

Agenda Including Addeds

Community Advisory Committee on Planning

6th Meeting of the Community Advisory Committee on Planning

May 10, 2023, 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, Métis and Inuit 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.

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b. R. Bryson	
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6. *Deferred Matters/Additional Business*

6.1 *(ADDED) Public Meeting Notice - Official Plan and Zoning By-law Amendments - City-Wide/Additional Residential Unit Review in Response to Bill 23 (More Homes Built Faster Act)* 225

7. *Adjournment*

Community Advisory Committee on Planning Report

5th Meeting of the Community Advisory Committee on Planning
April 12, 2023

Attendance PRESENT: S. Bergman (Chair), M. Bloxman, J. Dent, J. Metrailler, M. Rice, M. Wallace, K. Waud, M. Whalley, M. Wojtak and K. Mason (Acting Committee Clerk)

ABSENT: S. Ashman, I. Connidis, A. Johnson, S. Jory, J. Wabegijig

ALSO PRESENT: S. Corman, K. Gonyou, K. Grabowski, M. Greguol, K. Mitchener

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 Heritage Impact Assessment for 150 Philip Aziz Avenue, Western Road and Sarnia Road/Philip Aziz Avenue Environmental Assessment

That it BE NOTED that the Community Advisory Committee on Planning (CACP) is in support of research and findings of the Heritage Impact Assessment, dated March 2023, from AECOM, related to 150 Philip Aziz Avenue, Western Road and Sarnia Road/Philip Aziz Avenue Environmental Assessment; it being noted that the verbal presentation from K. Grabowski, Manager, Transportation Planning and Design, with respect to this matter, was received.

3. Consent

3.1 4th Report of the Community Advisory Committee on Planning

That it BE NOTED that the 4th Report of the Community Advisory Committee on Planning, from its meeting held on March 8, 2023, was received.

3.2 Community Heritage Ontario (CHO) 2023 Membership Renewal

That the Community Advisory Committee on Planning membership renewal with Community Heritage Ontario for 2023, BE APPROVED.

3.3 Notice of Public Meeting - Zoning By-law Amendment - 300-320 King Street

That it BE NOTED that the Notice of Public Meeting, dated March 23, 2023, from A. Riley, Senior Planner, with respect to a Zoning By-law Amendment related to the properties located at 300-320 King Street, 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 March 29, 2023, was received.

5. Items for Discussion

- 5.1 Heritage Alteration Permit Application by R. Bryson for the property located at 27 Bruce Street, Wortley Village-Old South Heritage Conservation District

That the Municipal Council BE REQUESTED to refer the matter of the Heritage Alteration Permit Application by R. Bryson for the property located at 27 Bruce Street, Wortley Village - Old South Heritage Conservation District back to the Civic Administration to allow for continued work with the applicant.

- 5.2 Heritage Planners' Report

That it BE NOTED that the Heritage Planner's Report, dated March 8, 2023, was received.

6. Adjournment

The meeting adjourned at 6:00 PM.



NOTICE OF PLANNING APPLICATION

Zoning By-Law Amendment

165-167 Egerton Street



File: Z-9608

Applicant: Elgin Contracting & Restoration

What is Proposed?

Zoning amendment to allow:

- Nine (9), 3-storey townhouse dwellings in addition to the two (2) existing 2-storey single detached dwellings;
- A reduced front yard depth of 0.73 metres, whereas 6.0 metres is required;
- A reduced interior side yard depth of 1.2 metres, whereas 3.0 metres is required.

LEARN MORE & PROVIDE INPUT

Please provide any comments by **May 12, 2023**

Catherine Maton

cmaton@london.ca

519-661-CITY (2489) ext. 5074

Planning & Development, City of London

300 Dufferin Avenue, 6th Floor,

London ON PO Box 5035 N6A 4L9

File: Z-9608

london.ca/planapps

You may also discuss any concerns you have with your Ward Councillor:

Councillor Hadleigh McAlister

519-661-CITY (2489) ext. 4001

**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.**

Date of Notice: April 19, 2023

Application Details

Requested Zoning By-law Amendment

To change the zoning from a Residential R2 (R2-2) Zone to a Residential R5 Special Provision (R5-5(_)) 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: Residential R2 (R2-2) Zone

Permitted Uses: Single detached dwellings, semi-detached dwellings, duplex dwellings, and converted dwellings (maximum two dwelling units)

Special Provision(s): None.

Residential Density: N/A

Height: 9 metres for single detached dwellings; 10.5 metres for all other permitted uses.

Requested Zoning

Zone: Residential R5 Special Provision (R5-5(_)) Zone

Permitted Uses: Cluster townhouse dwellings and cluster stacked townhouse dwellings.

Special Provisions: To permit: single detached dwellings as an additional permitted use; a reduced front yard depth of 0.73 metres, whereas 6.0 metres is required; and a reduced interior side yard depth of 1.2 metres, whereas 3.0 metres is required.

Residential Density: 45 units per hectare.

Height: 12.0 metres

The City may also consider additional special provisions, such as to prohibit cluster stacked townhouse dwellings.

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. The subject lands are in the Neighbourhoods Place Type in The London Plan, permitting a range of low-rise residential uses.

How Can You Participate in the Planning Process?

You have received this Notice because someone has applied to change 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.

Attend a Future Public Participation Meeting

The Planning and Environment Committee will consider the requested 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 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 Clerk 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 by-law is passed, 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 by-law is passed, 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 do so.

For more information go to <https://olt.gov.on.ca/appeals-process/forms/>.

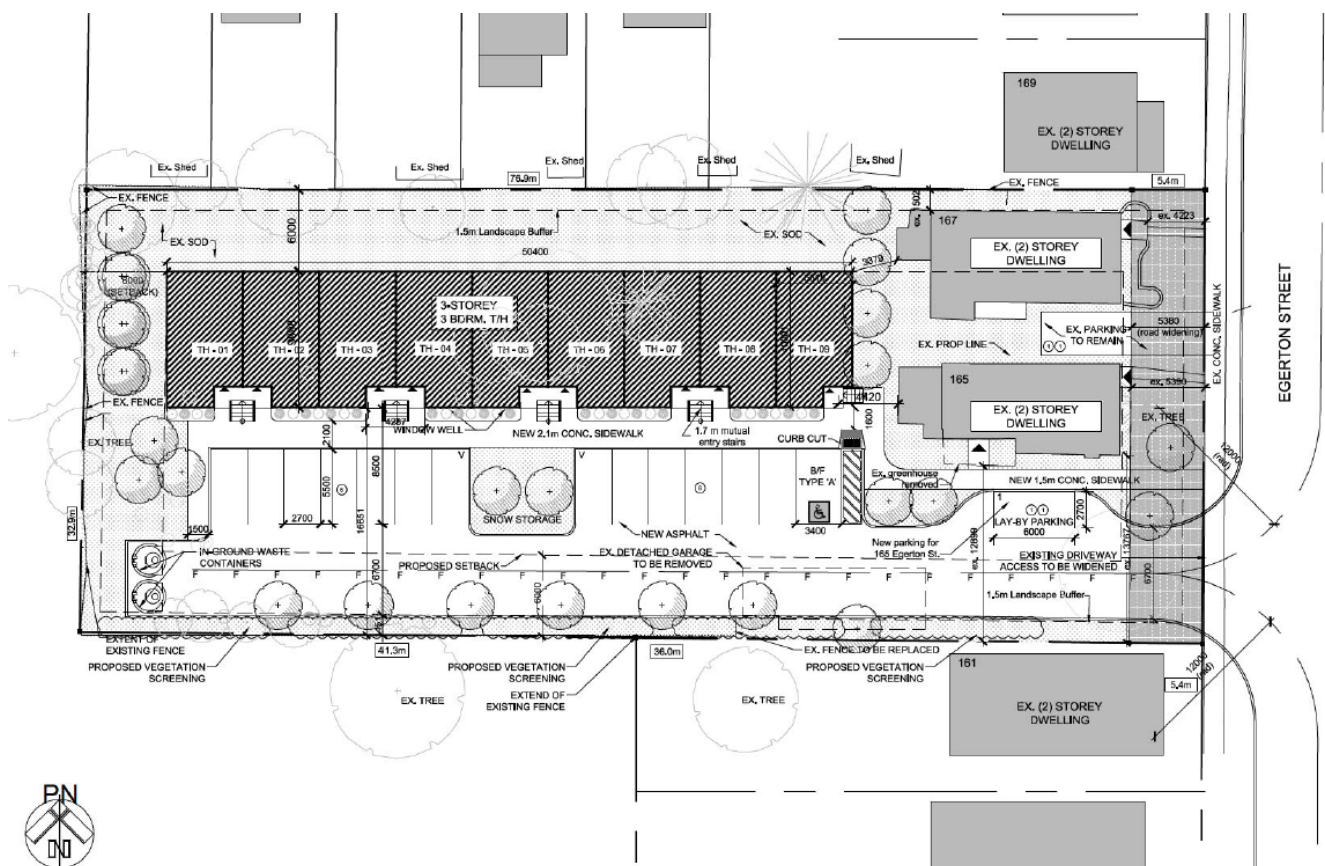
Notice of Collection of Personal Information

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



Site Concept Plan

The above image represents the applicant's proposal as submitted and may change.

Building Renderings



Aerial Massing Diagrams

The above images represent the applicant's proposal as submitted and may change.

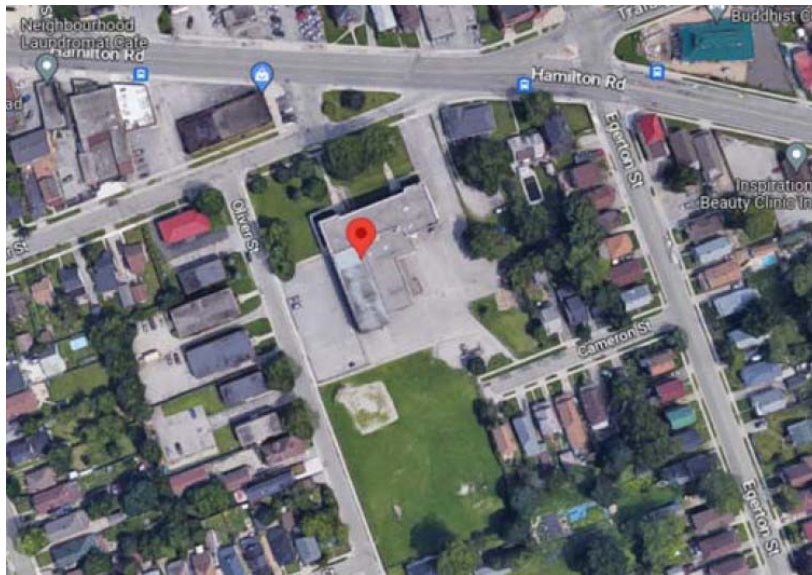
HERITAGE IMPACT ASSESSMENT MEMO

Project:	Townhouse Infill	Project No.:	2044
Location:	165-167 Egerton Street, London ON	Date:	2023 03 09

a+LiNK Architecture Inc has been retained by Gerald Pedros (property Owner) to prepare a Heritage Impact Assessment (HIA) Memo to assess the potential impacts of the proposed residential infill development at 165-167 Egerton Street on a LISTED Heritage Resource located 919 Trafalgar Street. This HIA memo was prepared according to the general guidelines set out in the Ontario Ministry of Tourism, Culture, and Sport (MTCS) *Infosheet #5 Heritage Impact Assessment and Conservation Plans*, as well as application-specific guidelines provided by the City of London. The memo is intended to respond to the impacts (or lack of negative impacts) of the proposed townhouse development on the adjacent cultural heritage resource.

PROJECT SUMMARY

The Owner of 165-167 Egerton Street is proposing a townhouse infill development on the property. The concept design of the proposed development was submitted for Pre-Consultation to the City of London on May 7, 2021 to review the proposed development and confirm the submission requirements for a Site Plan Approval application. In the subsequent Record of Site Plan Consultation, dated June 8, 2021, the City indicated that an HIA must be submitted along with the Site Plan Application as the site is located directly adjacent to 919 Trafalgar Street, a property listed on the City’s Inventory of Heritage Resources. It is our understanding that the City indicated that it would be acceptable for the applicant to provide an HIA Memo prepared by a heritage consultant to address this requirement.



1 Aerial View showing relation of school to development property / Source: Google Maps

SITE DESCRIPTION

919 Trafalgar Street is located near the intersection of Hamilton Road and Egerton Street. The Listed property is situated in the southeast area of London's core, in the Hamilton Road Area. This portion of Trafalgar Street is slightly set back from the arterial road of Horton Road which is lined with predominantly commercial properties and backs onto the surrounding residential neighborhood. The footprint of the existing Trafalgar Public School aligns with Trafalgar Street, where the main entrance is located.

Due to the building's proximity to the north end of the property, a broad vacant space containing a playground and a baseball field exists between the school building and the lots to the south of the property. The neighbouring properties to the west, south and east predominantly consist of single-family residential lots. The south east corner of the subject property is adjacent to the north west corner of the proposed residential development.

HISTORICAL CONTEXT

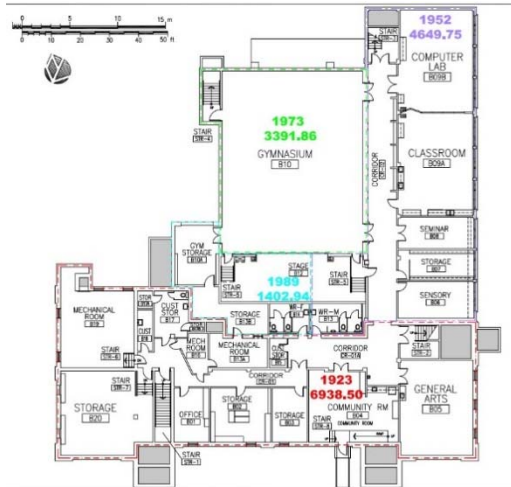
Trafalgar Public School, located at 919 Trafalgar Street, is included in the City of London Register of Cultural Heritage Resources as a heritage Listed property.

The main architectural style that the school falls under is Collegiate Gothic, which is commonly used for academic buildings and other structures from the early twentieth century. It includes Gothic Revival details, arched doorways and windows, often repetitive and can have symmetrical elements and sometimes including steep gables or towers.



2 Historic Photo showing Trafalgar Public School from Hamilton Road in 1939 / Source: Western University Archives, London Free Press Negative Collection, Mike Rice via Vintage London

The Trafalgar Public School opened in 1923. Later, in 1940, it was taken over by the army to operate as a military hospital for 5 years. In 1945, it was no longer needed by the army, and was reopened as a school to resolve the overcrowding that was happening in nearby schools. It currently operates as a public school under the Thames Valley District School Board.



The current footprint is an accumulation of additions that have been built over different periods of time onto the original building. The original footprint from 1923 was rectangular in shape, with the main façade prominently facing the street. The first addition, built in 1952, was a second linear volume, placed perpendicular to the main building as a rear extension to the west wing. The resultant form became an L-shaped footprint. Later, the semi-enclosed space between the original building and the first addition was built through two additions, during 1973 and 1989, to further expand the size of the school, resulting in the current building massing.

3 Floor plan showing the phases of additions on the school / Source: Thames Valley District School Board

Under the Register of Cultural Heritage Resources, the property at 919 Trafalgar Street is listed as a Collegiate Gothic architectural style, including Gothic Revival details, arched doorways and windows, and gables, implying that only these features of the building provoke heritage interest. This style is only evident in the original building that is situated on the north portion of the property, facing Hamilton Road. The rear additions facing the neighborhood to the south were built in a different architectural style that were current with the age that they were built in (1950's-1970's).



4 Recent Photo showing the different architectural styles between the original building at the north and the later addition to the south / Source: schooldirectory.tvdsb.ca

HERITAGE PLANNING FRAMEWORK

The Planning Act and the Provincial Policy Statement

The Planning Act (1990) and the Provincial Policy Statement (PPS) provide a legislative and policy framework for land use planning in Ontario. Section 2 of the Planning Act directs municipal councils to have regard for *“the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest”* as a matter of Provincial interest. The PPS also recognizes the wise use and management of cultural heritage resources as a matter of provincial interest, and states that *“significant built heritage resources and significant cultural heritage landscapes shall be conserved”* (Sec. 2.6.1). Furthermore, the PPS does not permit development or site alteration of lands adjacent to heritage properties, *“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”* (Sec. 2.6.3).

