property. The property at No. 129 adjacent to the south west corner of 120 Meadowlily, is a fallow field/open meadow. The property at 17 Meadowlily Road at the north west end of Meadowlily Road South is owned by the Thames Talbot Land Trust (TTLT). This property is known as the Meadowlily Nature Preserve and is an Environmentally Sensitive Area (EAS).



- 5. Park Farm Building Compound
- 1. House (attribute)
- 2. Verandah (attribute)
- 3. Lychgate
- 4. Dairy
- 5. Drive Shed
- 6. Walk-out level lawn
- 7. Laneway
- 8. Parking yard
- 9. Silo
- 10. Barn foundation

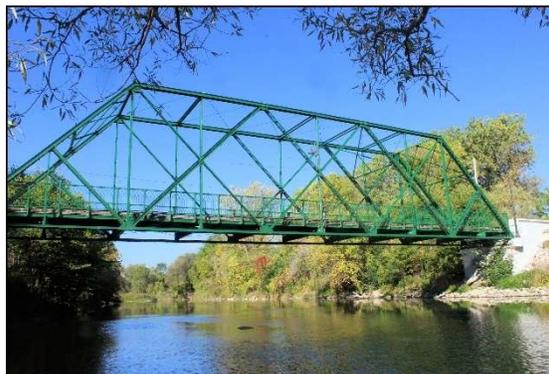
1.5 Heritage Property Features Table

120 Meadowlily Road South (Park Farm)	
	
Key Maps	South elevation (view looking northward)
Address	120 Meadowlily Road South, London Ontario, N6M 1C2
Ward & Planning District	Ward 14
Legal Description	CONC 1 PT LOT 14 & CON BF LOT 14 PART LOT 15R-11947 PART 1, ROLL 040640311000000
Neighbourhood	Jackson Planning District
Historical Name	Park Farm
Construction Date	Cottage c. 1848
Original Owner at Construction	William Bell
Original Use	Farm
Current Occupancy	Residence, single detached dwelling
Current Zoning	OS5 Open Space Zone Variation 5 (Natural Heritage System OP, Meadowlily Woods ESA)
Current Use	Residential dwelling, public open space
Site Dimensions	40 ha (approximate)
Building Footprint Area	208.5 m ² (2245 sq ft)
Building Height	1 Storey, (with walk out basement)
Architect / Designer	Unknown
Architectural Style	Walk-out basement c. 1930, Lychgate Regency Cottage
Additions / Alterations	Early wood framed addition on north side
Heritage Status	Part IV OHA, London By-law L.S.P.-3253-58, Feb 20, 1995
Proposed Work	Adjacent Development Proposed

10-24 Meadowlily Road South (Meadowlily Footbridge)

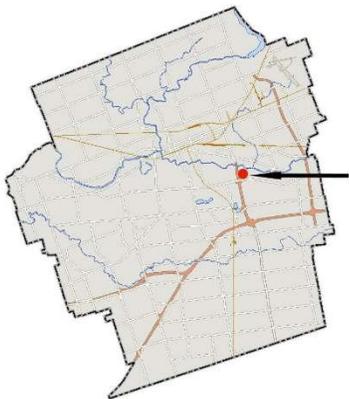


Key Maps



East elevation (view looking westward)

Address	10-24 Meadowlily Road South, London Ontario
Ward & Planning District	Ward 14
Legal Description	Meadowlily Rd S & The Road Widening as in 264064 Being PT of LTS 15&16 CON 1 & PT of LT 15 BF CON B: S/T Any Interest If Any In 642943 London/Westminster.
Neighbourhood	Jackson Planning District
Historical Name	Meadowlily Bridge
Construction Date	1910
Original Owner at Construction	
Original Use	Bridge, Farm land, potential family burial plot
Current Occupancy	Footbridge
Current Zoning	OS5 Open Space Zone Variation 5 (Natural Heritage System OP, Meadowlily Woods ESA)
Current Use	Footbridge
Site Dimensions	5 ha (approximate)
Building Footprint Area	Three bridge spans; 140 ft, 85 ft, 63 ft.
Building Height	
Architect / Designer	Isaac & Levi Crouse
Architectural Style	Modified double Warren truss
Additions / Alterations	Restoration and restriction to footbridge. 2012
Heritage Status	Part IV OHA, London L.S.P. 3427-299, Oct 9, 2010 (By-law 3422-235 repealed)
Proposed Work	Adjacent Development Proposed

101 Meadowlily Road South – Proposed Subdivision	
 <p>Key Maps</p>	 <p>Bird's eye view looking northward (Google Earth)</p>
Address	101 Meadowlily Road South, London Ontario, N6M 1C3
Ward & Planning District	Ward 14
Legal Description	CON BF PT LOT 15 PT LOT 16
Neighbourhood	Jackson Planning District
Historical Name	
Construction Date	
Original Owner at Construction	
Original Use	Farm
Current Occupancy	Residence, single detached dwelling, vacant
Current Zoning	h-2 UR1 – Holding Natural Heritage System, Urban Reserve
Current Use	Residential dwelling
Site Dimensions	5.2ha (approximate)
Building Footprint Area	100m ² (approximate)
Building Height	1 Storey
Architect / Designer	
Architectural Style	Cottage
Additions / Alterations	
Heritage Status	None
Proposed Work	demolition

1.6 Scope of Work & Methods

The scope of work has been compiled to firstly, revisit the cultural heritage values and attributes of the designated properties at 10 & 120 Meadowlily Road South, and secondly, to identify potential negative impacts on those contributing heritage attributes resulting from the new proposed subdivision development at 101 Meadowlily Road South.

The HIA will follow the generally accepted format for Heritage Impact Assessments and Conservation Plans as outlined by the Province of Ontario. The scope of the HIA will be adjusted where deemed appropriate to provide a complete and comprehensive assessment of the heritage resources, and for mitigation of any potential negative impacts.

A visual assessment of the physical configuration of the designated properties and surrounding area was conducted on October 1st and 2nd, 2019, including a visual review of the built elements and improved grounds. The review is limited to viewpoints at normally accessible ground levels, or from other levels that are typically accessible. Many elements of the Park Farm cottage interior are listed in the designation by-law, however the interior has been excluded from this HIA as they are isolated from the development site by the building envelope. The interior was not accessed or reviewed.

The nearest point of the adjacent development is located at a distance of approximately 130m from the cottage. The interior elements are therefore well isolated from any direct impacts from development on adjacent lands. Interior elements are important to the complete identification of heritage value and in place of access, existing documentation of the cottage interior will be relied upon.

- on-site review of the designated properties and built heritage resources
- on-site review of the surrounding grounds and area context
- photographic records of resources and context
- site plan and building footprint plans
- property features assessment from existing municipal GIS data base
- topographic measurements from existing sources
- review and analysis of relationship between designated properties and adjacent property
- review of special related management policies and reports
- assessment of viewsheds, shadows, and obstruction

Historical research on the property with has been completed using the following resources;

- Ownership through Ontario Land Registry Office Title search – see ABHBA 2010
- The London Room, London Public Library
- Western University Map Library
- photographic records

1.7 Assessment Criteria

In determining individual cultural heritage value of the subject property, criteria from the OHA Regulation 9/06 will be used. The *Ontario Heritage Act*, Regulation 9/06, Criteria For Determining Cultural Heritage Value or Interest, provides a set of criteria grouped into the following three categories. Evaluation in each category determines the cultural heritage value or interest of a potential heritage resource. High value in one or more categories is sufficient to determine cultural heritage value or interest.

According to Ontario Regulation 9/06, the following criteria will be used;

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

O. Reg. 9/06, s. 1 (2).

Further guidance may be referenced in the Ontario Heritage Toolkit including the guide to Heritage Property Evaluation, published by the Ministry of Tourism Culture and Sport. Other references and resources that are recognised and established within the practice of cultural heritage conservation may be used as required.

2.0 PLANNING POLICY & FRAMEWORK

2.1 Ontario Heritage Act

The properties at 10-24 & 120 Meadowlily Road South are designated Under Part IV of the Ontario Heritage Act and their heritage attributes to be conserved and are protected from demolition and negative impact. The properties are listed on a Register required to be kept by the City of London. A copy of the by-laws is attached in Appendices A, B & C.

2.2 Provincial Policy Statement

As a key part of Ontario's policy-led planning system, the Provincial Policy Statement sets the policy foundation for regulating the development and use of land. Under the Ontario Provincial Policy Statement 2014 (PPS) clearly states the protection afforded to heritage resources;

2.6.1 *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*

2.6.3 Planning authorities shall not permit *development and site alteration on adjacent lands to protected heritage property* except where the proposed development and site alteration has been evaluated and it has been demonstrated that the *heritage attributes* of the *protected heritage* property will be conserved.

The following definitions are provided under the Ontario Provincial Policy Statement 2014 (PPS);

Heritage attributes: means the principal features or elements that contribute to a protected heritage property's cultural heritage value or interest, and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (including significant views or vistas to or from a protected heritage property).

Significant: means in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people.

Built heritage resource: means a building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Aboriginal community. Built heritage resources are generally located on property that has been designated under Parts IV or V of the Ontario Heritage Act, or included on local, provincial and/or federal registers.

Adjacent Lands: means for the purposes of policy 2.6.3, those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan.

2.3 London Official Plan

On December 28, 2016, the Province approved The London Plan with modifications. Portions of The London Plan are currently under appeal before the Local Planning Appeal Tribunal (LPAT).

DESIGN

565_ New development, redevelopment, and all civic works and projects on and adjacent to heritage designated properties and properties listed on the Register will be designed to protect the heritage attributes and character of those resources, to minimize visual and physical impact on these resources. A heritage impact assessment will be required for new development on and adjacent to heritage designated properties and properties listed on the Register to assess potential impacts, and explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resource and its heritage attributes.

Note: The above section is subject to LPAT Appeal PL170100 – November 13, 2019

INDIVIDUAL 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.

STRATEGIES/PROGRAMS

570_ For the purposes of cultural heritage protection and conservation, City Council may adopt a number of specific strategies and programs, including:

12. Conservation plans and management protocols for municipally-owned heritage resources.

2.4 Meadowlily Area - Heritage Assessments, Designations and Policy Milestones

The two designated properties at 10 and 120 Meadowlily Road form an integral part of a natural area known as the Meadowlily Woods ESA. The MW ESA is connected to UTRCA designated areas to the east of Park Farm and to the Meadowlily Nature Preserve to the west. The Meadowlily Road area has been the subject of several studies and conservation initiatives over many decades. Many of the cultural heritage attributes of Park Farm are intertwined with the natural features within the property boundaries. Therefore, a partial list is provided below of the related material for future reference and review with respect to managing potential negative impacts to the heritage attributes. The management policy of the MW ESA is currently under review.

1981 120 Meadowlily willed to the City of London by Harrison Fraser to be continuously used as a public recreation space, together with a modest endowment for the maintenance of the buildings.

1988 Meadowlily Master Plan, by Michael Leonard Landscape Architect

- 1992** Park Farm Heritage Landscape Assessment, by Wendy Shearer Landscape Architect Ltd
- 1993** Historical Assessment of the Homestead at Park Farm; Harrison Fraser Estate, by Ron Koudys Landscape Architect Inc.
- 1995** 120 Meadowlily Rd S (Park Farm) – Property designated under the OHA
- 2009** Meadowlily Secondary Plan and Municipal Class Environmental Assessment (EA) initiated by London City Council
- 2010** Archaeological and Built Heritage Background Assessment, Meadowlily Area Plan, (draft) Golder & Associates, on behalf of AECOM Canada Ltd., for the City of London
- 2012** 10 Meadowlily Rd S (Meadowlily Bridge) – Property designated under the OHA
- 2013** Meadowlily Footbridge Restoration and Re-Opening
- 2019** Meadowlily Woods Environmentally Significant Area Conservation Master Plan – Phase 1, by natural Resource Solutions for the City of London

3.0 HISTORICAL RESEARCH, SITE ANALYSIS and EVALUATION

3.1 History – Park Farm Ownership

Simon Zelotes Watson, a land agent, was authorized by the Governor-in-Council to lay out a road in Westminster Township for settlers to be brought from Lower Canada. In 1810 Watson completed the survey of lands on either side of the Base Line, including lots north of Concession 1 and on the Broken Front Concession 1 (BFC 1), north of Base Line. Watson was disaffected by Col. Talbot's barring of American settlers on these lands and he came to carry a personal grievance towards him. This escalated so that eventually Watson was placed under peace bond. Watson left to fight on the American side during the war of 1812 and did not return to Westminster Township to continue his survey and land settlement work. It is thought Watson participated in raids on properties in Westminster in retaliation to his foiled plans of bringing American pioneers. The remaining southern part of Westminster Township was surveyed after the War of 1812 by Mahlon Burwell.

Abel B. Sumner's name, along with the year 1817, is found labeled on BFC Lots 14 and 15 on the 1857 Westminster Township map (Map 7.). Abel B. Sumner was born in 1793 and came to Westminster Township from New Brunswick along with his sister Rebecca (b1799) and brother William Augustus (b1815) (Delaware and Westminster Townships Honouring our Roots, Vol 1). Excavation by the Museum of Archaeology determined that the AfHh-92 (see ABHBA 2010) site was the original homestead of William Sumner, and was occupied from 1817 until 1841. The archaeological site was mitigated as part of the development of the City Wide Sports Park in 1993.

After receiving patent to Lots 14 and 15, Concession 1 from the Crown in 1835, the first recorded transfer in ownership is through "bargain and sale" from Abel B. Sumner to Herman Landan of 200 acres in 1841. Landon was an United Empire Loyalist and had received a land grant from the Crown, although it appears he did not settle there. The second transfer is from William A. Sumner to William W. Gray in the same year for 122 acres, which is the approximate size of Park Farm.

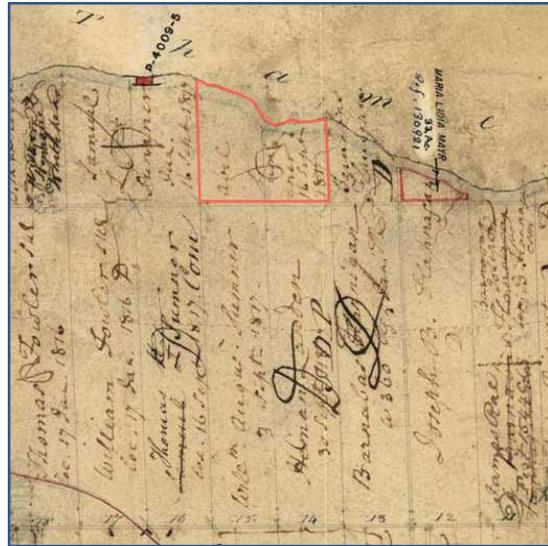
In 1849 William A. Sumner sells 22 acres of the northerly part of Lot 14 and 15 CONC 1 to William Bell. Although curiously, even though the acreage does not match Park Farm, this is likely the beginning of Bells presence on the land. In the Tremaines Map of Upper Canada of 1862, Lots 14 and 15 of the broken front show the name W. Bell (Map 8.).

There is some evidence of legal trouble with the granting of "application to quiet title" for 100 acres by the courts to Bell in 1867. This could possibly harken back to the transaction of the 22 acres in 1849. With the land secure, William Bell names the property "Park Farm". William Bell died in 1877 and the Westminster Township Atlas of 1878 now shows Park Farm belonging to the "Heirs of Wm. Bell". The Bell family continues their ownership of the property for 58 years first with William's son, William Jr., and then with Elizabeth F. Parry, William Bell's daughter. Park Farm eventually leaves the Bell family when Elizabeth sells the property to Maxwell D. Fraser in 1907. The property subsequently stays with the Fraser family as a summer residence until it was deeded to the City of London in 1983.

The maps below illustrate the early ownership and the patterns of development. By 1847 a grist mill was operating on the north side of the Thames River, opposite to the future Park Farm (Map 6.). Farmers from Westminster would need to cross the Thames river to get their grain milled. This would require a bridge crossing at the same location where Meadowlily Bridge is located today.



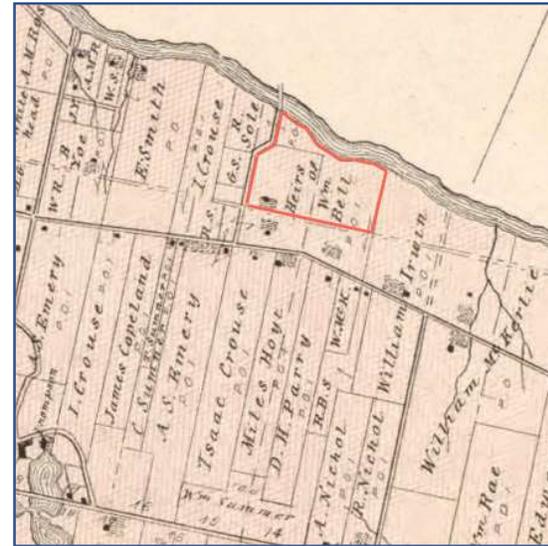
6. Map of London Township 1850. A bridle path is shown on the map on the north side of the Thames River across from Park Farm that would connect with Hamilton Road and



7. Map of Westminster Township 1857. Broken front Lots 14 & 15 south of the Thames are labeled "Adel Sumner".



8. Remaines Map of Upper Canada 1862 now showing William Bell.



9. Westminster Atlas Map of 1878 now labeled Heirs of William Bell.

Ownership & Occupancy Table		
1817	Middlesex Township Map 1857	Abel B. Sumner with 1817 on 1857 map
1835	CONC 1 LOT 14 WM Book 1	Patent, Feb 28 1835, The Crown
1841	CONC 1 LOT 14 WM Book 1	Abel B. Sumner and wife - to Herman Landon 200 acres, all of lot
1846	CONC 1 LOT 15 WM Book	(illegible) to William A. Sumner 200 acres, all of lot
1849	LOT 14 & 15 CONC 1 WM Book	William A. Sumner to William Bell 22 acres
1857	BFC LOT 14 Middlesex Twp Map	Abel B. Sumner with 1817 on 1857 map
1867	BFC LOT 14 Middlesex Book 5	Cert. of Title, Court of Chancery to William Bell 100 a.o.l.
1877	ABHBA	William Bell Sr. died 1877. William Jr. bought all shares
1888	BFC LOT 14 Middlesex Book 5	William Bell Jr. takes Mortgage with James H. Fraser
1895	BFC LOT 14 Middlesex Book 5	Deed, William Bell Jr. to Eliza Fanny Parry a.o.l.
		James H. Fraser, brother of Maxwell D Fraser, appears several times as a mortgage holder for William Bell starting in 1888
1907	BFC LOT 14 Middlesex Book 5	Deed, Eliza F. Parry to Maxwell D. Fraser a.o.l. for 2100.00
1918		Maxwell D. Fraser dies
1953	BFC LOT 14 Middlesex Book 5	Grant from Canada Trust Co. executor Maxwell D. Fraser to Harrison G. Fraser
1983	BFC LOT 14 Middlesex Book 5	Grant from Estate of Harrison G. Fraser to City of London

The Bell Family Park Farm 1849-1907

The following information has been taken from the Archeological and Built Heritage Background Assessment Meadowlily Area Plan, 2010 by Golder Associates;

Immigrants from Britain, William Bell and his wife Mary were already resident in Westminster Township in 1840, when they bought property on Broken Front Lot 20. He was probably attracted to the land on Lots 14 and 15 because of its larger size and because of its very scenic location. It was the Bells who gave the name Park Farm to their new home, and they seem to have valued both the agricultural and aesthetic aspects of the property. As was typical of the period, the Bells carried on a mixed farming operation. The brick house recorded in the 1851/1852 Census report was unusual for the area at that date, both in its substantial brick structure and in its purposely picturesque siting. William and Mary had five children: William Jr., Thomas, Elizabeth Fanny, Edward John, and Frederick. Something of the family's pride in their farm can be deduced from the fact that, when two of the sons died, Edward John in 1872 and William Jr. in 1895, their tombstones identified them not only by lineage but also by their association with the family estate: both were described as "sons of William and Mary Bell of Park Farm, Westminster" (Tausky 1992, 1993: 4). The advertisement placed in the London Advertiser of 26 August 1875 also vaunts the scenic as well as the practical virtues of the property, and the asking price reflects the high valuation attributed to their farm by its owners:

For sale - "PARK FARM," Westminster, 3 miles from London. Beautifully situated on the River Thames, near the Meadowlily Mills, . . . comprising 125 acres more or less. 50 acres arable, 30 acres wood, remainder in grass, a good orchard. Brick cottage, 40 by 37 feet, 5 bedrooms, drawing and living rooms, kitchen, pantry, cellar, etc.; 2 barns, horse and cow stables; granary, driving shed; etc. 2 or 3 never failing springs of water. Price \$8,500

William Bell, Sr. appears to have been the advocate for selling the farm. The will he left when he died in 1877 contained instructions for selling the farm and dividing the assets among the remaining members of his family. Instead, William Jr. bought all shares in the farm and, despite some financial setbacks and a series of mortgages, he continued farming there until 1890 when he and his mother moved to Toronto (note that the land is labelled as belonging the "Heirs of William Bell" in the Atlas map of 1878, Figure 6). Eliza Parry (née Elizabeth Bell), who had married into the family owning land in Lot 14, Concession 1 south of Commissioners Road, bought Park Farm, thus keeping it in the family until it was sold to Maxwell Fraser in 1907 (Land Records, Westminster Township. Lots 14, 15, BF and Concession 1; Tausky 1992, 1993: 4, 7).

The Fraser Family 1907-1983

The following information has been taken from the Archeological and Built Heritage Background Assessment Meadowlily Area Plan, 2010 by Golder Associates;

Maxwell David Fraser, descended from a pioneer Westminster family, became a prominent member of the legal and financial communities in London and the surrounding area. A barrister with the firm of Elliot and Fraser (later Fraser and Moore), he served as President of the Western Ontario Bar Association, President of the Free Press Printing and Publishing Company, a director of the London and Western Trust Company, and a member of the London Railway Commission. With a fine house in town at 529 Princess Avenue, he followed the popular trend among contemporary members of London's most prosperous families by buying a summer residence along the Thames River: Park Farm. While his own family's use of Park Farm was at first mainly recreational, David Fraser, as he was known to his family, was also interested in farming the property; according to family friend Alan Bryant, he retained from his childhood a nostalgic attitude towards farms. He hired a tenant to oversee the agricultural aspect of the estate, and until 1915, when a house was purpose built for the tenant, the tenant lived in the main house. The Frasers used the property as an intermittent campground, when they stayed in a small wooden camp structure, they called the "Bunny Burrow" (Tausky 1992, 1993: 5, 6).

David Fraser died in 1918. His two eldest sons during the following decade, one from influenza and one from tuberculosis, so that the youngest son, Harrison, came to own the estate from the mid-twenties to his own death in 1981. Harrison joined his father's legal firm, and like his father, served as President of the Middlesex Law Association. A lifetime bachelor, he lived with his mother Bessie until her death in 1954, and afterward continued to occupy both the Princess Avenue family home and Park Farm. He continued to keep tenants who oversaw a prosperous dairy operation, but in 1938 he and his mother also remodelled the main house, to give it the character of a country estate rather than a country cottage and to allow more elaborate entertaining. It was undoubtedly an extension of Bessie Frasers hospitable attitude that led her to express the wish in her will that Park Farm eventually become a public park. Harrison carried out her wish in his own will, bequeathing Park Farm to the City of London on condition that the City undertake "to maintain it in perpetuity as a public park with free access thereto to the public at appropriate times, i.e. hours" (Land Records, Westminster Township, instr. 593344).



10. Archival photograph of Maxwell D. Fraser in front of the cottage at Park Farm. The wrap around verandah was added by Fraser along with a walk-out basement on the south side. From the Fraser Personal papers, compliments of Alan Bryant..



11. Archival photograph of the brick cottage at Park Farm. This view is from the northwest and down slope. Note the well manicured and expansive lawn. From the Fraser Personal papers, compliments of Alan Bryant..



12. Tinted photograph of the Fraser's garden, northeast of the house. From the Fraser Personal papers, compliments of Alan Bryant..



13. Photograph of the cow pasture below the barn at Park Farm. From the Fraser Personal papers, compliments of Alan Bryant..

Park Farm Cottage 1848

The only heritage building described in the designating heritage by-law is the Regency cottage, c. 1848, which is placed most beautifully atop a rolling slope. The deliberate siting is quite striking and the placement affords downslope vistas across lawns to the north west and north. The view from the front door extends to the forest canopy at the edge of the west lawn.

The cottage is located approximately 100m (330ft) from Meadowlily Road and 50m (165ft) from the south property line, adjacent to a farm field. The approach to the cottage begins with two cast gate posts at the laneway entry along Meadowlily Road. The gravel laneway curves upwards through massive sugar maples and mature hardwood forest to emerge at the cottage grounds. The ascension is almost ceremonial in effect with the cottage sitting like a temple at the apex of the slope.

The cottage is constructed of load bearing clay brick and local squared stone foundation and is 37 ft wide and 40 ft deep. The generally rectangular has a brick wing extending eastward at the northeast corner. The roof is a typical hip shape with a 4:12 pitch providing a humbling low profile and is covered with sawn cedar shingles that most certainly have been renewed. The roof contains two chimneys, the southern chimney is quite large and was modified by the Fraser family.

The front elevation follows a three-bay pattern with the front entry on axis with the centre hall plan. The front door contains four panels door and sidelights. The sidelights contain three lights and a lower wood infill panel. The windows on either side of the front door are unusually wide and feature three sets of double hung sashes. The middle sash is over double the width of the flanking sashes. This window configuration has been repeated on the 1930's walk-out level on the lower east wall. Other windows around the cottage are the more typical double hung, six over six design.

A gracious verandah was added by the Fraser family to the west and north side of the cottage and is supported by simple yet elegant tapered columns. The verandah follows the pitch of the cottage roof and the painted framing is exposed to view. The floor of the verandah has been replaced with poured concrete. A wood sided, frame addition has been constructed at the rear of the cottage on the north side at the end of the north verandah. It has been suggested that this was used as an attached privy at one time.

The renovations carried out by the Fraser family include a major excavation to the south grade to create a walk-out level basement. This creates a type of courtyard bordered between the house and the upward sloping laneway. The exposed wall has been carefully crafted with squared limestone topped by a belt course of cut sandstone. Here the design of the front windows of the have been replicated. With the excavation a series of stone steps have been added to access the main level of the cottage from the basement level courtyard.

The exterior of the cottage is found to be in a well cared for condition. Other noteworthy structures include a Lychgate, c.1930s, a dairy, also apparently c. 1930s., a drive shed and the ruins of a barn and silo. However, these structures are not named in the heritage designation.



14. The front (west) elevation of Park Farm cottage from the front lawn.



15. The south elevation of Park Farm cottage from the top of the laneway. The walk-out level lower level or basement was added in the c. 1930.



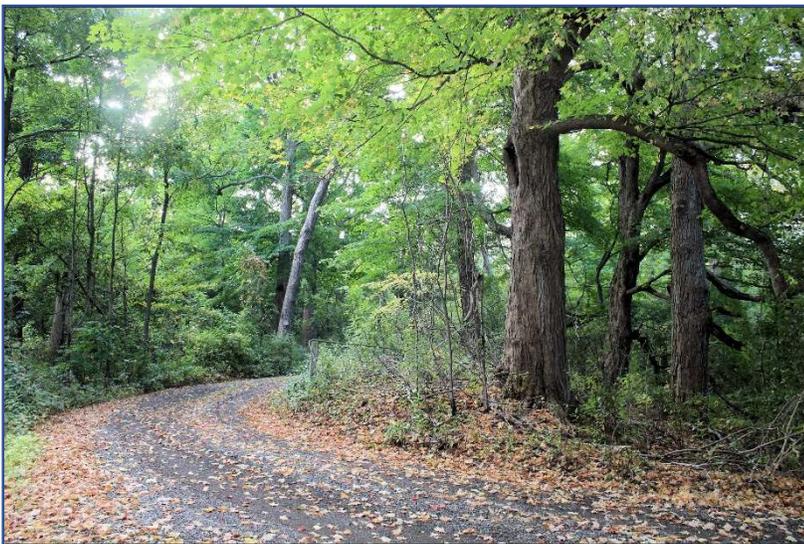
16. The rear (east) elevation of Park Farm cottage and lychgate viewed from the rear yard.



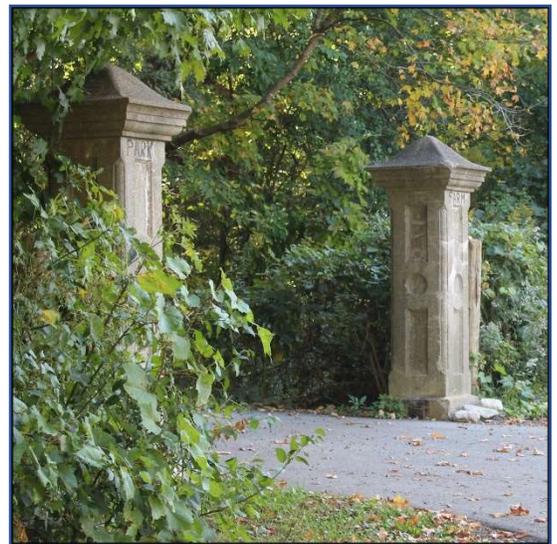
17. View looking northward and into the front cottage verandah. The front entry is to the right.



18. Front door of Park Farm cottage. The front door and entry is described in the designating heritage by-law attributes.



19. View looking southward and up the sloping laneway from Meadowlily Road South. The laneway is named in the designation by-law as contributing to the rural context and historic landscape character of Park Farm.



20. Cast masonry gate posts, likely from the beginning of the 20th century, mark the ascent up to Park Farm cottage.

3.2 History – Meadowlily Bridge

With the support of local land agent and property owner Col. Thomas Talbot, the establishment of a mill just east of the current bridge would support and sustain settlement of the surrounding land on both sides of the river. By 1847, and perhaps earlier, Shepherd’s Mill was operating here, and was powered by a millpond which took advantage of a natural overflow channel or ‘false river’ on the north bank. The earliest record of a bridge is “Shepherd’s Bridge, which had somehow miraculously survived a spring freshet in 1851. The same flood had knocked out London and Westminster bridges.

A map of London Township from 1850 shows a bridle path starting at Hamilton Road and heading southeast to the mill and presumably, to the river crossing. The aerial photograph below from 1942 shows that Meadowlily Bridge remained an important local crossing for many years between the 5km stretch between Hamilton Road and Thompson road river crossings.

The Meadowlily Bridge that stands today was constructed by prolific local bridge builder, Isaac Crouse in 1910. Crouse, who along with his son Levi, resided only a few lots away from the Meadowlily crossing in Westminster Township. The metal bridge utilizes a Warren type through-truss and is a rare bridge form in the Great Lakes region. The bridge consists of a main span of 140 feet and two flood plane spans of 85 and 63 feet.