Ontario Heritage Act

The Ontario Heritage Act enables the Province and municipalities to designate individual properties or districts as places of cultural heritage value or interest, according to criteria set out in Ontario Regulation 9/06 (Sec. 29(1)). A property may be designated under Section 29 of the Ontario Heritage Act if it has design or physical value; historic or associative value; or contextual value within the community (O. Reg. 9/06, s. 1 (2)).

1989 Official Plan

Chapter 13 of the London Official Plan (1989) identifies planning objectives and policies associated with the identification, evaluation, and management of cultural heritage resources (including built heritage, archeological resources, Heritage Conservation Districts, and Cultural Heritage Landscapes). The City's heritage planning objectives are to:

- i) Protect in accordance with Provincial policy those heritage resources which contribute to the identity and character of the City;
- ii) Encourage the protection, enhancement, restoration, maintenance, and utilization of buildings, structures, areas, or sites within London which are considered to be of cultural heritage value or interest to the community;
- iii) Encourage new development, redevelopment, and public works to be sensitive to, and in harmony with, the City's heritage resources; and
- iv) Increase public awareness and appreciation of the City's heritage resources, and encourage participation by the public, corporations, and other levels of government in the protection, restoration, and utilization of these resources. (Sec. 13.1).

London Plan

The London Plan, which is partially in force and effect, includes policies related to cultural heritage resource conservation in the City of London. Policy 565 of the London Plan requires that an HIA be undertaken when new development takes place *“on or 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.”

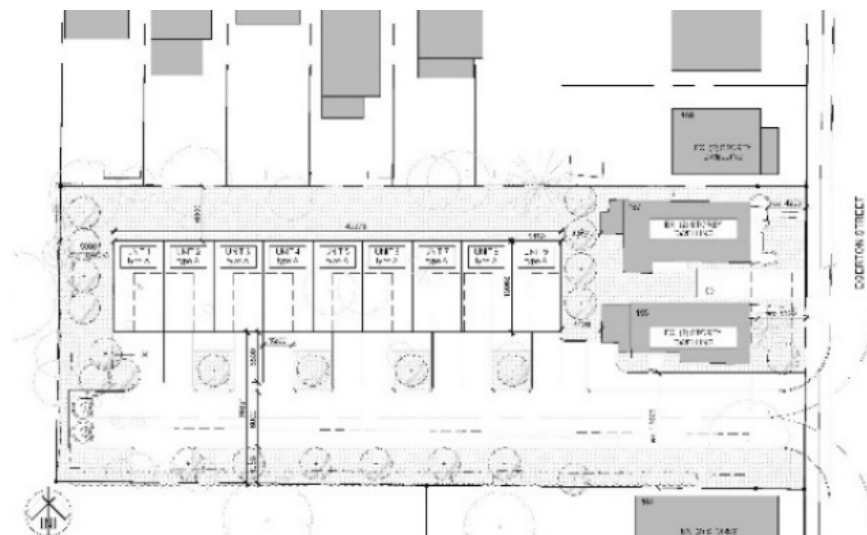
City of London Inventory of Heritage Resources

The Inventory of Heritage Resources (December 2020) identifies over 6,200 buildings and properties which are to be protected and preserved for architectural, historical, or contextual reasons in order to maintain the distinctive character of the City of London. Buildings and properties are ranked by priority level to “*indicate and justify the heritage value of the resources as objectively as possible*”, with Priority #1 buildings being London’s most important and significant heritage resources (Sec. 4.0). The Inventory is used by City Council, the London Advisory Committee on Heritage (LACH), planners, developers, and property owners to help guide development and planning decisions related to heritage matters.

Trafalgar Public School, located at 919 Trafalgar Street, is included in the City of London Register of Cultural Heritage Resources as a Listed property (March 26, 2007). It is listed as being built in 1923 and is in the Collegiate Gothic architectural style.

PROPOSED DEVELOPMENT

The proposed townhouse infill development at 165-167 Egerton Street will provide much needed residential units, adding to the fabric of the neighbourhood. The property itself is comprised of two lots with existing single-family homes fronting Egerton Street. The two lots are to be combined into one to allow for 9 new townhouse units to be located behind the existing houses on the property. The townhouses will be accessed by a driveway off of Egerton Avenue. The portion of the property at 167 Egerton abuts the subject lands at the south east corner, where currently the school’s playing fields are located. It is the intention of the proposed development that the existing mature trees at the rear of the property remain to provide a green buffer along this edge.



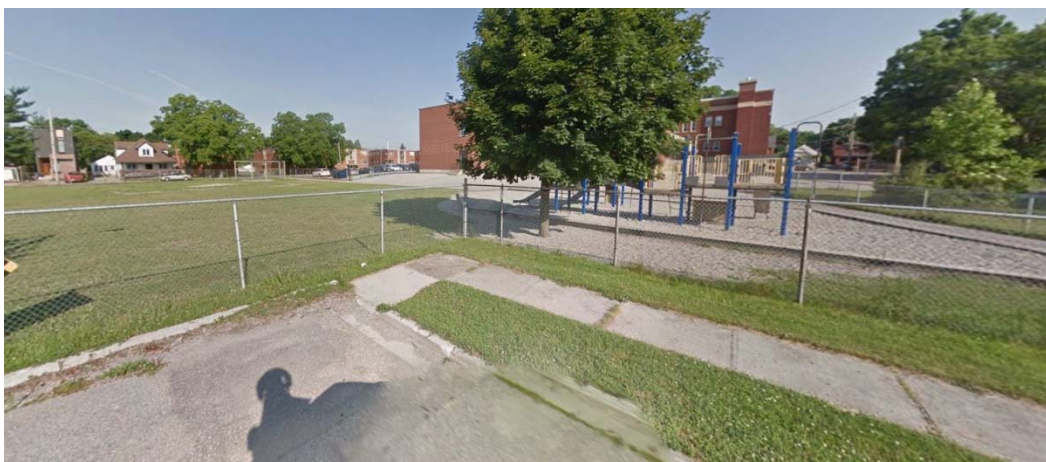
5 Concept Site Plan / Source: a+LiNK Architecture Inc.

POTENTIAL IMPACTS

The intention of the development at 165-167 Egerton Street is to provide a small-scale residential infill that fits into the existing neighbourhood context. The top half of the development property backs on to the south east portion of the Listed property where currently the school's playing fields are located. Due to the distance of the property to the existing heritage resource, the proposed development would have not negatively affected the historical character and attributes of Trafalgar Public School. The mature trees that are located at the north east portion of the development property help to provide screening from adjacent subject property, and act as a clear boundary marker along the school grounds. The large playing field at the southern end of the school property provide an additional buffer between the historic school building and the proposed development. In addition to the distance from the building, the majority of the school structure that faces the south, towards the development property, is comprised of newer building additions, with the original portion of heritage school obscured from view. Being that the original school building is virtually hidden from view due to its various additions to the south, the proposed residential development at 165-167 Egerton Street will have little to no impact on the Listed cultural heritage resource at 919 Trafalgar Street.



6 Street View of school the south west portion of the school building (1952 addition) from the bottom of the property / Source: Google Maps



7 Street View from end of Cameron St towards south portion of school / Source: Google Maps

MITIGATION AND CONSERVATION

No mitigation or conservation efforts are recommended, as the proposed development is not anticipated to have any negative impacts on the Listed property at 919 Trafalgar Street.

CONCLUSION

Trafalgar Public School, located at 919 Trafalgar Street, is included in the City of London Register of Cultural Heritage Resources as a Listed property (March 26, 2007). It is listed as being built in 1923 and is in the Collegiate Gothic architectural style, including Gothic Revival details, arched doorways and windows, and gables. The current footprint is an accumulation of additions that have been built over different periods of time, including two large additions at the southeast and south of the original building that were built in 1952 and 1973 respectively.

Our evaluation of the anticipated impacts of the proposed residential infill development at 165-167 Egerton Avenue to the Listed property at 919 Trafalgar Street was informed by a review of the conceptual site plan, historical research, and a visit to the site. As a result of this research and analysis, we have come to the conclusion that the proposed site development will not have any direct or indirect impacts on the heritage attributes of Trafalgar Public School, mainly due to the physical distance to the proposed development. A buffer between the original school building and the proposed development is provided by both the newer additions to the rear and the existing playing fields to the south of the school. As well, screening is provided by the mature trees at the north west corner of the development property. As such, no mitigation or conservation efforts are necessary.

We trust that the enclosed information is satisfactory to address the submission requirements. If you have any questions regarding this assessment, or require any additional information, please do not hesitate to contact us.

Sincerely,



Ed van der Maarel
Partner, Principal Architect + Heritage Consultant
dipl. Arch., OAA, dipl. Arch.Tech., CAHP, OAHF



Alicia Lesniak
Intern Architect (OAA)
B.Arch., BES.

REFERENCES

City of London. Inventory of Heritage Resources. 2006.

City of London. London Plan, Part 4, City Building Policies. 2016.

City of London. Official Plan, Chapter 13. 1989.

Government of Ontario. Ontario Heritage Act. 1990.

Government of Ontario. Ontario Heritage Act, Ontario Regulation 9/06. 1990.

Government of Ontario. Planning Act. 1990.

Government of Ontario. Provincial Policy Statement. 2014

NOTICE OF PLANNING APPLICATION

Zoning By-Law Amendment

599-601 Richmond Street



File: Z-9607

Applicant: Westdell Development Corporation

What is Proposed?

Zoning amendment to allow:

- a 12-storey mixed-use apartment building with 89 residential units and 2 commercial units (for a total of 264 square metres)
- with 8 surface parking spaces
- removal of the previous Bonus Zone and requirements for affordable housing units and quality urban design

LEARN MORE & PROVIDE INPUT

Please provide any comments by **May 9, 2023**

Nancy Pasato

npasato@london.ca

519-661-CITY (2489) ext. 7156

Planning & Development, City of London

300 Dufferin Avenue, 6th Floor,

London ON PO Box 5035 N6A 4L9

File: Z-9607

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 Business District Commercial Special Provision Bonus Zone (BDC(1)*B-87) Zone to another Business District Commercial Special Provision (BDC(_)) 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: BDC(1)*B-87

Permitted Uses: Animal hospitals; Apartment buildings, with any or all of the other permitted uses on the first floor; Bake shops; Clinics; Commercial recreation establishments; Commercial parking structures and/or lots; Converted dwellings; Day care centres; Dry cleaning and laundry depots; Duplicating shops; Emergency care establishments; Existing dwellings; Financial institutions; Grocery stores; Laboratories; Laundromats; Libraries; Medical/dental offices; Offices; Personal service establishments; Private clubs; Restaurants, Retail stores; Service and repair establishments; Studios; Video rental establishments; Lodging house class 2; Cinemas; Brewing on Premises Establishment; Food Store; Animal Clinic; Convenience Store; Post Office; Convenience service establishments; Dwelling units restricted to the rear portion of the ground floor or on the second floor or above with any or all of the other permitted uses in the front portion of the ground floor; Bed and breakfast establishments; Antique store; Police stations; Artisan Workshop; Craft Brewery; Assembly halls; Places of Worship; Community centres; Funeral homes; Institutions; Schools; and Fire halls

Special Provision(s): minimum lot frontage of 3.0 metres

Residential Density: 519 units per hectare

Height: 8 storeys/28 metres

Bonus Zone: The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a high-quality mixed-use building, with a maximum height of eight (8) storeys, and a maximum density of 519 units per hectare, which substantively implements the Site Plan, Renderings, Elevations and Views, attached as Schedule "1" to the amending by-law and provides for the following:

a) Exceptional Building Design

- A built form located along Central Ave that establishes a built edge with primary building entrance, street-oriented units and active uses along this frontage;
- Treatment of the first two-storeys of the proposed building contrasts with the remainder of the building above to clearly delineate the attractive, pedestrian-oriented area within the public realm;
- A contemporary flat roof, with modern cornice lines and canopies for the balconies along the north side of the building, effectively announce the top of the building and help distinguish the building along the corridor;
- A variety of materials, colours and textures break up the massing of the building into smaller sections, both vertically and horizontally, to appropriately frame the street and enhance the streetscape; and

b) Provision of Affordable Housing

- A total of two 1-bedroom residential units and two 2-bedroom residential units will be provided for affordable housing;
- Rents not exceeding 85% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
- The duration of affordability set at 50 years from the point of initial occupancy;
- The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
- These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.

The following special regulations apply within the bonus zone upon the execution and registration of the required development agreement(s):

Existing Building

a) Permitted Uses:

Existing two residential units and 180 m² of ground floor commercial

b) Regulations:

i) Front Yard Setback (Minimum)	0.0 metres
ii) Exterior Side Yard Setback Abutting a residential zone (Minimum)	0.0 metres

Proposed Building

a) Regulations:

i) Exterior Side Yard Setback 1st and 2nd storey (Minimum)	0.0 metres
ii) Exterior Side Yard Setback For pedestrian entranceways (Minimum)	0.5 metres
iii) Exterior Side Yard Setback Above 2nd storey (Minimum)	1.0 metres
iv) Rear Yard Depth Abutting a residential Zone (Minimum)	6.0 metres
v) Total Parking Spaces (Minimum)	6 spaces
vi) Density (Maximum)	519 units per hectare
vii) Height (Maximum)	8-storeys(28m)
viii) Ground Floor Commercial for 2 commercial retail units (Maximum)	270m2
ix) Lot Coverage (Maximum)	100%

Requested Zoning

Zone: BDC()

Permitted Uses: same as above

Special Provision(s): a rear yard depth of 4.4 metres whereas 14.6 metres minimum is required; a lot coverage of 91% whereas 70% is the maximum; a height of 39 metres whereas 12 metres is the maximum

Residential Density: 810 units per hectare

Height: 39 metres (12 storeys)

The City may also consider alternative zoning, additional special provisions, or the use of holding provisions for this site.

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London’s long-range planning document. The subject lands are in the Rapid Transit Corridor Place permitting a range of residential, retail, service, office, cultural, recreational, and institutional uses.

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- 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 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 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 Clerk 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 by-law is passed, 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 by-law is passed, 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 do so.

For more information go to <https://olt.gov.on.ca/appeals-process/forms/>.

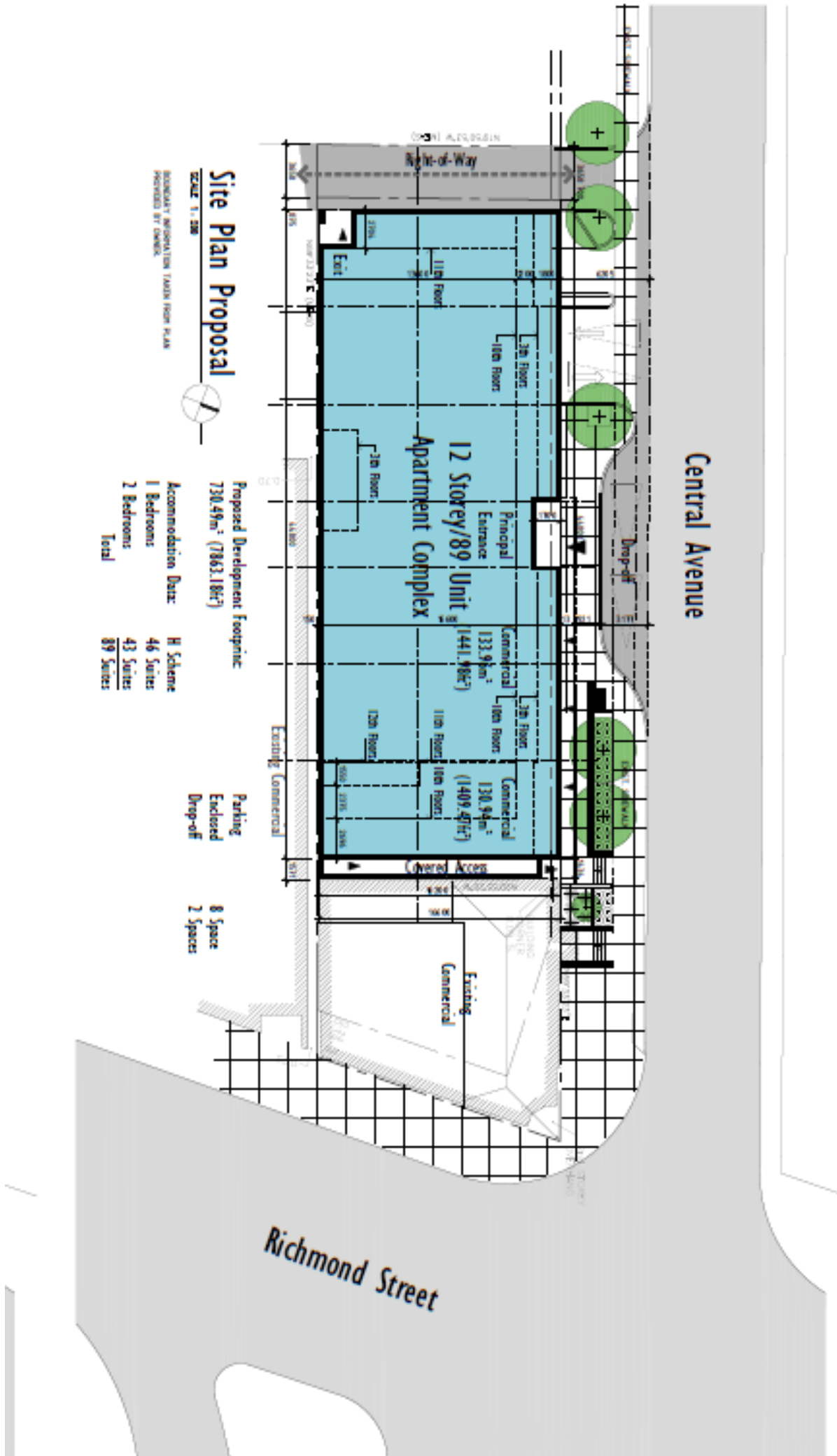
Notice of Collection of Personal Information

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



Proposed Site Plan

The above image represents the applicant's proposal as submitted and may change.

Building Renderings



Rendering of building from Central Avenue



Rendering of building from Richmond Street

The above images represent the applicant's proposal as submitted and may change.

CULTURAL HERITAGE IMPACT ASSESSMENT

599-601 Richmond Street/
205 Central Avenue,
City of London, ON

Original Submission:
December 12, 2020

Updated Submission:
October 28, 2022

Prepared for:
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Prepared by:
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Project No. 13198-N



DATE

MHBC | i

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Disclaimers:

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Due to the Covid-19 pandemic, in-person research has been limited and therefore, this report may not be able to reference relevant hard copy sources that are within collections that are temporarily closed to the public.

Acknowledgement of Indigenous Communities

This Heritage Impact Assessment acknowledges that the subject properties at 599-601 Richmond Street and 205 Central Avenue within the City of London are situated within the territory of the Haudenosaunee Confederacy. These lands are a part of the London Township Treaty 6 which was signed on September 7th, 1796 by representatives of the Crown and certain Anishinaabe peoples. This treaty covers approximately 30km² (Native Land, 2022; Ministry of Indigenous Affairs, 2022).

This document takes into consideration the cultural heritage of indigenous communities including the Chippewas of the Thames First Nation, Oneida Nation of the Thames, Munsee-Delaware Nation, Chippewa's of Kettle, Stony Point First Nation and Walpole Island First Nation, including their oral traditions and history when available and related to the scope of work.

Executive Summary

MHBC was retained in October 2020 by Westdell Development Corporation to undertake a Heritage Impact Assessment (“HIA”) for the subject lands located at 599-601 Richmond/ 205 Central Avenue Street and the adjacent property at 595 Richmond Street. The purpose of this HIA is to determine the impact of the proposed redevelopment on identified heritage attributes of the existing buildings on the subject lands and adjacent property. Both the buildings on the subject lands and existing building located at 595 Richmond Street have been determined to have cultural heritage value or interest (“CHVI”) which is identified in Section 5.0 of this report. The following impacts were identified in Section 7.0 of this report:

Adverse Impacts at 599-601 Richmond Street and 595 Richmond Street:

1. **Negligible Impact** of the destruction and removal of some of the building fabric at the rear of 599-601 Richmond Street; and
2. **Potential Impact** from land disturbances for 599-601 Richmond Street and 595 Richmond Street.

As required, this report outlines mitigation measures for the potential impacts in Section 7.0:

- A Temporary Protection Plan is recommended which will include:
 - o Vibration Monitoring Plan to ensure that no damage will occur to the existing buildings on site and adjacent;
 - o Entry and exit point for construction traffic be located to the west of the site;
 - o A structural engineers report describing how the removals will occur and assurance that the integrity of the existing buildings will be maintained; and
 - o Documentation with high resolution photographs to document the building fabric to be removed to occur in advance of any removals.

In order to conserve the historical context of existing buildings on the subject lands and adjacent properties as it relates to Richmond Row, the following is recommended:

- Construction materials should be sympathetic to historic buildings at street level (the first and second floor level and preferably the use of high quality materials i.e. brick, stone);
- Proposed lighting and associated signage be sympathetic to the existing buildings on the subject lands; and
- Mechanical equipment on the roof be screened to not detract from overall character.

1.0 Introduction

The purpose of this Cultural Heritage Impact Assessment is to assess the impact of the proposed development located at 599-601 Richmond Street, London (hereinafter “the subject lands”). The subject property is identified on the City of London’s Register of Cultural Heritage Resources as a “listed” property. The subject property is not designated under Part IV or V of the *Ontario Heritage Act* (“OHA”). In addition to being listed on the municipal register, the subject property is adjacent to 205 Central Avenue, a property which is also listed on London’s Register of Cultural Heritage Resources.

As per Policy 565 of the *London Plan*, the City of London has requested a Heritage Impact Assessment be completed to form part of the complete planning application required for the redevelopment of the site. Pre-application consultation notes of September 29, 2020 confirm the requirement of a Heritage Impact Assessment for development on the subject lands (see Appendix ‘D’).

This report analyzes the impact of proposed development upon the existing built heritage components located at 599-601 Richmond Street and adjacent property located at 595 Richmond Street and provide mitigation, conservation measures and/ or alternative development options as required. Please note, the City of London’s mapping indicates that 599-601 Richmond Street are included in the municipal address for 205 Central Avenue. As such, when this report refers to 599-601 Richmond Street, 205 Central Avenue is included.

This report will first provide a brief review of the subject property and the adjacent designated properties before reviewing the policy applicable to all three sites. From here, this report will review the historical background of the site in terms of indigenous communities, the City of London, and the development of the site itself. Afterwards, this report will provide a detailed description of the subject property and adjacent designated properties. This will be followed by an evaluation of the associated cultural heritage resources and the impact analysis inclusive of a description of the proposed development.

1.1 Description of Subject Property

The subject lands located at 599-601 Richmond Street (alternatively addressed at 205 Central Avenue) are legally described as: Lot 3 S Central Avenue & W Richmond St Plan 167 (w), Pts 1, 2, 4 & 5 33r4497; S/t & T/w 722752 London. The subject lands are located at the intersection of Richmond Street and Central Avenue near downtown London. The subject lands are approximately 112.79m² in size. See “Appendix A” for map of subject lands.

*599-601 Richmond Street & 205 Central Avenue, London, Ontario
Heritage Impact Assessment*

The subject lands include a building complex that is comprised of two, two-storey commercial buildings; one located at 599 Richmond Street and the other at 601 Richmond Street. The building at 601 Richmond Street is at the corner of Richmond Street and Central Avenue with frontages on both streets. The building at 599 Richmond Street fronts only onto Richmond Street. The rear portion of the property is used as surface parking.



Figure 1: 599-601 Richmond Street from north-east corner of intersection of Richmond Street and Central Avenue (Source: MHBC, 2020).



Figure 2: View of rear parking lot associated with 599-601 Richmond Street (Source: MHBC, 2020)

Below, figure three identifies the subject lands and the adjacent lands at 595 Richmond Street in the context of the neighbourhood surrounding the intersection of Central Avenue and Richmond Street.



Figure 3: Aerial photograph of the subject property noted in red (Source: London City Map, accessed October 2020)

1.2 Description of Surrounding Area

The subject lands are located at the intersection of Richmond Street and Central Avenue. Buildings along Richmond Street are predominantly mixed use with ground floor commercial and residential units above. The majority of buildings along Richmond Street are two-storey though some taller buildings are present at three and four stories. Along Central Avenue, many of the existing two-storey dwellings have been converted to include commercial and professional uses on the ground floor. There are many surface level parking lots that front onto Central Avenue as

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well. Across Richmond Street from the subject lands is Victoria Park. This park is a designated cultural heritage resource on the City of London's Heritage Register.



Figure 4: : An aerial photograph of the subject property and surrounding context where the subject lands are outlined in red (Source: London City Map, accessed October 2020).



Figure 5: A streetscape photograph of 595 and 599-601 Richmond Street from corner of Victoria Park looking west (Source: MHBC, 2020)

1.3 Heritage Status

The subject lands are identified as “listed” (non-designated) on the City of London’s 2019 Register of Cultural Heritage Resources per Part IV, Section 27 of the *Ontario Heritage Act* (“OHA”). The subject lands at 599-601 Richmond Street were listed on the Heritage Register on March 27, 2018; neither the construction date nor an architectural style are identified on the heritage register listing. The adjacent property at 595 Richmond Street was listed on the Heritage Register on October 27, 2020. This property is identified as being constructed circa 1881 although no architectural style is identified on the heritage register listing. Across the street from the subject lands is the West Woodfield Heritage Conservation District which is designated under Part V of the OHA.

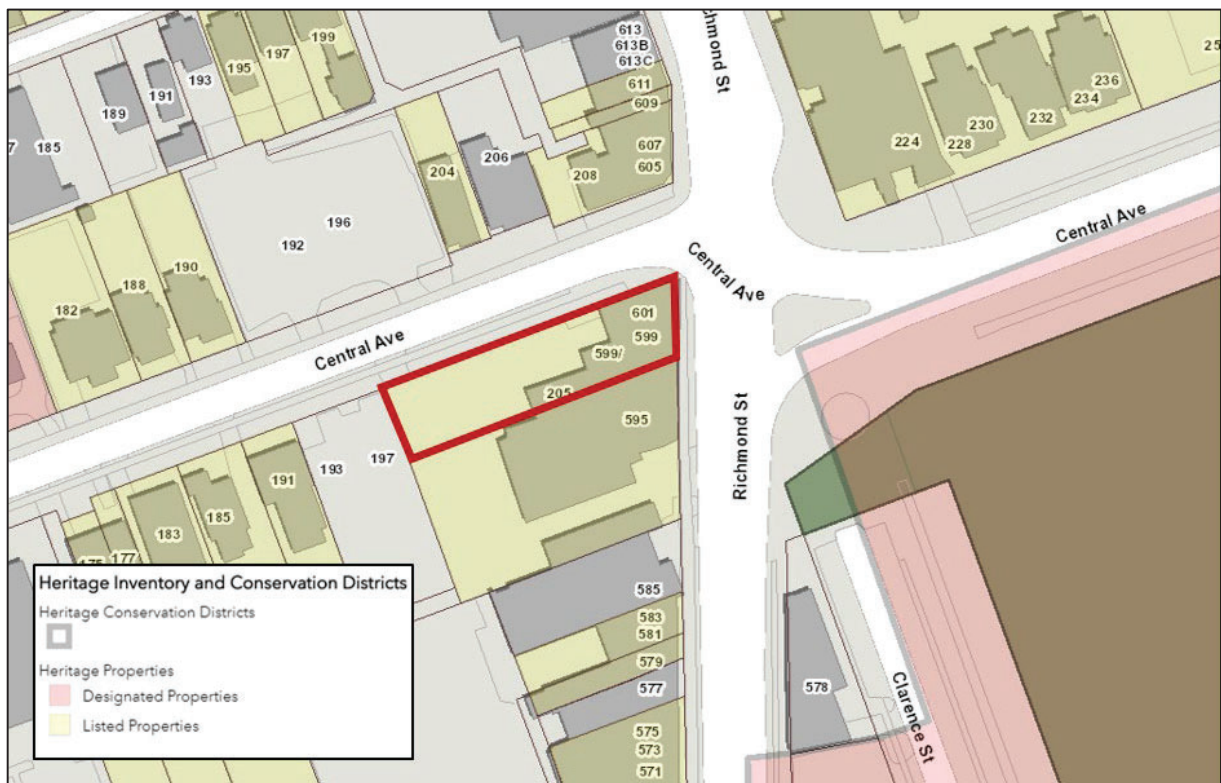


Figure 6: Excerpt of the London’s City Map noting the location of the subject property (outlined in red), listed on the heritage register (Source: City of London City Map, Heritage Inventory and Conservation Districts layer, accessed 2020).

The subject lands and adjacent listed property are not identified by the City of London as being part of a cultural heritage landscape as per Map 9 of *The London Plan* (see below figure). Neither the subject property nor the adjacent listed property are located within a Heritage Conservation District (“HCD”). However, the subject property and adjacent listed property are both located on a

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portion of the 'historic main street' known as "Richmond Row" per figure 15 of the City of London's Official Plan.

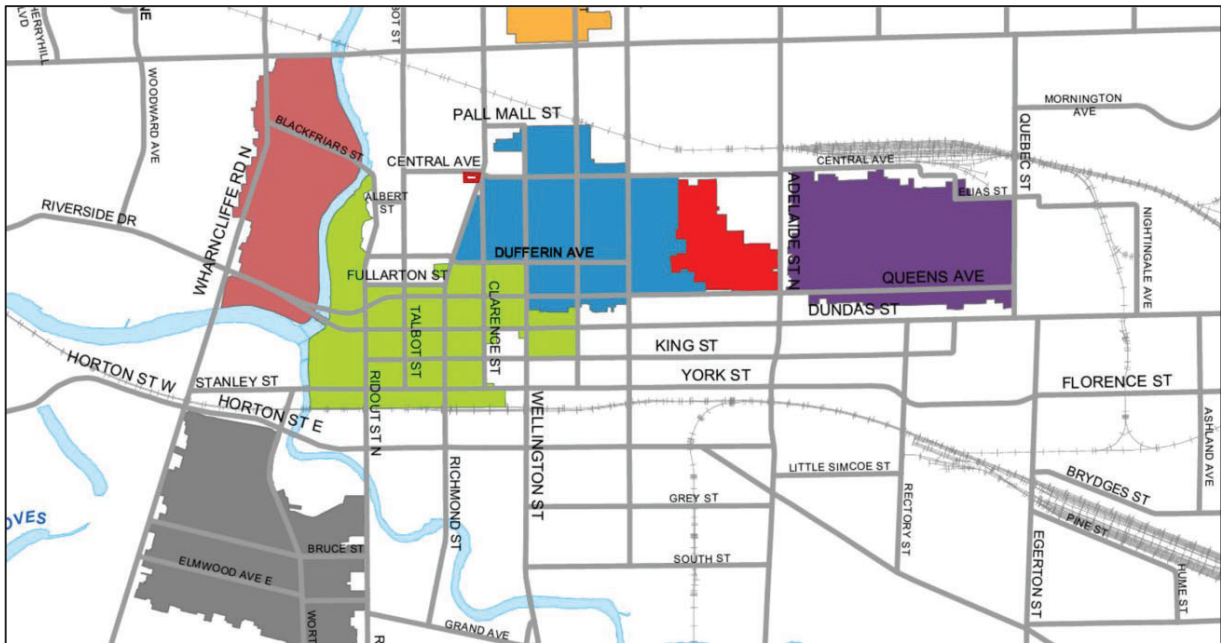


Figure 7: Excerpt of the Map 9 of The London Plan where the subject lands are identified in a red outline and are not included in a heritage conservation district or a cultural heritage landscape (Source: Map 9, City of London Official Plan, accessed 2020).