21. (top) Meadowlily Bridge elevation diagram showing the main span and two flood plane spans, With the so called through-truss design the road bed literally runs through the interior of the truss. Credit: HistoricBridges.org

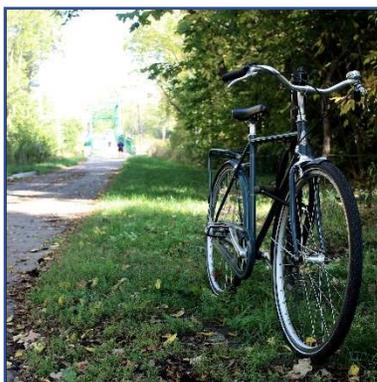
22. (bottom) Archival aerial photograph from 1942 showing Meadowlily Bridge 3.2km downstream from Hamilton Road bridge to the east and 2.0km upstream from the Thompson Road Bridge. The site of Meadowlily Bridge has served as an important local crossing for over 160 years.

The wonderfully poetic name of Meadowlily may possibly be credited to the operator of the adjacent mill, William Plewes. Plewes was described by the Railway and Steamship Publishing Company as an “energetic and a thoroughly competent man of business: he is widely known and highly respected”. With a keen sense of marketing, Plewes named his mill brands as ‘Tip-Top’, “Plewes Extra” and “Meadow Lillie”. The meadow lily or Canada lily (*Lilium canadense*) is a native flower ranging from Ontario to Nova Scotia. Today the name perfectly captures the pastoral beauty of the meadows surrounding the Park Farm cottage and throughout the Meadowlily Woods area.



23. (upper left) Meadow Lily or Canada Lily (*Lilium canadense*).
 24. (upper right) View of the north east meadow at Park farm.
 25. Archival photograph of Meadowlily Bridge c. 1915
 Credit: Delaware and Westminster Township Honour Our Roots Vol.1

The utility of the engineering design represents the leading technology of its day. The lattice work of the steel truss members expresses the structural forces that must be resolved to support heavy loads over a long span. The pure utility of this form transforms the structure into an iconic silhouette within the landscape of the Thames River corridor and celebrates the crossing of a river which can today often be taken for granted.



26. (top) Meadowlily Bridge main span viewed from the south east bank of the Thames River.
 27. (lower left) Meadowlily Bridge is now restricted to pedestrian and bicycle traffic and is popular to access Meadowlily Woods ESA
 28. (lower middle) Main span of Meadowlily Bridge viewed from on the road bed from the south.
 29. (lower right) Bridge connection detail showing interesting hot rivet construction pattern.

3.3 History of Urban Development – Meadowlily Road Area

The aerial photograph below from 1942 shows land use was predominately agricultural with established wooded areas. Rural roads connect dispersed farmsteads and acreages. Park Farm, although well treed, is fairly open with well defined fields, pastures and meadows. At the time of the aerial photograph, Maxwell Fraser had owned and operated Park Farm at 120 Meadowlily as both a summer residence and a working farm for 35 years.

Meadowlily Bridge was located 3.2km downstream from Hamilton Road bridge to the east and 2.0km upstream from the Thompson Road Bridge to the west and was an essential river crossing point for local traffic. However, Meadowlily Road would not likely have been high traffic route.

It is worth noting the parcel of land at Commissioners Road East and Meadowlily Road appears to a single acreage and residential subdivision had not yet occurred.



Aerial photograph 1942

30. Archival aerial photograph from 1942 with the development and designated properties highlighted. The land use in the area of Meadowlily Road is entirely rural agricultural. Note that Park Farm's fields, pastures and meadows are mostly cleared and predominantly open, crossed by with several treed ravines and open woodlands to the east.

In 1961 London expanded its borders massively with the second largest area of annexation to date. With this annexation Meadowlily Road area would be within the City of London municipal boundary which now extended to south of the 401. This annexation laid the planning framework for expansion of urban development into the Meadowlily area

The next significant development occurred with the construction of the Highbury Avenue expressway which opened as a four-lane, grade-separated expressway in 1966. The expressway is an essential commuter route between London and St Thomas and provides important access to highway 401. Further plans for the expressway were prevented by local opposition and the Highbury Avenue expressway now terminates on the north end at Hamilton Road and at the 401. Off and on ramps at Commissioners Road East provides efficient connections for vehicles to the transportation network within the city.

The corner of Commissions and Meadowlily Roads now show the development of several residential acreages. Little other urban development is evident from the aerial photograph.



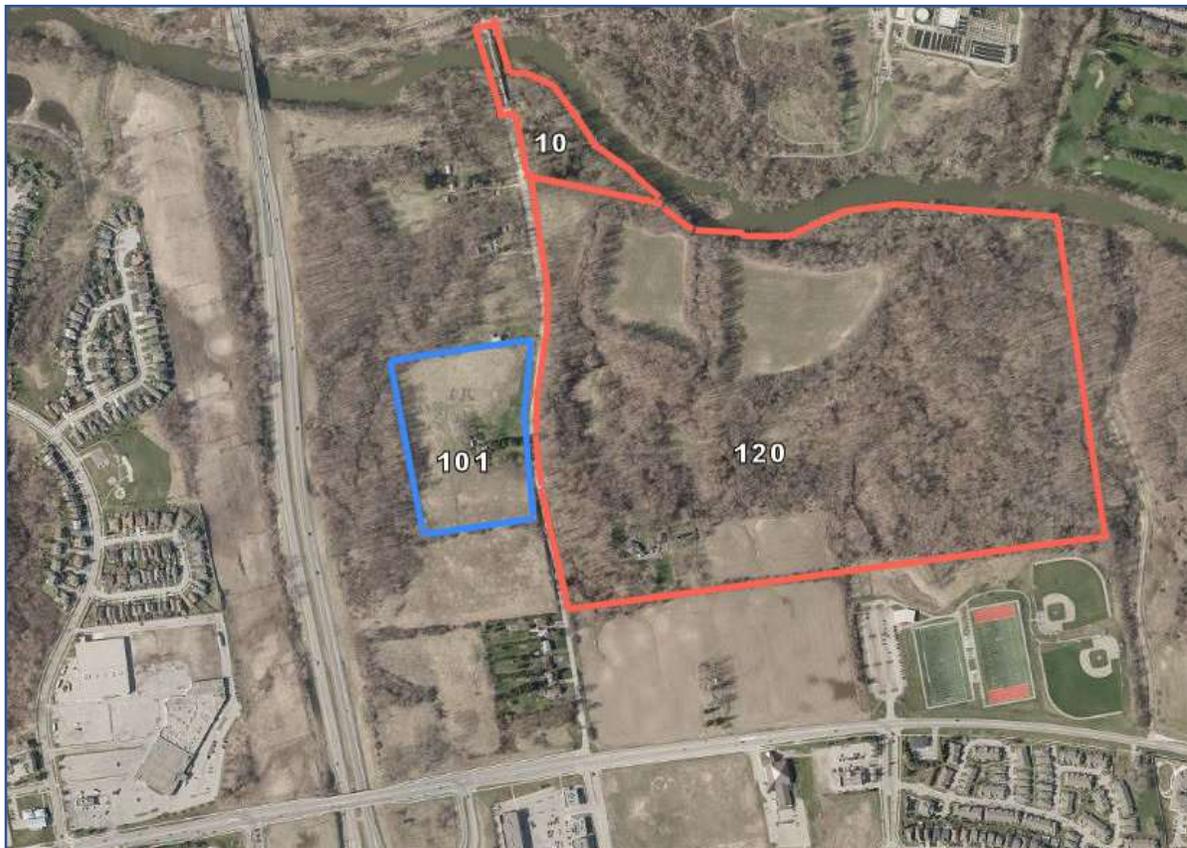
Aerial photograph 1967

31. Archival aerial photograph from 1967 showing little change other than the newly completed Highbury Avenue expressway.

In the intervening 50 plus years since the completion of the Highbury Avenue expressway, urban development has occurred beyond the immediate Meadow Road area. These areas include residential neighbourhoods south of Commissioners Road and west of Highbury Avenue Expressway.

In 1989 London City Council took action on the recommendations of the Meadowlily Woods Master Plan with the establishment of the Upper Thames River Conservation Authority as the lead agents in the development of the Meadowlily Woods Natural Area. This area is approximately 60ha (148ac) in size and is one the largest Environmentally Sensitive Areas (ESA) in the City of London. The Park Farm and Meadowlily Bridge property comprise approximately a quarter of the Meadowlily Woods ESA area. The MW ESA again form part of a larger tract of natural environment identified by the UTRCA. A Conservation Master Plan Phase 1 for Meadowlily Woods ESA was completed in 2019 and is currently under review.

The City Wide Sports Complex is adjacent to Park Farm's southern boundary and was recently redeveloped in 2010. The new Meadowlark Ridge residential subdivision is currently under construction and is located adjacent to Park Farm's southeastern corner.



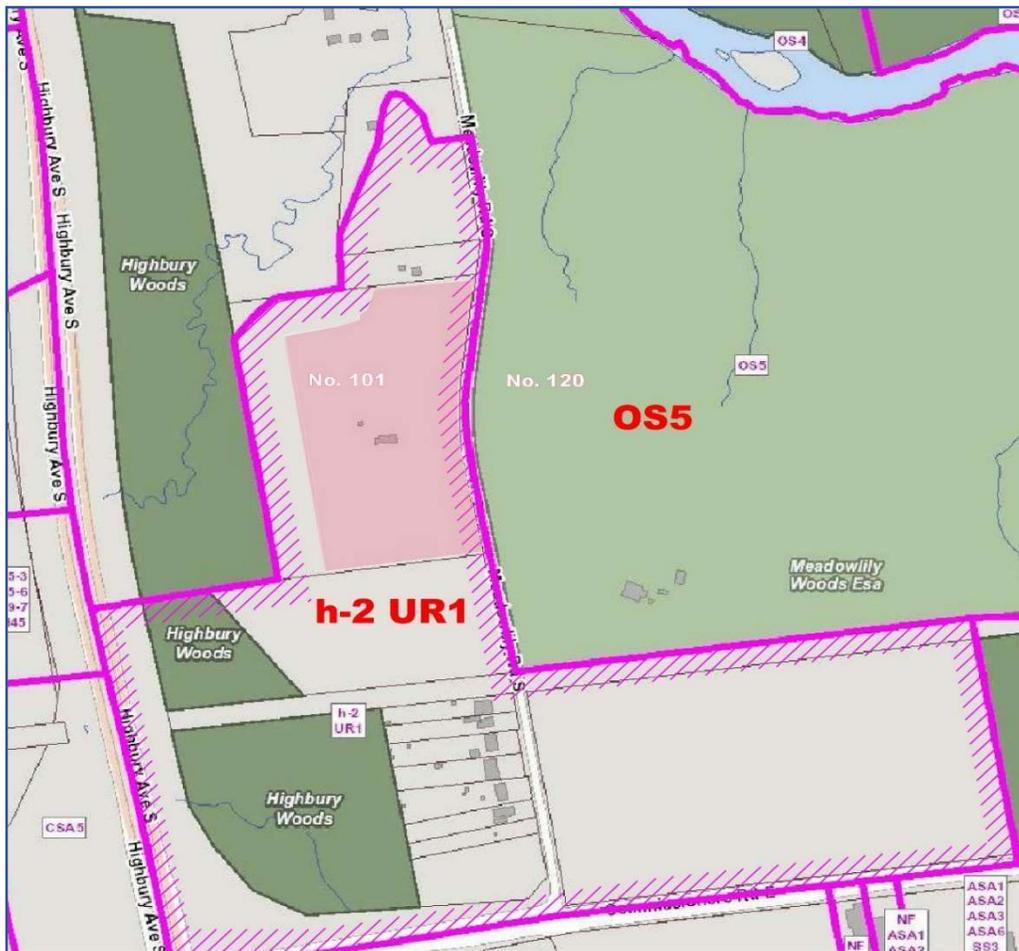
Aerial photograph 2017

32. Contemporary aerial photograph from 2017 showing significant urban residential and commercial development west of Highbury and south of Commissioners Road East. Other than a few larger residential lots at the south end of Meadowlily Road, and the new City Wide Sports Park, little development has occurred since early European settlement. The new Meadowlark Ridge residential subdivision is now being constructed south east of Park Farm and east of the Sports Park.

Since the area was annexed by the City of London almost 60 years ago, the low-density residential use of the land along Meadowlily Road has remained stable. During this time approximately a half dozen half-acre residential lots have developed on the west side of the road at the south end of Meadowlily Road, adjacent to Commissioners Road East. The current zoning for the property at 120 Meadowlily Road, the Meadowlily Nature Preserve and the Highbury Woods area is Open Space (OP). The current zoning for the remaining land adjacent to Park Farm, running along Meadowlily Road, is Urban Reserve (UR). The purpose of Urban Reserve is to protect large tracts of land from premature subdivision and development in order to provide for future comprehensive development.

The UR zone currently covers a distance of approximately 1.0km along the west and south edges of the 120 Meadowlily Road property. The development property at number 101 borders approximately 270m (885 ft) along Meadowlily Road, opposite to Park Farm.

Meadowlily Road South is a dead-end street. It is quiet and rural in character and is a popular walking and bicycling route connecting south and north routes via the Meadowlily Footbridge.



33. The above City of London zoning map shows existing zoning for the development land as within h-2 UR1 – Holding Natural Heritage System, and OS5- Open Space Zone Variation 5 (Natural Heritage System OP, Meadowlily Woods ESA). The UR1 Zoning anticipates future development adjacent to the west and south perimeter of Park Farm.

4.0 IDENTIFICATION OF CULTURAL HERITAGE RESOURCES

4.1 Introduction

The property at 120 Meadowlily Road South, historically known as Park Farm, was designated under the Ontario Heritage Act in 1995. The designating by-law as provided by the City of London can be found in the attached Appendix A. Two copies of the by-law have been provided which differ slightly in content. For the purpose of this report it has been assumed document 'A-2' is a draft copy and document 'A-1' is the final by-law. Further investigation is required by the Municipality to confirm this assumption.

Since this property's cultural heritage value or interest (CHVI) has been established, evaluation to determine heritage value is not required as part of this HIA. The interior attributes have been excluded in the scope of the HIA as directed by the Municipality's Heritage Planner.

The property at 10-24 Meadowlily Road South, also known as Meadowlily Bridge or Footbridge, was designated under the Ontario Heritage Act in 2012. The designating by-law as provided by the City of London can be found in the attached Appendix B. Since this property's cultural heritage value or interest (CHVI) has been established, evaluation to determine heritage value is not required as part of this HIA.

Since the time Park Farm was designated in 1995, the Municipality's recognition of the cultural heritage value of the vicinity has continued. This interest resulted in the completion of an "Archaeological and Built Heritage Background Assessment" report for the Meadowlily Area in 2010 (MA-ABHBA). Following the completion of the report, Meadowlily Bridge was designated two years later in 2012. The MA-ABHBA report contains additional information that expands the understanding of the cultural heritage value of the two designated properties. However, with the exception of the Meadowlily Bridge property designation, no additional steps for heritage conservation under the Ontario Heritage Act, or within the Municipal or Provincial policy framework, have been acted upon. This HIA will reference relative information contained in the MA-ABHBA as it relates to the heritage resources identified in the designating by-laws. This report gratefully acknowledges the work by Golder Associates and their consultant team.

4.2 Property Attributes - 120 Meadowlily Road South (Park Farm)

The property at 120 Meadowlily Road South was designated under Part IV of the OHA in 1995 for design reasons, historical reasons, and contextual reasons. The property is approximately 40ha in land area bordering the Thames River South Branch to the north and Meadowlily Road to the west. The rolling land slopes towards the river and is cut by several creeks and deep ravines which separate several transitional meadows. The one storey brick cottage is “one of the finest examples of a regency villa in London”. The following heritage attributes are presented in tabular format.

1.	Design Value or Physical Value - 120 Meadowlily Road S. (Park Farm)
1.1	One storey Cottage – central-hall plan, white brick Regency style cottage c. 1848s. One of the finest examples of a Regency villa in London.
1.2	Style – the Cottage retains most of its Regency features.
1.3	Design evolution – illustrates the evolution of a Regency cottage from 1840’s to today including 1930’s alterations as a summer residence.
1.4	Setting – the Cottage is beautifully situated in a rural setting, on a hill with a panoramic view to the northwest. This is characteristic of a rural villa.
1.5	Picturesque farmstead – placement of the Cottage in rolling country side surrounded by historic mixed farm as a summer residence expresses deliberate aesthetic ideal of a rural villa.
1.6	Exterior brick – salmon colour and fieldstone foundation
1.7	Verandah – on north and west sides with simple columns typical of Regency style
1.8	Front door – four panel door with sidelights and lower panels
1.9	Doors – French doors on north side
1.10	Chimney – large brick chimney on the south side
1.11	Windows – original six over six panes with sidelights

1.12	Masonry - all windows and doors have simple brick voussoirs
1.13	Tenant Farm House - contributes to defining the physical layout of the farm site. (now demolished, date unknown).

2.	Historical Value or Associative Value - 120 Meadowlily Road S. (Park Farm)
2.1	William Bell - a farmer from England arrived in Westminster Township in the mid-1830s.
2.2	William Bell - sited and built the substantial brick Regency cottage and named the property Park Farm.
2.3	William Bell - purchased the farm and lived there with his wife Mary and five children until his death in 1877.
2.4	Bell family - two generations developed and practiced a diverse mixed farm on well suited land including dairy and sheep operations.
2.5	M.D. Fraser - a prominent London barrister of Fraser & Moore law firm purchase Park Farm in 1907 for a summer residence.
2.6	M.D. Fraser - a descendant of a pioneer Westminster Township family.
2.7	M.D. Fraser - Pres. Western Ontario Bar Association, Pres. Free Press Printing and Publishing, director London and Western Trust Company, member London Railway Commission

3.	Contextual Value - 120 Meadowlily Road S. (Park Farm)
3.1	Rural setting - The context of the house is crucial for maintaining a sense of the original rural setting
3.2	Original farm site - from Meadowlily Road eastward the 40ha parcel of land which includes the original farm site, the lawns to the northwest and laneway off Meadowlily Road all contribute to the verisimilitude of a historic landscape
3.3	Tenant farmers house - a component of the farm site. A wood simple frame house with thematic aspects in conveying social relationships encountered in early farm life (now demolished, date unknown)
3.4	Mix farming - containing: sugar maple and hardwood forest, pastures, meadows, cultivated fields, sheep grazing
3.5	M.D. Fraser - he retained from his childhood a nostalgic attitude towards farms. He retained Park Farm as a working farm after his purchase for a summer residence.

4.3 Property Attributes - 10-14 Meadowlily Rd S. (Meadowlily Bridge)

The property at 10-24 Meadowlily Road South was designated under Part IV of the OHA in 2012 for design reasons, historical reasons, and contextual reasons. Meadowlily bridge was constructed in 1910 to replace a former wood truss bridge. Along with Blackfriars Bridge (built in 1875, designated in 1992) and King Street bridge (built in 1897, designated in 2016), the Meadowlily Bridge is one of the very few through-truss bridges that were once common in the London Area. The property is approximately 5ha in land area bordering the Thames River to the north, Meadowlily Road South to the west and Park Farm to the south. Since this property's cultural heritage value or interest (CHVI) has been established, evaluation to determine heritage value is not required as part of this HIA.

1.	Design Value or Physical Value – Meadowlily Bridge - 10-24 Meadowlily Road S.
1.1	Pattern – Lateral bracing between the top cord of the main truss span forms an "X" pattern between two pairs of truss diagonals and a diamond pattern at each portal.
1.2	Detailing – The span members are built-up sections, riveted together and they are connected by riveted gusset plates at each junction.
1.3	Composition – the two smaller pony truss spans present a contrast to, and emphasis the larger main span.

2.	Historical Value or Associative Value - Meadowlily Bridge - 10-24 Meadowlily Road S.
2.1	Engineering – Built in 1910, the modified Warren through-truss constructed of iron/steel.
2.2	Rarity – Meadowlily Bridge is one of only three iron/steel bridges remaining in the London area.
2.3	Rarity – The modified Warren through-truss design is very rare in the Great Lakes Region.
2.4	Inscriptions – Dates and inscriptions memorialize people who were involved with the construction of the bridge. At the south end, east side is inscribed "Meadowlily Bridge, Levi Crouse". At mid-span inscribed on the deck is "R. Piper, Inspector".
2.5	Historical Figure – Meadowlily Bridge was built by Isaac Crouse, a London pioneer, farmer, bridge builder, millwright, and contractor who is renowned as also building the Blackfriars Bridge and the king Street Bridge in London.

2.6	Historic Family - Due to failing health Isaac Crouse left completion of the bridge by his son Levi.

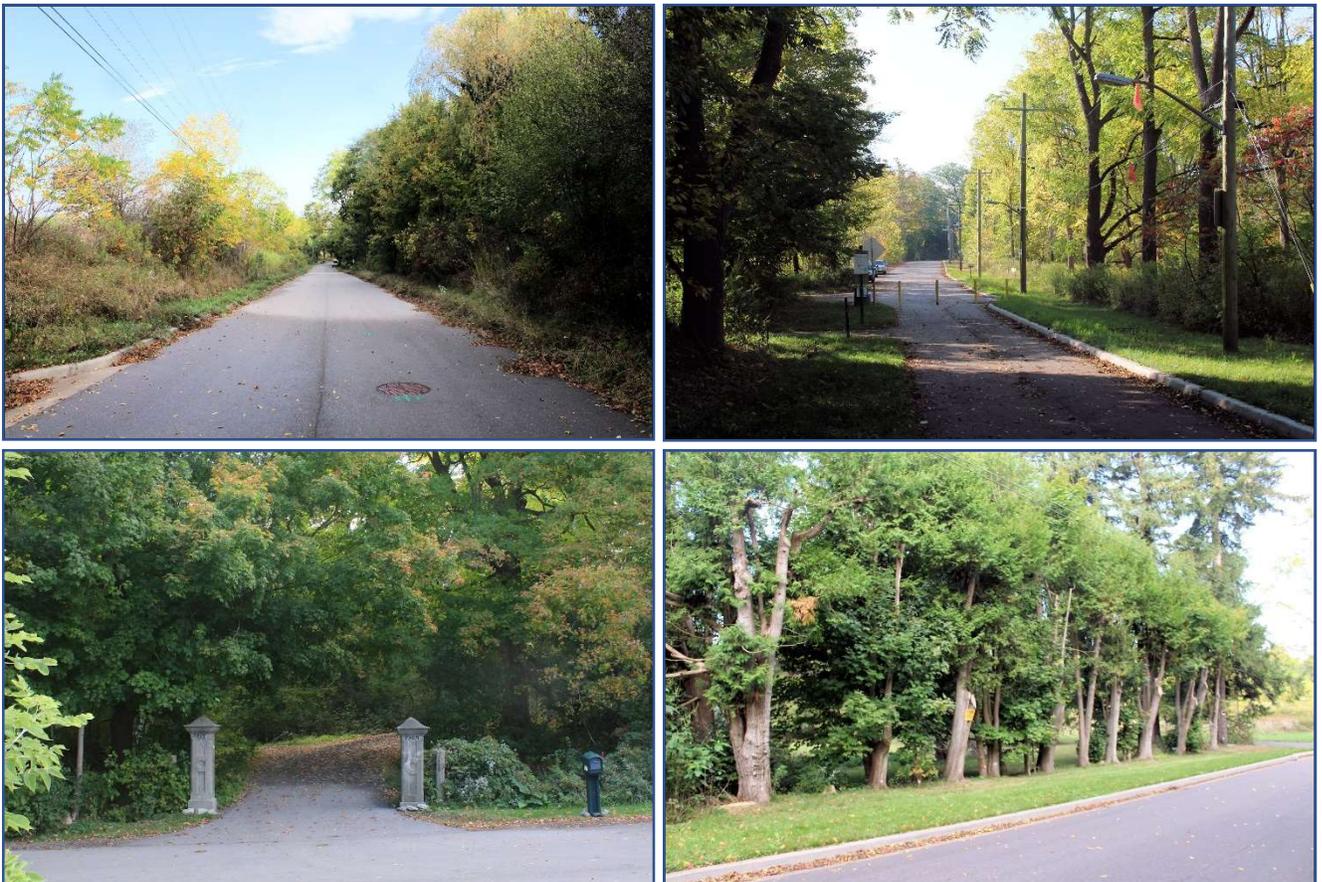
3.	Contextual Value - Meadowlily Bridge - 10-24 Meadowlily Road S
3.1	Early Development - Meadowlily Bridge as essential for the transport of grain to the grist mill east of the bridge and the movement of goods and people from Westminster Township to London.
3.2	Rural character - The scale and span are evocative of the mature, rural character of the area and is suitably in proportion to the narrower width of Meadowlily Road.

4.4 Adjacent Roadscape and Viewsheds

The roadscape and viewsheds along Meadowlily Road adjacent to the heritage designated properties are characterized by a mature, rural landscape and are free of urban development. The east side of Meadowlily Road is bordered by a very old, mature sugar maple and hardwood forest providing a dense canopy when in leaf. On the west side of the road are fields, meadows, individual trees, hedgerows and gated laneways.

The development property at 101 Meadowlily has an old hedge row of mature white cedar trees in the middle section of the property frontage. These no longer have a handsome shape due to heavy trimming and old age. The development property is opposite the Park Farm laneway entry and concrete gate posts. The designating by-law identifies the value of the Meadowlily Road;

“The context of the 1848 house is crucial for maintaining a sense of the original rural context. From Meadowlily Road eastward a parcel of land which includes the original farm site, the lawns to the northwest and laneway off Meadowlily Road all contribute to the verisimilitude of a historic landscape”



34. (upper left) View looking north along and down Meadowlily Road South, adjacent to the southern end of Park Farm. 35. (upper right) View looking south and up Meadowlily Road South from the foot of Meadowlily Bridge. 36. (lower left) The gate posts and entrance to Park Farm's laneway opposite the proposed subdivision. 37. (lower right) View to the development site at 101 Meadowlily Road South from the entry to Park Farm showing and the existing hedge row of mature cedar trees.

Further along Meadowlily Road is the approach to Meadowlily Bridge which has the same mature rural character as the Park Farm section. North of the development property, on the west side of Meadowlily Road are three residential acreages, one which has been demolished. The Road terminates at the foot of Meadowlily Footbridge, with the entrance to Meadowlily Woods ESA to the east and to the Meadowlily Nature Preserve to the west.



38. No 85 Meadowlily Road S.



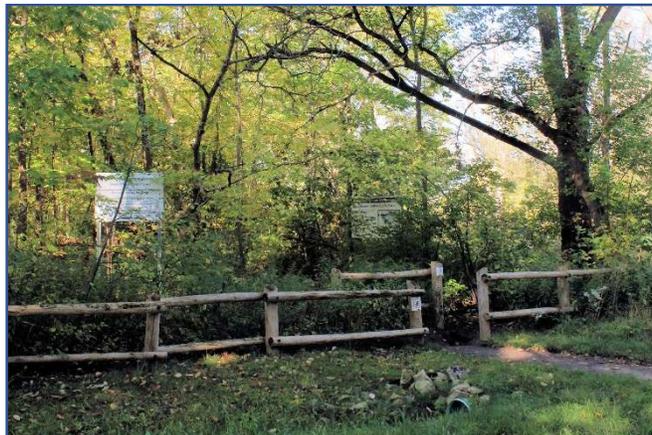
39. No 65 Meadowlily Road S.



40. No 25 Meadowlily Road S.



41. Entrance to Meadowlily Woods ESA trailhead east of Meadowlily Rd.



42. Entrance to Meadowlily Nature Preserve west of Meadowlily Road.

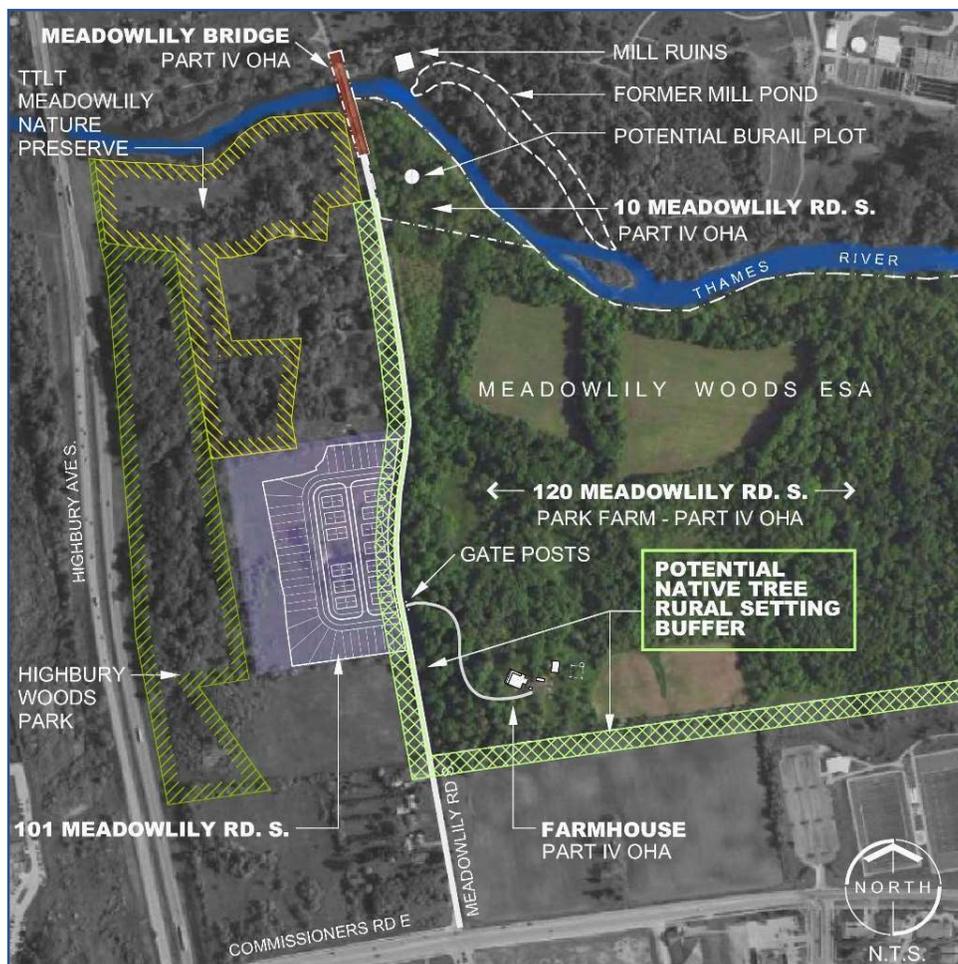


43. Walking trail bridge in Meadowlily Woods ESA.

4.5 Recommendation for Protection of Heritage Resources

The scope of the HIA is to assess potential impacts of the proposed development on the heritage attributes of cultural heritage value or interest as designated for Meadowlily Bridge and Park Farm. The designating by-law at for Meadowlily Bridge was written in 2010 and provides for the guidance, protection and reasons for the preservation of the cultural heritage resource.

The designating by-law for Park Farm was written in 1995 and provides for the identification, protection and reasons for the preservation of the cultural heritage resources of the Park Farm cottage. The by-law also states the rural setting and views as being crucial to the context of the Park Farm cottage. In view of the transition of the Meadowlily area from rural/natural to urban, revisiting and updating of the designation by-law, and consideration of other heritage policies for the area surrounding Park Farm, may provide greater clarity in defining and managing the attributes that define the rural setting. Planting of native trees around Park Farm on adjacent lands and road allowances would buffer the newly evolving urban edges and contribute to maintaining a rural setting for Park Farm, Meadowlily Bridge, and Meadowlily Woods ESA.



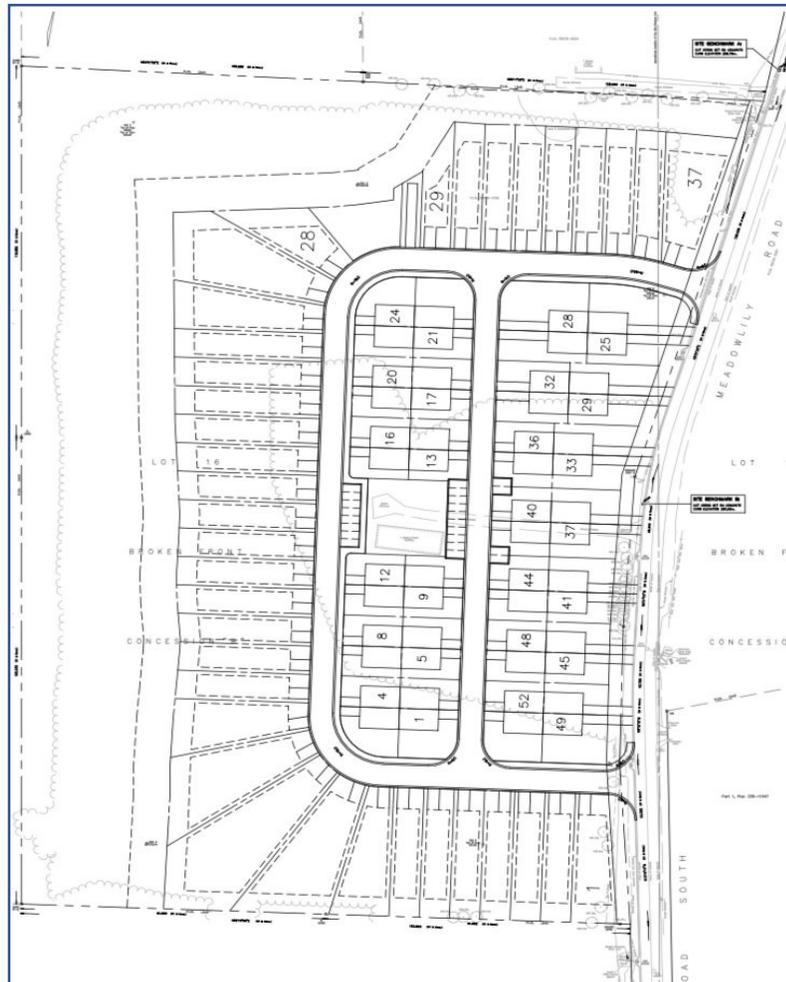
44. Aerial photograph overlay map showing the development site at 101 Meadowlily Road, Park Farm, Meadowlily Bridge, and the surrounding natural environment lands. A suggested native tree buffer will contribute to maintaining the rural context of Park Farm and the “verisimilitude of a historic landscape”.

5.0 PROPOSED DEVELOPMENT

5.1 Proposed Subdivision Development

The proposed site of the plan of subdivision at 101 Meadowlily Road South is approximately 5.2ha/12.9ha in area and will consist of a cluster of 37 single detached dwellings, as well as a cluster of 13 4-unit townhouse buildings. The single detached dwellings will be developed on freehold lots, whereas a vacant land condominium will be created within the subdivision for the townhouses. In total 87 new dwelling units are proposed. The site at 101 Meadowlily is opposite to the gateposts and laneway entrance to Park Farm.

Twenty-six of the detached, freehold lots have a frontage of approximately 9.75m (32ft), and a lot depth of 32-42m (105-137ft). The remainder of the detached, freehold lots range from approximately 10-12m (33-40 ft). The freehold detached dwellings lots are laid out on the outside of a 'U' shaped street plan. The closed 'U' shaped street plan connects to Meadowlily Road South at each the north and south ends of the parcel.



45. Plan of proposed subdivision at 101 Meadowlily Road South.

5.2 Proposed Townhouses

The 13 townhouse buildings are 3 storeys high and are located within the remaining land defined by the 'U' shaped street plan, with one additional street serving the townhouse interior frontages. The streetscape facing Meadowlily Road will be fronted by seven 4-unit townhouse buildings, each with a building width of approximately 13.6m (44.6 ft) wide and a building height of 10.5m (35 ft). The townhouses layout is in a back-to-back, semi-detached configuration.



46. East elevation of proposed 4-unit townhouse (top left), 47. Proposed subdivision plan detail of townhouse frontages along Meadowlily Road South opposite Park Farm entrance, shaded in colour (right), 48. Rendering of

Seven of the 4-unit townhouses will have street frontages along Meadowlily Road South. A total of 14 townhouse units will face east towards the Park Farm property across the Meadowlily Road. At the north and south ends of the development the side yard of a single detached dwelling will face Meadowlily Road. The proposed townhouses are set back from the Meadowlily Road South street allowance by 3.05m (10 ft). A street allowance increase along the development is requested by the municipality of 10m from the road allowance centre line.

5.3 Proposed Roadscape Viewshed

The existing views up and down Meadowlily Road South are of a mature, rural landscape. The view along Meadowlily Road is bordered on the east side by the mature sugar maples and hardwood forests, and on the west side with fields, meadows, individual trees, driveway gates and hedgerows. These characterize Park Farm’s rural setting. When the forest is in full leaf it is not possible to see the Park Farm cottage from Meadowlily Road. When the leaves are down the Park Farm cottage is partly visible through the forest. The cottage is approximately 120m distance from the closest building site and is above the development site in elevation by 10m.

A road widening of Meadowlily Road will move the property line to the west. The proposed townhouse cluster along Meadowlily Road are setback from the new property line by a minimum of 3.03m.



- 49. Proposed subdivision plan detail with identified view points (left).
- 50. View "A" looking south along Meadowlily Road and proposed townhouse frontages (top right).
- 51. View "B" from Meadowlily Road to Park Farm cottage through woodland.

6.0 MEASUREENT OF IMPACT

6.1 Impact Assessment & Mitigation Matrix -120 Meadowlily

1.	Design Value or Physical Value - 120 Meadowlily Road S. (Park Farm)	
1.1	One storey cottage – central-hall plan, white brick Regency style cottage c. 1848s. One of the finest examples of a Regency villa in London.	<u>No potential impact</u> to the contributing resource.
1.2	Style – cottage retains most of its Regency features.	<u>No potential impact</u> to the contributing resource.
1.3	Design evolution – illustrates the evolution of a Regency cottage from 1840’s to today including 1930’s alterations as a summer villa.	<u>No potential impact</u> to the contributing resource.
1.4	Setting – the Cottage is beautifully situated in a rural setting, on a hill with a panoramic view to the northwest. This is characteristic of a rural villa.	<u>Potential negative impact.</u>
1.4.1	<p>Potential Negative Impact:</p> <p>.1 The proposed medium density townhouses and detached housing along Meadowlily Road will increase urban activity including movement, lighting, and noise. This has a potentially negative impact the on the authenticity of the rural setting.</p> <p>.2 The proposed medium density townhouses and detached housing along Meadowlily Road will be visible from the Park Farm cottage during part of the year when the forest is not in leaf. This has a potentially negative impact on outward views.</p>	
1.4.2	<p>Discussion:</p> <p>.1 The term ‘setting” can be defined as “that in which something is set: a frame; environment”. The visual setting can include significant views or vistas to or from a protected heritage property. The Park Farm’s significant heritage attributes identified by its design value, historic value and contextual value, is only fully understood through its placement or setting on the land. The mixed farmstead, surrounded by natural environment lands, provides the setting for a profound connection between the cultural and natural landscapes and the Cottage.</p> <p>.2 The proposed development configuration introduces a stark and sudden contrast between the historic rural setting of Park farm and the proposed urban settlement across Meadowlily Road.</p>	

	<p>.3 Legislation within Part IV of the Ontario Heritage Act conserves the heritage attributes by inscribing them within the designated property boundaries. The inability of the property to buffer itself from adjacent developing urban fabric within its setting, thereby diminishes its heritage attributes. This impact can result in the isolation and perceived museumification of Park Farm.</p>	
1.4.3	<p>Mitigation:</p> <p>.1 Elevation – The proposed development is approximately 10m below the Park Farm Cottage. This diminishes the impact of the west and northwest view from the Cottage.</p> <p>.2 Buffering – Methods should be employed to reduce the visual impact of the proposed development from the Cottage. Buffering methods may include boulevard landscape planting of trees and shrubs using native species on the west side of Meadowlily Road.</p> <p>.3 Setbacks – Provide adequate townhouse setbacks and road widening to allow for effective buffering on the west side of Meadowlily.</p> <p>.4 Lighting – Provide lighting design that controls and prevents lighting bleed and glare onto Park Farm.</p> <p>.5 Attenuation – Methods to attenuate sound from the proposed development through landscape planting and buffering shall be developed. However, attenuation wall barriers should not be employed.</p> <p>.6 Attenuation – the increase in forest mantel around the Highbury Woods and Meadowlily Nature Preserve as identified in the Environmental Impact Study (EIS) for the proposed development will be a positive contribution to attenuating sound on Park Farm from the Highbury Expressway.</p>	
1.5	<p>Picturesque farmstead – placement of cottage in rolling country side surrounded by historic mixed farm expresses deliberate aesthetic of a villa in the rural landscape.</p>	<p><u>Potential negative impact.</u></p>
1.5.1	<p>Potential Negative Impact, Discussion and Mitigation:</p> <p>Same as described in 1.4.3</p>	
1.6	<p>Exterior brick – salmon colour and fieldstone foundation</p>	<p><u>No potential impact</u> of the contributing resource.</p>
1.7	<p>Verandah – on north and west sides with simple columns typical of Regency style</p>	<p><u>No potential impact</u> of the contributing resource.</p>

1.8	Front door – four panel door with sidelights and lower panels	<u>No potential impact</u> of the contributing resource.
1.9	Doors – French doors on north side	<u>No potential impact</u> of the contributing resource.
1.10	Chimney – large brick chimney on the south side	<u>No potential impact</u> of the contributing resource.
1.11	Windows – original wood six over six panes with sidelights	<u>No potential impact</u> of the contributing resource.
1.12	Masonry – all windows and doors have simple brick voussoirs	<u>No potential impact</u> of the contributing resource.
1.13	Tenant Farm House – contributes to defining the physical layout of the farm site. (now demolished, date unknown).	<u>No potential impact</u> of the contributing resource.

2.	Historical Value or Associative Value - 120 Meadowlily Road S. (Park Farm)	
2.1	William Bell - a farmer from England arrived in Westminster Township in the mid-1830s.	No potential impact of the contributing resource.
2.2	William Bell - sited and built the substantial brick Regency cottage and named the property Park Farm.	No potential impact of the contributing resource.
2.3	William Bell - purchased the farm and lived there with his wife Mary and five children until his death in 1877.	No potential impact of the contributing resource.
2.4	Bell family - two generations developed and practiced a diverse mixed farm on well suited land including dairy and sheep operations.	No potential impact of the contributing resource.
2.5	M.D. Fraser - a prominent London barrister of Fraser & Moore law firm purchase Park Farm in 1907 for a summer residence.	No potential impact of the contributing resource.
2.6	M.D. Fraser - a descendant of a pioneer Westminster Township family.	No potential impact of the contributing resource.
2.7	M.D. Fraser - Pres. Western Ontario Bar Association, Pres. Free Press Printing and Publishing, director London and Western Trust	No potential impact of the contributing resource.
2.8	Suggestion: Street naming - an opportunity exists in the development to commemorate the Bell and the Fraser family name for their contribution to the City of London.	

6.2 Impact Assessment & Mitigation Matrix -120 Meadowlily

3.	Contextual Value - 120 Meadowlily Road S. (Park Farm)	
3.1	Context – the context of the 1848 house is crucial for maintaining a sense of the original rural setting	<u>Potential negative impact.</u>
3.1.1	<p>Potential Impact:</p> <p>.1 The proposed medium density townhouses and detached housing introduces a stark and sudden transition between urban settlement and Park Farm along the Meadowlily Road. This erases the original rural context.</p> <p>.2 The proposed medium density townhouses and detached housing introduces a stark and sudden contrast between an urban landscape and a rural/natural landscape. The contrast increases the sense of isolation of the designated property from the rural context and adds to the museumification of Park Farm along the Meadowlily Road viewshed.</p>	
3.1.2	<p>Discussion:</p> <p>.1 The term “context’ can be defined as that which surrounds, influences and gives meaning. As defined by Regulation 9/06, context is important in defining, maintaining or supporting the character of an area. The properties’ physical, functional, visual and historical context link the heritage resource to its surroundings.</p> <p>.2 Legislation within Part IV of the Ontario Heritage Act conserves the heritage attributes by inscribing them within the designated property boundaries. The inability of the property to buffer itself from surrounding development thereby diminishes the context and its heritage attributes. This impact can result in isolation of the heritage attributes from its context and contributes to museumification of Park Farm.</p>	
3.1.3	<p>Mitigation;</p> <p>.1 Buffering – Methods should be employed to reduce the impact and visual contrast of the proposed development. Buffering methods may include boulevard landscape planting of trees and shrubs using native species on the west side of Meadowlily Road.</p> <p>.2 Setbacks – Provide adequate townhouse setbacks and road widening to allow for effective buffering on the west side of Meadowlily.</p> <p>.3 Gates – The proposed subdivision gates should be of a sympathetic design, material and scale to the rural setting of Park Farm and Meadowlily Road. Large walls and massive gate posts are not appropriate. Refer to the scale of the existing gate posts to Park Farm. Do not copy the existing gate design but, re-interpret in a complimentary, rather than a strongly contrasting style.</p> <p>.4 Lighting – Provide lighting design that controls and prevents lighting bleed and glare onto Park Farm.</p>	

<p>3.2</p>	<p>Historic landscape – from Meadowlily Road eastward the 40ha parcel of land which includes the original farm site, the lawns to the northwest and laneway off Meadowlily Road all contribute to the verisimilitude of a historic landscape</p>	<p><u>Potential negative impact.</u></p>
<p>3.2.1</p>	<p>Potential Impact: The proposed medium density townhouses and detached housing introduces a stark and sudden transition between urban settlement and Park Farm along the Meadowlily Road negatively impacts the verisimilitude of a historic landscape.</p>	
<p>3.2.2</p>	<p>Mitigation:</p> <p>.1 Townhouse building massing – massing of the buildings should be articulated to break down the potential monotony of a streetscape of seven buildings in a row sharing identical footprints.</p> <p>.2 Townhouse roof lines – roof lines should de-emphasis the three storey height where possible and should delineate multiple eave lines heights.</p> <p>.3 Townhouse building design – architectural design should harmonize with rural and natural surrounding rural landscape of Park farm and Meadowlily Woods ESA. Building design may incorporate rural Ontario vernacular language but should avoid weak imitations. A visually complex design and rhythm is critical to soften the monotony of seven buildings in a row sharing identical footprints.</p> <p>.4 Setbacks – Provide adequate townhouse setbacks and road widening to allow for effective buffering on the west side of Meadowlily Road.</p> <p>.5 Buffering – Methods should be employed to reduce the impact and visual contrast of the proposed development. Buffering methods may include boulevard landscape planting of trees and shrubs using native species on the west side of Meadowlily Road.</p> <p>.6 Entry Gates – massive gate posts that are typical of contemporary residential subdivision entry ways are not appropriate for this location. The proposed subdivision gates should be of a sympathetic design and material and should be scaled to the rural setting of Park Farm and Meadowlily Road. Refer to the scale of the existing gate posts to Park Farm. Do not copy the existing gate design but, re-interpret in a complimentary style, rather than a strongly contrasting style.</p> <p>.7 Fencing and Walling – Large precast concrete walls that are typical of contemporary residential subdivision entry ways are not appropriate for this location. Opaque fencing and walls cut off views to open space beyond and are not appropriate. Opening more typical of rural areas are appropriate.</p> <p>.8 Storm Water Infrastructure – where possible avoid or minimize industrial scaled storm water structures and facilities and integrate naturalized landscaping. Avoid large areas of rip-rap, and buffer raised catch basins where possible.</p>	

3.3	Tenant farmers house - a component of the farm site. A wood simple frame house with thematic aspects in conveying social relationships encountered in early farm life (now demolished, date unknown)	<u>No potential impact</u> of the contributing resource.
3.4	Mix farming - containing: sugar maple and hardwood forest, pastures, meadows, cultivated fields, sheep grazing	<u>No potential impact</u> of the contributing resource.
3.5	M.D. Fraser - he retained from his childhood a nostalgic attitude towards farms. He retained Park Farm as a working farm after his purchase for a summer residence.	<u>No potential impact</u> of the contributing resource.

1.	Design Value or Physical Value – Meadowlily Bridge - 10-24 Meadowlily Road S.	
1.1	Pattern – Lateral bracing between the top cord of the main truss span forms a "X" pattern between two pairs of truss diagonals and a diamond	No potential impact of the contributing resource.
1.2	Detailing – The span members are built-up sections, riveted together and they are connected by riveted gusset plates at each junction.	No potential impact of the contributing resource.
1.3	Composition – the two smaller pony truss spans present a contrast to, and emphasis the larger main span.	No potential impact of the contributing resource.

2.	Historical Value or Associative Value - Meadowlily Bridge - 10-24 Meadowlily Road S.	
2.1	Engineering – Built in 1910, the modified Warren through-truss constructed of iron/steel.	No potential impact of the contributing resource.
2.2	Rarity – Meadowlily Bridge is one of only three iron/steel bridges remaining in the London area.	No potential impact of the contributing resource.
2.3	Rarity – The modified Warren through-truss design is very rare in the Great Lakes Region.	No potential impact of the contributing resource.
2.4	Inscriptions – Dates and inscriptions memorialize people who were involved with the construction of the bridge. At the south end, east side is inscribed "Meadowlily Bridge, Levi Crouse". At mid-span inscribed on the deck is "R. Piper, Inspector".	No potential impact of the contributing resource.
2.5	Historical Figure – Meadowlily Bridge was built by Isaac Crouse, a London pioneer, farmer, bridge builder, millwright, and contractor who is renowned as also building the Blackfriars Bridge and the King Street Bridge in London.	No potential impact of the contributing resource.
2.6	Historic Family – Due to failing health Isaac Crouse left completion of the bridge by his son Levi.	No potential impact of the contributing resource.
	<p>Discussion: A street naming opportunity exists in the development to commemorate the Crouse family name and their contribution to the City of London.</p>	

3.	Contextual Value - Meadowlily Bridge - 10-24 Meadowlily Road S	
3.1	Early Development - Meadowlily Bridge as essential for the transport of grain to the grist mill east of the bridge and the movement of goods	<u>No potential impact</u> of the contributing resource.
3.2	Rural character - The scale and span are evocative of the mature, rural character of the area and is suitably in proportion to the narrower	<u>No potential impact</u> of the contributing resource.

7.0 AVOIDANCE, ALTERNATIVES & MITIGATING METHODS

The land at 101 Meadowlily Road South has been designated in the London Plan for future urban development within the settlement borders of the municipality. The density and configuration of the proposed subdivision reflects the resolution of many practical constraints to ensure a feasible project. As laid out by the London Plan, development of 101 Meadowlily falls with the area designated *neighbourhoods* place type. With an abundance of surrounding natural and cultural heritage, the area in and surrounding 101 Meadowlily Road South also provides an opportunity to inspire a unique vision for the beginning of a new neighbourhood place type. With this motivation in mind, avoidance and alternative measures are not applicable options and are not considered.

Mitigation of the potentially negative impacts involve several methods to be developed in the detailed design of the subdivision layout, landscape design, buffer design, and building design. These methods are focused along Meadowlily Road, along the east road frontage of the development property. The recommended roadway buffering is aimed at limiting the impact of increased urban density onto the Park Farm cottage at 120 Meadowlily and on the rural context of the western edge of Park Farm.



52. Aerial photograph overlay of the proposed development and Park Farm illustrating the recommended roadway buffering strip along the subdivision frontage.

8.0 IMPLEMENTATION AND MONITORING

The Heritage Impact Assessment report will be submitted to the City of London for review and approval by the City's Heritage Planner as part of the subdivision plan approval process. Upon the review and approval of the HIA by the Heritage Planner, the final recommendations for mitigation of potential negative impacts on the designated heritage resources may be attached to the Site Plan Agreement for implementation.

The recommendations contained in this HIA are general in scope. It is anticipated that, during the completion of the detailed design phase, the HIA recommendations will be incorporated where feasible. The proposed roadway buffer may partly take advantage of the municipal road allowance and coordination with the municipality will be required.

The HIA recommendations will be monitored through the subsequent submission of detailed subdivision designs to the municipality. Through the administration of the Site Plan Agreement and the building permit application stage, monitoring of the recommended mitigating measures can be completed.

9.0 SUMMARY

The proposed plan of subdivision at 101 Meadowlily Road South is approximately 5.2ha/12.9ha in area and consists of a cluster of 37 single detached dwellings, as well as a cluster of 13, 4-unit townhouse buildings. Seven of the 4-unit townhouses will have street frontages along Meadowlily Road South. A total of 14 townhouse units will front onto Meadowlily Road South.

The purpose of this Heritage Impact Assessment (HIA) report is to assess the potential negative impact of the proposed subdivision development on the designated heritage property at 120 Meadowlily Road, also known as Park Farm, and on Meadowlily Bridge at 10 Meadowlily Road. Park Farm is located directly across Meadowlily Road, east of the development. Meadowlily Bridge is located 300m north of the development property and adjoins the Park Farm property. Therefore, Meadowlily Bridge has been included in the scope of the HIA.

Meadowlily Road South starts at Commissioners Road East, then extends northward for approximately 1.0km, terminating in a dead end at Meadowlily Footbridge and the Thames River. The neighbourhood character along the west side of the road is rural residential with fewer than a dozen detached dwellings. Along the east side, Meadowlily Road borders a farm field for 0.2km, and then for 0.8km, it continues along the woodland edge of Park Farm to Meadowlily Bridge and the Thames River. The Park Farm laneway is the only driveway entrance along the east side of the road.

Since the construction of the nearby Highbury Avenue expressway in 1966, the proposed development at 101 Meadowlily will represent the single most visible change in the area in over fifty years. In 1983 the estate of Harrison G. Fraser deeded his summer residence at Park Farm to the City of London for public recreational use. Since that time the adjacent area has evolved into a collection of adjoining recreational lands containing natural and cultural landscapes and cultural heritage resources. These link together to form a significantly large tract of land that surrounds the development property. The Park Farm and Meadowlily Bridge properties are integral to the Meadowlily Woods Environmentally Sensitive Area (ESA) and to the Thames Valley Corridor.

Park Farm is approximately 40ha in area and was established as a mixed farm over 150 years ago by William Bell. The setting of the farm is inscribed on land containing very picturesque rolling hills and the downward sloping banks of the Thames River. A number of meadows and fields dot the farmstead and are delineated by several deep creeks and ravines. The meadows, river banks and enclosing land are bordered by a canopy of mature sugar maple and hardwood forests.

The designated 1848 Regency cottage is beautifully placed atop a knoll with views facing down slope, and across meadows to the northwest. The context of the cottage within the Park Farm property, and along Meadowlily Road, contribute to the verisimilitude of a historic landscape. The selection of the picturesque building site, together with the noble proportions and orientation of the cottage, make Park Farm one of the finest examples of a Regency villa in London. These features attracted Maxwell D. Fraser, a noted London barrister, to purchase the farm from the Bell family in 1907 for use as a summer residence.

With an eye for the aesthetic of the mixed farm, Fraser preserved the harmonious combination of meadows, grazing pastures, cultivation fields and forests in the operation of Park Farm. This was accomplished with the assistance of a tenant farmer living on site in a purpose-built house. The cottage was used as the Fraser families' recreational residence. Harrison Fraser, Maxwell Fraser's son, continued the vision of operating a mixed farm up until his death in 1983, after which his estate deeded the property to the City and citizens of London. Farming operations are slowly coming to an end and the land is primarily used for recreation and walking with a developed network of hiking trails and bridges. The house is rented to a residential tenant.

The development property, along with other lands on Meadowlily Road, delineate an authentic, rural character and buffers the west boundary of Park Farm. This land also provides sound attenuation from the more distant Highbury Expressway.

The proposed development includes a medium density, condominium townhouse core, surrounded by detached dwelling lots on three sides. Two street entrances will connect the interior crescent shaped street with Meadowlily Road South. Thirteen townhouse units with driveways will front directly onto Meadowlily Road. The proposed development creates a new urban street edge condition with minimal setback. This new street edge is without precedent along Meadowlily Road.

The HIA has identified two areas of potential impact from the proposed subdivision; 1. impacts that effect the heritage attributes of the cottage's rural setting inscribed within the property; 2. impacts that effect the context surrounding Park Farm within a historic landscape. As the designation by-law states, the context of the house is crucial for maintaining a sense of the original setting, and the original farm site contributes to the verisimilitude of a historic landscape.

Impacts within the inscribed property are to the views through the rural setting and farmstead woodlands as viewed from the cottage. When in full foliage, the mature hardwood forest provides a high degree of buffering from the adjacent development by obstructing visual, illumination, acoustical and traffic movement impacts. During the winter season this buffering is greatly reduced. Building design refinements sympathetic to the rural setting, together with additional buffering on the west side of Meadowlily Road, would help mitigate these impacts. It is noteworthy that the development at 101 Meadowlily provides a 30m forest mantle area from the existing boundary of Highbury Woods Park, lying just west of the subdivision. This will contribute positively to sound attenuation of traffic noise from the Highbury Expressway. The development itself may provide additional sound attenuation from the Expressway.

Impacts to the surrounding context of Park Farm as a historic landscape are primarily experienced when moving through the viewshed along Meadowlily Road South. The proposed medium density townhouses and detached housing frontages, set closely to the road, introduces a stark and sudden transition between urban settlement and Park Farm across the road. This has a potential negative impact on authenticity of Park Farm as part of a historic rural landscape. With the edges of the development left unbuffered, the isolation of Park Farm is emphasised and this further disconnects it from the context of a historic landscape. Buffering of the development edge will mitigate the impact by softening the visual contrast between old new, between rural and urban. Building design refinements including articulated massing and rooflines and different eave heights are recommended to de-emphasise the dense urban character of the repeated 4-unit townhouse block.

Proposed landscape elements such as subdivision gate posts, walling and fencing and infrastructure should be designed to be sympathetic with the rural context in scale, colour and material. Large utilitarian equipment and structures required for storm water management, pumping stations and electrical transformers should be concealed or designed for minimal visual impact from Meadowlily Road.

The configuration and the available depth of the buffer on the west side Meadowlily Road is not fully known at this time. It is expected that this will be developed as the subdivision plan approval process advances, and as detailed design are resolved, reviewed and approved.

The HIA also assessed the impact of the development on Meadowlily Bridge. The bridge is a designated heritage property. The bridge is approximately 300m from the development site. No potential impacts to the designated property from the proposed development have been identified.

End of Report

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Curriculum Vitae

Thor Dingman - President

▪ FIRM HISTORY

Thor Dingman established his firm in 2003 and has since been in continuous practice working on a range of architectural design projects including custom residential, office, commercial, industrial and heritage conservation.



▪ PROFESSIONAL ASSOCIATIONS

A. Sc. T., OACETT

Ontario Association of Certified Engineering Technologists and Technicians

Building Specialist, CAHP

Canadian Association of Professional Heritage Consultants

Conservation Consultant, ACO

Preservation Works Program,
Architectural Conservancy of Ontario

LEED AP Green Building Council of Canada accredited professional

▪ PROFESSIONAL REGISTRATION

OBC Firm BCIN #26998

Building Code Identification Number

OBC Designer BCIN #21537

Small Buildings
Large Buildings
Building Services
Building Structural
Plumbing All Buildings

▪ PROFESSIONAL INSURANCE

\$1,000,000 E&O Insurance,
Encon, Certificate Number 199

▪ GENERAL LIABILITY

\$2,000,000 Commercial General Liability per occurrence. \$3,000,000 General Aggregate.

▪ EDUCATION

B. Arch. Sc. (design)
Ryerson University, Toronto 1989

Heritage Planning Certificate
University of Waterloo, Waterloo 2003

Historic Conservation Certificate
University of Waterloo, Waterloo 2003

▪ FORMER EMPLOYERS

1992-2003
Senior Designer, Marklevitz Architect
Stratford, Ontario

1989-1991
Architectural Scientist
Otto & Bryden Architects
Ottawa, Ontario

▪ EXPERIENCE

With 19 years professional design experience Thor Dingman has worked on a wide range of projects for a variety of clients;

Huron Perth Healthcare Alliance

Scotiabank

City of Stratford

Municipality of Huron East

Perth County Historical Foundation

Town of Saugeen Shores

W & H Smith Construction

Stratford Subaru

CBRE Property Management

Quadro Communications



MEMO

To: Meg Sundercock, Site Development Planner

From: Laura E. Dent, Heritage Planner

Date: February 10, 2020 (w/summary Apr 5, 2021)

Re: SPA19-115 – Comments: Heritage Impact Assessment for 101 Meadowlily Road South

1. Overview

101 Meadowlily Road South (subject property) is a 5.2ha property located on the west side of Meadowlily Road South, across the road from Park Farm and Meadowlily Woods ESA – and backing Highbury Woods. The subject property is adjacent to 120 Meadowlily Rd S – a Regency cottage built in 1848 known as Park Farm – which is designated under Part IV of the *Ontario Heritage Act*. Park Farm is a municipally owned property and contained within the Meadowlily Woods ESA – also designated under Part IV of the *Ontario Heritage Act*.

Thor Dingman prepared a heritage impact assessment (HIA – December 13, 2019) – on behalf of 2690015 Ontario Inc.– as part of a site plan application for a residential development, plan of condominium. The primary purpose of the HIA is to assess the impacts of the proposed land development on the cultural heritage value and attributes of adjacent significant heritage properties and surrounding context (i.e. Park Farm and Meadowlily Woods ESA), and to make recommendations to mitigate any adverse impacts that may arise.