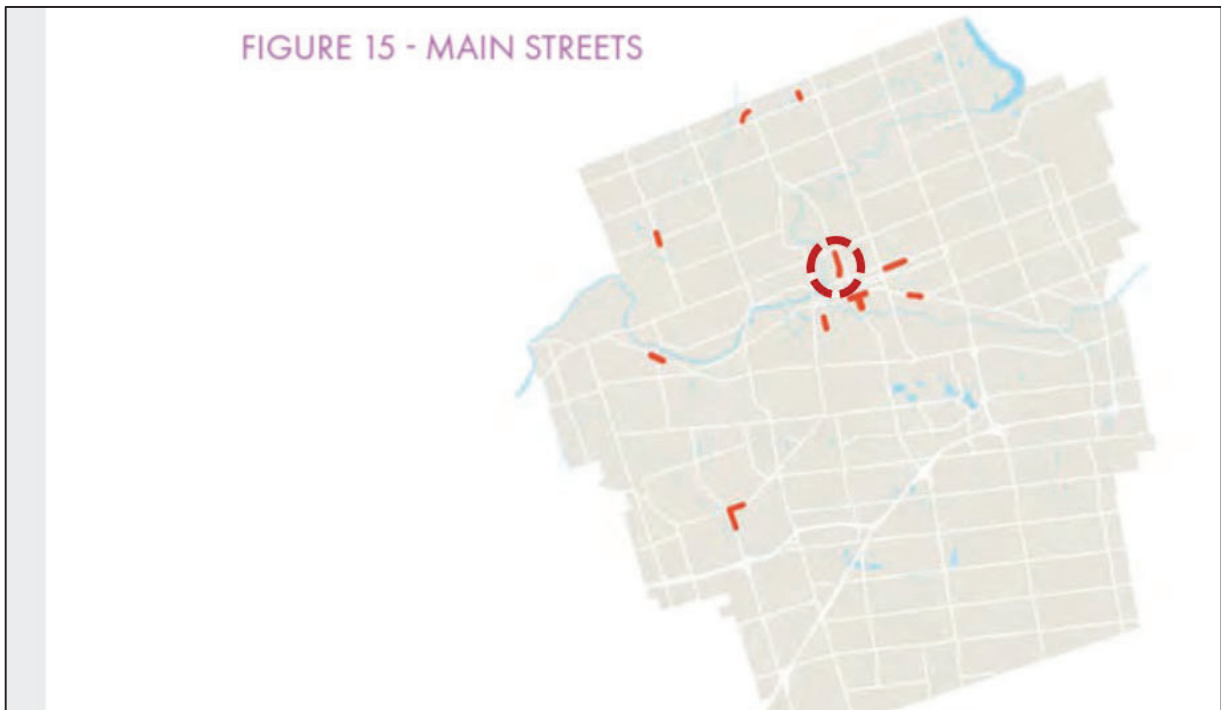


Figure 8: Figure 15 from the London Plan where the Main Street portion identified as Richmond Row is outlined in a red dashed circle (Source: The London Plan, 2022).

1.4 Land Use and Zoning

The subject lands are zoned Business District Commercial One (“BDC (1)”). The Business District Commercial zone permits a range of uses from commercial to institutional and in some instances, residential. The special provision on the subject lands, as noted by “(1)”, indicates that in addition to the regular permitted uses, this zone is allowed to establish hotels, restaurants, and taverns.

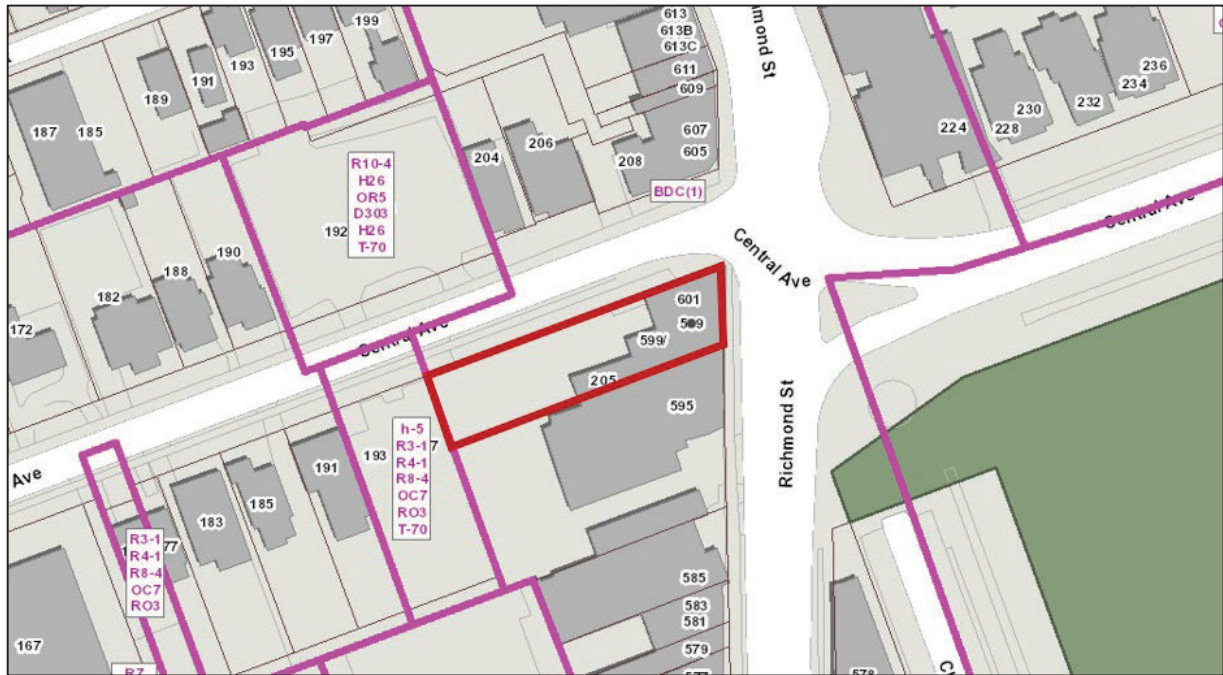


Figure 9: An excerpt from the City of London's Zoning Bylaw indicating that the subject lands are zoned BDC(1) as indicated by the red outline (Source: London Interactive Mapping, 2022).

2.0 Policy Context

2.1 The Planning Act

The *Planning Act, R.S.O. 1990, c. P. 13* (“the Planning Act”) includes a number of provisions relating to cultural heritage. These provincial directions are mainly contained in Sections 2.0 and 3.0 of the Planning Act where the relevance of policy statements and provincial plans are discussed. As one of the intentions of the Planning Act is to, “encourage the co-operation and co-ordination among the various interests”, Section 2.0 outlines 18 areas of provincial interest that must be considered by the appropriate authorities in the planning process. With respect to cultural heritage, subsection 2(d) of the Planning Act provides that:

2. The Minister, the council of a municipality, a local board, a planning board, and the Municipal Board, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as [...]

(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest [...]

The Planning Act therefore establishes the need to consider cultural heritage resources throughout the land use planning process.

2.2 Provincial Policy Statement (2020)

In support of the provincial interests identified in Section 2.0 of the Planning Act, and as permitted by Section 3.0 of the same Act, the Province has refined land use planning policy guidance into the *Provincial Policy Statement, 2020* (“PPS”). The PPS is, “intended to be read in its entirety and the relevant policy areas are to be applied in each situation”. This provides a weighting and balancing of issues within the planning process. While addressing cultural heritage resources, the PPS provides the following guidance:

Policy 2.6.2: *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*

Policy 2.6.3: *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

In defining some of the terms referenced in these policies, the PPS states the following:

Phrase	Definition
Significant:	<i>e) in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act.</i>
Built Heritage Resource:	<i>means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the Ontario Heritage Act, or that may be included on local, provincial, federal and/or international registers.</i>
Protected Heritage Property:	<i>means property designated under Parts IV, V or VI of the Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of the Ontario Heritage Act; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.</i>

Similarly to the Planning Act, the Provincial Policy Statement, 2020 provides for the consideration of cultural heritage resources and cultural heritage landscapes through the planning process.

2.3 Ontario Heritage Act

The *Ontario Heritage Act, R.S.O. 1990, c.O. 18*, ("OHA") is the primary source of provincial legislation that enables municipalities to conserve, protect, and manage cultural heritage resources. This HIA has been guided by the criteria provided within *Regulation 9/06* under the OHA which outlines the mechanisms for determining cultural heritage value or interest; this regulation sets forth categories of criteria and several sub-criteria for evaluations.

2.4 City Of London Official Plan

The Official Plan states that new development on or adjacent to heritage properties will require a heritage impact assessment. The London Plan identifies adjacent as follows:

"Adjacent when considering potential impact on cultural heritage resources means sites that are contiguous; sites that are directly opposite a cultural heritage resource separated by a laneway, easement, right-of-way, or street; or sites upon which a proposed development or site alteration

has the potential to impact identified visual character, streetscapes or public views as defined within a statement explaining the cultural heritage value or interest of a cultural heritage resource.”

Policy 152 discusses the importance of urban regeneration in the City which includes the protection of built and cultural heritage resources while “facilitating intensification within [the City’s] urban neighbourhoods, where it is deemed to be appropriate and in a form that fits well within the existing neighbourhood” (Policy 152, 8). Policy 554, reinforces the important of the protection and conservation of built and heritage resources within the City and in particular, in the respect to development. As part of this initiative the City states in Policy 586, that,

“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.”

Thus, it is the purpose of this report to analyze the potential impact(s) to the existing listed properties on site located at 599-601 Richmond Street/ 205 Central Avenue and adjacent listed property located at 595 Richmond Street to determine whether the development is appropriate or not as it relates to the conservation of its associated heritage attributes.

2.5 Victoria Park Secondary Plan

The subject lands are located on the exterior of the Victoria Park Secondary Plan. As such, 599-061 Richmond Street and 595 Richmond Street are not subject to the policies included therein. The location of the subject lands in comparison to the VPSP is shown in Appendix ‘A’ of the Secondary Plan where the Plan boundary is in a red outline, the designated area is in a dark blue outline, listed properties are in yellow, and designated properties are in red. The subject lands are outlined in a thick, dark red outline.

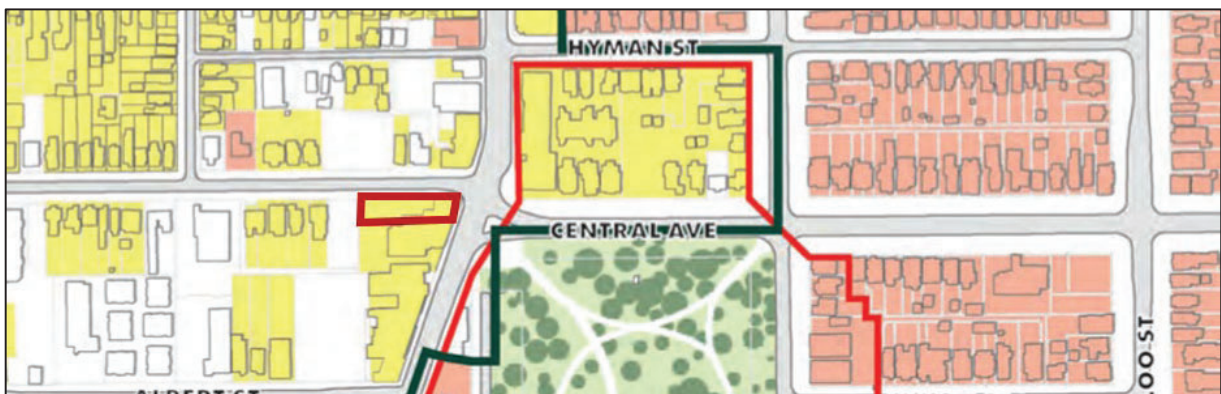


Figure 10: An excerpt of the Victoria Park Secondary Plan showing the plan area in a red outline, the designated area in a dark blue outline, and the subject lands in a thick, red outline to the west of the plan area. (Source: Victoria Park Secondary Plan, 2022).

Due to the site's proximity to the boundary of the Victoria Park Secondary Plan, it is important to review the applicable heritage policies to ensure the proposed development does not outright conflict with the intent of the Secondary Plan.

When this HIA was initially prepared in 2020, the Victoria Park Secondary Plan (the "Secondary Plan" or "VPSP") was in draft form. Since 2020, the Secondary Plan has been approved and is in full force and effect. The policies considered when initially preparing this HIA were from the final draft of the Secondary Plan and remain relevant as they were approved in the final version of the VPSP.

Sub-section 1.3 of the Victoria Park Secondary Plan (Draft of January 2020) identified the importance of cultural heritage resources within the neighbourhood of Victoria Park which is designated under Part IV and Part V of the OHA. The purpose of the Plan is to develop a "consistent framework to evaluate future development [...] while ensuring conservation of the cultural heritage resources in the area" (VPSP, 4). One of the plans key principles is, "to enhance and conserve cultural heritage resources within and surrounding Victoria Park" (VPSP, 7). Subsection 3.2 in the Secondary Plan entitled "View Corridors" will be reviewed as it relates to the proposed development. Sub-section 3.5 of the Plan focuses on cultural heritage. It states that, "cultural heritage resources are foundational to its character" (VPSP, 21). It is understood that the City is currently going through the process of drafting the Victoria Park Secondary Plan and acknowledges this Plan within the context of this report.

2.6 City Of London Terms of Reference

This Heritage Impact Assessment is based on the requirements of the Ministry of Heritage, Sport, Tourism, and Culture Industries ("MHSTCI"). The MHSTCI has released Info Sheet #5 which includes details on the requirements of a Heritage Impact Assessment as follows:

- Historical Research, Site Analysis, and Evaluation;
- Identification of the Significance and Heritage Attributes of the Cultural Heritage Resource;
- Description of the Proposed Development or Site Alteration;
- Measurement of Development or Site Alteration Impact;
- Consideration of Alternatives, Mitigation, and Conservation Methods;
- Implementation and Monitoring; and
- Summary Statement and Conservation Recommendations.

The above-noted categories will be the method to determine the overall impact to the subject property and its heritage attributes as it relates to the proposed development.

3.0 Historical Background

3.1 Indigenous Communities and Pre-Contact History

In Ontario, the 'pre-contact' period refers to time before Europeans arrived in North America. This includes the Paleolithic period beginning in 11,500 B.P., the Archaic Period from 9,500 B.P. to 2,900 B.P., and the Woodland Period from 900 B.P. to the 16th Century. There are several registered archaeological sites in London, including Iroquoian longhouse settlements (Archaeological Management Plan, 2017), which date back to these time periods

When the Europeans arrived in the 16th and 17th centuries, the 'contact-period' began. At this time, the *London Township Treaty* was signed between certain members of the Anishinabek, Haudenosaunee, and Lenni-Lenape peoples and representatives of the Crown (Whebell & Goodden, 2020).

Today, the Chippewa's of the Thames First Nation, Munsee- Delaware Nation and Oneida Nation of the Thames identify the City of London and the surrounding area as their traditional territory (The London Plan, 2019, 137).

3.2 The City of London

In 1793, Lieutenant-Governor John Graves Simcoe was attracted to the London area by the Forks of the Thames. Here, he envisioned the location for the capital of the Province of Ontario (City of London, 2020). Three decades later in 1826, London was founded as the district town of the area (City of London, 2020).

By 1834, the Town of London had grown to include a courthouse, storefronts, and nearly 1,000 residents (City of London, 2020). Between 1838 and 1869, the Town of London acted as a military base for the MacKenzie Rebellion. During this time, a garrison was established on the lands now known as Victoria Park (City of London, 2020). Following the establishment of the garrison, the town became incorporated and developed the necessary municipal services to accommodate the rapid local growth (City of London, 2020). Below, Figure 12 shows the location of the subject lands as part of the 'John Kent Farm' of 1824. Across the street is a 'Military Reserve' of 1838 and 'Reserve Infantry Barracks'.



Figure 11: Excerpt of the map entitled "Features of North Central London in the 1840s" published in May, 1845 where the red outline represents the approximate location of subject property (Source: Western University Library).

Unfortunately, in 1844 and 1845, a fire destroyed a portion of the town's centre. By 1848, the town was rebuilt and reincorporated. At this time, the population of the Town of London was recorded as 4,584 (Whebell & Goodden, 2020).

The Town was connected with the surrounding area through the construction of 'Proof Line Road' as spearheaded by local merchants, John Labatt and Thomas Carling. Further, the establishment of the Great Western Railway line in 1854 allowed for the continued growth of local businesses as the opportunities for importing and exporting goods increased. In 1855, the Town of London was officially incorporated by the City (Whebell & Goodden, 2020).

By the mid-1800s, the City of London had grown significantly. Then, in the latter half of the 19th century, many of London's neighbouring communities were annexed into Westminster Township. At this time, Westminster Township was the biggest township in Middlesex County (Whebell & Goodden, 2020).

By the First World War, there were approximately 55,000 people living in the City of London (City of London, 2020). In the year 1961, London Township annexed Westminster Township which increased the City's population by 60,000 people (Meligrana, 5; Whebell & Goodden, 2020). Since then, the City has continued to grow and as of 2016, the population of the City was approximately 383, 822 (Canadian Census, 2016).

3.3 599-601 Richmond Street / 205 Central Avenue, & 595 Richmond Street

In 1855, the subject lands were located in Ward 2 of the City of London. The unique intersection of Richmond Street and Central Avenue is apparent in the 1855 Map of the City of London (below). On this map, the east end of Central Avenue is instead named Lichfield Street, the west end of Central Avenue is instead named Great Market Street, and Richmond Street is instead named Mark Lane.