2. Assessment of Impact – Comments + Summary

Development Services heritage planning staff has reviewed the heritage impact assessment (HIA) and appreciates the completeness and thoroughness with which the HIA has been prepared, as well as the analysis undertaken that directly addresses impacts and mitigative measures. Staff particularly notes and supports the following assessment summary points:

- There will be no potential impact of the proposed development on the heritage designated building itself (Park Farm) at 120 Meadowlily Rd S.
- The rural setting and panoramic view of Park Farm, however could be impacted by the proposed development configuration which introduces a “stark and sudden contrast between the historic rural setting of Park Farm and the proposed urban settlement across at 101 Meadowlily Road Rd S.” (HIA, p47)
- Further potential negative impacts have been identified relating to the existing mature rural setting and roadscape viewshed which are also potentially impacted

by the proposed development, creating a new urban street edge condition with a minimal setback. This new street edge is without precedent along Meadowlily Road.

- *Impacts to the surrounding context of Park Farm as a historic landscape are primarily experienced when moving through the viewshed along Meadowlily Road South. The proposed medium density townhouses and detached housing frontages, set closely to the road, introduces a stark and sudden transition between urban settlement and Park Farm across the road. This has a potential negative impact on authenticity of Park Farm as part of a historic rural landscape. With the edges of the development left unbuffered, the isolation of Park Farm is emphasized and this further disconnects it from the context of a historic landscape. (HIA, p59)*
- Buffering of the development edge will help to mitigate impacts by softening the visual contrast between old and new, and between rural and urban. Further, a suggested native tree buffer will contribute to maintaining the rural context of Park Farm and the true nature of its historic landscape. (HIA, p59)

3. Conclusions + Recommendations

Heritage staff encourages the applicant to consider many of the mitigative measures that have been suggested in the HIA to create a development that is more compatible within a rural setting [Fig 1]. Primary approaches suggest buffering of the development edge to mitigate impacts by softening the visual contrast between old new, and between rural and urban. A combination of landscape buffering and berming along Meadowlily Rd may also be appropriate. More specific measures relate to the following (HIA, pp47-55):

Buffering – Methods should be employed to reduce the visual impact of the proposed development from the cottage. Buffering methods may include boulevard landscape planting of trees and shrubs using native species on the west side of Meadowlily Rd.

Setbacks – Provide adequate townhouse setbacks and road widening to allow for effective buffering on the west side of Meadowlily Rd.

Gates – The proposed subdivision gates should be of a sympathetic design, material and scale to the rural setting of Park Farm and Meadowlily Rd. Large walls and massive gate posts are not appropriate. Refer to the scale of the existing gate posts to Park Farm. Do not copy the existing gate design but, re-interpret in a complimentary, rather than a strongly contrasting style.

Lighting – Provide lighting design that controls and prevents lighting bleed and glare onto Park Farm.

Attenuation – Methods to attenuate sound from the proposed development through landscape planting and buffering should be developed. However, attenuation wall barriers should not be employed.

Fencing and Walling - Large precast concrete walls that are typical of contemporary residential subdivision entry ways are not appropriate for this location.

Finally Development Services heritage planning staff encourages consideration of building design refinements including articulated massing and rooflines and different eave heights to de-emphasize the dense urban character of the repeated 4-unit townhouse block. (HIA, p59) [See attached].

Please advise if you have any questions.

Sincerely,



Laura E. Dent
Development Services
Heritage Planner
M.Arch, PhD, MCIP, RPP



Fig 1 Aerial photograph overlay map showing the development site at 101 Meadowlily Road, Park Farm, and the surrounding natural environment lands. Mitigative measures are noted. (HIA, p43)

9.0 SUMMARY

The proposed plan of subdivision at 101 Meadowlily Road South is approximately 5.2ha/12.9ha in area and consists of a cluster of 37 single detached dwellings, as well as a cluster of 13, 4-unit townhouse buildings. Seven of the 4-unit townhouses will have street frontages along Meadowlily Road South. A total of 14 townhouse units will front onto Meadowlily Road South.

The purpose of this Heritage Impact Assessment (HIA) report is to assess the potential negative impact of the proposed subdivision development on the designated heritage property at 120 Meadowlily Road, also known as Park Farm, and on Meadowlily Bridge at 10 Meadowlily Road. Park Farm is located directly across Meadowlily Road, east of the development. Meadowlily Bridge is located 300m north of the development property and adjoins the Park Farm property. Therefore, Meadowlily Bridge has been included in the scope of the HIA.

Meadowlily Road South starts at Commissioners Road East, then extends northward for approximately 1.0km, terminating in a dead end at Meadowlily Footbridge and the Thames River. The neighbourhood character along the west side of the road is rural residential with fewer than a dozen detached dwellings. Along the east side, Meadowlily Road borders a farm field for 0.2km, and then for 0.8km, it continues along the woodland edge of Park Farm to Meadowlily Bridge and the Thames River. The Park Farm laneway is the only driveway entrance along the east side of the road.

Since the construction of the nearby Highbury Avenue expressway in 1966, the proposed development at 101 Meadowlily will represent the single most visible change in the area in over fifty years. In 1983 the estate of Harrison G. Fraser deeded his summer residence at Park Farm to the City of London for public recreational use. Since that time the adjacent area has evolved into a collection of adjoining recreational lands containing natural and cultural landscapes and cultural heritage resources. These link together to form a significantly large tract of land that surrounds the development property. The Park Farm and Meadowlily Bridge properties are integral to the Meadowlily Woods Environmentally Sensitive Area (ESA) and to the Thames Valley Corridor.

Park Farm is approximately 40ha in area and was established as a mixed farm over 150 years ago by William Bell. The setting of the farm is inscribed on land containing very picturesque rolling hills and the downward sloping banks of the Thames River. A number of meadows and fields dot the farmstead and are delineated by several deep creeks and ravines. The meadows, river banks and enclosing land are bordered by a canopy of mature sugar maple and hardwood forests.

The designated 1848 Regency cottage is beautifully placed atop a knoll with views facing down slope, and across meadows to the northwest. The context of the cottage within the Park Farm property, and along Meadowlily Road, contribute to the verisimilitude of a historic landscape. The selection of the picturesque building site, together with the noble proportions and orientation of the cottage, make Park Farm one of the finest examples of a Regency villa in London. These features attracted Maxwell D. Fraser, a noted London barrister, to purchase the farm from the Bell family in 1907 for use as a summer residence.

With an eye for the aesthetic of the mixed farm, Fraser preserved the harmonious combination of meadows, grazing pastures, cultivation fields and forests in the operation of Park Farm. This was accomplished with the assistance of a tenant farmer living on site in a purpose-built house. The cottage was used as the Fraser families' recreational residence. Harrison Fraser, Maxwell Fraser's son, continued the vision of operating a mixed farm up until his death in 1983, after which his estate deeded the property to the City and citizens of London. Farming operations are slowly coming to an end and the land is primarily used for recreation and walking with a developed network of hiking trails and bridges. The house is rented to a residential tenant.

The development property, along with other lands on Meadowlily Road, delineate an authentic, rural character and buffers the west boundary of Park Farm. This land also provides sound attenuation from the more distant Highbury Expressway.

The proposed development includes a medium density, condominium townhouse core, surrounded by detached dwelling lots on three sides. Two street entrances will connect the interior crescent shaped street with Meadowlily Road South. Thirteen townhouse units with driveways will front directly onto Meadowlily Road. The proposed development creates a new urban street edge condition with minimal setback. This new street edge is without precedent along Meadowlily Road.

The HIA has identified two areas of potential impact from the proposed subdivision; 1. impacts that effect the heritage attributes of the cottage's rural setting inscribed within the property; 2. impacts that effect the context surrounding Park Farm within a historic landscape. As the designation by-law states, the context of the house is crucial for maintaining a sense of the original setting, and the original farm site contributes to the verisimilitude of a historic landscape.

Impacts within the inscribed property are to the views through the rural setting and farmstead woodlands as viewed from the cottage. When in full foliage, the mature hardwood forest provides a high degree of buffering from the adjacent development by obstructing visual, illumination, acoustical and traffic movement impacts. During the winter season this buffering is greatly reduced. Building design refinements sympathetic to the rural setting, together with additional buffering on the west side of Meadowlily Road, would help mitigate these impacts. It is noteworthy that the development at 101 Meadowlily provides a 30m forest mantle area from the existing boundary of Highbury Woods Park, lying just west of the subdivision. This will contribute positively to sound attenuation of traffic noise from the Highbury Expressway. The development itself may provide additional sound attenuation from the Expressway.

Impacts to the surrounding context of Park Farm as a historic landscape are primarily experienced when moving through the viewshed along Meadowlily Road South. The proposed medium density townhouses and detached housing frontages, set closely to the road, introduces a stark and sudden transition between urban settlement and Park Farm across the road. This has a potential negative impact on authenticity of Park Farm as part of a historic rural landscape. With the edges of the development left unbuffered, the isolation of Park Farm is emphasised and this further disconnects it from the context of a historic landscape. Buffering of the development edge will mitigate the impact by softening the visual contrast between old new, between rural and urban. Building design refinements including articulated massing and rooflines and different eave heights are recommended to de-emphasise the dense urban character of the repeated 4-unit townhouse block.

Proposed landscape elements such as subdivision gate posts, walling and fencing and infrastructure should be designed to be sympathetic with the rural context in scale, colour and material. Large utilitarian equipment and structures required for storm water management, pumping stations and electrical transformers should be concealed or designed for minimal visual impact from Meadowlily Road.

The configuration and the available depth of the buffer on the west side Meadowlily Road is not fully known at this time. It is expected that this will be developed as the subdivision plan approval process advances, and as detailed design are resolved, reviewed and approved.

The HIA also assessed the impact of the development on Meadowlily Bridge. The bridge is a designated heritage property. The bridge is approximately 300m from the development site. No potential impacts to the designated property from the proposed development have been identified.

End of Report

London Advisory Committee on Heritage

Report

3rd Meeting of the London Advisory Committee on Heritage

March 10, 2021

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Attendance PRESENT: D. Dudek (Chair), M. Bloxam, J. Dent, S. Gibson, T. Jenkins, S. Jory, J. Manness, E. Rath, M. Rice, K. Waud and M. Whalley and J. Bunn (Committee Clerk)
ABSENT: S. Bergman and L. Fischer

ALSO PRESENT: R. Armistead, L. Dent, K. Gonyou, M. Greguol, L. Jones and M. Schulthess

The meeting was called to order at 5:31 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

L. Jones discloses a pecuniary interest in Item 3.2 of the 3rd Report of the London Advisory Committee on Heritage, having to do with a Notice of Planning Application - Draft Plan of Subdivision Official Plan and Zoning By-law Amendment - 14 Gideon Drive and 2012 Oxford Street West, by indicating that her employer is involved in this matter.

2. Scheduled Items

None.

3. Consent

3.1 2nd Report of the London Advisory Committee on Heritage

That it BE NOTED that the 2nd Report of the London Advisory Committee on Heritage, from its meeting held on February 10, 2021, was received.

3.2 Notice of Planning Application - Draft Plan of Subdivision Official Plan and Zoning By-law Amendment - 14 Gideon Drive and 2012 Oxford Street West

That it BE NOTED that the Notice of Planning Application, dated February 10, 2021, from S. Meksula, Senior Planner, with respect to a Draft Plan of Subdivision Official Plan and Zoning By-law Amendment related to the properties located at 14 Gideon Drive and 2012 Oxford Street West, was received.

4. Sub-Committees and Working Groups

4.1 Stewardship Sub-Committee Report

That it BE NOTED that the Stewardship Sub-Committee Report, from its meeting held on February 24, 2021, was received.

4.2 Education Sub-Committee

That it BE NOTED that the London Advisory Committee on Heritage (LACH) held a general discussion with respect to the Education Sub-Committee of the LACH.

4.3 101 Meadowlily Road South Working Group Report

That the following actions be taken with respect to the 101 Meadowlily Road South Working Group Report, from its meeting held on February 23, 2021 related to the Revised Notice of Application, dated December 17, 2020, from M. Corby, Senior Planner, with respect to a Draft Plan of Vacant Land Condominium, Official Plan and Zoning By-law Amendments related to the property located at 101 Meadowlily Road South:

- a) the Heritage Impact Assessment (HIA), dated December 13, 2019, from T. Dingman BE RECEIVED and the recommendations, contained therein, BE ACCEPTED;
- b) the attached revised Conceptual Development Plan, dated November 11, 2020, from Dillon Consulting BE RECEIVED and the revisions made in keeping with the mitigation measures in the HIA BE SUPPORTED as follows:
 - removal of all direct access from Meadowlily Road from the townhouse blocks;
 - a minimum of 6 metre setbacks from the road widening, together with internal block in front of townhouse blocks, on the west side of Meadowlily Road; and,
 - a maximum building height of 2.5 metres;
- c) the following matters BE REFERRED to the Civic Administration for further review during the Site Plan Approval process:
 - a Landscape Plan for a naturalized buffer to be located on the proposed block within the condominium plan on the west side of Meadowlily Road;
 - entrance feature design and location; and,
 - fencing, walls and stormwater facilities, if any, along the west side of Meadowlily Road;
- d) the developer BE ENCOURAGED to revisit the townhouse block elevation for the units facing Meadowlily Road in order to achieve a design more harmonious with the rural setting as recommended by the HIA; it being noted that this appears to have been achieved by the conceptual elevation facing Meadowlily Road for the single units (units 1 and 36);
- e) the above-noted Working Group Report BE FORWARDED to M. Corby, Senior Planner; and,
- f) the Civic Administration BE REQUESTED to include the London Advisory Committee on Heritage (LACH) on future approvals for this matter and to consult with the LACH on HIA related matters.

5. Items for Discussion

5.1 Heritage Alteration Permit Application for the Property Located at 181 Dundas Street, Downtown Heritage Conservation District, by M. Bangash

That, on the recommendation of the Director, City Planning and City Planner, with the advice of the Heritage Planner, the application under Section 42 of the Ontario Heritage Act seeking approval for alterations to the heritage designated property located at 181 Dundas Street, in the Downtown Heritage Conservation District, BE APPROVED with the following terms and conditions:

- the porcelain tile previously installed on the storefront be replaced with the brick veneer used elsewhere on the storefront of the façade; and,
- the Heritage Alteration Permit be displayed in a location visible from the street until the work is completed.

5.2 Heritage Easement Agreement for the Property Located at 39 Carfrae Street

That, on the recommendation of the Director, City Planning and City Planner with the advice of the Heritage Planner, the proposed by-law, as appended to the staff report dated March 10, 2021, BE INTRODUCED at the Municipal Council meeting to be held on April 13, 2021, to:

- a) approve the Heritage Easement Agreement, as appended to the above-noted by-law, between The Corporation of the City of London and the property owner of 39 Carfrae Street, relating to the heritage designated property known as “Carfrae Cottage”; and,
- b) authorize the Mayor and the City Clerk to execute the above-noted Heritage Easement Agreement;

it being noted that a verbal delegation from H. Beck, was received with respect to this matter.

5.3 Heritage Planners' Report

That it BE NOTED that the Heritage Planners' Report, dated March 10, 2021, from the Heritage Planners, was received.

6. Deferred Matters/Additional Business

6.1 (ADDED) Notice of Planning Application - Zoning By-law Amendment - 192-196 Central Avenue, 193-197 Central Avenue and 200 Albert Street

That it BE NOTED that the Notice of Planning Application, dated March 3, 2021, from C. Maton, Senior Planner, with respect to a Zoning By-law Amendment related to the properties located at 192-196 Central Avenue, 193-197 Central Avenue and 200 Albert Street, was received; it being noted that the London Advisory Committee on Heritage cautions against the serial renewal of temporary parking lots in light of the fact that some heritage buildings downtown are threatened while these surface parking lots remain.

7. Adjournment

The meeting adjourned at 6:08 PM.

Requested Draft Plan of Vacant Land Condominium



The above image represents the applicant’s proposal as submitted and may change.

LACH

Working Group for 101 Meadowlily Rd S OPA/ZBA/DPC – Tues. Feb. 23, 2021

Location: Online

Time: 7:30pm-8:30pm

Present: S. Bergman, M. Bloxam, J. Manness, E.J. Rath, M. Whalley

DRAFT RECOMMENDATION TO LACH:

THAT the 101 Meadowlily Working Group recommends to LACH as follows:

- 1) *THAT LACH recommends to Planning & Environmental Committee that the Heritage Impact Assessment by Thor Dingman (Dec 2019) be received and the recommendations contained therein be accepted;*

AND THAT the Revised Conceptual Development Plan by Dillon (2020-11-11) be received and the revisions made in keeping with the mitigation measures in the HIA be supported as follows:

- *Removal of all direct access from Meadowlily Road from the townhouse blocks;*
 - *Minimum 6m setbacks from the road widening together with internal block in front of townhouse blocks on the west side of Meadowlily*
 - *Maximum building height of 2.5m*
- 2) *THAT the following matters be referred to staff for further review during the Site Plan Approval process:*
 - *Landscape Plan for a naturalized buffer to be located on the proposed Block within the condominium plan on the west side of Meadowlily*
 - *Entrance Feature design and location*
 - *Fencing, Walls and Stormwater facilities, if any, along the west side of Meadowlily*
 - 3) *THAT the Developer be encouraged to revisit the townhouse block elevation for the units facing Meadowlily Road in order to achieve a design more harmonious with the rural setting as recommended by the HIA. For reference, this appears to have been achieved by the conceptual elevation facing Meadowlily for the single units (Units 1 & 36).*

AND THAT a copy of this report be provided to the File Planner. LACH requests to be kept informed by the Heritage Planner as approvals progress and consulted, if and when deemed necessary, on HIA related matters.

NOTES:

E.J. Rath chaired the meeting as the coordinator.

The purpose of the meeting was to review the revised Concept Plan for the OPA/ZBA/DPC application in support of a proposed residential vacant land condominium at 101 Meadowlily Road South. The working group members had received a copy of the Heritage Impact Assessment (HIA) at the February LACH meeting together with the latest Concept Plan.

The Working group also received a document comparing the original proposal to the revised concept and a summary of the proposal. For the purpose of this report and recommendations to LACH, the Working Group notes have been prepared in order of the “Mitigation” items recommended by the Heritage Consultant to address the impacts on the designated heritage feature (Park Farm) as outlined in Section 6.2 of the HIA (specifically items 3.1.1 and 3.1.3).

1. Transition between proposed Urban settlement on west side and Park Farm on east side of Meadowlily Road

The HIA identified that the development as originally proposed would introduce a “*stark and sudden*” contrast and transition between an urban settlement or landscape and the rural/natural landscape of Park Farm along Meadowlily Road. To address these impacts, the HIA recommends mitigation measures through buffering, setbacks, gates, lighting.

a. Entrances

The Working Group appreciated the changes made to the layout based on the revised concept plan. Specifically, all of the direct accesses to Meadowlily Road South from the townhouse units had been removed. Access to the condominium would be limited to two entrances - one at the southern end and another at the northern end of the proposed development.

It was understood that two entrances would be required to meet Fire Code and other requirements for safe access. While a single, southerly entrance might have been preferred, the revisions were considered a positive change which provides for a buffer on the west side of Meadowlily. This would soften the transition between the urban development and the rural character of Park Farm.

While not necessarily within the mandate of LACH, Working Group members wondered whether northern access point should be the main entrance, with the possibility of one-way streets within the development. This might allow the width of the entrances to be reduced, particularly the southerly “exit” across from the Park Farm driveway.

b. Buffering

The Working Group concurred with the HIA recommendation that there be buffering west of Meadowlily to reduce the impact and visual contrast between the proposed development and Park Farm.

In particular, it was recommended that a landscape plan be developed by a qualified landscape architect for a proposed buffer of native species to the west of the Meadowlily road widening. The Working Group recommended that this landscape plan include an appropriate number/size of evergreens to address the issue raised by the HIA Consultant in relation to visual impacts when deciduous trees are not in leaf.

While the revised concept plan noted the existing cedar trees within the road widening, the Working Group noted that there would be no assurance that these trees would remain long term. In particular, the road allowance, including the proposed road widening, might need to accommodate public sidewalks (as per the London Plan) and/or other services within the municipal right of way. For this reason, the required buffer should be located on private property with its installation and long-term maintenance governed by the site plan for the condominium. (Block 4 on the revised concept plan)

Further, the Working Group recommends that the buffering plan be circulated to the Heritage Planner for review and comment as part of the site plan approval process. It would be also beneficial to LACH if the Heritage Planner could provide an update on the buffering plan and/or consult with LACH, if deemed appropriate.

c. Setbacks

Single Dwelling Units

The Working Group supported the minimum 6m setback required for the two single dwelling units adjacent to Meadowlily Road (Units 1 & 36 on the revised Concept Plan).

Townhouse Units

In relation to the townhouse units, the proposed minimum 6m setback would be acceptable with the proviso that the actual setback as shown in the revised concept plan would be variable and well in excess of the minimum. In other words, the revised concept plan includes a proposed Block 4 between the road widening and the townhouse blocks. This block is the recommended location for the landscape buffering above which increases the overall setback.

d. Gates

The HIA recommendation is that any proposed gates for the development be “*of a sympathetic design, material and scale to the rural setting of Park Farm and Meadowlily Road.*” In addition, large walls and massive gate posts were not deemed appropriate. The Working Group concurred that any entrance feature should be “complimentary” rather than a “copy” of the Park Farm gate posts. Further it was suggested that a more appropriate term may be “entrance feature” rather than specifically “gates”. The Working Group voiced concerns that – due to the close proximity of the Park Farm entrance and the southern access for the new development – gate posts immediately across the road could detract from this unique and historic feature.

The Working Group noted that if the northern entrance were to become the “main entrance” then there might be less visual competition between any entrance feature for the new development and the Park Farm gate posts. In addition, as there is a wider buffer area along the west side of Meadowlily Road in the northern section, this might allow any entrance feature to be set further back into the private property. As this entrance feature would be a site plan rather than an OPA/ZBA/DPC matter, the Working Group recommends that any entrance feature proposal be circulated to the Heritage Planner for review and comment as part of the site plan approval process. It would be also beneficial to LACH if the Heritage Planner could provide an update on the entrance feature design and/or consult with LACH, if deemed appropriate.

e. Lighting

The HIA recommends that the development “*utilize lighting design that controls and prevents lighting bleed and glare onto Park Farm*”. The concept plan did not provide any details in relation to either streetlighting, entrance lighting and/or exterior lighting on the proposed units. As this entrance feature would be a site plan rather than an OPA/ZBA/DPC matter, the Working Group recommends that the lighting plan be circulated to the Heritage Planner for review and comment as part of the site plan approval process. It would be also beneficial to LACH if the Heritage Planner could provide an update on the lighting plan and/or consult with LACH, if deemed appropriate.

2. **Townhouse massing, roof lines and building design**

The HIA recommends several mitigation measures in relation to the impacts on the historic landscape, particularly in relation to the massing roof lines and building design for the townhouse blocks.

a. **Massing**

The HIA recommends that the massing of the townhouses be *“articulated to break down the potential monotony of a streetscape of seven buildings in a row sharing identical footprints”*. The Working Group noted that the revised concept plan includes three building blocks, with four townhouses each, facing Meadowlily Road. The revised concept plan also shows a setback between each of the three buildings. The Working Group felt that the reduction in the number of units per building and spacing was a positive revision for the townhouse blocks, in keeping with the HIA.

b. **Roof lines**

The HIA recommends that *“roof lines de-emphasize the three-storey height where possible and delineate multiple eave heights”*. The Working Group noted that the maximum height under the revised proposal would be 2.5 storeys. In addition, the revised concept plan limited the height of the three townhouse blocks facing Meadowlily to 2 storeys.

The Working Group appreciated that the reduced height of the structures would facilitate the recommended buffering of these townhouses on the west side of Meadowlily.

c. **Design**

The HIA recommends that the *“architectural design should harmonize with the rural and natural surrounding rural landscape of Park Farm and Meadowlily Woods ESA. Building design may incorporate rural Ontario vernacular language but should avoid weak imitations. A visually complex design and rhythm is critical to soften the monotony of seven buildings in a row sharing identical footprints.”*

The Working Group felt that the revised concept elevation for the townhouses had failed to achieve this goal. The latest design of the three buildings facing Meadowlily was decidedly modern, almost institutional in character.

The Working Group contrasted the concept elevation for the Meadowlily facing townhouses with the architectural attributes of the concept elevation for the two single units also facing Meadowlily. The elevations for proposed single units appear to have achieved the delicate balance between a new build and the language of “rural Ontario vernacular” in both its material choices in visually complex roof line.

While design is technically outside of the OPA/ZBA/DPC review, the Working Group encourages the developer to harmonize the architectural elements of the townhouses facing Meadowlily with the proposed elements of the two single units, even if this requires a moderate increase in the height of the roofline over the entrances on front façade (up to 2.5 storey maximum).

3. Fencing and Walling

The HIA indicates that *“opaque fencing and walls that cut off the views to open space and beyond are not appropriate”*.

a. Walls

The Working Group noted that no walls appear to be proposed on the revised concept plan and concurs.

b. Fencing

The Working Group noted that no fencing is proposed in front of the townhouse blocks facing Meadowlily on the revised concept plan and concurs.

The Working Group noted that the revised concept plan indicates that any fencing on the west side of Meadowlily adjacent to the two single units cannot extend in front of the dwelling units and concurs with this design limitation. It is further noted that the HIA recommends that any openings be more typical of rural areas.

The Working Group recommends that Heritage Planner review and comment on any walls and/or fencing as part of the site plan approval process.

4. Storm Water Infrastructure

The HIA recommends that storm water infrastructure should *“avoid or minimize industrial scaled structures and facilities and integrate naturalized landscaping”*.

The Working Group noted that stormwater management was beyond its mandate and no details had been provided. If Block 4 is intended to serve as part of the stormwater management facilities, then there may be an opportunity to integrate naturalized landscaping as part of the recommended buffer.

5. LACH Consideration and Implementation of the recommendations

E.J. Rath would prepare notes of the meeting including the various recommendations. A draft of the notes would be circulated for comment/review to the Working Group members, LACH Chair, Heritage Planner and LACH coordinator. In particular, this review would include the form and content of the official recommendation to LACH (PEC) to ensure that the wording falls within the Advisory Committee mandate.

These notes would be then be forwarded to Jerri for the next LACH agenda.

The Working Group felt that it would be beneficial to LACH if the Heritage Planner could provide an update any of the items referred to the site plan approval process. The intent was not to become directly involved in site plan process but rather be in the loop on what items had been addressed (and how). This would also give the Heritage Planner an opportunity if and when deemed appropriate to seek input from LACH on such items as the landscape buffering and entrance feature.

For items beyond the scope of the LACH mandate, which were suggestions only, a copy of the notes would be provided to the File Planner as information.

cc. File Planner Mike Corby

Planning and Environment Committee

Report

The 5th Meeting of the Planning and Environment Committee
March 29, 2021

PRESENT: Councillors P. Squire (Chair), S. Lewis, S. Lehman, A. Hopkins, S. Hillier, Mayor E. Holder

ALSO PRESENT: A. Pascual, M. Ribera, and B. Westlake Power.

Remote Attendance: Councillors M. Cassidy, J. Helmer, J. Morgan, and M. van Holst; J. Adema, G. Bailey, G. Barrett, M. Corby, G. Dales, M. Davenport, L. Davies-Snyder, M. Feldberg, J. Hall, P. Kavcic, P. Kokkoros, G. Kotsifas, J. Lee, J. MacKay, C. Maton, S. Meksula, L. Mottram, B. O'Hagan, B. Page, M. Pease, J. Raycroft, A. Riley, M. Schulthess, M. Sundercock, C. Saunders, S. Tatavarti, M. Tomazincic, S. Wise, and P. Yeoman.

The meeting is called to order at 4:00 PM, with Councillor P. Squire in the Chair, Councillors A. Hopkins, S. Lehman, and S. Lewis present and all other Members participating by remote attendance.

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Consent

Moved by: S. Lehman
Seconded by: S. Hillier

That Items 2.1 to 2.13, inclusive, BE APPROVED.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

2.1 1st Report of the Trees and Forests Advisory Committee

Moved by: S. Lehman
Seconded by: S. Hillier

That, the following actions be taken with respect to the 1st Report of the Trees and Forests Advisory Committee, from its meeting held on February 24, 2021:

a) the following actions be taken with respect to the Notice of Planning Application, dated February 10, 2021, from S. Meksula, Senior Planner, related to a Draft Plan of Subdivision Official Plan and Zoning By-law Amendment for the properties located at 14 Gideon Drive and 2012 Oxford Street West:

i) the above-noted Notice BE DEFERRED to the next Trees and Forests Advisory Committee (TFAC) meeting; and,

ii) S. Meksula, Senior Planner or delegate, BE INVITED to attend the next TFAC meeting, to give clarification and provide additional details on the above-noted Notice; and,

b) clauses 1.1 and 1.2, 3.1, 3.2 and 3.4, 5.1 to 5.4, inclusive, BE RECEIVED for information.

3.4 Application - 1870 Aldersbrook Gate 39CD-20514

Moved by: E. Holder
Seconded by: S. Lewis

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of LOCO Ventures (Aldersbrook) Ltd., relating to the property located at 1870 Aldersbrook Gate:

a) the Approval Authority BE ADVISED that no issues were raised at the public meeting with respect to the application for Draft Plan of Vacant Land Condominium relating to the property located at 1870 Aldersbrook Gate;

it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters. (2021-D07)

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

Additional Votes:

Moved by: S. Lehman
Seconded by: A. Hopkins

Motion to open the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

Moved by: S. Lewis
Seconded by: A. Hopkins

Motion to close the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

3.5 Application - 101 Meadowlily Road South 39CD-20502 (OZ-9192)

Moved by:

That it BE NOTED that the Planning and Environment Committee was unable to reach a majority decision with respect to the application of 2690015 Ontario Inc., relating to the property located at 101 Meadowlily Road South, and pursuant to Section 19.3 of the Council Procedure By-law, the matter is hereby submitted to the Municipal Council for its disposition;

it being pointed out that the Planning and Environment Committee reviewed and received the following communications with respect to this matter:

- a presentation from S. Shannon, Dillon Consulting;
- a communication dated March 16, 2021 from N.J. Small, by e-mail;

- a communication from Lorraine, by e-mail;
 - a communication from S. Nichols, by e-mail;
 - a communication from E. Sweitzer, by e-mail;
 - a communication dated March 21, 2021 from G. Smith and S. High, 141 Meadowlily Road South;
 - a communication dated March 14, 2021 from A. Swan, by e-mail;
 - the staff presentation; and,
- a communication dated March 26, 2021 from D. Koscinski, Acting Executive Director, Thames Talbot Land Trust;

it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters. (2021-D08)

Additional Votes:

Moved by: E. Holder

Seconded by: S. Hillier

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of 2690015 Ontario Inc., relating to the property located at 101 Meadowlily Road South:

- a) the proposed by-law appended to the staff report dated March 29, 2021 as Appendix "A" BE INTRODUCED at the Municipal Council meeting to be held on April 13, 2021 to amend the Official Plan to change the designation of the subject lands FROM an Urban Reserve Community Growth designation TO a Low Density Residential designation and Open Space designation;
- b) the proposed by-law appended to the staff report dated March 29, 2021 as Appendix "B" BE INTRODUCED at the Municipal Council meeting to be held on April 13, 2021 to amend The London Plan to change the Place Type on a portion of the subject lands FROM a Neighbourhood Place Type TO a Green Space Place Type;

it being noted that the amendments will come into full force and effect concurrently with Map 1 and Map 7 of The London Plan;

- c) the proposed by-law appended to the staff report dated March 29, 2021 as Appendix "C" BE INTRODUCED at the Municipal Council meeting to be held on April 13, 2020 to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan as amended in part a) above), to change the zoning of the subject property FROM a Holding Urban Reserve (h-2*UR1) Zone TO a Residential Special Provision R6 (R6-5(_)) Zone and Open Space (OS5) Zone;
- d) the Approval Authority BE ADVISED that the following issues were raised at the public participation meeting with respect to the application for Draft Plan of Vacant Land Condominium relating to the property located at 101 Meadowlily Road South:
 - i) increased traffic on Meadowlily Road South and lack of street parking;
 - ii) design and spacing of the units;
 - iii) minimal buffering on the east and west side of the area facing Meadowlily Road South and Highbury Woods;
- e) the Approval Authority BE ADVISED that the following issues were raised at the public participation meeting with respect to the Site Plan

Approval application relating to the property located at 101 Meadowlily Road South:

- i) lack of bird-friendly lighting approaches in the design;
- f) the Civic Administration BE REQUESTED to include the HIA with any recommendation and continue to consult with the London Advisory Committee on Heritage (LACH) on future approvals for this matter and to consult with the LACH on HIA related matters.

Yeas: (2): A. Hopkins, and E. Holder

Nays: (4): P. Squire, S. Lewis, S. Lehman, and S. Hillier

Motion Failed (2 to 4)

Moved by: A. Hopkins
Seconded by: S. Lewis

That the following be added to the recommendation:

- f) the Civic Administration BE REQUESTED to include the HIA with any recommendation and continue to consult with the London Advisory Committee on Heritage (LACH) on future approvals for this matter and to consult with the LACH on HIA related matters.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

Moved by: S. Lehman
Seconded by: S. Lewis

Motion to open the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

Moved by: A. Hopkins
Seconded by: S. Lewis

Motion to close the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

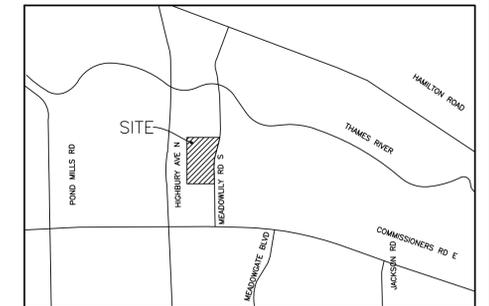
3.6 Application - 1153-1155 Dundas Street (O-9207 / Z-9198)

Moved by: S. Lehman
Seconded by: S. Lewis

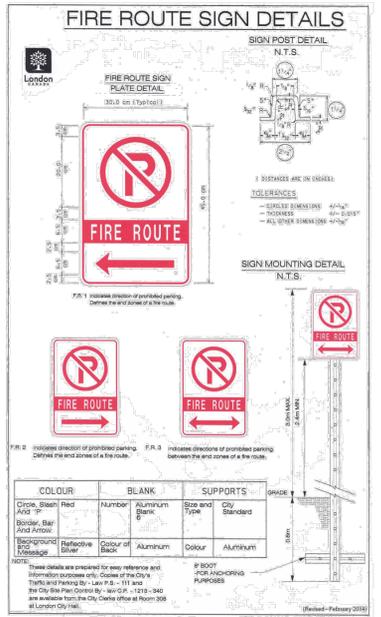
That, on the recommendation of the Director, City Planning and City Planner, the following actions be taken with respect to the application of Zelinka Priamo Ltd., relating to the property located at 1153-1155 Dundas Street:

EXISTING Highbury Woods Park

269.582



KEY PLAN
SCALE - N.T.S.



SITE DATA

GROSS SITE AREA	50562m ² 5.06 ha	ASPHALT AREA	6053m ²
		BUILDING AREA (EXISTING)	147m ²
		(PROPOSED)	8503m ²
ITEM	EXISTING ZONE PROVISIONS	PROPOSED ZONE PROVISIONS	
1. ZONES	R6-5(83)	R6-5(83)	
2. PERMITTED USES	SEE NOTE 1	SEE NOTE 1	
3. LOT AREA (MINIMUM)	850 m ²	50562 m ²	
4. FRONTAGE (MINIMUM)	10.0 m	236.5 m	
5. FRONT AND EXTERIOR SIDE YARD SETBACK (MIN.)	6.0 m	6.0 m	
6. INTERIOR SIDE AND REAR YARD SETBACK (MIN.)	6.0 m	10.2 m	
7. LANDSCAPED OPEN SPACE (MINIMUM)	30%	70.2%	
8. LOT COVERAGE (MAXIMUM)	45%	16.8%	
9. HEIGHT (MAXIMUM)	2.5 STOREY (9.5m)	2.5 STOREY (9.5m)	
10. DENSITY (MAXIMUM)	88 UNITS	36 UNITS	
11. PARKING (MINIMUM)*	1 PER 10 = 9	28	

* - PARKING TOTALS REFER TO VISITOR PARKING ONLY. ALL INDIVIDUAL DRIVEWAYS/GARAGES WILL ALLOW FOR TWO ADDITIONAL SPACES PER UNIT.

NOTES

- PERMITTED USES FOR R6-5 ZONING IS AS FOLLOWS:
 - SINGLE DETACHED DWELLING
 - SEMI-DETACHED DWELLING
 - DUPLEX DWELLING
 - TOWNHOUSE DWELLING

SITE PLAN LEGEND

- PROPOSED 1.2m CHAIN LINK FENCE
- FIRE HYDRANT
- LIGHT STANDARD
- SILT FENCE/TREE PROTECTION FENCE
- UNIT ENTRANCE / FIRE ENTRANCE
- SECONDARY ENTRANCE / EXIT DOORS
- FIRE ROUTE / SIGN
- BLOCK NUMBER
- UNIT NUMBER
- SIDEWALK RAMP
- TO BE REMOVED
- TREE REMOVAL

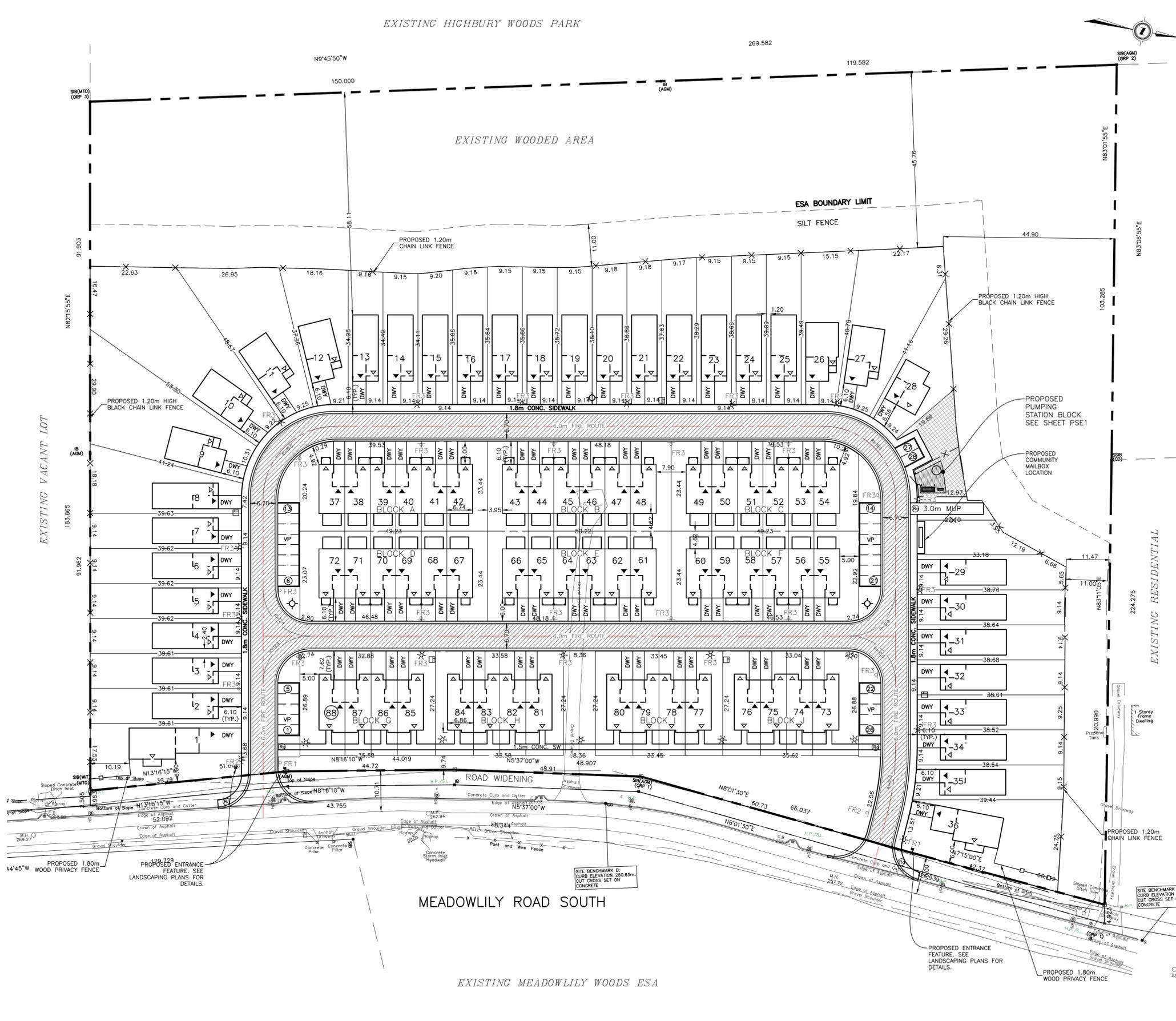
SITE BENCHMARK:

OBJECT = CUT CROSS SET ON CONCRETE CURB (BENCHMARK A)
ELEVATION = 255.79

NOTE:

- GARBAGE AND RECYCLING TO BE STORED WITHIN BUILDINGS UNTIL COLLECTION DAY.
- BEARINGS SHOWN ARE FROM SURVEY.
- ROAD DIMENSIONS ARE TO BACK OF CURB.
- FOR MORE INFORMATION ON MEADOWLILY ROAD SOUTH, SEE PLAN AND PROFILE DRAWINGS FOR MEADOWLILY ROAD SOUTH.

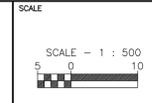
METRIC
DISTANCES SHOWN ON THIS PLAN ARE IN METERS AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.



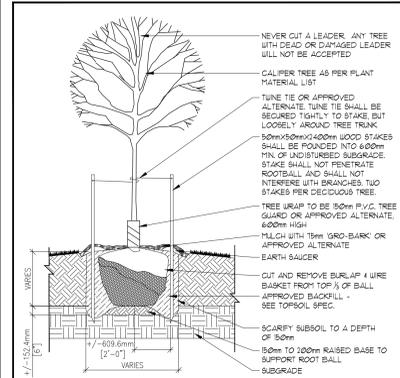
EXISTING SERVICES	DRAWING #, SOURCE	DATE	AS CONSTRUCTED SERVICES	COMPLETION	DETAILS	No.	REVISIONS	DATE	CONSULTANT	CONSULTANT OR DIVISION
					DESIGN	1	SITE PLAN APPROVAL	2019-12-20	DILLON	
					DRAWN BY	2	SITE PLAN SUBMISSION #2	2020-06-19	DILLON	
					CHECKED	3	SITE PLAN SUBMISSION #3	2021-01-15	DILLON	
					APPROVED	4	SITE PLAN SUBMISSION #4	2021-02-19	DILLON	
					DATE	5	SITE PLAN SUBMISSION #5	SEPT. 2022	DILLON	



2690015 ONTARIO INC.

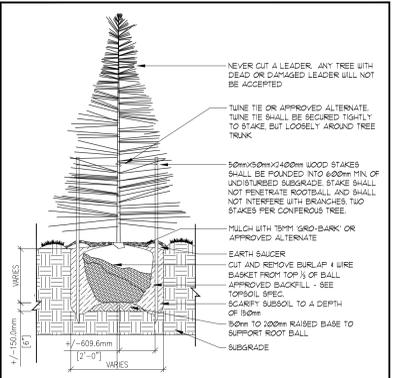


TITLE	101 MEADOWLILY ROAD SOUTH DEVELOPMENT	PROJECT No.	19-9554
		SHEET No.	1
		PLAN FILE No.	



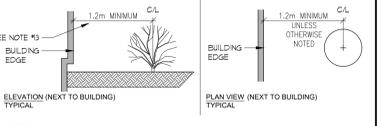
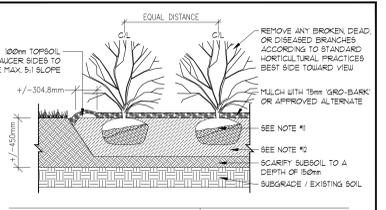
- NOTES:**
- CONTRACTOR TO REFER TO ALL SPECIFICATIONS.
 - ALL PLANTS TO CONFORM TO O.C.L.A. - CANADIAN STANDARDS FOR NURSERY STOCK.
 - GIVE LANDSCAPE ARCHITECT 48 HOURS NOTICE PRIOR TO INSTALLATION TO INSPECT PLANT MATERIAL AND FIT PREPARATION - SEE GENERAL SPECIFICATIONS.
 - DO NOT ALLOW AIR POCKETS WHEN BACKFILLING.
 - TREE FIT SIZE TO BE MIN. 300mm UNDER THAN ROOT BALL.
 - TREE SHALL BEAR SAME RELATION TO GRADE AS IT BORE TO ITS PREVIOUS EXISTING GRADE.
 - PLANT TREE 50 - 100mm ABOVE FINISHED GRADE TO ALLOW FOR SOFT SETTLING.
 - DO NOT DAMAGE MAIN ROOTS WHEN INSTALLING STAKES.
 - TREES UNDER 100mm CALLIPER REQUIRE TWO STAKES. TREES 100mm CALLIPER AND GREATER REQUIRE THREE STAKES. REMOVE STAKES AFTER 2 YEARS.
 - NO TREE FIT SHALL BE LEFT OPEN OVERNIGHT.
 - THE ABOVE DOES NOT REPRESENT ANY PARTICULAR SPECIES.
 - ALL DIMENSIONS SHOWN IN MILLIMETERS.
 - INSTALL 100% OF APPROVED MULCH.

DECIDUOUS TREE PLANTING DETAIL - N.T.S.



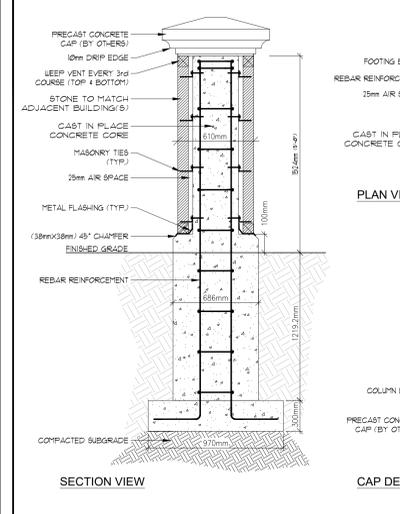
- NOTES:**
- CONTRACTOR TO REFER TO ALL SPECIFICATIONS.
 - ALL PLANTS TO CONFORM TO O.C.L.A. - CANADIAN STANDARDS FOR NURSERY STOCK.
 - GIVE LANDSCAPE ARCHITECT 48 HOURS NOTICE PRIOR TO INSTALLATION TO INSPECT PLANT MATERIAL AND FIT PREPARATION - SEE GENERAL SPECIFICATIONS.
 - DO NOT ALLOW AIR POCKETS WHEN BACKFILLING.
 - POSITION CROWN OF ROOT BALL 50MM ABOVE FINISHED GRADE TO ALLOW FOR SETTLING.
 - TREE FIT SIZE TO BE MIN. 300mm UNDER THAN ROOT BALL.
 - TREES UNDER 4500mm HIGH REQUIRE TWO STAKES. TREES 4500mm HIGH AND GREATER REQUIRE THREE STAKES. ALL STAKES TO BE REMOVED AFTER 2 YEARS.
 - DO NOT DAMAGE MAIN ROOTS WHEN INSTALLING STAKES.
 - NO TREE FIT SHALL BE LEFT OPEN OVERNIGHT.
 - ALL CONIFEROUS TREES TO BE WRAPPED FOR THE FIRST WINTER AFTER INSTALLATION.
 - THE ABOVE DOES NOT REPRESENT ANY PARTICULAR SPECIES.
 - ALL DIMENSIONS SHOWN IN MILLIMETERS.
 - INSTALL 100% OF APPROVED MULCH.

CONIFEROUS TREE PLANTING DETAIL - N.T.S.



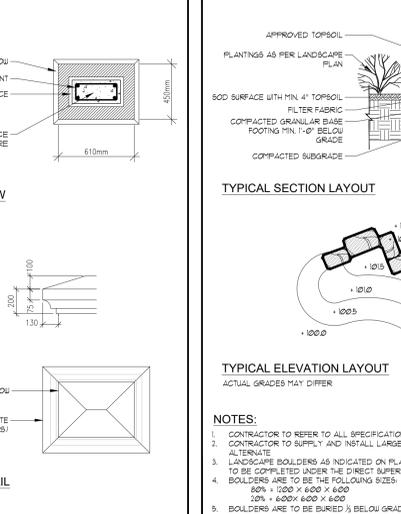
- NOTES:**
- CONTRACTOR TO REFER TO ALL SPECIFICATIONS.
 - ALL PLANTS TO CONFORM TO O.C.L.A. - CANADIAN STANDARDS FOR NURSERY STOCK.
 - GIVE LANDSCAPE ARCHITECT 48 HOURS NOTICE PRIOR TO INSTALLATION TO INSPECT PLANT MATERIAL AND FIT PREPARATION - SEE GENERAL SPECIFICATIONS.
 - DO NOT ALLOW AIR POCKETS WHEN BACKFILLING.
 - POSITION CROWN OF ROOT BALL 50MM ABOVE FINISHED GRADE TO ALLOW FOR SETTLING.
 - SHRUBS PLANTED IN GROUPS SHALL BE SET IN CONTINUOUS BED.
 - THE ABOVE DETAIL DOES NOT REPRESENT ANY PARTICULAR SPECIES.
 - ALL DIMENSIONS SHOWN IN MILLIMETERS.
 - INSTALL 100% OF APPROVED MULCH.
 - FEEEL BACK TOP 1/3 OF BURLAP DO NOT REMOVE. CUT AND REMOVE ALL ROPE FROM TOP HALF OF ROOT BALL (EAS PLANT MATERIALS). REMOVE PLANTS FROM PLASTIC CONTAINERS (CONTAINER GROWN MATERIALS).
 - PREPARED TOPSOIL TO BE 100% NATIVE TOPSOIL FREE OF STONES, LIPS OF CLAY GREATER THAN 25mm (1 INCH) AND ALL ROOTS OR OTHER EXTRANEIOUS MATERIAL. AMPED WITH 50% TRIPLE MIX. MAX 13 (2) PLANTING BED DEPTH MAY BE ABOVE GRADE WHERE SOILS ARE HEAVILY COMPACTED TOPSOIL TO BE TAMPED TO MINIMIZE SETTLEMENT.
 - ALL SHRUBS TO BE PLANTED A MINIMUM OF 100mm CENTER AWAY FROM ALL BUILDING EDGES UNLESS OTHERWISE NOTED.

SHRUB PLANTING DETAIL - N.T.S.



DETAIL TO BE REVIEWED & STAMPED BY STRUCTURAL ENGINEER PRIOR TO CONSTRUCTION

1.5m PIER DETAIL - N.T.S.



ARMOURSTONE DETAIL - N.T.S.

- NOTES:**
- CONTRACTOR TO REFER TO ALL SPECIFICATIONS.
 - CONTRACTOR TO SUPPLY AND INSTALL LARGE LIMESTONE OR APPROVED ALTERNATE
 - LANDSCAPE Boulders AS INDICATED ON PLANS ARE SCHEMATIC ONLY. EXACT PLACEMENT TO BE COMPLETED UNDER THE DIRECT SUPERVISION OF THE LANDSCAPE ARCHITECT.
 - Boulders ARE TO BE THE FOLLOWING SIZES:
 - 80% + 1200 x 600 x 600
 - 20% + 600 x 600 x 600
 - Boulders ARE TO BE BURIED 1/2 BELOW GRADE AND BACKFILLED IN 150mm LIFTS.
 - CONTRACTOR TO INSTALL LANDSCAPE FABRIC (FILTER FABRIC) BEHIND 4 UNDERNEATH Boulders. TYP.

GENERAL PLANTING SPECIFICATIONS:

- BASE INFORMATION SUPPLIED BY DILLON CONSULTING LIMITED
- CONTRACTOR TO MAKE THEMSELVES FAMILIAR WITH ALL RELATED SPECIFICATIONS.
- CONTRACTOR ARE RESPONSIBLE FOR REVIEW OF ALL SPECIFICATIONS AND RELATED DRAWINGS WITH SELECTED SUB-CONTRACTORS AS THEY PERTAIN TO WORK AS OUTLINED ON LANDSCAPE ARCHITECTURAL WORKING DRAWINGS AND SPECIFICATIONS.
- RESPONSE ALL DISCREPANCIES AND CONFLICTS DURING TENDERING PROCESS. ERRORS AND/OR OMISSIONS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- CONTRACTOR SHALL MAINTAIN ALL LANDSCAPED AREAS UNTIL OWNER ACCEPTANCE OF PROJECT. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT IN WRITING ON COMPLETION OF PROJECT FOR A SITE WORK COMPLETION CERTIFICATE AS WELL AS THE COMMENCEMENT OF THE ACCEPTANCE OF PROJECT.
- ALL WORKMANSHIP TO BE WARRANTED FOR TWO YEAR UNLESS OTHERWISE STATED. WARRANTY PERIOD WILL BEGIN ON FINAL ACCEPTANCE OF PROJECT.
- ALL WORKMANSHIP TO COMPLY WITH THE CANADIAN LANDSCAPE STANDARDS.
- ALL NURSERY STOCK TO BE "NURSERY GROWN AND MUST COMPLY WITH THE CANADIAN NURSERY LANDSCAPE ASSOCIATION'S 'CANADIAN NURSERY STOCK STANDARD' LATEST EDITION.
- LANDSCAPING IS TO BE INSTALLED PRIOR TO THE END OF THE FIRST GROUNDING SEASON FOLLOWING THE OCCUPANCY OF THE SITE DEVELOPMENT UNLESS OTHERWISE STATED.
- CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF UTILITIES AND PLANT SUPPLY THE LANDSCAPE ARCHITECT WITH COPIES OF LOCATE CERTIFICATES PRIOR TO COMMENCEMENT OF WORK.

- GRADING:**
- CONTRACTOR TO ENSURE POSITIVE DRAINAGE IN ALL AREAS.
 - ALL GRADING TO BE IN ACCORDANCE WITH SITE ENGINEER'S DRAWINGS.
 - SOIL SHALL BE SCARIFIED FREE OF ALL STONES, ROOTS, BRANCHES LARGER THAN 75mm AND COMPACTED TO 95% S.P.D.
 - ALL SUBSOIL TO BE SCARIFIED TO A DEPTH OF 4' (1200mm) FROM TO THE INSTALLATION OF TOPSOIL TO ENSURE NO HARDPAN CONDITIONS.
 - CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF TOPSOIL TO APPROVE SUBSISAGE.
 - DIRECT ALL RANLEADERS AND SUMP LEADERS AWAY FROM PLANTING BEDS AND TO THE DESIGNATED DRAINAGE SUALES.
 - NOTIFY LANDSCAPE ARCHITECT IN WRITING OF ANY SUBSTANTIAL WET CONDITIONS.

- TOPSOIL:**
- IF THE CONTRACTORS EXEMPE A SOIL TEST IS TO BE COMPLETED BY A REPUTABLE LABORATORY. THE SOIL TEST IS TO BE COMPLETED AND IF NECESSARY, RECOMMENDATIONS FROM THE LABORATORY ARE TO BE INCLUDED. THE RESULTS OF SOIL TESTS AND RECOMMENDATIONS ARE TO BE PROVIDED TO THE LANDSCAPE ARCHITECT FOR APPROVAL ONE WEEK PRIOR TO WORK COMMENCING.
 - TOPSOIL FOR PLANTING BEDS IS TO BE A FERTILE, FINE-BLEND, NATURAL LOAM TO A MINIMUM DEPTH OF 1' (300mm) AND A MINIMUM DEPTH OF 4' (1200mm) FOR TURF AREAS - UNLESS OTHERWISE STATED - TOPSOIL SHALL CONTAIN NOT LESS THAN AN ORGANIC MATTER FOR CLAY LOAMS AND NOT LESS THAN 6% ORGANIC MATTER FOR SANDY LOAM TO A MINIMUM OF 8% AND CAPABLE OF SUSTAINING VIGOROUS PLANT GROWTH, FREE OF SUBSOIL, CONTAMINATION, ROOTS AND STONES OVER 50mm DIAMETER, REASONABLY FREE OF WEEDS, AS DETERMINED BY THE LANDSCAPE ARCHITECT, AND HAVING A PH RANGING FROM 6.0 TO 7.0.

- MULCH:**
- TREES, SHRUBS AND PLANTING AREAS ARE TO BE MULCHED UNLESS OTHERWISE NOTED.
 - CONTRACTOR TO INSTALL 3" (75mm) OF G.R.O. BARK MEDIUM MULCH IN ALL AREAS.
 - ALTERNATIVES MAY BE ACCEPTED - CONTRACTOR TO PROVIDE 3 SAMPLES FOR WRITTEN APPROVAL TO THE LANDSCAPE ARCHITECT.

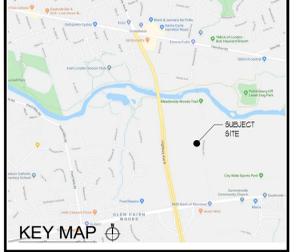
- PLANT MATERIALS:**
- CONTRACTOR TO VERIFY ALL PLANT MATERIAL ON DRAWING(S) AND PLANT MATERIAL LIST(S) REPORT ALL DISCREPANCIES AT TENDERING PROCESS.
 - PLANTINGS SHALL NOT BE ACCEPTED WITHOUT WRITTEN CONFIRMATION BY THE LANDSCAPE ARCHITECT.
 - PLANTINGS MAY BE ADJUSTED TO SUIT UTILITIES STRUCTURES AND AESTHETIC CONCERNS. ADJUSTMENTS ARE TO BE MADE UNDER THE DIRECTION OF THE LANDSCAPE ARCHITECT. ADJUSTMENTS TO PLANTING WITHOUT CONSENT OF LANDSCAPE ARCHITECT AND/OR PROJECT MANAGER MAY NOT MEET INTENT OF DESIGN AND/OR MUNICIPAL APPROVALS. PLANT MATERIAL THAT HAS TO BE RELOCATED AS A RESULT WILL BE AT THE COST OF THE CONTRACTOR.
 - LANDSCAPE ARCHITECT TO INSPECT ALL PLANT MATERIAL ON SITE OR AT ITS SOURCE PRIOR TO INSTALLATION. CONTRACTOR IS TO GIVE LANDSCAPE ARCHITECT 48 HOURS NOTICE FOR INSPECTION.
 - CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT IN WRITING IF ADVERSE WEATHER MAY IMPACT THE HEALTH OF THE PLANT MATERIALS AT THE OF PLANTING. IE. TEMPERATURE, PRECIPITATION.

- ALL TREE FITS SHALL BE AT LEAST 75% (600mm) UNDER THAN BALL OF THE TREE TO BE PLANTED AND SHALL BE DEEP ENOUGH SO THAT THE TOP OF BALL IS AT THE SAME LEVEL AS SURROUNDING GRADE. A MINIMUM OF 8" (200mm) OF BACKFILL SHALL BE PLACED UNDER BALL. TREE FITS ARE NOT TO BE LEFT OPEN OVERNIGHT.
- SHRUB BEDS SHALL BE EXCAVATED TO A DEPTH OF 8" (200mm) AND FILLED WITH APPROVED BACKFILL MATERIAL. SHRUB BEDS ARE NOT TO BE LEFT OPEN OVERNIGHT.
- ALL TREES SHALL HAVE AN EARTH SAUCER AT ITS BASE WITH A DIAMETER AS LARGE AS EXCAVATED AREA AND SHAPED TO RETAIN WATER (SEE DETAIL). EARTH SAUCER TO HAVE APPROVED MULCH INSTALLED TO A MINIMUM DEPTH OF 25" (635mm).
- ALL TREES SHALL BE WRAPPED FOR THE FIRST WINTER AFTER INSTALLATION AT THE EXPENSE OF THE LANDSCAPE ARCHITECT.
- ALL EVERGREENS ARE TO BE WRAPPED FOR THE FIRST WINTER AT THE EXPENSE OF THE LANDSCAPE ARCHITECT.
- ALL SHRUBS PLANTED WITHIN 10' OF BALDED ROADWAYS, PARKING AND SIDEWALKS TO BE PROTECTED WITH 5" BANDING THROUGHOUT THE FIRST WINTER AFTER INSTALLATION AT THE EXPENSE OF THE LANDSCAPE ARCHITECT. OPTIONAL.
- DIRECT ALL RANLEADERS AND SUMP LEADERS AWAY FROM PLANTING BEDS AND TO DESIGNATED DRAINAGE SUALES.
- DO NOT INSTALL PLANT MATERIAL IN DRAINAGE SUALES.
- CONTRACTOR IS TO REMOVE ALL STAKES AND GUY WIRES AFTER 2 FULL GROUNDING SEASONS.

- SOD:**
- ALL LANDSCAPED AREAS TO BE SOODED TO THE STREET CURB (S) UNLESS OTHERWISE STATED.
 - CONTRACTOR TO ENSURE (WHERE APPLICABLE) ALL PLANTING BEDS ADJACENT TO TRAFFIC ISLANDS, INTERIOR SITE CURBING AND SIDEWALKS HAVE A 30" (762mm) SOD MAINTENANCE STRIP INSTALLED.
 - ANY SOODED GRASS ON LANS ADJUTING THE PROPERTY FROM THE LOT LINES TO SIDEWALKS AND CURBING SHALL BE COMPLETED OR REPAIRED TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT, CITY, AND/OR REGIONAL MUNICIPALITY UNLESS OTHERWISE STATED.
 - SOD SHALL BE CERTIFIED CULIVATED TURF GRASS GROWN AND SOED IN ACCORDANCE WITH THE CLASSIFICATIONS OF THE NURSERY SOD GROWERS ASSOCIATION OF ONTARIO. AT TIME OF SALE IT SHALL HAVE A STRONG FIBROUS ROOT SYSTEM AND SHALL BE CUT IN PIECES APPROXIMATELY ONE 800 x 1600 (20") IN AREA WITH THE SOIL PORTION BEING 3/4" (19mm).
 - SOD TO BE FERTILIZED AT THE APPROPRIATE RATES AS INDICATED BY SOIL TESTS COMPLETED BY A REPUTABLE SOILS LABORATORY.
 - UPON INSTALLATION AREAS SHOULD BE WATERED SO AS TO SATURATE SOD AND THE UPPER 4" (100mm) OF BACKFILL TOPSOIL. AFTER SOD AND SOIL HAVE DRIED SUFFICIENTLY TO PREVENT DAMAGE, IT SHALL BE ROLLED WITH A ROLLER PROVIDED IN 500 LBS (226KG) PRESSURE PER SOD.
 - CONTRACTOR TO REPAIR ALL DAMAGED AREAS TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT AND/OR CLIENT.