Figure 12: Excerpt of the Map of the City of London Canada West surveyed and drawn by S. Peters in 1856; the red outline represents the approximate location of subject property (Source: Peters, 1856).

In 1863, Lot '3' of Plan 167, which includes the subject lands, was sold from Joseph Kent to Thomas McDonough; McDonough was a 42-year old emigrant from Ireland (LRO; 1881 Census of Canada). By 1872, the *Bird's Eye View of London, Ontario, Canada, 1872* by E.S. Glover indicated that the subject lands contained a building. Glover's publication shows that the subject lands were across the street from two open spaces: the fairgrounds and a barracks.



Figure 13: Excerpt of Bird's Eye View of London, Ontario, Canada, 1872 by E.S. Glover; the red outline represents the approximate location of the subject lands on the southwest corner of Richmond Street and Central Avenue (Courtesy of Western University Library).

In the 1872 – 1873 *Cherrier & Kirwin London, Petersville, Westminster Directory*, William Riddell was listed as a "cutter" at the corner of Litchfield Street (now Central Avenue) and Richmond Street. At

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this time, the property to the south—now 595 Richmond Street—contained two unoccupied houses.

Then, the 1874-1875 *City of London and County of Middlesex Gazetteer* lists Patrick Collins and P.B. Flanagan, “tanners”, at the southwest corner of Richmond Street and Litchfield Street. In 1875, Patrick Flanagan is listed as a “grocer” in the same location (McAlpine, Everett & Co.).¹

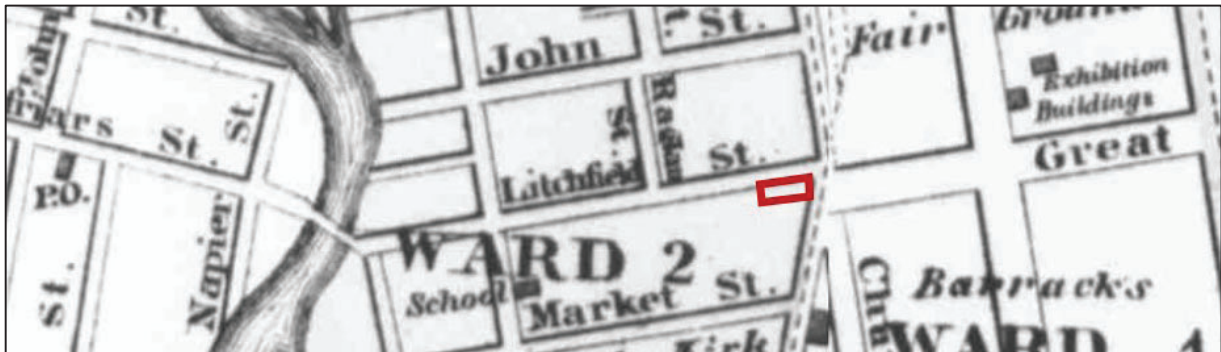


Figure 14: An excerpt from the Map of London 1875 from McAlpine's London city and county of Middlesex directory; the red outline represents the approximate location of the subject lands (Courtesy of Library and Archives Canada).

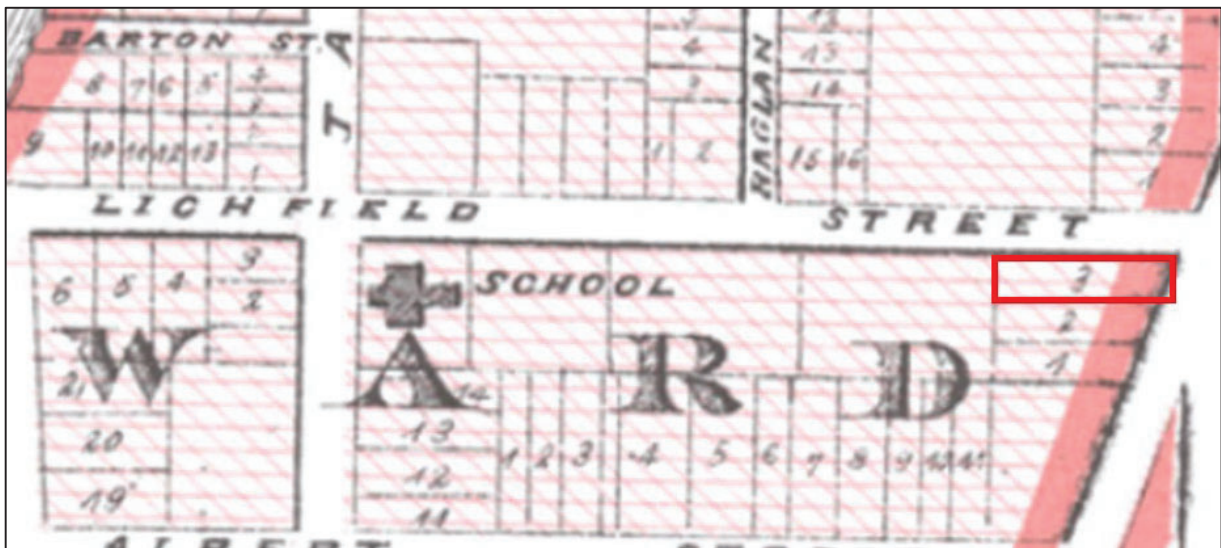


Figure 15: An excerpt from an 1878 survey of the area where the red box indicates location of subject lands (Courtesy of Western University Library).

The 1881 Fire Insurance Plan (“FIP”) for the area demonstrates that the subject lands were originally addressed as 599-603 Richmond Street and the adjacent property to the south was addressed at 595-597 Richmond Street. On the FIP, 603 Richmond Street (currently 601 Richmond Street) includes a two-storey brick façade with a two-storey wood frame extension and two one-

¹ Early LRO records do not include G.R. Reference or Remarks relating to portions of the subject lands granted in transactions but rather state “undivided one-third interest.”

storey wood frame additions to the rear of the building. The building at 599 Richmond Street (currently the same, 599 Richmond Street) includes a two-storey wood frame building with a one-storey addition to the rear. The entire building is clad with brick veneer. The rear of the property contains a two-storey brick stable building. To the south, the property titled as 595-597 Richmond Street contained a three-storey stone building with a one-storey stone addition to the rear.

On the 1881 FIP, 603 Richmond Street is labeled, "Sal", which indicates the building was used as a Saloon. On the same plan, 599 Richmond Street is labelled, "S", which indicates that the building was used as a store. To the south, the property at 595-597 Richmond Street is labelled, "upholstery".



Figure 16: An excerpt of the 1881 Fire Insurance Plan; the red outline identifies subject lands (Courtesy of Western University Library).

By 1890, Litchfield Street and Great Market Street were renamed to 'Central Avenue' as shown in the *1890 Bird's Eye View*. The drawing shows what appears to be a two-storey commercial building at the corner of Litchfield Street and Richmond Street; this appears to be the building which is present on the subject lands today. This drawing also shows that there are several smaller residences lining Litchfield Street, to the west of the subject lands. This contrasts with the larger buildings present along the north side of Litchfield Street and Great Market Street as well. Victoria Park can be seen to the southeast of the subject lands as buffered from the streets by rows of trees. By the end of 1890, Litchfield Street and Great Market Street were renamed to Central Avenue.



Figure 17: An excerpt from 1890 Bird's Eye View drawing of the City of London where the red box indicates subject lands (Source: Courtesy of Western University Library).



Figure 18: An excerpt of 1893 Bird's Eye View where the red box indicates subject lands (Courtesy of Western University Library).

Fire Insurance Plans show that up until 1912, the building at 595 Richmond Street was used as a mattress manufacturer before being used as an upholstery & furniture store. Simultaneously, building at 599 Richmond Street was used as a grocery store & a barbers shop and the building at 603 Richmond Street was used as a hotel & a grocery store (Foster's London City and Middlesex County Directory). The physical compositions of the buildings remained the same.

By 1943, 595 Richmond Street is referred to as "J.F. Hunt & Sons (est. 1901)" by the London Free Press (LFP, 1943). By 1945 the building mass appears to change to a new building envelope. It could not be determined if the original building at 595 Richmond Street was replaced by or enclosed in the new building footprint.

The appearance of the buildings at 595-603 Richmond Street appear to be the same between the 1893 Fire Insurance Plan and historical aerial photos showing the mid-20th century landscape of Central Avenue and Richmond Street.

At some point between 1923 and 1945, the footprint of the building at the rear of the subject lands was altered to reflect a rectangular shape. This structure is present in mid-century photographs (see 1955 below). This is the building to the rear of the subject lands that exists today.

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Figure 19: 1945 aerial photograph including subject property outlined in red (Courtesy of London Air Photo Collection, 2020).



Figure 20: 1955 aerial photograph including subject property outlined in red (Courtesy of London Air Photo Collection, 2020).

4.0 Detailed Description of Potential Heritage Resources

4.1 Description of Built Heritage on the Subject Lands

The subject lands and adjacent property at 595 Richmond Street create a row of commercial units

The subject lands and adjacent property at 595 Richmond Street are connected as a row of commercial units. As such, building elevations that are attached to a neighbouring building will not be described by this report as they are not exposed or visible. This includes:

- North Elevation of 595 Richmond Street;
- North Elevation of 599 Richmond Street;
- South Elevation of 599 Richmond Street; and
- South Elevation of 601 Richmond Street.

Please note, this section of the report is not intended to be a structural assessment but rather a general review of conditions from a heritage conservation perspective.

4.1.1 599 Richmond Street

Commercial Building

The commercial building has a rectangular floor plan and a flat platform roof. The roof has three (3) original stone chimney shafts.

Front Elevation (East)

The majority of the first level is composed of a contemporary storefront with large window panes. The façade is divided into two (2) storefronts which is consistent with the building's historical use for two commercial businesses. Painted cornicing and fascia board extend from either side of the façade along the second storey sill intermediately interjected by wooden pilasters. The façade to the left of the building includes a wood pilaster crested with a corbel at the commencement of the second storey level. This ties into cornicing along the second storey sill. Following the door opening is a storefront window divided into two panes of glass with wood paneling below. Another wood pilaster crested with a corbel detail divided the left side of the façade from the right. The right side of the façade includes a storefront divided into three window panes. Below the store windows is wood paneling. Enclosing the building's façade to the right is another wood pilaster crested with corbel detail. There is an indentation between 599 and 601 Richmond Street where the buildings were 'fused' together.

The second storey includes a set of six (6) symmetrically placed window openings with wood sills which include contemporary vinyl windows. There is signs of 'bowing' in the brick along the second storey which is caused by the expansion of bricks as they absorb moisture over time. The roofline of the second storey consists classical cornicing decorated with a series of smaller scale corbels/ brackets which are enclosed by two larger wood corbels.



Figure 21: View of left side of front façade looking south-west.



Figure 22: View of front façade From Victoria Park

West Elevation

This elevation includes the second storey of the original building with two (2) window openings; sills appear to have been covered by metal. Attached to this façade is one lean-to addition that sits snugly beneath the window sills and includes a plethora of mechanical equipment. Attached to the lean-to addition is a rectangular, flat-roof addition with vinyl cladding. These additions are

interjected on the west (lean-to addition) and south (later rear addition) by the brick ancillary structure which will be examined in the following section.



Figure 23: View of west elevation (Source: MHBC, 2020).



Figure 24: View of west elevation looking south-east (Source: MHBC, 2020).

Brick Ancillary Structure

The structure includes two (2) remaining red brick retaining walls (north and west elevations). The original south and east elevations no longer exist. However, a newer wood extension has been added to the structure to attach it to the rear of 599 Richmond Street, this can be considered the current east elevation. There appears to be concrete padding below the north retaining wall, however, not the west. The building is physically linked to an alleyway that is accessed between the units of 595 and 599 Richmond Street.

North Elevation

The north elevation includes four (4) brick pilasters (one of which composes the north-west corner pilaster) with pseudo brick buttresses. There is a double door opening on this elevation approximately in the centre of the façade. There is a concrete wall sill plate on the top of the wall.

West Elevation

The west elevation includes three (3) pilasters (one of which composes the north-west corner pilaster, same as indicated for the north elevation). Also similar to the north elevation, the pilaster form of a small buttress at towards the wall sill plate. There is a minimal space between the north elevation of 595 Richmond Street and the termination of the most southern pilaster on this elevation.

Interior

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The interior of 599-601 Richmond Street could only be accessed from the interior of Joe Kool's restaurant and photos were only able to be taken from a door opening on the northern elevation of 595 Richmond Street.

The interior of the retaining wall along the north elevation includes two types of brick bonding. The half closer to the east includes herringbone brick bonding and to the west brick soldier coursing. It is inconclusive why the coursing changes from one side to the other, but it is probable that either side was included in a separate unit within the former building.

The interior demonstrates that the exterior brick pilasters were structurally supported from the interior by concrete posts (typically brick pilasters constructed within this era would have been supported by concrete piers). The interior also includes some structural wood components such as a wood beam below the concrete wall sill plate.



Figure 25: View of north elevation (Source: MHBC, 2020).



Figure 26: View of west elevation (Source: MHBC, 2020).



Figure 27: View of interior of west side of north elevation from interior of Joe Kool's restaurant looking north-west (Source: MHBC, 2020).



Figure 28: View of interior of east side of north elevation from the interior of restaurant looking north-east (Source: MHBC, 2020).

4.1.2 601 Richmond Street

The commercial building has a rectangular floor plan with a hipped roof with asphalt shingles and extended eaves.

Front (East) Elevation

The majority of the first level is composed of a storefront with three large pane windows and wood paneling below. The front entrance is angled towards the intersection of Richmond Street and Central Avenue which negates building fabric on the north east corner of the building, due to this, the second level of the north east corner of the building acts as an overhang supported by a post. A small portion of the south-east corner of the first level includes the remaining portion of the exposed brick facade. The first and second storey is divided by cornicing. The second storey two window openings symmetrically placed with 4 x 3 fenestrations with brick header (bricks have been painted to mimic a decorative brick surround); the sills are covered in metal. The roofline includes wood fascia board below the extending eaves of the roof.



Figure 29: View of front façade looking northwest (Source: MHBC, 2020).



Figure 30: View of front façade from Victoria Park (Source: MHBC, 2020).



Figure 31: View of entrance to 601 Richmond Street via south-west corner of the intersection at Richmond Street and Central Avenue (Source: MHBC, 2020).



Figure 32: View of front façade looking south, (right) View of entrance at corner of the intersection looking south-east (Source: MHBC, 2020).

North Elevation

The first level of the north elevation includes two bays. The first bay is to the left of the facade and includes a portion of the storefront and entrance overhang with corncicing dividing the second and first storey. The second level of the eastern bay includes one window opening with brick header and 4 x 4 fenestration and fascia board along roofline.

There is a slight projection on this elevation creating the second bay along the facade. This bay includes one square window opening, which appears to have replaced an original window opening and an enclosed portico. The portico includes an arched 'Roman' window opening with associated semi-circular brick arch surround on the east and west side. The portico also includes a decorative entryway with wood surround including pilasters and wave header which appears to conceal a brick voussoir. The door includes a unique design of paneling and centered, elongated window. There is a set of concrete stairs leading up to the portico and wood railing to the left of the portico. The masonry below the door threshold is in fair to poor condition with signs of cracked and missing mortar. To the right of the portico is a window opening with stone sill and header. The second storey on this bay includes four window openings with brick voussoirs with 4 x 3 fenestrations; the sills are clad in metal.



Figure 33: View of north elevation (Source: MHBC, 2020).



Figure 34: View of enclosed portico looking south-west (Source: MHBC, 2020).



Figure 35: View of front door entryway of portico (Source: MHBC, 2020).

West Elevation

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The west elevation includes one window opening to the right of the second level with a pair of contemporary windows. The exterior is clad in vinyl siding.



Figure 36: View of west elevation (Source: MHBC, 2020).

4.2 Description of Adjacent Listed Property

4.2.1 595 Richmond Street

Front (East) Elevation)

The east elevation is composed of two separate front facades. The first level of the southern half of the building includes a stone veneer and glazed storefront with an awning. The façade to the north (Joe Kool's) includes a glazed storefront on the first level similar to that of 599-601 Richmond Street and includes a Boomtown inspired parapet which extends the façade beyond the one and half storey roof line; this is similarly used for the adjacent façade to the south (Circle K).