- SEED:**
- AREA AROUND PROPOSED RETAINING WALLS TO BE SEEDDED WITH THE FOLLOWING:
 - ONTARIO SEED COMPANY (OSC) - LOW MAINTENANCE ECO LAWN SEED MIXTURE 8340
 - APPLICATION RATE: 15kg / 40sqm
 - APPLICATION TIME: SPRING, ONCE THE SOIL WARMS OR FROM MID AUGUST TO LATE SEPTEMBER.
 - BROADCAST SEED IN A CROSS-CROSS PATTERN, RAKE SEED IN LIGHTLY, WATER WITH A FINE SPRAY FOR 2-3 WEEKS TO KEEP SEED BED MOIST DURING GERMINATION.

- WATERING:**
- DURING THE TWO YEAR
 - WARRANTY PERIOD, BETWEEN MAY 8 AND SEPTEMBER 8 OF EACH YEAR WATERING OF ALL PLANTS SHALL BE CARRIED OUT NO LESS THAN 4 TIMES PER YEAR IN ACCORDANCE WITH THE WATERING SCHEDULE TO BE DETERMINED BY THE OWNER UNLESS OTHERWISE STATED ON THE DRAWINGS. CRITICAL WATERING MONTHS ARE JUNE, JULY & AUGUST.
 - IF NO AUTOMATED IRRIGATION SYSTEM HAS BEEN PROVIDED FOR WATERING OPERATIONS, CONTRACTOR TO PROVIDE WATER TO THE SITE IF MORE BEDS WITHIN THE BUILDING ENVELOPE ARE NOT AVAILABLE.
 - MANUAL WATERING SHOULD ENSURE DEEP WATERING OF TREES, SHRUBS, GROUND COVERS AND GRASSES. AREAS WATERING OF GRASSES AREAS TO COMMENCE ON A REGULAR BASIS AND CONTINUE WITH INTENSITY DEPENDING ON AMOUNT OF RAINFALL. NEW SOD THAT HAS BEEN LAID SHOULD BE KEPT MOIST FOR 4 TO 5 WEEKS OR UNTIL IT HAS FULLY ROOTED INTO THE EXISTING SOIL.
 - ALL CONIFEROUS TREES SHALL BE WATERED IN LATE FALL, NOT PRIOR TO FREEZING UP.
 - WATER SHALL BE APPLIED SO THAT THE WASHING OF THE SOIL OR DISLODGING OF MULCH OR TREE GUARDS DOES NOT OCCUR. DAMAGE SHALL BE IMMEDIATELY REPAIRED TO THE SATISFACTION OF THE OWNER AT NO ADDITIONAL COST.



RON KOUDEYS LANDSCAPE ARCHITECTS INC.

ALL DRAWINGS REMAIN THE PROPERTY OF THE LANDSCAPE ARCHITECT AND SHALL NOT BE REPRODUCED OR REUSED WITHOUT THE LANDSCAPE ARCHITECT'S WRITTEN PERMISSION.

THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION OR TENDER PURPOSES UNLESS SIGNED AND DATED BY BARRY R. MURPHY, O.A.L.A. C.S.L.A. LANDSCAPE ARCHITECT, LONDON, ONTARIO (519) 667-0322.

DATE	DESCRIPTION	No.
SEP14/22	ISSUED FOR SPA	10
AUG22/22	ISSUED FOR REVIEW	11
APR26/21	ISSUED FOR REVIEW/COORD	10
FEB19/21	ISSUED FOR SPA	9
FEB17/21	ISSUED FOR REVIEW	8
FEB06/21	ISSUED FOR REVIEW	7
JUNE22/20	ISSUED FOR SPA	6
JUNE08/20	ISSUED FOR REVIEW	5
MAY06/20	ISSUED FOR SPA	4
DATE	DESCRIPTION	No.

PLOTTING INFORMATION:
 PLOTTED DATE: AUG22/22
 PLOTTED SCALE: 1/1



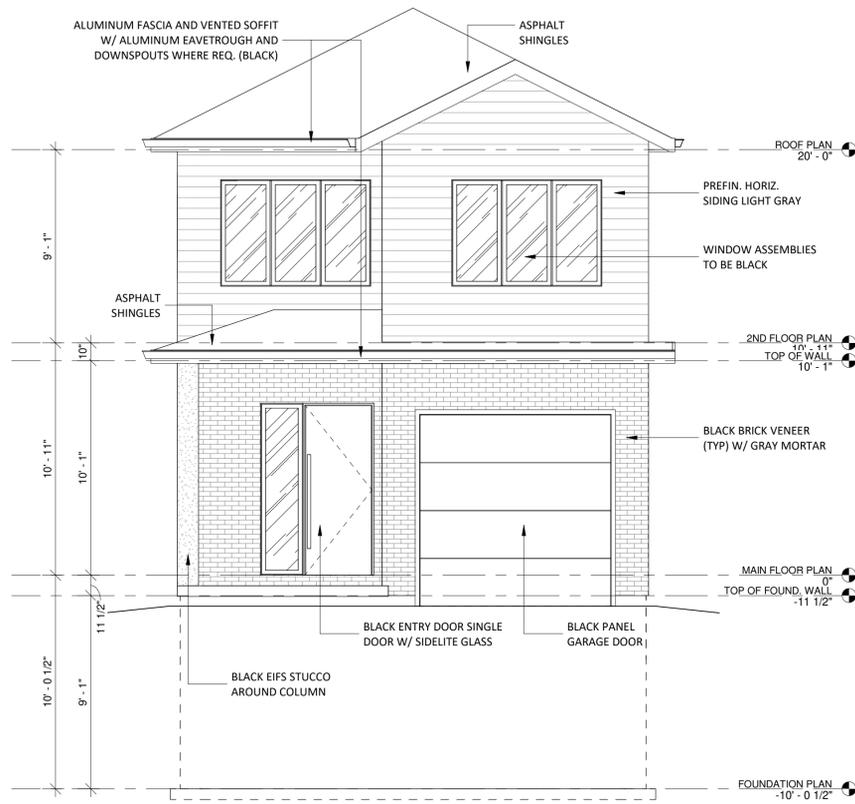
PROJECT TITLE:

PROPOSED TOWNHOUSE
 101 MEADOWLILY RD S
 LONDON, ONTARIO

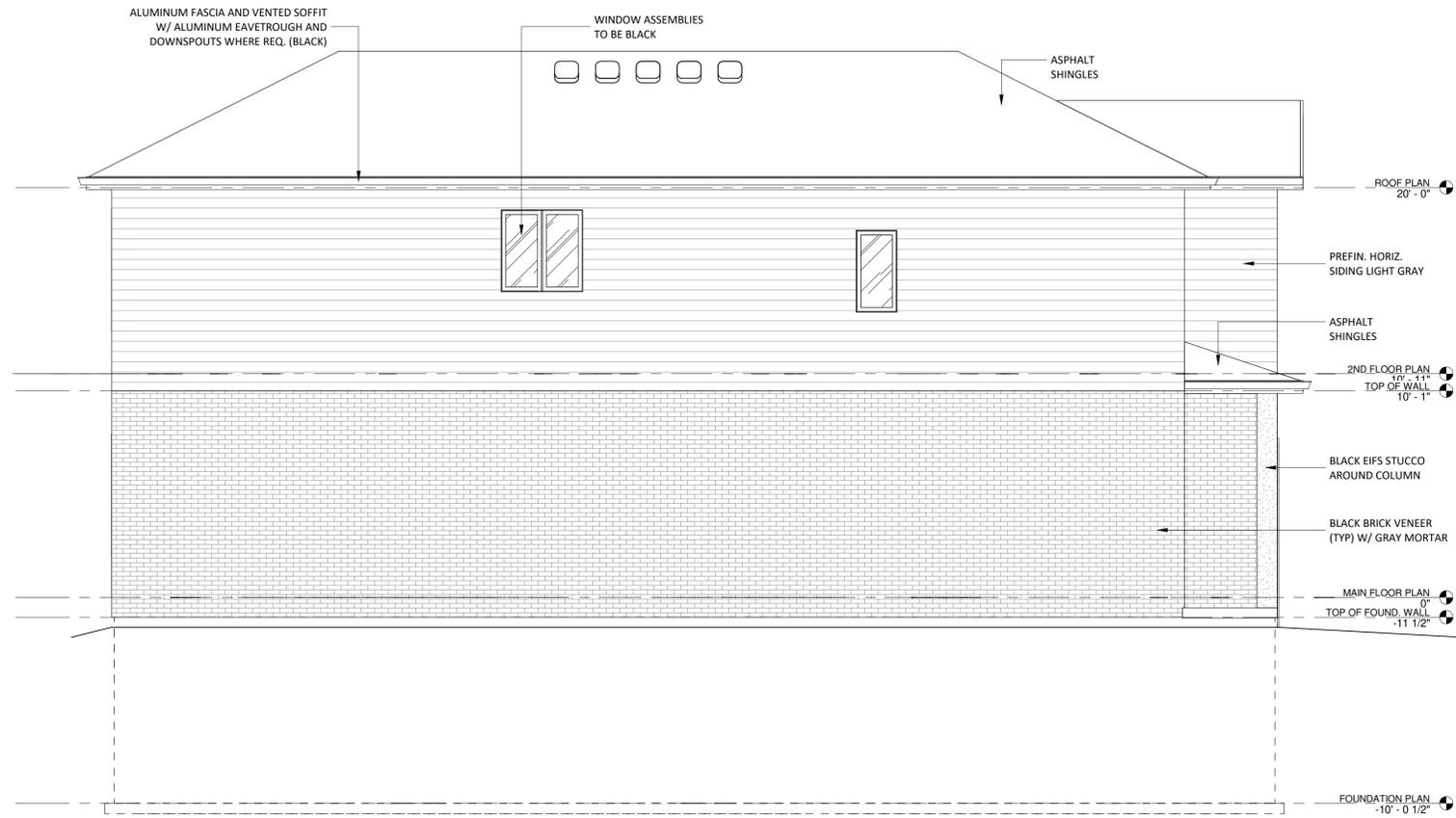
DRAWING TITLE:

LANDSCAPE DETAILS

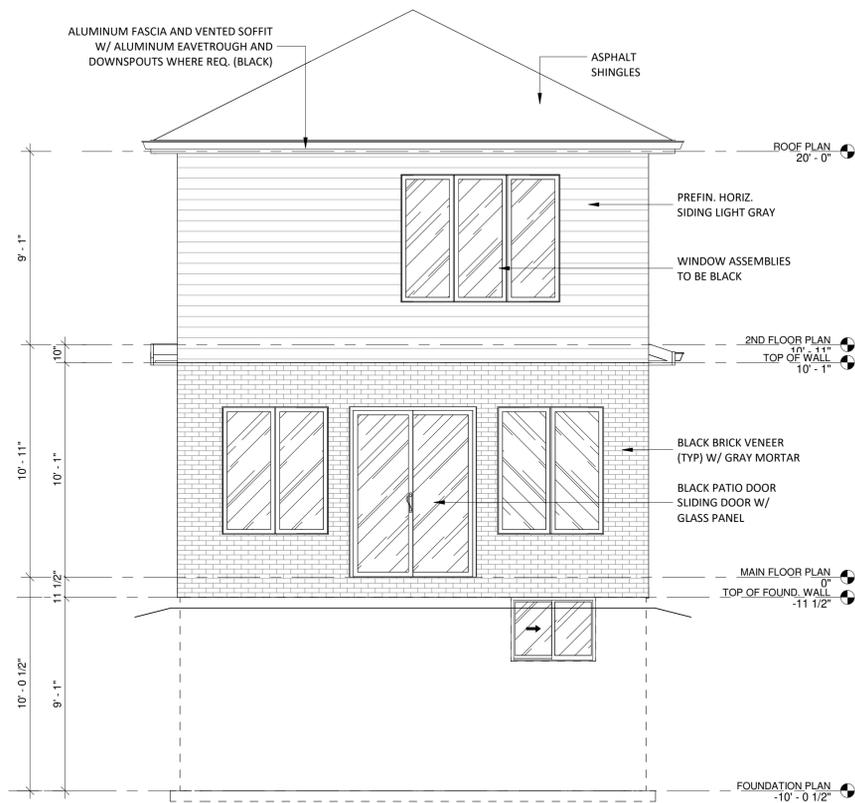
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DRAWN: RCLA Inc.	CHECKED BY: B.R.M.	L-2
PROJECT No:	19-2661q SPA	



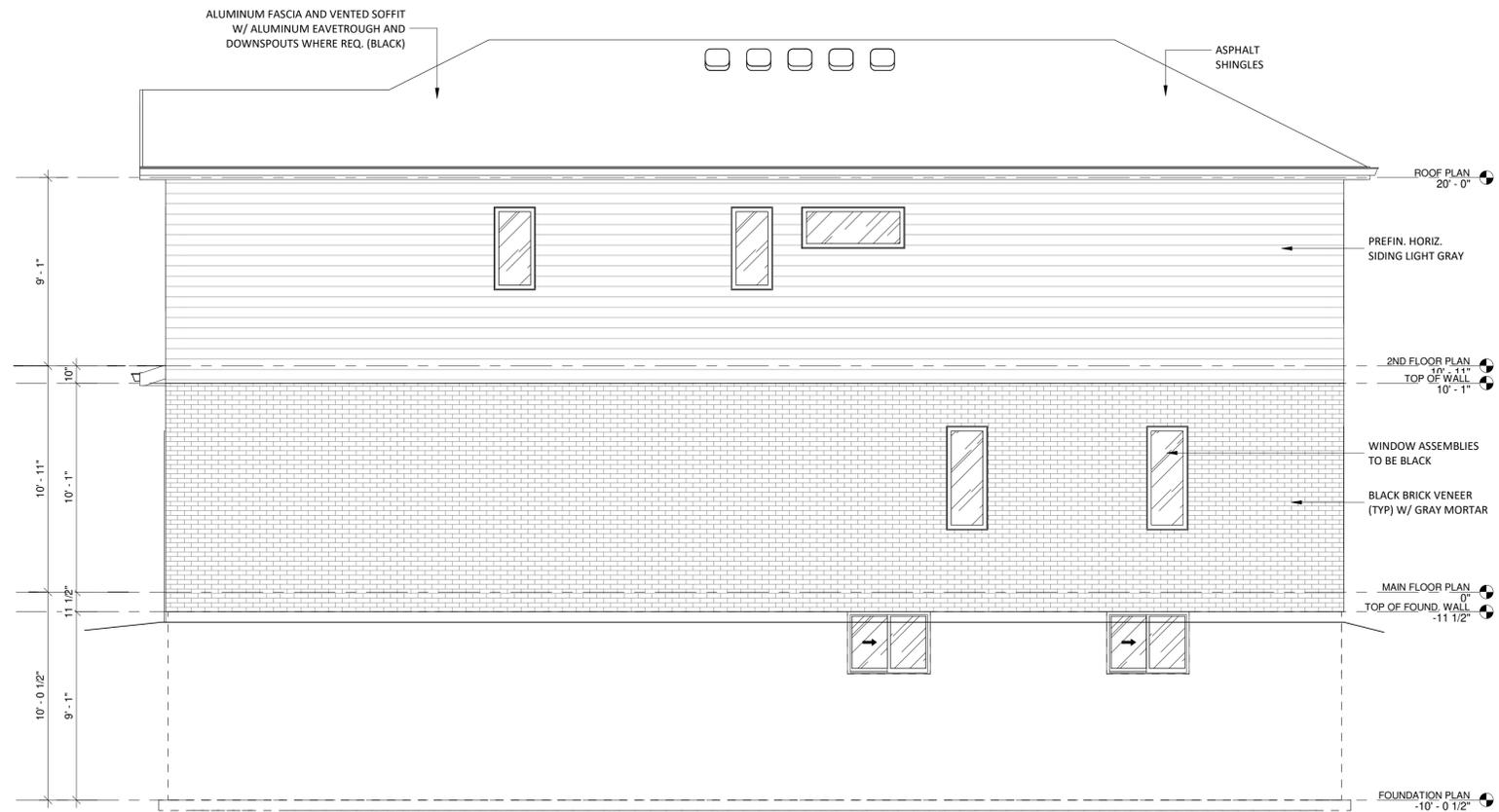
1 FRONT ELEVATION
1/4" = 1'-0"



2 LEFT SIDE ELEVATION
1/4" = 1'-0"



3 REAR ELEVATION
1/4" = 1'-0"



4 RIGHT SIDE ELEVATION
1/4" = 1'-0"

NOTE:
PROVIDE WINDOWS WITH LOW-E COATINGS

NOTE:
FOR RAINWATER DISCHARGE REFER TO MUNICIPAL REQUIREMENTS

NOTE:
SB-12 PRESCRIPTIVE COMPLIANCE PACKAGE A1

NOTE:
MIN. R20 INSULATION REQUIRED AT EAVES PER OBC SB-12 3.1.1.8(b)

NOTE:
WALL INSULATION VALUE AT WALK OUT BASEMENT TO COMPLY WITH OBC SB-12 3.1.1.10(b)

No.	Description	Issued by	Date
0	Initial Submission	RC	AUG/22

RC³ | rafael Carvalho
CONSTRUCTION CONSULTING
(647) 462-5406
PROJECT MANAGEMENT | LAND DEVELOPMENT | BIM - BUILDING INFORMATION MODELING
rafaelcarvalho.rc@gmail.com | London - ON

CLIENT
2690015 ONTARIO INC

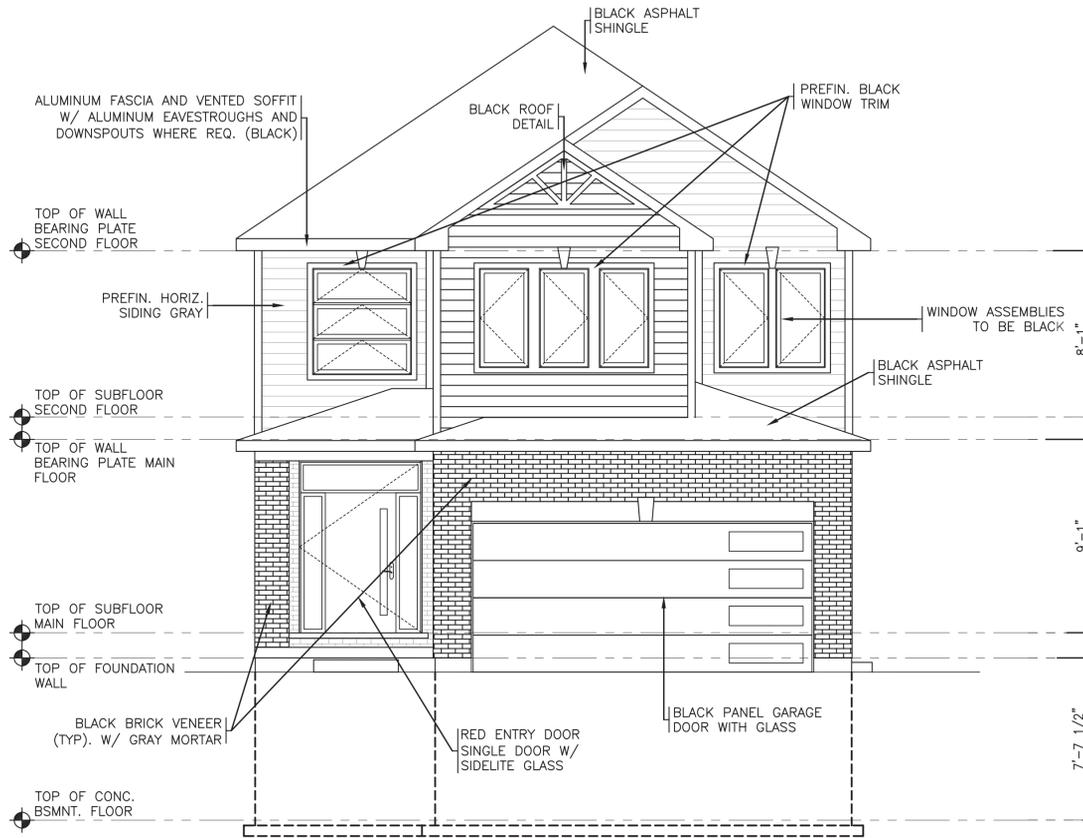
DRAWN	CHECKED	DATE	REVISION
RC	RC	AUG/2022	0

PROJECT
101 MEADOWLILY RD

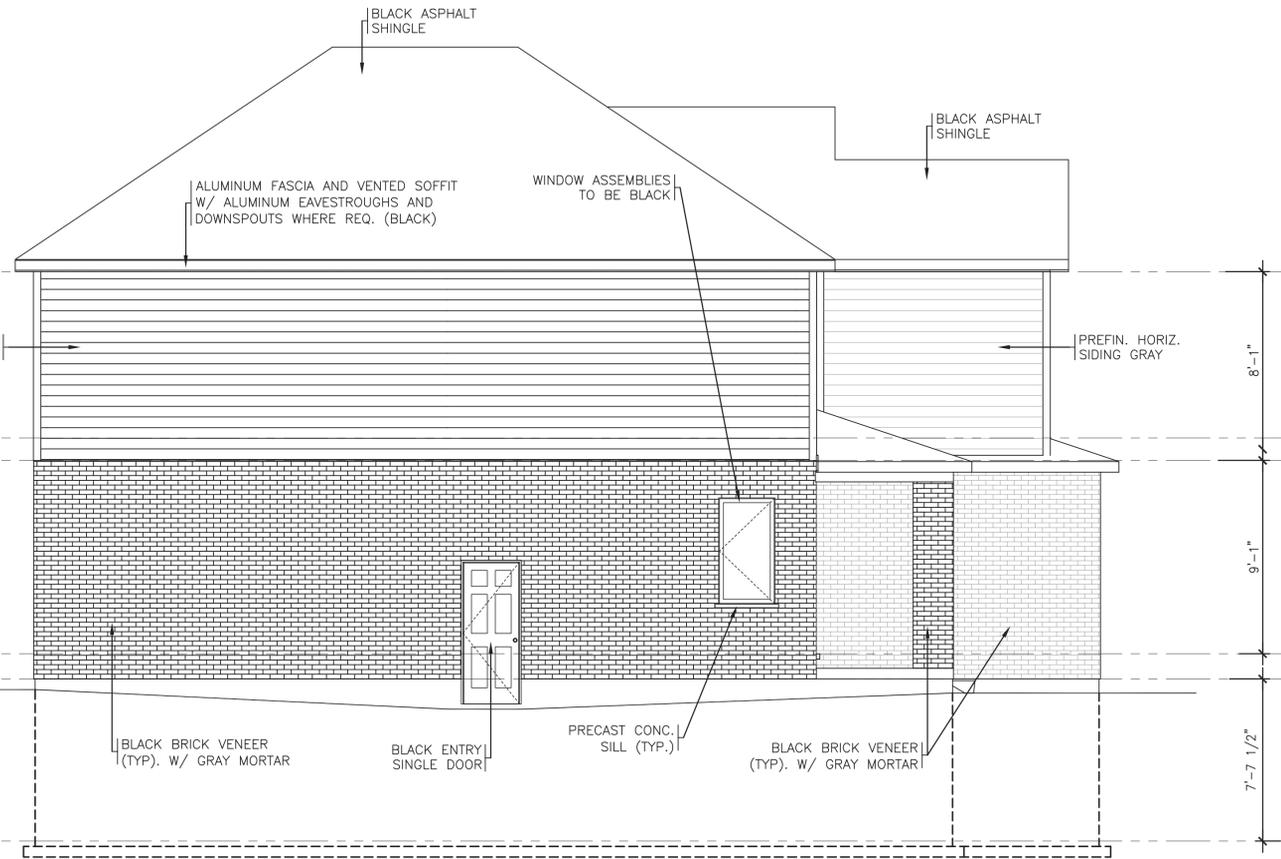
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30' LOTS -

SCALE	SHEET SIZE	SHEET N ^o
1/4" = 1'-0"	ARCH C	03/03

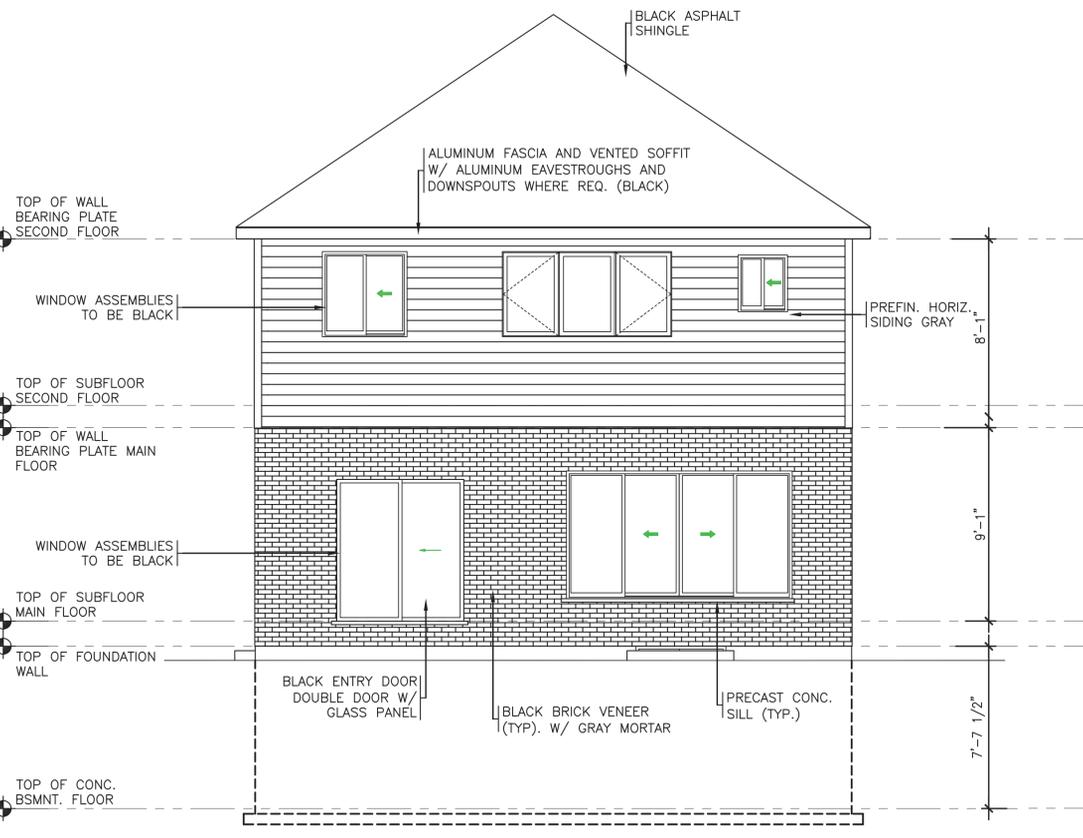
PROJECT N ^o	PROJECT STATUS
P.06/2021	SITE PLAN APP.



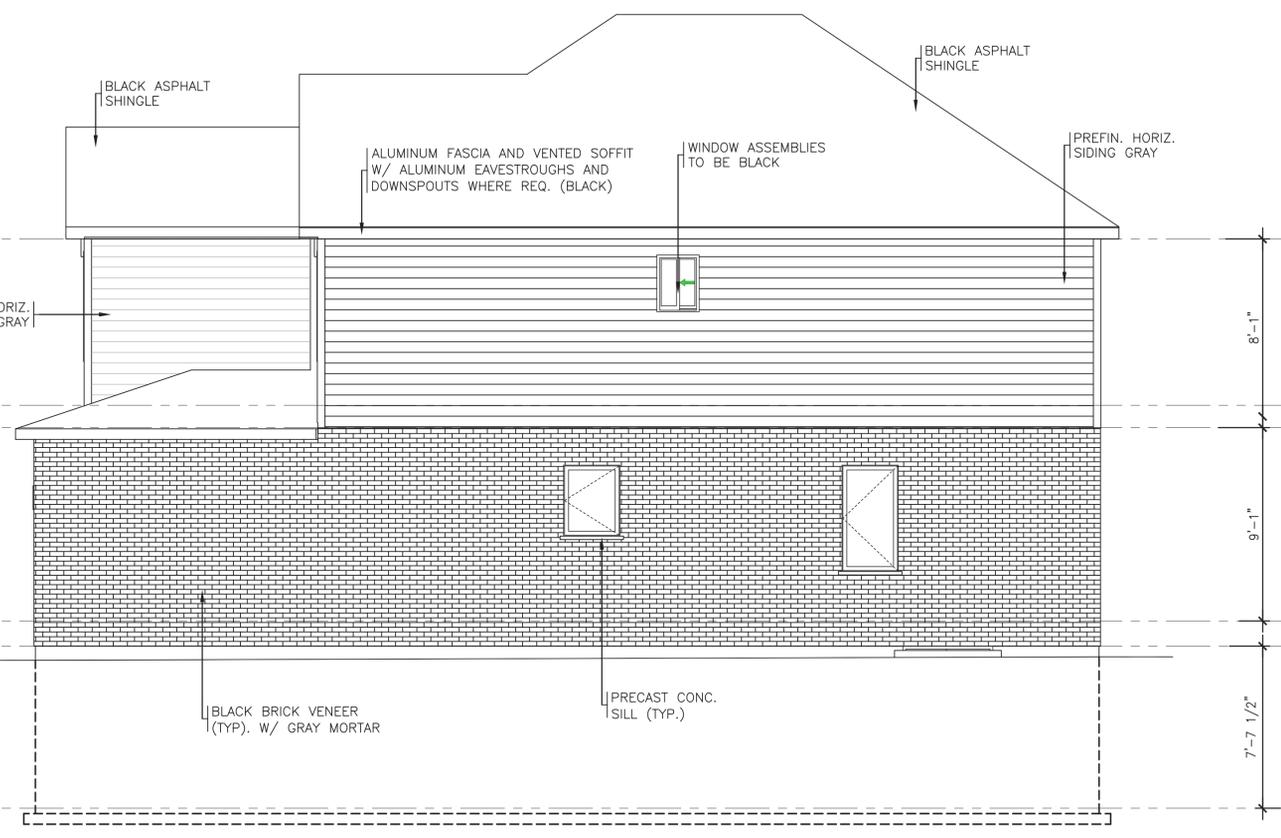
① FRONT ELEVATION



② RIGHT SIDE ELEVATION



③ REAR ELEVATION



④ LEFT SIDE ELEVATION

NOTE:
PROVIDE WINDOWS WITH LOW-E COATINGS

NOTE:
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NOTE:
SB-12 PRESCRIPTIVE COMPLIANCE PACKAGE A1

NOTE:
MIN. R20 INSULATION REQUIRED AT EAVES PER OBC SB-12 3.1.1.8(b)

NOTE:
WALL INSULATION VALUE AT WALK OUT BASEMENT TO COMPLY WITH OBC SB-12 3.1.1.1(10)(b)

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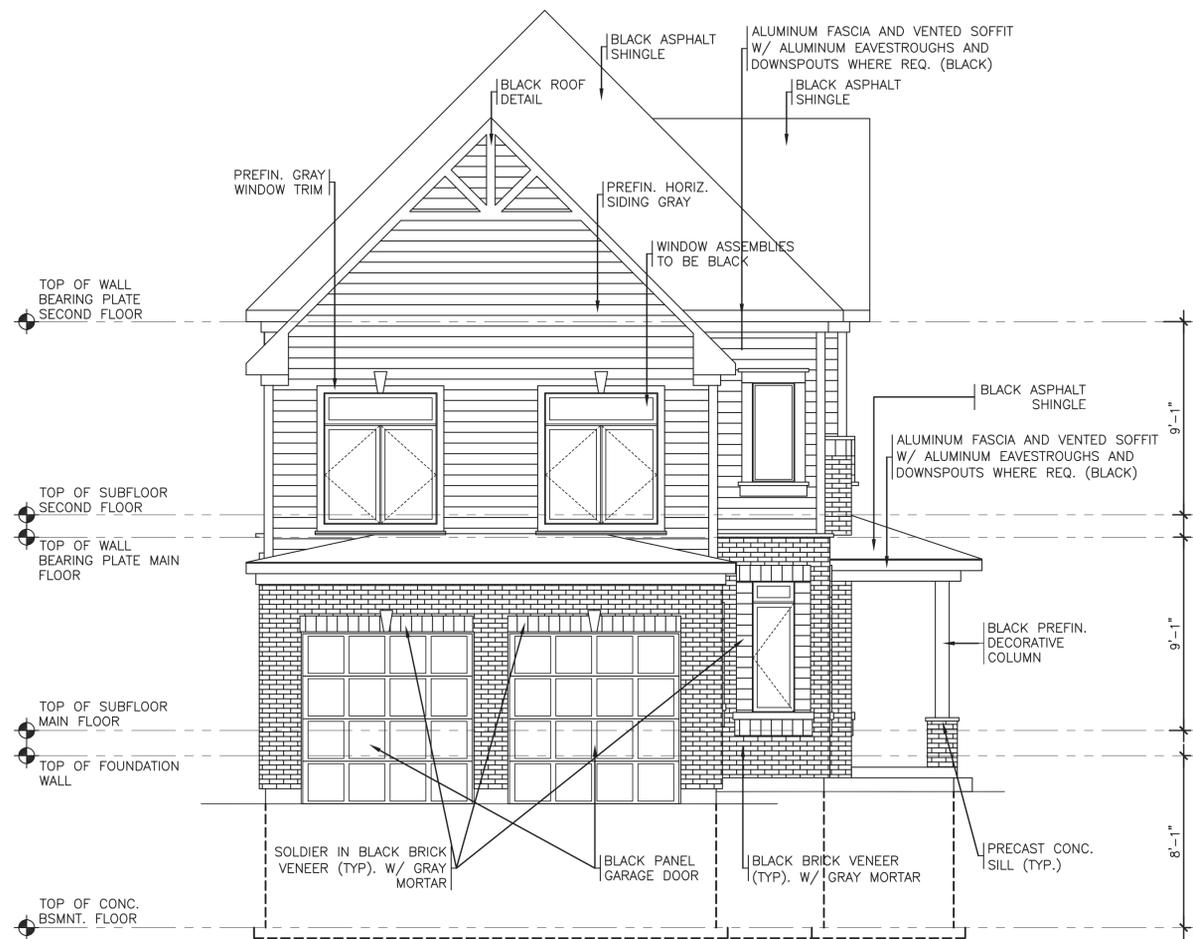
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RC	RC	AUG/2022	0

PROJECT
101 MEADOWLILY RD

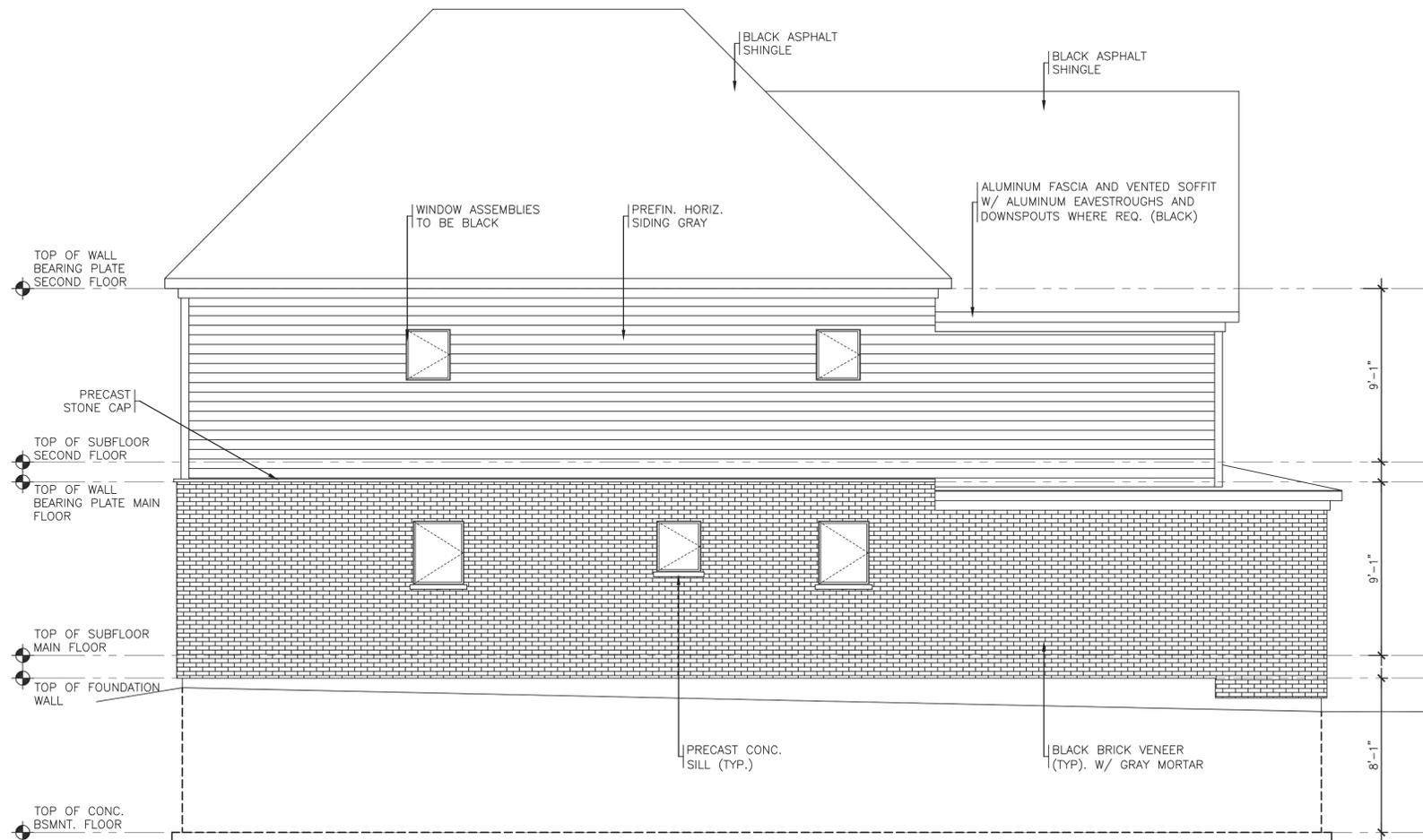
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30' PLUS ELEVATIONS

SCALE	SHEET SIZE	SHEET Nº
1/4" = 1'-0"	ARCH C	03/03

PROJECT Nº	PROJECT STATUS
P.06/2021	SITE PLAN APP.



① FRONT ELEVATION



② LEFT SIDE ELEVATION

NOTE:
PROVIDE WINDOWS WITH LOW-E COATINGS

NOTE:
FOR RAINWATER DISCHARGE REFER TO MUNICIPAL REQUIREMENTS

NOTE:
SB-12 PRESCRIPTIVE COMPLIANCE PACKAGE A1

NOTE:
MIN. R20 INSULATION REQUIRED AT EAVES PER OBC SB-12 3.1.1.8(b)

NOTE:
WALL INSULATION VALUE AT WALK OUT BASEMENT TO COMPLY WITH OBC SB-12 3.1.1.1.(10)(b)

No.	Description	Issued by	Date
0	Initial Submission	RC	AUG/22

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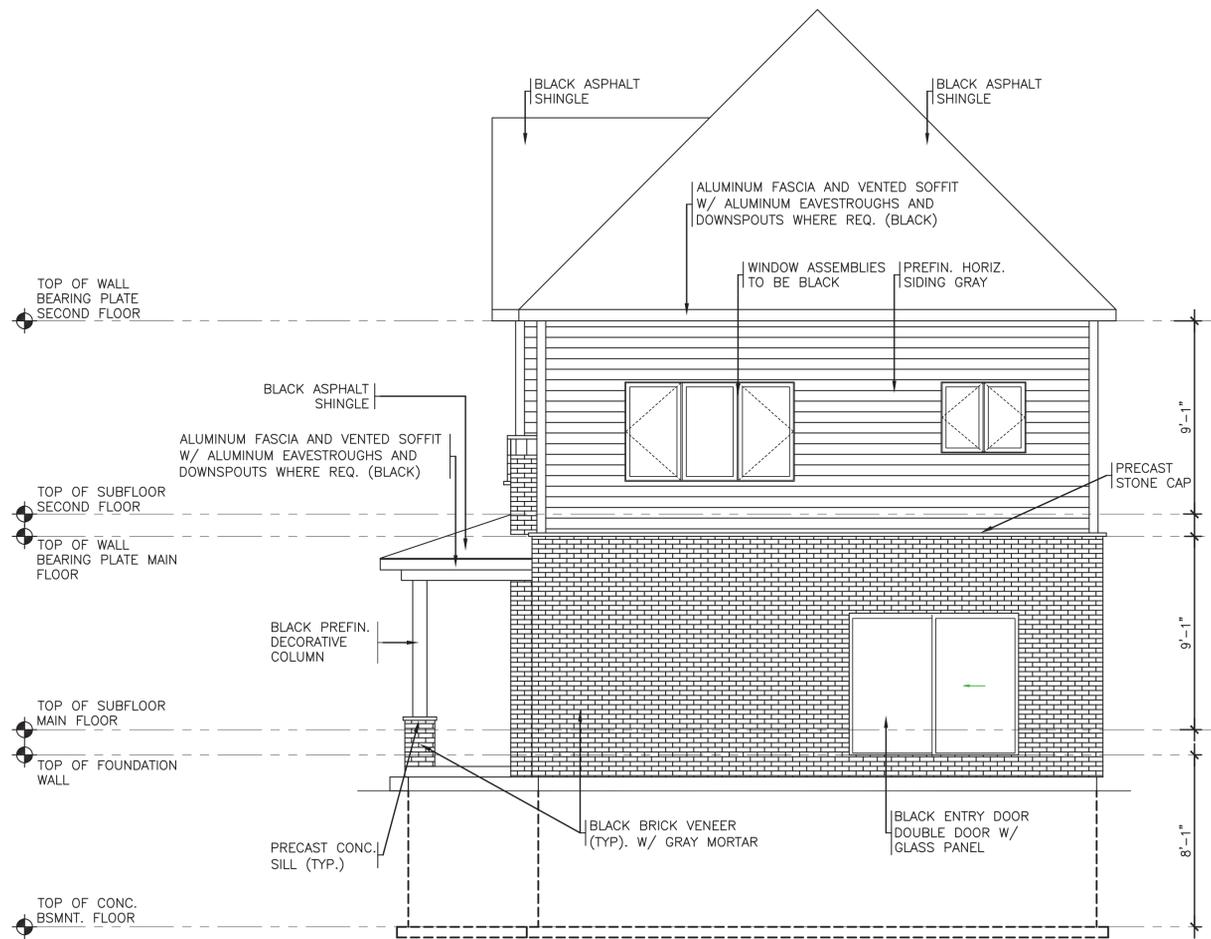
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RC	RC	AUG/2022	0

PROJECT
101 MEADOWLILY RD

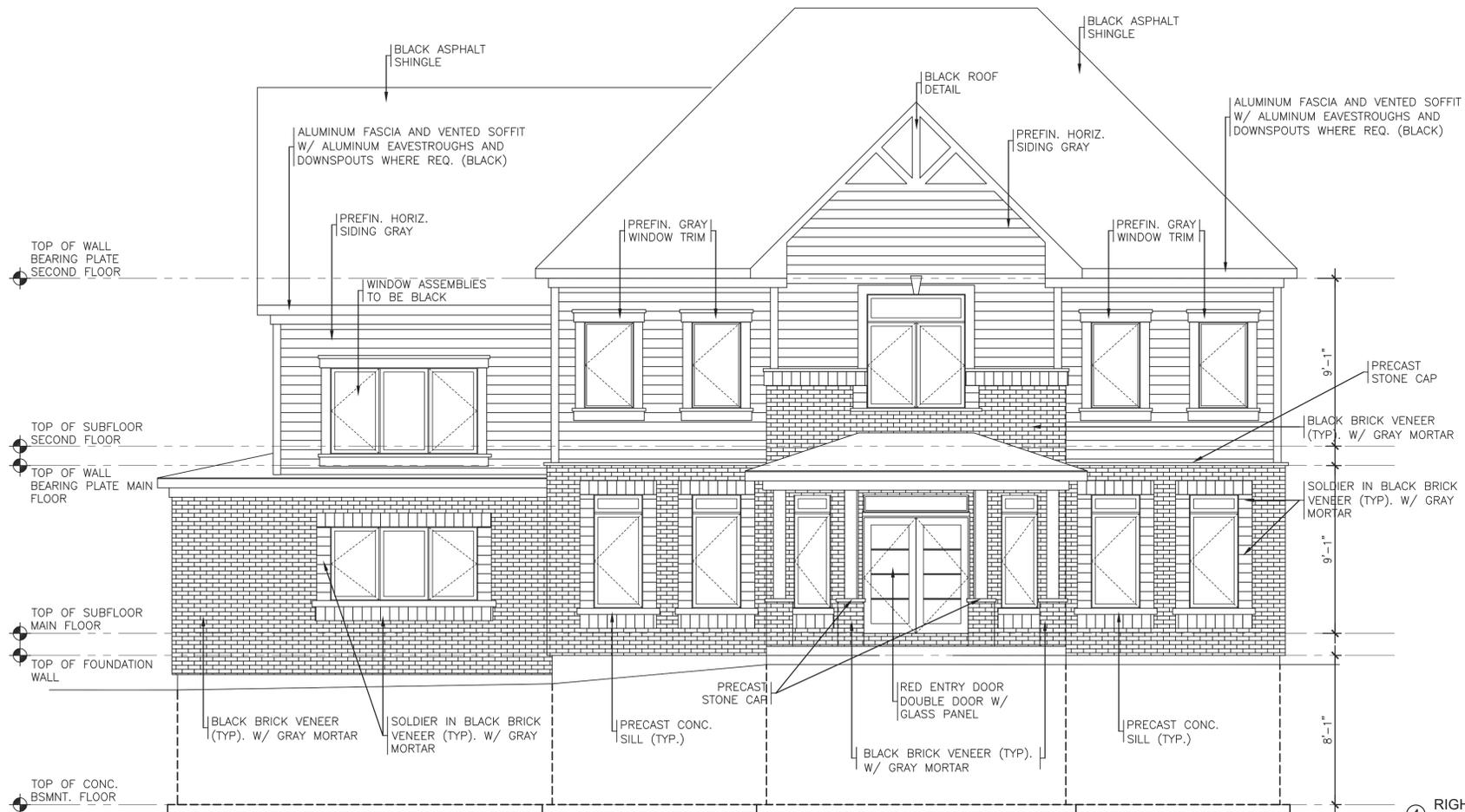
DRAWING TITLE
**CORNER LOTS
FRONT + LEFT SIDE ELEVATION**

SCALE	SHEET SIZE	SHEET N ^o
	ARCH	03/04

PROJECT N ^o	PROJECT STATUS
P.06/2021	SITE PLAN APP.



3 REAR ELEVATION



4 RIGHT SIDE ELEVATION

NOTE:
PROVIDE WINDOWS WITH LOW-E COATINGS

NOTE:
FOR RAINWATER DISCHARGE REFER TO MUNICIPAL REQUIREMENTS

NOTE:
SB-12 PRESCRIPTIVE COMPLIANCE PACKAGE A1

NOTE:
MIN. R20 INSULATION REQUIRED AT EAVES PER OBC SB-12 3.1.1.8(b)

NOTE:
WALL INSULATION VALUE AT WALK OUT BASEMENT TO COMPLY WITH OBC SB-12 3.1.1.1.(10)(b)

No.	Description	Issued by	Date
0	Initial Submission	RC	AUG/22

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rafaelcarvalho.rc@gmail.com | London - ON

CLIENT
2690015 ONTARIO INC

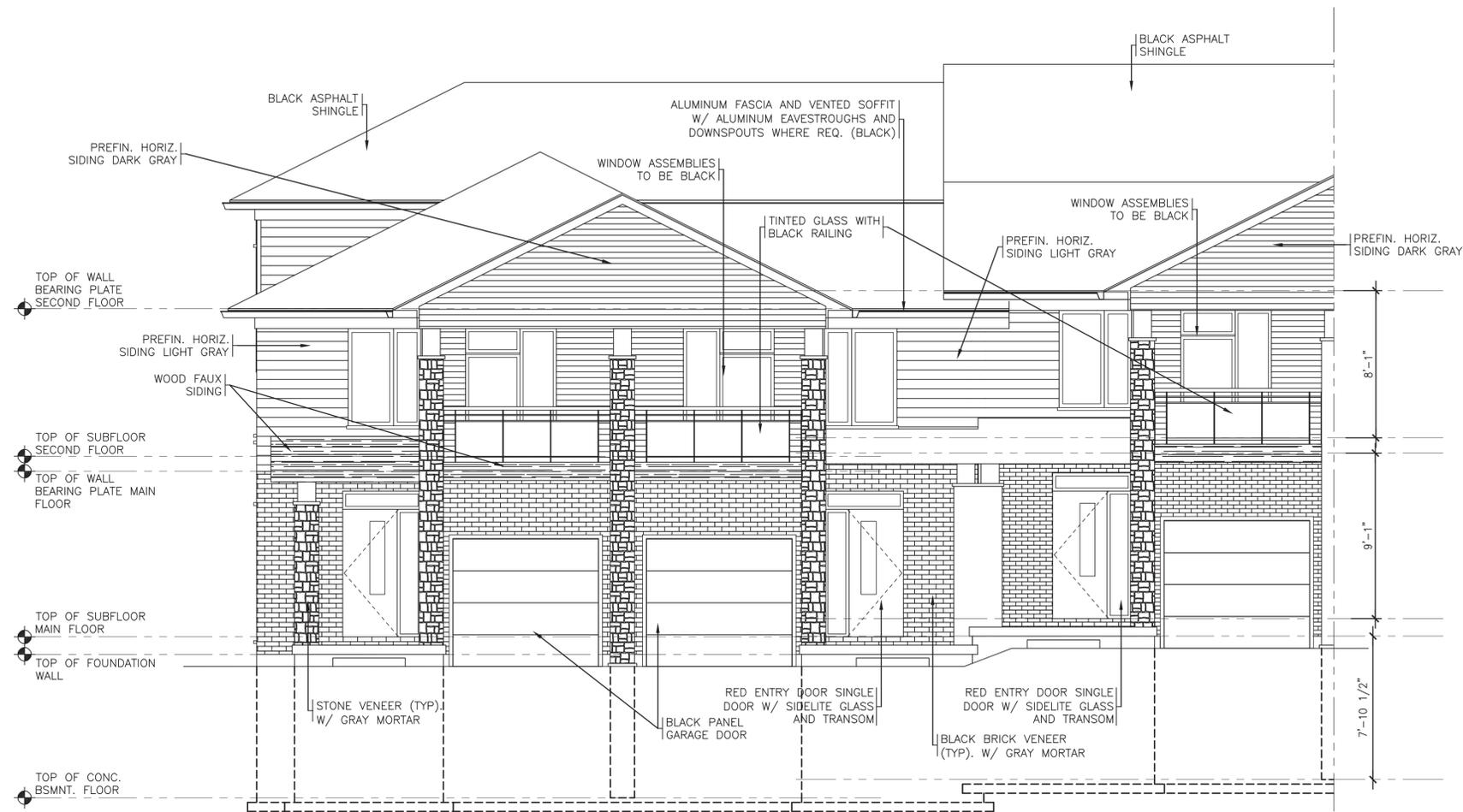
DRAWN	CHECKED	DATE	REVISION
RC	RC	AUG/2022	0

PROJECT
101 MEADOWLILY RD

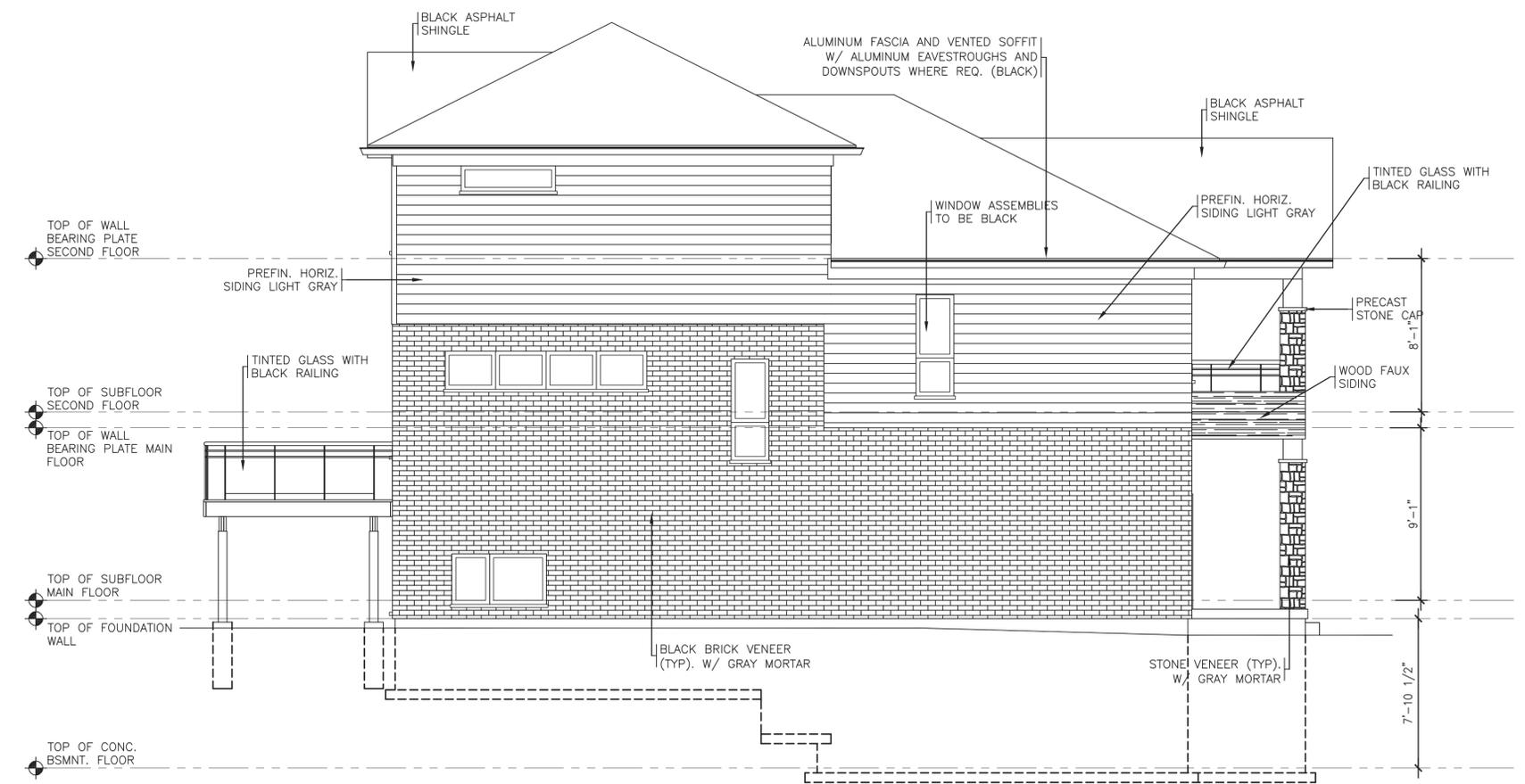
DRAWING TITLE
CORNER LOTS
REAR + RIGHT SIDE ELEVATION

SCALE	SHEET SIZE	SHEET N°
	ARCH	04/04

PROJECT N°	PROJECT STATUS
P.06/2021	SITE PLAN APP.



① FRONT ELEVATION



② LEFT SIDE ELEVATION

No.	Description	Issued by	Date
0	Initial Submission	RC	AUG/22

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 rafaelcarvalho.rc@gmail.com | London - ON

CLIENT
 2690015 ONTARIO INC

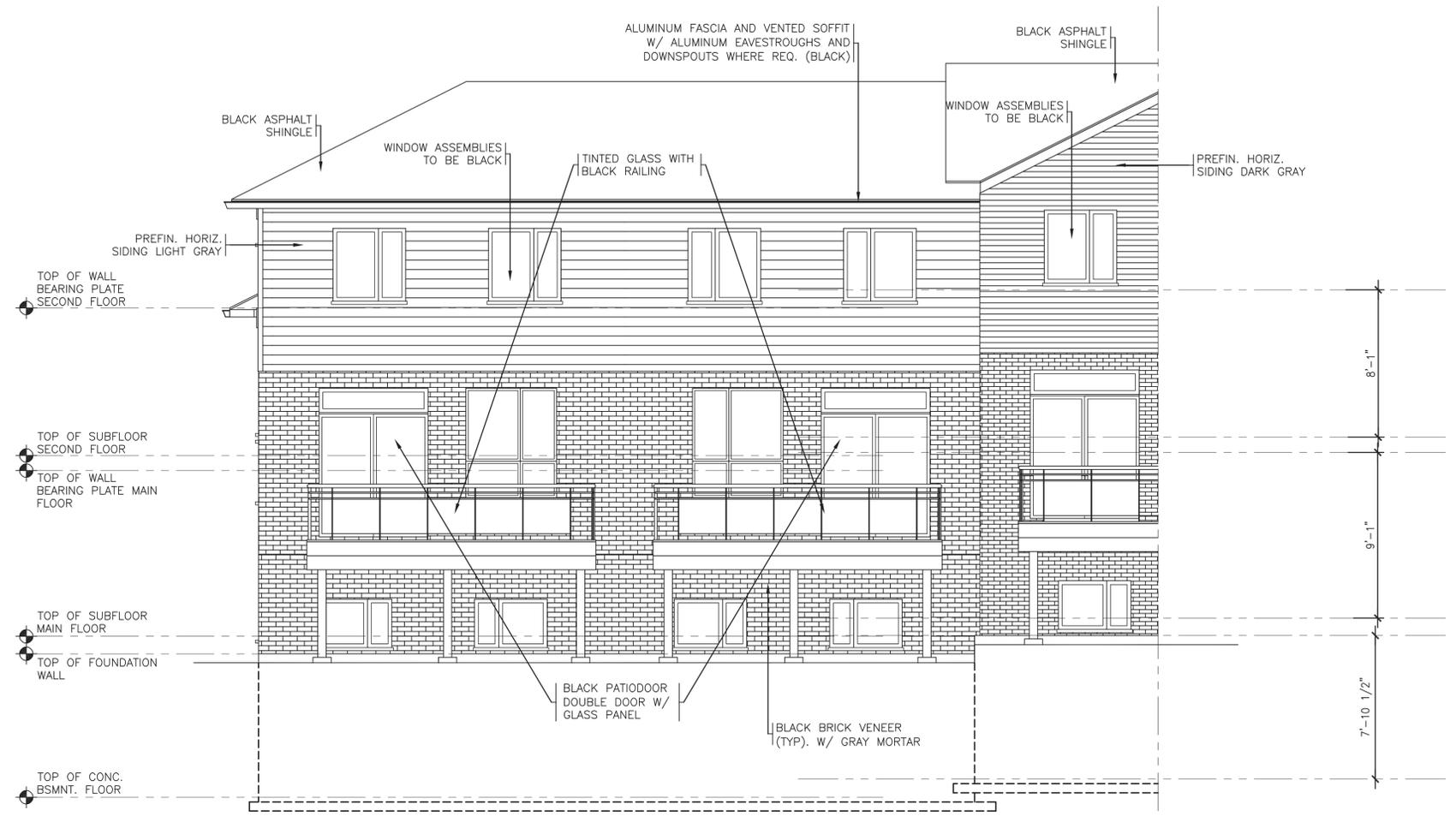
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RC	RC	AUG/2022	0

PROJECT
 101 MEADOWLILY RD

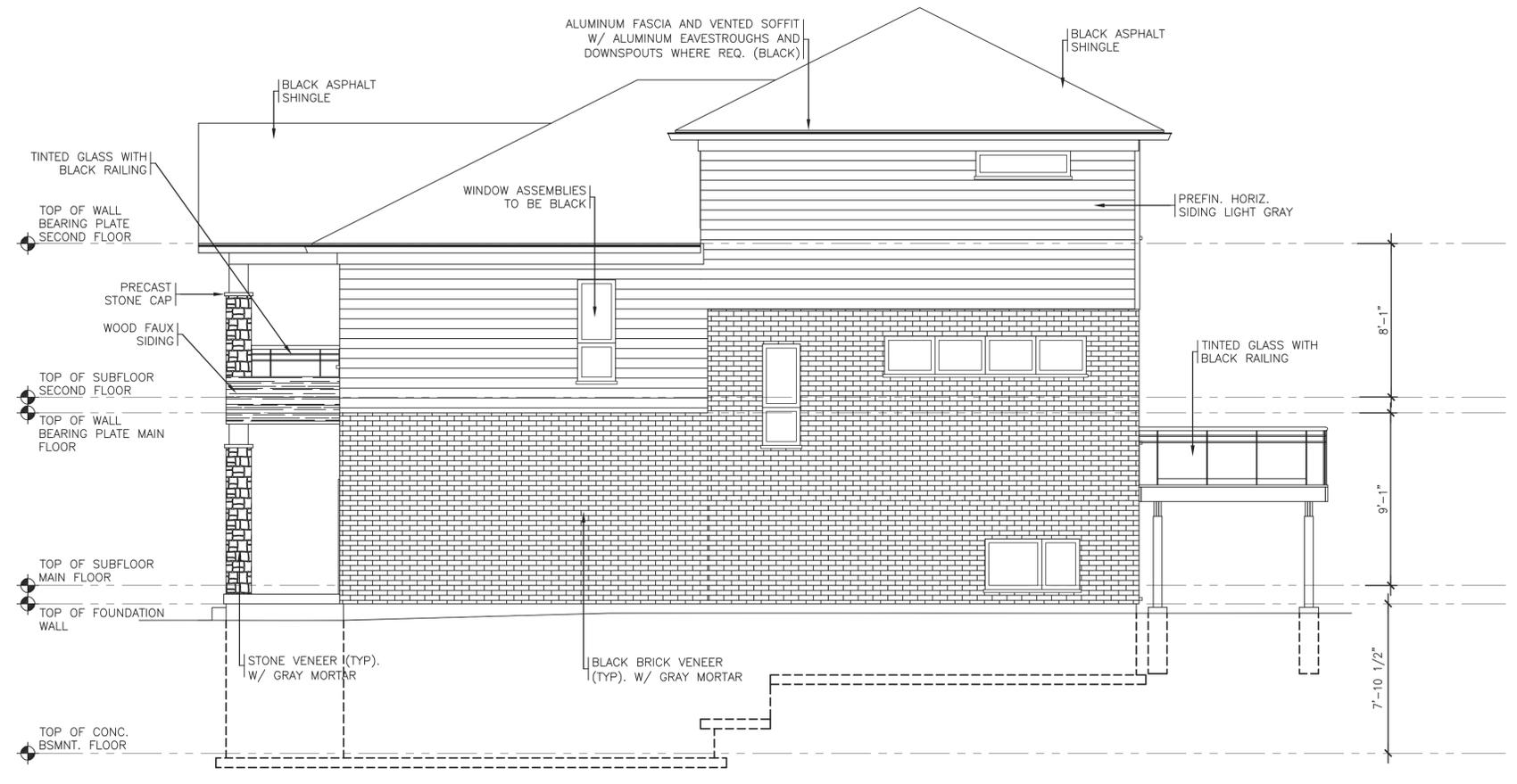
DRAWING TITLE
 TRADITIONAL TOWNS
 FRONT AND LEFT SIDE ELEVATIONS

SCALE	SHEET SIZE	SHEET Nº
1/4" = 1'-0"	ARCH D	04/05

PROJECT Nº	PROJECT STATUS
P.06/2021	SITE PLAN APP.