Figure 37: View of front façade of 595 Richmond Street including restaurant “Joe Kool’s” to the north and “Circle K” to the south; red box indicates location of access between 595 and 599 Richmond Street to rear ancillary brick structure (Source: MHBC, 2020).

The first level of the northern half of the building (Joe Kool’s) includes a storefront similar to the store front of adjacent 599-601 Richmond Street. Store windows are situated to the left of this half of the façade with wood paneling below. There are wood columns that are intermediately placed along the storefront below the stretch of corncicing that divides the first storey for the storey above. There are five (5) corbels intermediately placed along/ supporting this cornice. Following the storefront is a niche which includes a double door entry with wooden doors. To the right of this is another door opening which is enclosed in a wood surround with wood columns that are topped with corbels. This entry is blocked off with boarding and gates.



Figure 38: View of front façade of 595 Richmond Street including restaurant "Joe Kool's" to the north and "Circle K" to the south (Source: MHBC, 2020).



Figure 39: View of door opening/ access that leads to alleyway to brick ancillary structure to the rear of 595 Richmond Street (Source: MHBC, 2020).

South Elevation

The eastern portion of the south elevation is a continuation of the front elevation with stone veneer, awning, and extension of the faux façade. It also includes a paired door opening. The remainder of the façade includes painted brick which to towards the rear is covered with a contemporary veneer associated with patio/ verandah addition, part of which is enclosed with a hipped roof. There are a series of mid-century glass block windows along this elevation some of which have been altered to accommodate the verandah. The verandah is supported by a series of concrete posts.



Figure 40: View of right side of the south elevation (Source: MHBC, 2020).



Figure 41: View of verandah along south elevation looking north-east (Source: MHBC, 2020).

West Elevation

The west elevation includes the extension of the verandah on the south elevation with a stairway to the parking lot. The roof at the rear is composed of standing seam metal roof. The verandah is supported by a series of posts. There is an additional stairway leading from the verandah to a door opening on the left side of the elevation. Below this door opening is another door opening at the first level.



Figure 42: West elevation of 595 Richmond Street including associated parking lot (Source: MHBC, 2020).

North Elevation

The north elevation includes a cinder block façade which abuts the west elevation of the brick ancillary structure and wood extension of this structure.



Figure 43: View of north elevation (Source: MHBC, 2020).

5.0 Evaluation of Cultural Heritage Resources

The following sub-sections of this report will provide an analysis of the cultural heritage value of the subject property as per Ontario Regulation 9/06, which is the legislated criteria for determining cultural heritage value or interest. This criteria is related to design/physical, historical/associative and historical values as follows:

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

5.1 599 Richmond Street – Commercial Building

5.1.1 Design / Physical Value

The building is modestly representative of the Italianate architectural style popular in the Victorian era. Characteristics of this style include: the flat roof with overhanging eave and corbelling and cornicing along the roofline. The building has retained its original mass and scale as well as existing window openings along front façade.

5.1.2 Historical / Associative Value

The building has been used as commercial business since c. 1872 and continues to operate as a commercial business today. The building can yield information as it relates to the commercial development of Richmond Row over the past 150 years.

5.1.3 Contextual Value

The building is important in maintaining the character of the area which is early Victorian commercial. It is physically linked to the property as it relates to 601 Richmond Street. The main building is functionally linked as it relates to the use as a commercial business, visually linked to the corner of Richmond Street and Central Avenue and historically linked to the area is relates to surrounding commercial buildings and adjacent Victoria Park (former military reserve).

5.1.4 List of Heritage Attributes

The following attributed were identified on the Commercial Building at 599 Richmond Street:

- Original massing and scale of building;
- Original exterior brick veneer on north elevation;
- Original symmetrical row of window openings with stone sills;
- Original roofline with corbelling and corning;
- Original chimney shaft;
- Location along Richmond Row.

5.1.5 Ontario Regulation 9/06 Evaluation

Criteria	599 Richmond Street – Commercial
Design/Physical Value	
Rare, unique, representative or early example of a style, type, expression, material or construction method.	Yes
Displays high degree of craftsmanship or artistic merit.	No
Demonstrates high degree of technical or scientific achievement.	No

Criteria		599 Richmond Street – Commercial
Historical/Associative Value		
Direct associations with a theme, event, belief, person, activity, organization, or institution that is significant.	No	
Yields, or has potential to yield information that contributes to an understanding of a community or culture.	No	
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to the community.	Unknown	
Contextual Value		
Important in defining, maintaining or supporting the character of an area.	Yes	
Physically, functionally, visually, or historically linked to its surroundings.	Yes	
Is a landmark.	No	

5.1.6 Summary of Evaluation and Statement of Cultural Heritage Value or Interest

In summary, the cultural heritage value or interest of the property is vested in its modest representation of Italianate architectural style within a Victorian commercial context. It is important in maintaining the character of the area and is physically, functionally, visually and historically linked to its surroundings.

5.2 599 Richmond Street – Ancillary Structure / Ruin

5.2.1 Design / Physical Value

The original building has been considerably altered and as lost a great extent of its integrity, now considered a 'ruin' as it does not have a roof and has lost two of its four original exterior walls. The structure, as it relates to the northern cinder block elevation of 595 Richmond Street and the wood extension along the east elevation, was used most recently as a bar patio, but has been left vacant for approximately 10 years.

5.2.2 Historical / Associative Value

The structure was constructed between 1923 and 1944 and has been associated with both 599 Richmond Street and 595 Richmond Street. It is uncertain as to the exact use of the structure, possibly it was an extension of the historic upholstery business or used for the commercial occupations of 599 Richmond Street. Most recently it was used as an outdoor patio for the restaurant at "Joe Kool's". The removal of a great portion of the original building fabric challenges the understanding of its original purpose and use.

5.2.3 Contextual Value

The structure is associated with 595 and 599 Richmond Street, however, is not consistent with the overall character of Richmond Row which is dominated by Italianate commercial buildings constructed in the Victorian era.

5.2.4 Ontario Regulation 9/06 Evaluation

Criteria	599 Richmond Street – Ancillary
Design/Physical Value	
Rare, unique, representative or early example of a style, type, expression, material or construction method.	No
Displays high degree of craftsmanship or artistic merit.	No
Demonstrates high degree of technical or scientific achievement.	No

Criteria		599 Richmond Street – Ancillary
Historical/Associative Value		
Direct associations with a theme, event, belief, person, activity, organization, or institution that is significant.	No	
Yields, or has potential to yield information that contributes to an understanding of a community or culture.	No	
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to the community.	Unknown	
Contextual Value		
Important in defining, maintaining or supporting the character of an area.	No	
Physically, functionally, visually, or historically linked to its surroundings.	No	
Is a landmark.	No	

5.2.5 Summary of Evaluation

In summary, the brick ancillary structure or ‘ruin’ has lost the majority of its integrity. The purpose and use of the original building is not clear which creates a gap in understanding its place in the ‘story’ or rather ‘history’ of the subject lands. Unfortunately, due to the removal of a great extent of its original heritage building fabric and disconnect with the surrounding character, it has been determined that this structure or ‘ruin’ does not have significant cultural heritage value or interest.

5.3 601 Richmond Street

5.3.1 Design / Physical Value

The building is representative of the Italianate architectural style popular in the Victorian era c. 1870. Characteristics of this style include: the overhanging eaves, decorative brick window surrounds, portico with flat roof and corncing. Further, this includes the Roman arched window opening on eastern side of this feature. The building has retained the majority of its original mass and scale with the exception of the removal of a one storey addition to the rear. It also retains most of the original window openings.

5.3.2 Contextual Value

The building is important in maintaining the character of the area. It is physically linked to 599 Richmond Street, functionally linked as a commercial business along Richmond Row and visually linked as a gateway between Richmond Street and Central Avenue. The building is historically linked to its surroundings, in particular, the Black Friar's Bridge; Central Avenue to the west of the property (formerly Litchfield Street) originally ran directly eastward from the bridge into the City's commercial area, upon which this building would have been a gateway. The building was used as a hotel between approximately 1884 and 1891 which historically suited its context with neighbouring hotels such as the hotel owned by Thomas Morkin at 587 Richmond Street and the "Western Hotel" c. 1854 formerly at 463 Richmond Street to the south in addition to its use as a grocer.

5.3.3 List of Heritage Attributes

Below are the heritage attributes identified at 601 Richmond Street:

- Original massing and scale of building;
- Original exterior brick veneer on north and east elevations;
- Original window openings with brick voussoirs, stone sills and headers;
- Enclosed portico on north elevation including door opening, door surround and door;
- Original roofline; and
- Unique location at the corner of the intersection of Richmond Street and Central Avenue

5.3.4 Ontario Regulation 9/06 Evaluation

Criteria	601 Richmond Street
Design/Physical Value	
Rare, unique, representative or early example of a style, type, expression, material or construction method.	Yes

Criteria	601 Richmond Street
Displays high degree of craftsmanship or artistic merit.	No
Demonstrates high degree of technical or scientific achievement.	No
Historical/Associative Value	
Direct associations with a theme, event, belief, person, activity, organization, or institution that is significant.	No
Yields, or has potential to yield information that contributes to an understanding of a community or culture.	No
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to the community.	Unknown
Contextual Value	
Important in defining, maintaining or supporting the character of an area.	Yes
Physically, functionally, visually, or historically linked to its surroundings.	Yes
Is a landmark.	No

5.3.5 Summary of Evaluation and Statement of Cultural Heritage Value or Interest

In summary, the cultural heritage value or interest of the property is vested in its modest representation of Italianate architectural style within a commercial context. It can yield information as it relates to the commercial development of Richmond Row as well as the

development of early circulation patterns as it relates to the trajectory of Central Avenue (formerly Litchfield) and Richmond Street. It is important in defining, maintaining and supporting the character of the area and is physically linked to 599 Richmond Street, functionally linked as a commercial building, visually linked to the corner of Central Avenue and Richmond Street and historically linked to its surroundings including neighbouring commercial buildings along Richmond Row and adjacency to Victoria Park.

5.4 595 Richmond Street

5.4.1 Design / Physical Value

The building is not representative of specific architectural style and does not display a high degree of craftsmanship or artistic merit.

5.4.2 Historical / Associative Value

The building does not possess historical or associative value.

5.4.3 Contextual Value

The building is physically and visually linked to its location on Richmond Street as it relates to 599-601 Richmond Street. It is functionally linked as a commercial business along Richmond Row. The building is historically linked to its surroundings as it relates to adjacent commercial buildings constructed within the same era.

5.4.4 List of Heritage Attributes

The following attributes were identified at 595 Richmond Street:

- Location on Richmond Row.

5.4.5 Ontario Regulation 9/06 Evaluation

Criteria	595 Richmond Street
Design/Physical Value	

Criteria	595 Richmond Street
Rare, unique, representative or early example of a style, type, expression, material or construction method.	No
Displays high degree of craftsmanship or artistic merit.	No
Demonstrates high degree of technical or scientific achievement.	No
Historical/Associative Value	
Direct associations with a theme, event, belief, person, activity, organization, or institution that is significant.	No
Yields, or has potential to yield information that contributes to an understanding of a community or culture.	No
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to the community.	Unknown
Contextual Value	
Important in defining, maintaining or supporting the character of an area.	No
Physically, functionally, visually, or historically linked to its surroundings.	Yes
Is a landmark.	No

5.4.6 Summary of Evaluation and Statement of Cultural Heritage Value or Interest

In summary, the cultural heritage value or interest of the property is related to its physical, functional, visual, and historical surroundings.

6.0 Description of Proposed Development

The proposed development for the subject lands includes a twelve-storey apartment building containing 46 one bedroom units and 43 two bedroom units for a total of 89 units. Each unit has access to a balcony or a terrace. The proposal contains eight covered parking spaces on the main level inclusive of one barrier-free parking space. A drop-off space is provided on Central Avenue adjacent to the lobby access. The lobby provides access to the building's elevators as well as the covered parking spaces, an office, a mail room, and a Central Alarm Control Facility ("CACF"). An exercise room is to be provided on the second-floor.

The main floor of the building is also to contain two commercial units, one being 133.96 square metres in area and the other to be 130.94 square metres in area. Both units are to front onto Central Avenue. The commercial units will be connected to the existing commercial building through an enclosed access hallway that fronts on Central Avenue and access one of the commercial units.



Figure 44: The North Elevation of the proposed apartment building (Westdell Development Corp., 2022).

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The building design reflects a stepped form where the first and second floors are 730.49 m², the third to ninth floors are 653.39 m², the eleventh floor is 474.97 m², and the twelfth floor is 464.24 m². The exterior of the building is to be coloured darker on the bottom two and top three floors with a lighter colour chosen for the middle seven floors.



Figure 45: East elevation of the proposed building (Westdell Development Corp., 2022).



Figure 46: West elevation of the proposed building (Westdell Development Corp., 2022).

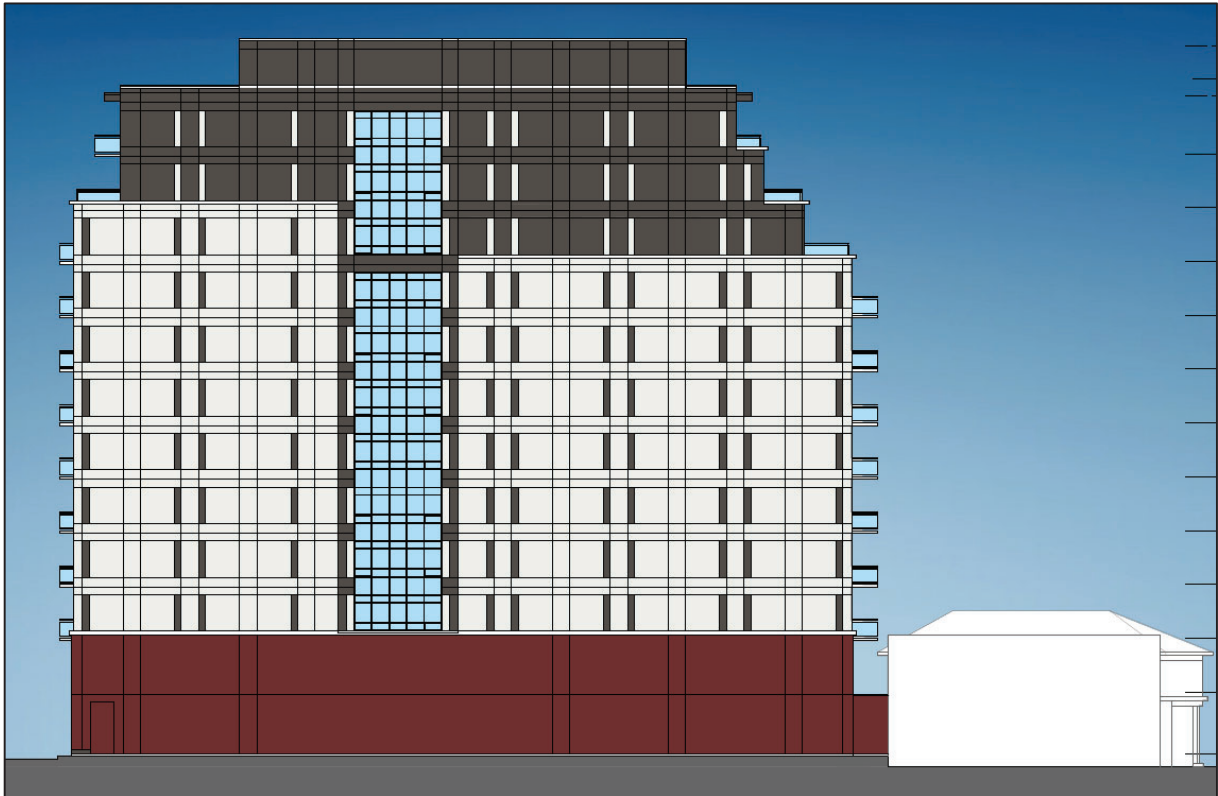


Figure 47: The southern elevation of the subject lands (Westdell Development Corp., 2022).

Site plan drawings for the proposed building can be found in Appendix 'B' to this report.

7.0 Impact Analysis

7.1 Introduction

The impacts of a proposed development or change to a cultural heritage resource may be direct or indirect. They may occur over a short term or long term duration, and may occur during a pre-construction phase, construction phase or post-construction phase. Impacts to a cultural heritage resource may also be site specific or widespread, and may have low, moderate or high levels of physical impact. Severity of impacts used in this report derives from *ICOMOS Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (2011)*.

The following sub-sections of this report provide an analysis of the impacts which may occur as a result of the proposed development.

- **Destruction:** of any, or part of any *significant heritage attributes* or features;
- **Alteration:** that is not sympathetic, or is incompatible, with the historic fabric and appearance;
- **Shadows:** created that alter the appearance of a *heritage attribute* or change the viability of a natural feature or plantings, such as a garden;
- **Isolation:** of a *heritage attribute* from its surrounding environment, context or a significant relationship;
- **Direct or Indirect Obstruction:** of significant views or vistas within, from, or of built and natural features;
- **A change in land use:** such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces;
- **Land disturbances:** such as a change in grade that alters soils, and drainage patterns that adversely affect a cultural heritage resource.

7.2 Impact Analysis Table

Impact Analysis table for 599-601 Richmond Street and 205 Central Avenue:

Impact	Impact	Analysis
Destruction or alteration of heritage attributes	Negligible Impact.	The proposed development will remove the remains of a c.1923-1944 brick ancillary structure and a portion of rear additions associated with 599 Richmond Street c. 1881. The impact is negligible as although building fabric will be removed, it is limited to approximately 30m ² and

Impact	Impact	Analysis
		is located to the rear of the property and will not impact the heritage attributes along the east (front) and west elevations.
Shadows	No Impact.	Shadows from the proposed development will be predominantly directed to the northeast, north, and northwest. However, the shadow study indicates that the building at 599-601 Richmond Street will be partially shadowed throughout the year as shown on the models for March 21 st at 4:00pm, June 21 st at 4:00pm, September 21 st at 4:00pm, and December 21 st at 4:00pm. These shadows will not alter the appearance of any identified heritage attributes or change the viability of any natural features on the subject site or adjacent (as none have been identified). As such, the proposed development will not impact the heritage attributes on the subject lands or those adjacent.
Isolation	No Impact.	<p>The frontage of the building on both Richmond Street and Central Avenue will remain physically unchanged. This includes the building's relationship to the intersection of Richmond Street and Central Avenue which has existed for some time. Additionally, the building's relationship to the commercial landscape of Richmond Row will not change. As such, the relationships that these facades have, and have previously had, with the street will not be impacted by the proposed development to cause any isolation.</p> <p>Further, the proposed development will add twelve stories to the general mass and scale of the existing neighbourhood. This density will be established behind the existing structures which allows the buildings to maintain the Richmond streetscape by acting as a buffer between the existing heritage features and the proposed new development.</p>
Direct or Indirect Obstruction of Views	No Impact.	The façade of the buildings along Richmond Street—and the subject lands in particular—are part of a significant view of the Richmond Row commercial strip. This view is visible from various vantage points throughout Victoria Park. As the

Impact	Impact	Analysis
		<p>proposed development is to be established behind the building on the subject lands, the views of the facades of the heritage buildings from Victoria Park will not be obstructed by the proposed development.</p> <p>The rear elevation of the building at 599-601 Richmond Street will be altered by the proposed development by adding a covered walkway between the existing building and the proposed building. This will create an obstruction of the view of the rear of the building however this façade does not contain any identified heritage attributes. There is no anticipated impact.</p>
A Change in Land Use	No Impact.	<p>The proposed development is to include mixed uses, commercial and residential. The existing building at 599-601 Richmond Street has historically contained commercial uses and residential uses evolved over time.</p> <p>The proposed building will front on Central Avenue which has a history of residential uses fronting the street. Therefore, the mixed-use nature of the proposed building is appropriate for the lands even though it introduces a change in land use. The change in land use will marry the historic uses of Richmond Street and Central Avenue, having a no impact on the identified heritage attributes.</p>
Land Disturbance	Potential Impact.	<p>There are no underground levels proposed as part of the development of the subject lands. However, the construction of the proposed building is to be very close to the existing building and physically connected on the main floor. There is potential for changes in grade, drainage and vibrations emitted from construction equipment, including incoming and outgoing construction traffic to adversely affect the retained buildings on-site.</p>

Impact Analysis table for 595 Richmond Street:

Impact	Level of Impact	Analysis
Destruction or alteration of heritage attributes	No Impact.	There is no development proposed on the lands at 595 Richmond Street. No heritage attributes associated with this building will be destroyed or altered as part of the proposed development. Therefore, the development will have no impact on the existing building at 595 Richmond Street.
Shadows	No Impact.	The shadow study produced for the adjacent property (599-601 Richmond Street) indicates that shadows from the proposed building will predominantly direct shadows between the east, north, and west. The shadow study shows that the building at 595 Richmond Street will not be affected by any potential shadowing as the adjacent heritage property is south of the subject lands. Therefore, any shadows produced by the proposed building will not have an impact on any identified heritage attributes at 595 Richmond Street.
Isolation	No Impact.	<p>The building at 595 Richmond Street will remain physically unchanged. This includes the site's relationship with Richmond Street and the site's relationship with the commercial nature of Richmond Row. As such, the proposed development will not cause any potential isolation of the any heritage attributed identified at the adjacent heritage property, 595 Richmond Street.</p> <p>Similar to the subject lands at 599-601 Richmond Street, the proposed development will add an additional twelve stories to the general mass and scale of the existing neighbourhood. This density will be established behind and to the northwest of 595 Richmond Street and as such will not cause any isolation of the building at 595 Richmond Street and its relationships to the Richmond Row commercial strip or the intersection of Richmond Street and Central Avenue.</p>
Direct or Indirect Obstruction of Views	No Impact.	The front façade of the building at 595 Richmond Street has vantage points from Victoria Park, across Richmond Street. As the proposed building is to be established behind and to the

Impact	Level of Impact	Analysis
		<p>northwest of 595 Richmond Street, the visibility of the front of the building from the identified vantage points in Victoria Park will not be affected by the proposed development.</p> <p>The rear of the building is not to be changed by the proposed development. Therefore, while the establishment of the new building would alter how the rear of the building at 595 Richmond Street is viewed (i.e.: no longer visible from 205 Central Avenue when looking south), it will not obstruct this view entirely; the rear of the building will remain visible from other locations (i.e.: 193 Central Avenue looking southeast).</p>
A Change in Land Use	No Impact.	<p>The land use at 595 Richmond Street will remain commercial and maintain its status as part of the Richmond Row commercial strip. While the introduction of a residential use on the adjacent property does constitute a change from the original use of the building, the residential use will not restrict the continuation of the commercial use of the Richmond Row or at 595 Richmond Street specifically. Therefore, the change of use proposed development will not impact 595 Richmond Street.</p>
Land Disturbance	Potential Impact.	<p>There are no underground levels proposed as part of the development of the subject lands. However, the construction of the proposed building is to be very close to the building at 595 Richmond Street. As such, there is potential for changes in grade, drainage and vibrations emitted from construction equipment, including incoming and outgoing construction traffic to adversely affect the buildings on-site.</p>

7.2.1 Impact of Isolation

The *Ontario Heritage Tool Kit* outlines an impact of isolation is when a heritage attribute of a cultural heritage resource is isolated from its surrounding environment, context, or significant relationship. The proposed development will not alter the relationship or orientation of the cultural heritage resources to Richmond Row. The consistency and rhythm of the streetscape will not be interrupted by the development which is set back from the main streetscape due to its location behind the existing buildings.



Figure 48: Kinetic view of 595, 599-601 Richmond Street as it relates to Richmond Street looking southwards (Source: Google Earth Pro, 2020).

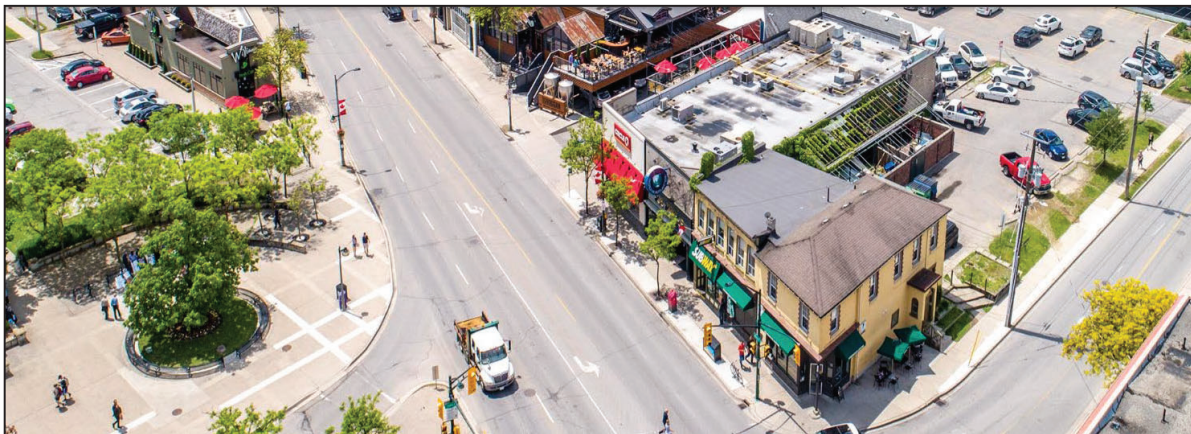


Figure 49: Aerial view of subject lands (Source: Westdell Development Corp., 2020).

7.2.2 Impact of Direct or Indirect Obstruction of Views

The *Standards and Guidelines for the Conservation of Historic Places* (Second Edition) defines in Section 4.1.5 'Visual Relationships' which is included as part of a character-defining element of a historic place and relates to an observer and their relationship with a landscape or landscape feature or between the relative dimensions of landscape features (scale). This policy with the Ministry adopted the following definitions of a view and vista, respectively:

Vista means a distant visual setting that may be experienced from more than one vantage point, and includes the components of the setting at various points in the depth of field.

The *Ontario Heritage Toolkit* acknowledges that views of a heritage attributes can be components of its significant cultural heritage value. This can include relationships between settings, landforms, vegetation patterns, buildings, landscapes, sidewalks, streets, and gardens, for example.

View means a visual setting experienced from a single vantage point, and includes the components of the setting at various points in the depth of field.

Views can be either static or kinetic. Static views are those which have a fixed vantage point and view termination. Kinetic views are those related to a route (such as a road or walking trail) which includes a series of views of an object or vista. The vantage point of a view is the place in which a person is standing. The termination of the view includes the landscape or buildings which is the purpose of the view. The space between the vantage point and the termination (or object(s) being viewed) includes a foreground, middle-ground, and background. Views can also be 'framed' by buildings or features.

While there may be many vantage points providing views and vistas of a property, landscape, building or feature, these must be evaluated to determine whether or not they are significant. Significance is defined by PPS 2020 as follows:

Significant: means e) 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.

Therefore, a significant view must be identified as having an important contribution to the understanding of a place, event or people.

The table on the following page identifies the two identified significant views of the existing buildings on the subject lands and adjacent building at 595 Richmond Street. Please note that the "View Corridors" identified in the draft VPSP in sub-section 3.2 are not impacted by the development.

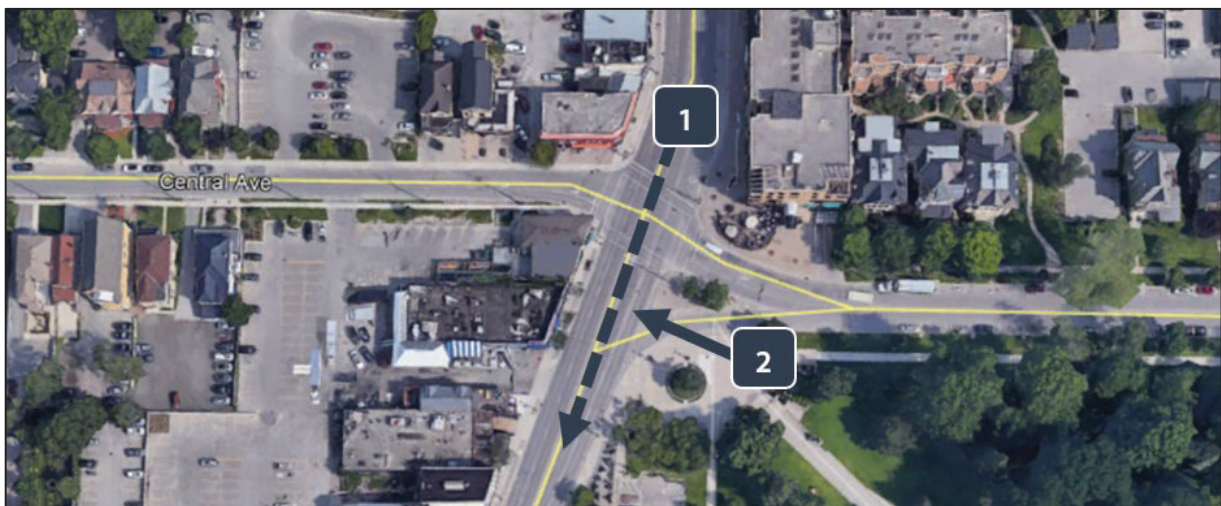


Figure 50: An aerial photo of the context surrounding the subject lands. View 1 (number 1 and dashed arrow) is a kinetic view representative of moving south on Richmond Street. View 2 (number 2 and solid arrow) is a static view from the east side of Victoria Park looking west. (MHBC, 2022).

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View 1: Kinetic View Moving Down Richmond Street

The proposed development will be setback from the 599-601 Richmond Street which will reduce any impact on the kinetic view along Richmond Street along Richmond Street to the downtown core and towards Victoria Park and associated West Woodfield HCD.



Figure 51: Kinetic view of existing built heritage on subject lands travelling south along Richmond Street (Source: Google Earth Pro, 2020).

View 2: Static View from Victoria Park

The background of the static view of the built heritage on the subject lands will change as a result of the proposed development. The foreground of the view will remain the same and there will be no direct or indirect obstruction of this view.

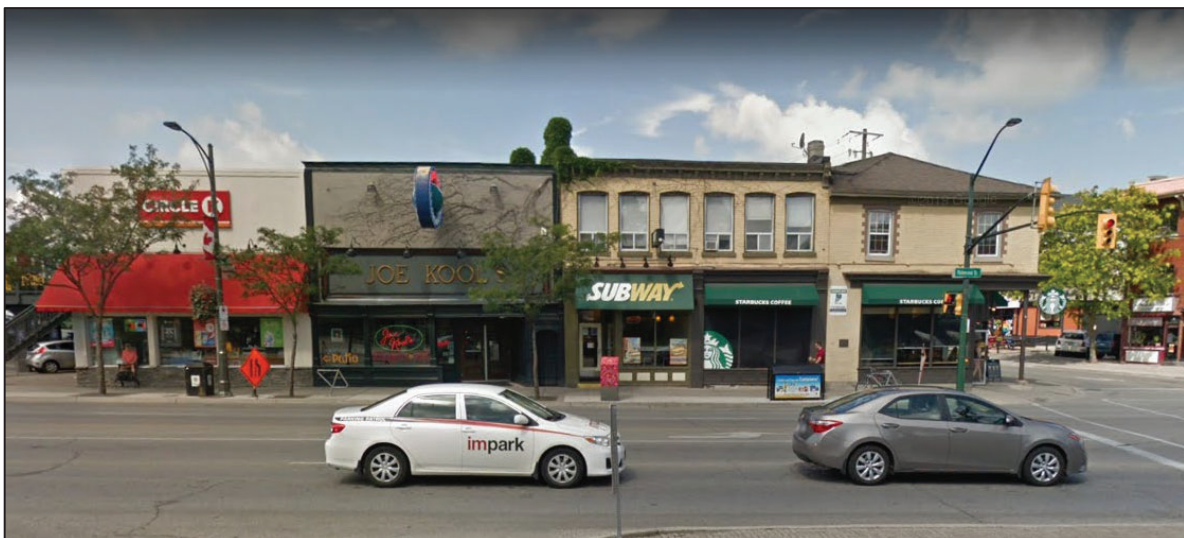


Figure 52: Static view of subject lands and adjacent property looking westward from south side of Richmond Street/ Victoria Park (Source: Google Earth Pro, 2020).

7.2.3 Impact of Land Disturbances

While the proposed development does not include any underground levels, the building is to be situated near, and in some instances connecting to, the rear façade of 599-601 Richmond Street and 595 Richmond Street. There is potential that changes in grade, drainage and vibrations emitted from construction equipment, and incoming and out-coming construction traffic could adversely affect the retained buildings on-site.

8.0 Alternative Development Options and Mitigation Measures

The following have been identified as a range of development alternatives that may be considered as part of the heritage planning process. These options have been assessed in terms of impacts to cultural heritage resources as well as balancing other planning policies within the planning framework.