③ REAR ELEVATION



④ RIGHT SIDE ELEVATION

No.	Description	Issued by	Date
0	Initial Submission	RC	AUG/22

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 rafaelcarvalho.rc@gmail.com | London - ON

CLIENT
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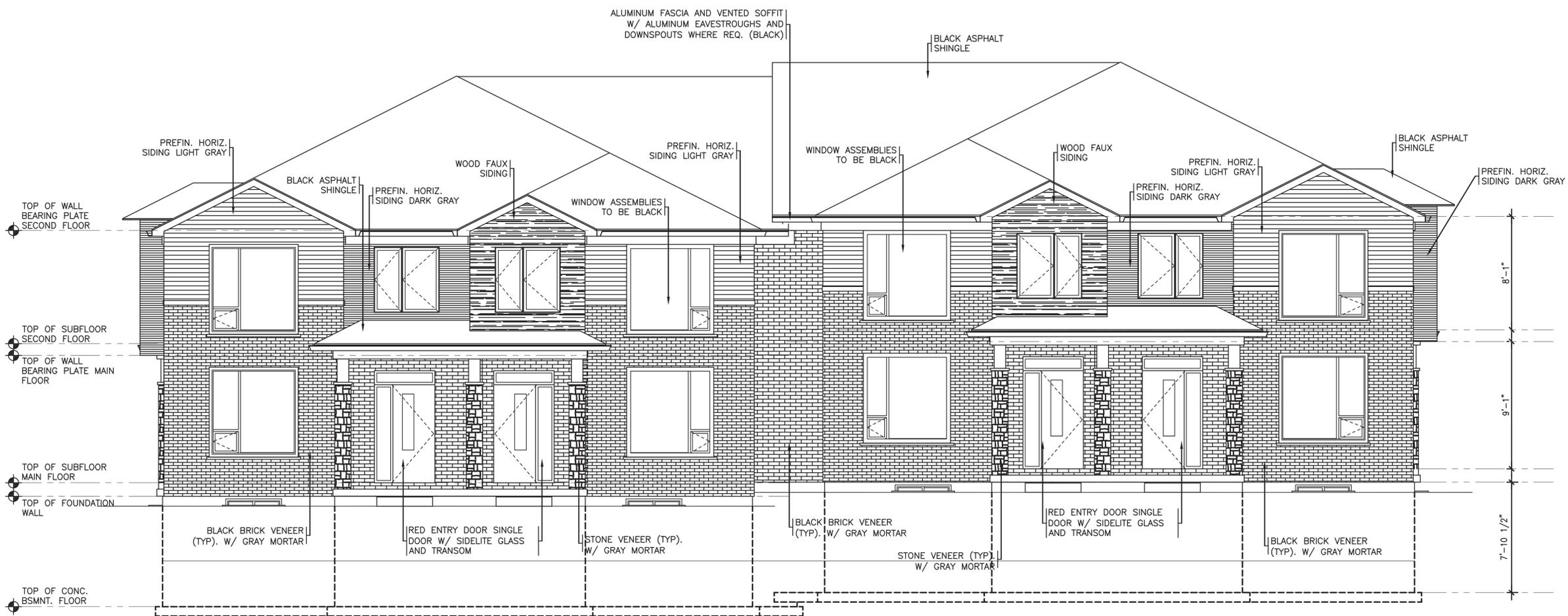
DRAWN	CHECKED	DATE	REVISION
RC	RC	AUG/2022	0

PROJECT
 101 MEADOWLILY RD

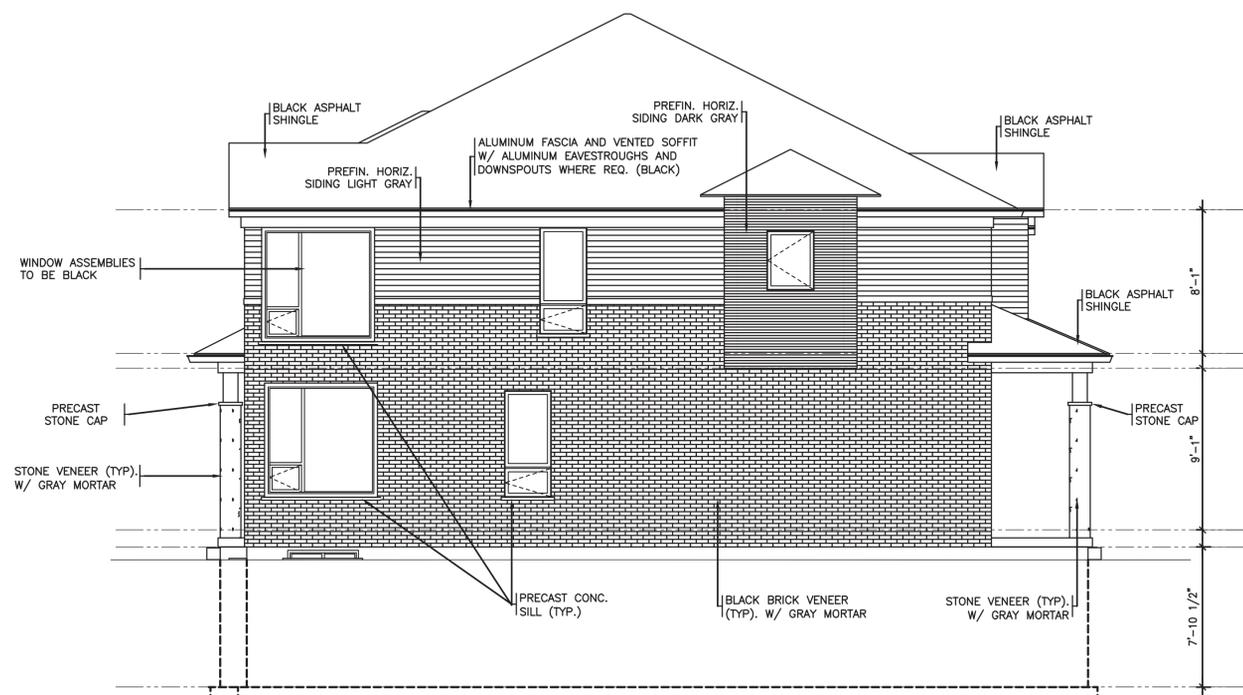
DRAWING TITLE
 TRADITIONAL TOWNS
 REAR AND RIGHT SIDE ELEVATIONS

SCALE	SHEET SIZE	SHEET N ^o
1/4" = 1'-0"	ARCH D	05/05

PROJECT N ^o	PROJECT STATUS
P.06/2021	SITE PLAN APP.



① FRONT ELEVATION



② LEFT SIDE ELEVATION

No.	Description	Issued by	Date
0	Initial Submission	RC	AUG/22

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rafaelcarvalho.rc@gmail.com | London - ON

CLIENT
2690015 ONTARIO INC

DRAWN	CHECKED	DATE	REVISION
RC	RC	AUG/2022	0

PROJECT
101 MEADOWLILY RD

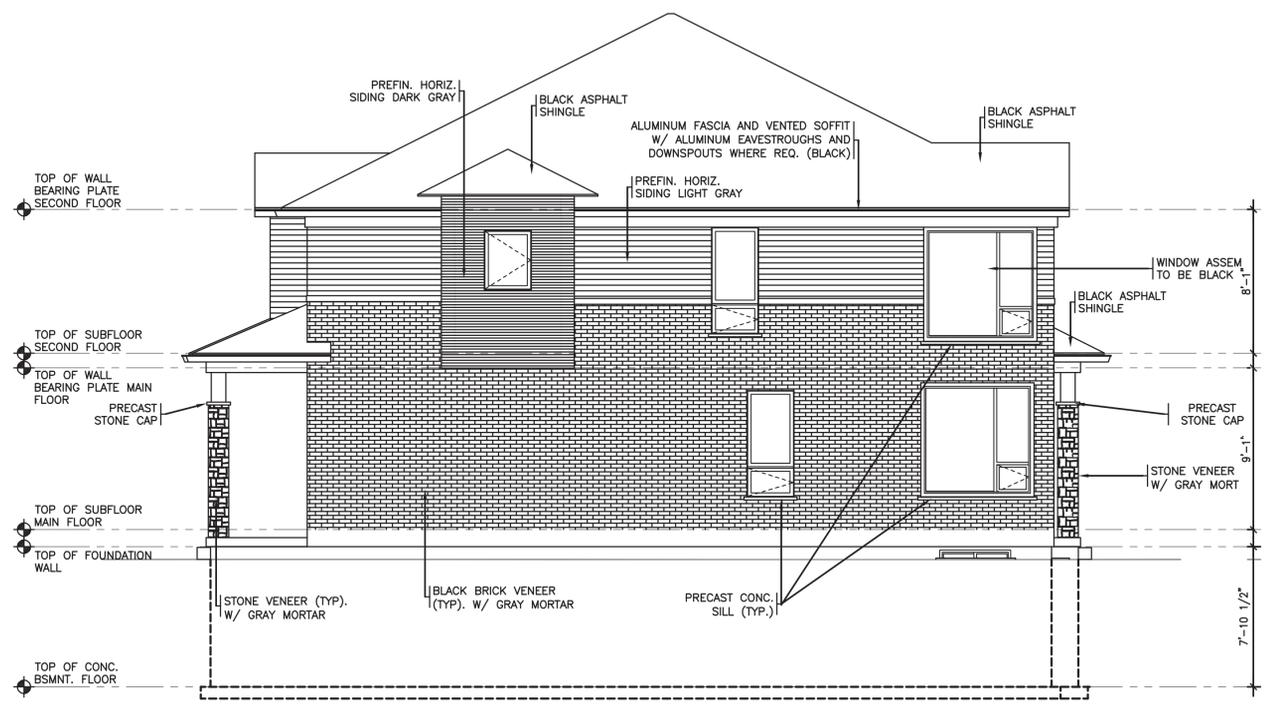
DRAWING TITLE
REAR LANE TOWNS
FRONT AND LEFT SIDE ELEVATIONS

SCALE	SHEET SIZE	SHEET N ^o
1/4" = 1'-0"	ARCH D	04/05

PROJECT N ^o	PROJECT STATUS
P.06/2021	SITE PLAN APP.



③ REAR ELEVATION



④ RIGHT SIDE ELEVATION

No.	Description	Issued by	Date
0	Initial Submission	RC	AUG/22

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 rafaecarvalho.rc@gmail.com | London - ON

CLIENT
 2690015 ONTARIO INC

DRAWN	CHECKED	DATE	REVISION
RC	RC	AUG/2022	0

PROJECT
 101 MEADOWLILY RD

DRAWING TITLE
 REAR LANE TOWNS
 REAR AND RIGHT SIDE ELEVATIONS

SCALE	SHEET SIZE	SHEET N°
1/4" = 1'-0"	ARCH D	05/05

PROJECT N°	PROJECT STATUS
P.06/2021	SITE PLAN APP.

Heritage Planners' Report to CACP: December 14, 2022

1. Heritage Alteration Permits processed under Delegated Authority By-law:
 - a) 18 Byron Avenue East (WV-OS HCD) – rear addition
 - b) 790 Queens Avenue (Old East HCD) – rear addition, windows, door, porch
 - c) 52 Wilson Avenue (B/P HCD) – chimney removal
 - d) 364 Richmond Street (Downtown HCD) - signage
 - e) 85 York Street (Downtown HCD) – amended HAP, revisions to signage
 - f) 364 Richmond Street (Downtown HCD) – amended HAP, revisions to signage
2. Bill 23 – update
3. Fugitive Slave Chapel Update



Moving the Fugitive Slave Chapel building on November 22, 2022. The Chapel is now safely at the Fanshawe Pioneer Village.

Upcoming Heritage Events

- Rotary Club of South London, Heritage Collectible Ornaments, www.rotaryornaments.com, (see attached).
- Eldon House, more information: www.eldonhouse.ca
 - Victorian Christmas, December 1, 2022 – January 1, 2023
 - Selfies with the Father Christmas Standee, December 1, 2022 – January 1, 2023
 - The Ghost of Christmas Past, December 17-18, 2022
- Thrill! Arthur A. Gleason's Aerial Photography exhibition at Museum London – until April 16, 2023: www.museumlondon.ca/exhibitions/thrill-arthur-a-gleasons-aerial-photography

Heritage Collectibles

LONDON HISTORIC ORNAMENTS IN PEWTER

2022 LIMITED EDITIONS NOW AVAILABLE

ALL COLLECTIBLES available online at www.RotaryOrnaments.com

\$22 EACH

(includes shipping & handling)

PURCHASE LOCATIONS

Boutique Firenze • Grosvenor Lodge
Magpie's in Covent Garden Market
Tourism London (both locations)

\$20 EACH
CASH SALES ONLY



A GREAT GIFT IDEA
You'll want to keep!



ADDITIONAL DESIGNS
AVAILABLE ONLINE

CONTACT US AT
519 808 2845

rcls.ornaments@gmail.com

Rotary Club of London South

www.RotaryLondonSouth.ca



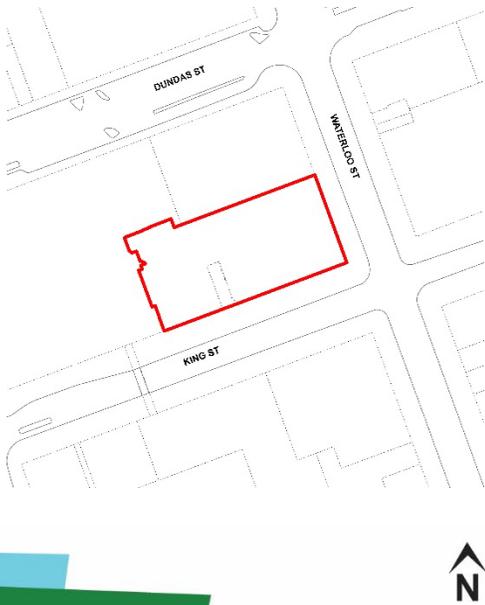
RAISING \$40K
IN 2022

to Support Local and
International Projects
for Children & Youth

NOTICE OF PLANNING APPLICATION

Zoning By-Law Amendment

300-320 King Street



File: Z-9570

Applicant: Zelinka Priamo Ltd., on behalf of Royal Host GP Inc. and Holloway Lodging

What is Proposed?

Zoning amendment to allow:

- 35-storey, 435-unit mixed-use building with a central residential tower, and a 4 and 5-storey podium across the entire site consisting of commercial, a parking structure, bicycle storage and residential units.
- Special provisions would permit no landscaped open space requirement, a maximum building height of 111m, a maximum lot coverage of 97%, and a maximum density of 940 units per hectare.

LEARN MORE & PROVIDE INPUT

Please provide any comments by **January 3, 2022**

Alanna Riley

ariley@london.ca

519-661-CITY (2489) ext. 4579

Planning & Development, City of London

300 Dufferin Avenue, 6th Floor,

London ON PO Box 5035 N6A 4L9

File: Z-9570

london.ca/planapps

You may also discuss any concerns you have with your Ward Councillor:

David Ferreira

dferreira@london.ca

519-661-CITY (2489) ext. 4013

**If you are a landlord, please post a copy of this notice where your tenants can see it.
We want to make sure they have a chance to take part.**

Application Details

Requested Zoning By-law Amendment

To change the zoning from a holding Downtown Area (h-3*DA2*D350) Zone to a Downtown Area Special Provision (DA2()) Zone. Changes to the currently permitted land uses and development regulations are summarized below.

The Zoning By-law is available at london.ca.

Current Zoning

Zone: Downtown Area (h-3*DA2*D350)

Permitted Uses: a full range of commercial, service, and office uses with residential uses

Special Provision(s): n/a

Residential Density: 350 uph

Height: Maximum 90.0 metres

Requested Zoning

Zone: Downtown Area Special Provision (DA2()) Zone.

Permitted Uses: a full range of commercial, service, and office uses with residential uses

Special Provision(s): No landscaped open space requirement, a maximum building height of 111m, a maximum lot coverage of 97%, and a maximum density of 940 units per hectare.

Planning Policies

Any change to the Zoning By-law must conform to the policies of The London Plan, London's long-range planning document. The subject lands are in the Downtown Place Type on a Rapid Transit Boulevard in The London Plan. Lands within this Place Type may be developed for one or more of a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational and other related uses.

How Can You Participate in the Planning Process?

You have received this Notice because someone has applied to change the Official Plan designation and the zoning of land located within 120 metres of a property you own, or your landlord has posted the notice of application in your building. The City reviews and makes decisions on such planning applications in accordance with the requirements of the Planning Act. The ways you can participate in the City's planning review and decision making process are summarized below.

See More Information

You can review additional information and material about this application by:

- Contacting the City's Planner listed on the first page of this Notice; or
- Viewing the application-specific page at london.ca/planapps
- Opportunities to view any file materials in-person by appointment can be arranged through the file Planner.

Reply to this Notice of Application

We are inviting your comments on the requested changes at this time so that we can consider them as we review the application and prepare a report that will include Planning & Development staff's recommendation to the City's Planning and Environment Committee. Planning considerations usually include such matters as land use, development intensity, and form of development.

This request represents residential intensification as defined in the policies of the Official Plan. Under these policies, Planning & Development staff and the Planning and Environment Committee will also consider detailed site plan matters such as fencing, landscaping, lighting, driveway locations, building scale and design, and the location of the proposed building on the site. We would like to hear your comments on these matters.

Attend a Future Public Participation Meeting

The Planning and Environment Committee will consider the requested Official Plan and zoning changes on a date that has not yet been scheduled. The City will send you another notice inviting you to attend this meeting, which is required by the Planning Act. You will also be invited to provide your comments at this public participation meeting. A neighbourhood or community association may exist in your area. If it reflects your views on this application, you may wish to select a representative of the association to speak on your behalf at the public participation meeting. Neighbourhood Associations are listed on the Neighbourgood website. The Planning and Environment Committee will make a recommendation to Council, which will make its decision at a future Council meeting.

What Are Your Legal Rights?

Notification of Council Decision

If you wish to be notified of the decision of the City of London on the proposed official plan amendment and zoning by-law amendment, you must make a written request to the City Clerk, 300 Dufferin Ave., P.O. Box 5035, London, ON, N6A 4L9, or at docservices@london.ca. You will also be notified if you speak to the Planning and Environment Committee at the public meeting about this application and leave your name and address with the Secretary of the Committee.

Right to Appeal to the Ontario Land Tribunal

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of London to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the proposed official plan amendment and zoning by-law amendment is adopted, the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the proposed official plan amendment and zoning by-law amendment is adopted, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

For more information go to <https://olt.gov.on.ca/appeals-process/forms/>.

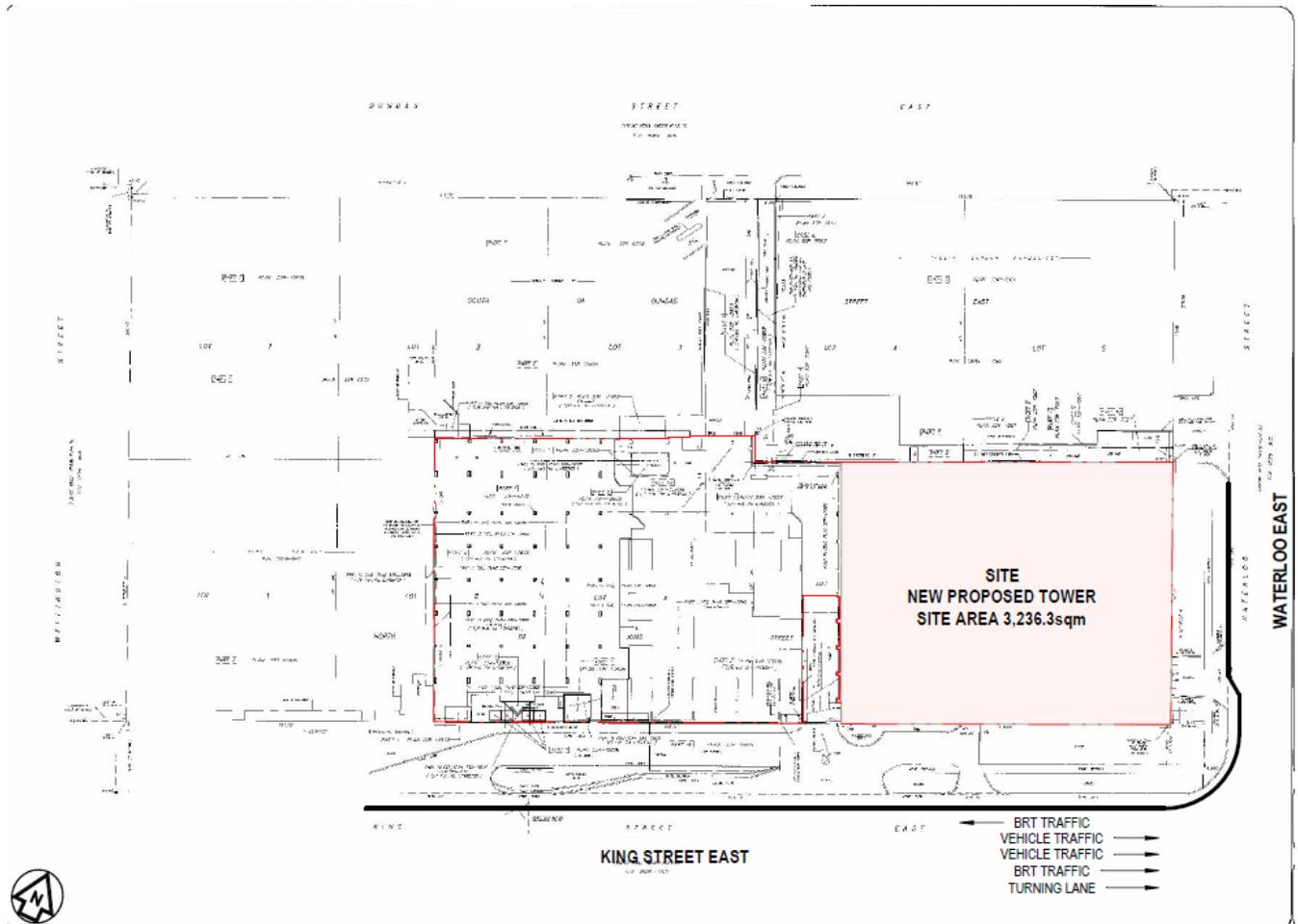
Notice of Collection of Personal Information

Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the Municipal Act, 2001, as amended, and the Planning Act, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to Evelina Skalski, Manager, Records and Information Services 519-661-CITY(2489) ext. 5590.

Accessibility

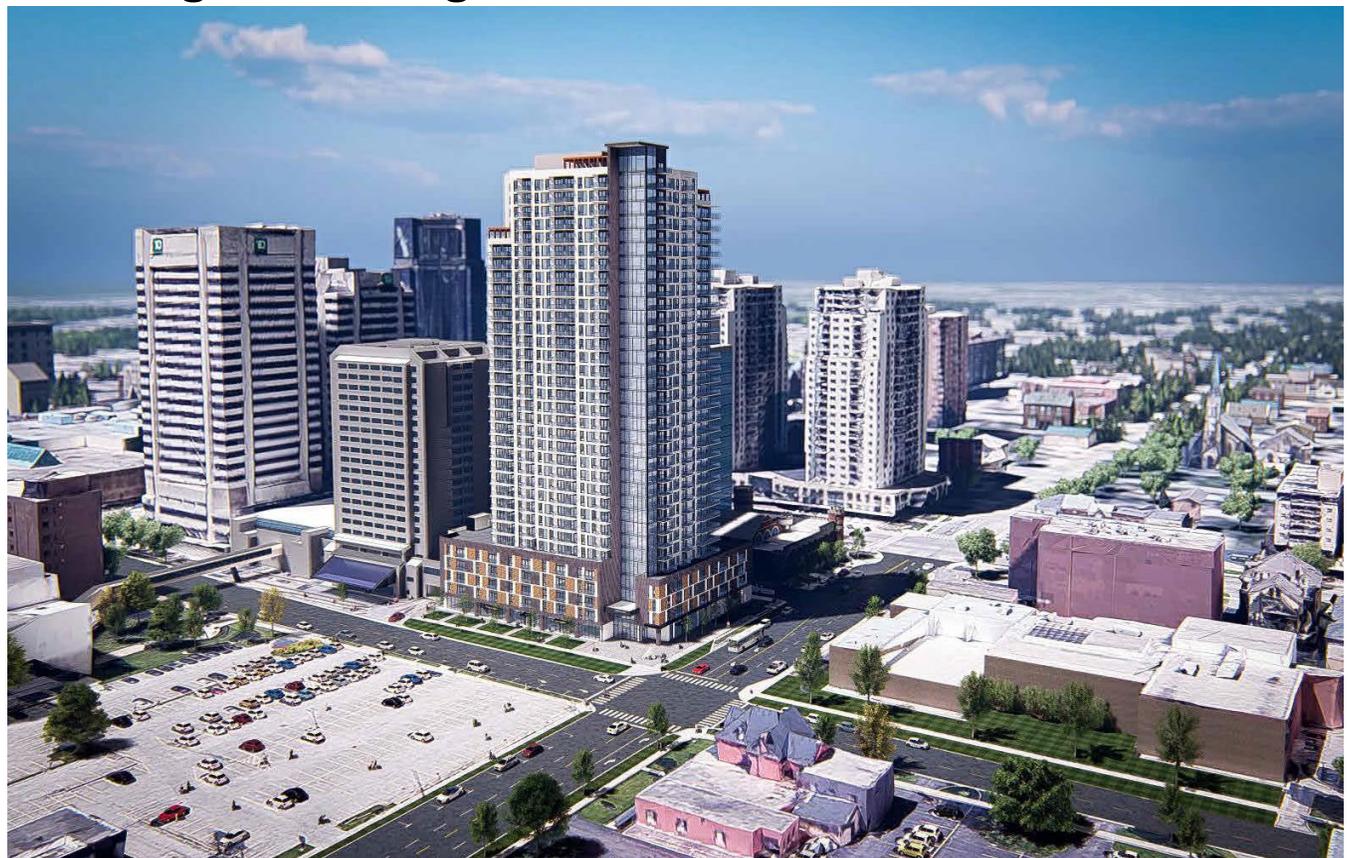
Alternative accessible formats or communication supports are available upon request. Please contact plandev@london.ca for more information.

Site Concept



The above images represent the applicant's proposal as submitted and may change.

Building Renderings



Overall View



Southeast View



Southwest View



Northeast View

The above images represent the applicant's proposal as submitted and may change.



NOTICE OF STUDY COMMENCEMENT

Oxford Street West Improvements Municipal Class EA Westdel Bourne to Sanatorium Road

About This Study

The City of London has initiated a Municipal Class Environmental Assessment (Class EA) study for improvements to Oxford Street West, from Westdel Bourne to Sanatorium Road (refer to key plan on reverse side of notice). This study builds on the City's 2030 Transportation Master Plan and Cycling Master Plan to develop and review options to widen Oxford Street West from two to four lanes, improve intersection operations including consideration of roundabouts, and improve pedestrian and cycling facilities through the corridor. The potential need to widen the Thames River Bridge will also be reviewed. In identifying improvements, the study will consider socio-economic, cultural heritage and natural environment factors, as well as technical requirements and aesthetics. In addition to addressing these transportation requirements, the study will consider any necessary upgrades and replacement of underground services (watermain, storm and sanitary sewer), as required.

About The Process

This study will be carried out in accordance with 'Schedule C' requirements of the Municipal Class Environmental Assessment (MCEA), (as amended 2015), which is an approved process under the *Ontario Environmental Assessment Act*. The study will also include a scoped Environmental Impact Study (EIS) in accordance with The London Plan Environmental Policies and the City of London Environmental Management Guidelines (2021).

How To Stay Informed and Get Involved

Involvement of Indigenous Communities, technical agencies and interested members of the public will be fundamental in developing the study recommendations. Formal opportunities for input will be provided around three Public Information Centres (PICs), to be held as the study progresses. Details of each PIC will be available under separate notices. For additional information including regular study updates and notices, to provide your input, and to be added or removed from the study mailing list, please visit the study website at:

getinvolved.london.ca/oxfordwest. Alternatively, please contact the following members of the project team:

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Please note that all correspondence, with exception of personal information, will be kept on file for use during the decision-making process throughout the study, in accordance with the Municipal Freedom of Information and Protection of Privacy Act and the Environmental Assessment Act and will become part of the public record.

This notice was issued on December 8th, 2022

**Oxford Street West Improvements Municipal Class EA
Westdel Bourne to Sanatorium Road
Key Plan**