8.1 The 'Do-Nothing' Alternative

The 'do nothing' alternative would prevent the development from occurring and as a result there would be no adverse impacts to the existing cultural heritage resources including the removal of the rear addition and brick ancillary building associated with 599 Richmond Street. This would also result in no development and no contribution to the City's goal of urban regeneration in Central London.

8.2 Reduce Building Footprint and Retain Rear Portion of 599-601 Richmond Street

This option would reduce the size of the proposed development to retain, at minimum, the remaining portion of the rear addition associated with 599-601 Richmond Street. This option would increase the distance between both the rear façade of 599-601 Richmond Street and north elevation of 595 Richmond Street. This option is not recommended as the impacts are negligible and can be remedied with mitigation measures.

8.3 Reduce Building Footprint for Increased Setbacks

The building proposed on-site is near the rear elevation of 599-601 Richmond Street and the north elevation of 595 Richmond Street. If the setback was increased, there would be an additional space between construction and the above-mentioned facades of adjacent buildings. This option would likely reduce the building density or increased height to maintain the same unit yield. This option is not recommended since mitigation measures can address any potential impacts.

9.0 Mitigation Measures

Section 7 of this report identifies the potential adverse impacts to the existing cultural heritage resources at 599-601 Richmond Street and the adjacent heritage property at 595 Richmond Street. Here, this report recommends certain actions be taken to reduce any potential impact that the proposed development may have on the existing heritage buildings.

9.1 Recommended Mitigation Measures

A negligible impact for the removal of a portion of the rear addition of 599-601 Richmond Street and brick ancillary buildings was identified in Section 7.0 of this report. The following outlines mitigation measures as it relates to the impact:

- *A Temporary Protection Plan is recommended which will include:*
 - *Vibration Monitoring Plan to ensure that no damage will occur to the existing buildings on site and adjacent;*
 - *Entry and exit point for construction traffic be located to the west of the site;*
 - *A structural engineers report describing how the removals will occur and assurance that the integrity of the existing buildings will be maintained; and*
 - *Documentation with high resolution photographs to document the building fabric to be removed to occur in advance of any removals.*

10.0 Conservation Measures

The *Ontario Heritage Toolkit* outlines acceptable infill designs which are to fit in the immediate context, be of the same scale and similar setback, maintain proportions of windows and entrances similar to other heritage resources and be of similar colour and material. Appropriate infill within an area with several heritage buildings is a form of conservation. The new infill proposed should be appropriate in that it conserves the heritage attributes of the existing buildings at 595 and 599-601 Richmond Street and the overall historic character of Richmond Row including Victoria Park which is consistent with the goals of the Victoria Park Secondary Plan (“VPSP”).

The VPSP includes principles to design buildings to be sympathetic to Victoria Park, to appropriately ‘frame’ Victoria Park in addition to enhancing and conserving cultural heritage resources within and surrounding Victoria Park. This Plan also requires that adjacent cultural heritage resources be “physically and visually compatible with surrounding cultural heritage resources” and that “new buildings shall be designed to be sympathetic heritage attributes” (VPSP, 21). Methods to design sensitive infill in the Plan includes:

- Massing;
- Rhythm of solids and voids;
- Significant design features; and,
- High quality materials.

In addition to the above, the *Toolkit* states that new development should be sympathetic to the heritage neighbourhood by considering:

- Height;
- Built Form;
- Setback;
- Materials; and
- Other architectural elements.

The neutral colour palette of the proposed building is consistent with colours used in historic buildings in the neighbourhood. The symmetrical rows of windows contemporarily mimic the windows of 599-601 Richmond Street. The east stepback of the building and architectural articulations of the building (i.e. step backs) allow for the mass and scale of Richmond Row to be conserved.

The details of materials of the building and lighting and signage have to yet been confirmed. Due to this, the following is recommended to be completed in the site plan process:

- Materials should be sympathetic to historic buildings at street level (the first and second floor level and preferably the use of high quality materials i.e. brick, stone);
- Proposed lighting and associated signage be sympathetic to the existing buildings on the subject lands; and,
- Mechanical equipment on the roof be screened to not detract from overall character.

11.0 Conclusions and Recommendations

MHBC was retained in October 2020 by Westdell Development Corporation to undertake a Heritage Impact Assessment (“HIA”) for the subject lands located at 599-601 Richmond/ 205 Central Avenue Street and the adjacent property at 595 Richmond Street. The HIA was originally completed in 2021 to reflect the original development proposal of an eight storey mixed-use building with ground floor commercial units and residential units above. However, as the development proposal has been updated to instead be twelve stories in height, this HIA has been updated to reflect the new design.

The purpose of this HIA is to determine the impact of the development on identified heritage attributes of the existing buildings on the subject lands and adjacent property. Both the buildings on the subject lands and existing building located at 595 Richmond Street have been determined to have cultural heritage value or interest (“CHVI”) which is identified in Section 5.0 of this report. The following impacts were identified in Section 7.0 of this report:

Adverse Impacts at 599-601 Richmond Street and 595 Richmond Street:

3. **Negligible Impact** of the destruction and removal of some of the building fabric at the rear of 599-601 Richmond Street; and
4. **Potential Impact** from land disturbances for 599-601 Richmond Street and 595 Richmond Street.

As required, this report outlines mitigation measures for the potential impacts in Section 7.0:

- A Temporary Protection Plan is recommended which will include:
 - o Vibration Monitoring Plan to ensure that no damage will occur to the existing buildings on site and adjacent;
 - o Entry and exit point for construction traffic be located to the west of the site;
 - o A structural engineers report describing how the removals will occur and assurance that the integrity of the existing buildings will be maintained; and
 - o Documentation with high resolution photographs to document the building fabric to be removed to occur in advance of any removals.

In order to conserve the historical context of existing buildings on the subject lands and adjacent properties as it relates to Richmond Row, the following is recommended:

- Materials should be sympathetic to historic buildings at street level (the first and second floor level and preferably the use of high quality materials i.e. brick, stone);

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- Proposed lighting and associated signage be sympathetic to the existing buildings on the subject lands;
- Mechanical equipment on the roof be screened to not detract from overall character.

The above-mentioned recommendations should be part of the site plan process.

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APPENDIX **A**

Location Map



Data Source: City of London


Figure

Location Plan

**599-601 Richmond Street
& 205 Central Avenue,
London, Ontario**

**Westdell Corporation,
London, Ontario**

LEGEND

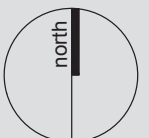
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DATE: December 9, 2020

SCALE: Not to Scale

FILE: 20359A

DRN: LHB

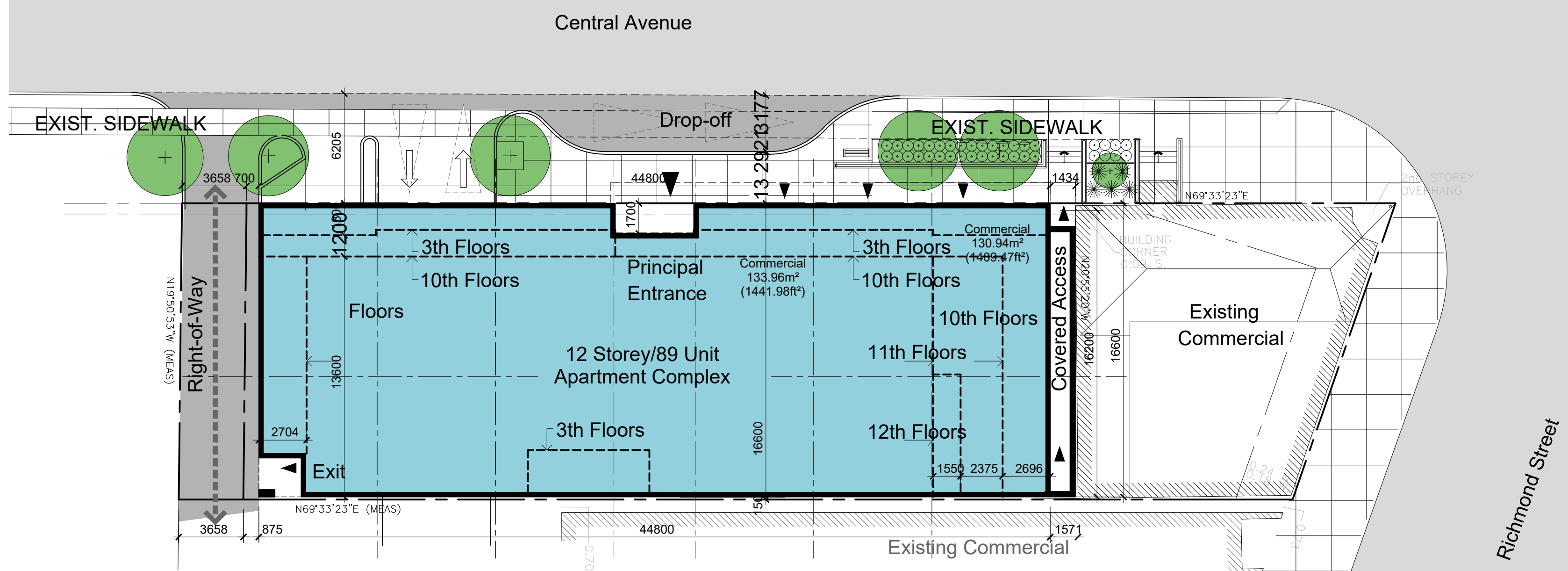


K:\13198N - RICHMOND ST - LONDON\REPORT\LOCATION PLAN.DWG

MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
200-540 BINGEMANS CENTRE DR., KITCHENER, ON, N2B 3X9
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APPENDIX **B**

Site and Floor Plans



Site Plan Proposal

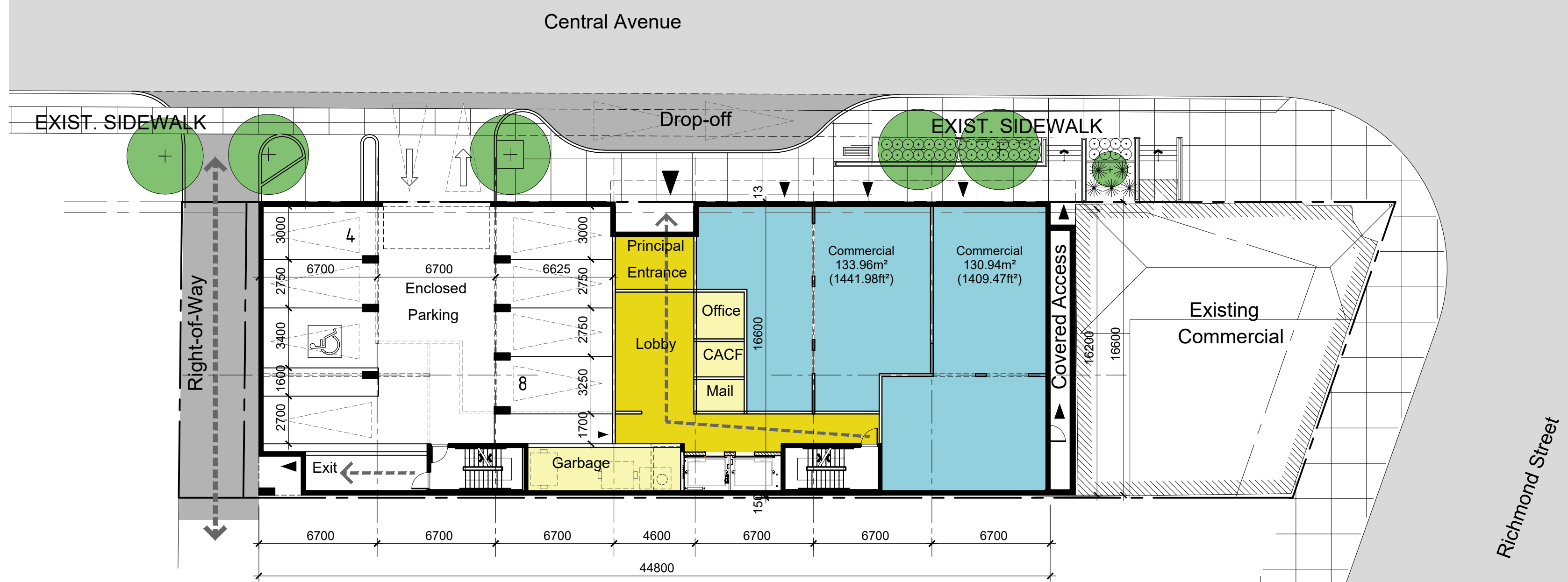
SCALE 1 : 200

BOUNDARY INFORMATION TAKEN FROM PLAN PROVIDED BY OWNER.

Proposed Development
Footprint: 730.49m²
(7863.18ft²)

Accommodation H Scheme
Data: 1 46 Suites
Bedrooms 43 Suites
2 Bedrooms Total 89 Suites

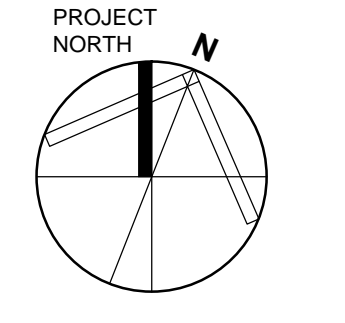
Parking
Enclosed 8 Space
Drop-off 2 Spaces



Ground Floor Plan

11th
SCALE 1 : 200

Floor Plate 730.49m² (7863.18ft²)



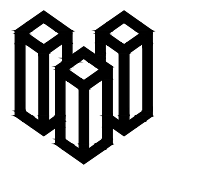
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No.	DATE	REVISION
15	MAR. 10/21	ADD SETBACK DIM'S PER N.D. REQUEST
16	MAY 11/21	REV. PER CITY COMMENTS
17	SEPT. 12/21	REV. PER UDRP, WESTDELL COMMENTS
18	JAN. 27/22	REV. PER CITY PLAN & JAN. 27 COMMENTS
19	MAR. 18/22	REV. PER CITY REVIEW, REVISED ELEVATIONS
20	JULY. 9/22	DEVELOP 12 STOREY CONCEPT

MARSH KATSIOS Architect Inc.
100-200 QUEENS AVENUE, LONDON, ONTARIO N6A 1J3
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r_tome@bellnet.ca



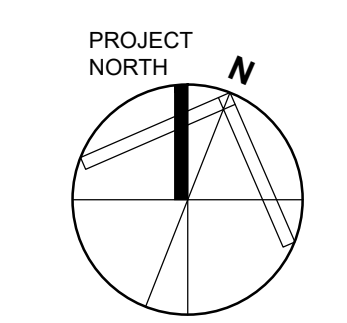
Westdell
Development Corp.
782 RICHMOND ST., LONDON, ON

Project Name
**599 Richmond St.,
Sch. H - 12 Storey
Residential Tower
Proposal**

London, Ontario
Drawing Title
**Preliminary Site
Plan, Ground
Floor Proposal**

DATE: AUG. 10, 2019
SCALE: AS NOTED
DRAWN: C.T.
REVIEWED: B.K.
FILE No: 19-####A1.DWG
PROJECT No: 19-####

A1.1H SPA



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No.	DATE	REVISION
8	MAR 27/20	PREPARE SCHEME D PER I.M. REVIEW
9	APR 18/20	PREP. ALT. SCHEME E PER I.M. REQUEST
10	AUG 10/20	PREP. SCHEME F FOR STOREY PER CITY REQ.
11	AUG 14/20	REV. SCHEME F PER I.M. REQUEST
12	SEPT. 5/20	REV. SCHEME F PER D.T./CITY COMMENTS
13	MAY 11/21	REV. PER CITY COMMENTS
14	SEPT. 12/21	REV. PER UDRP WESTDELL COMMENTS
15	JAN 27/22	REV. PER CITY PLAN G JAN 27 COMMENTS
16	MAR 18/22	REV. PER CITY REVIEW, REVISED ELEVATIONS
17	JULY 9/22	DEVELOP 12 STOREY CONCEPT

MARSH KATSIOS Architect Inc.
 103-200 QUEENS AVENUE, LONDON, ONTARIO N6A 1J3
 TEL: 519.672.2020 marshk@rkgm.com FAX: 519.432.2860

R.Tomé & Associate
 R.Tomé & Associate
 Inc. 51 Wimbledon
 Court London ON
 N6C 5C9
 t. 519.672.6622
 r_tome@bellnet.ca

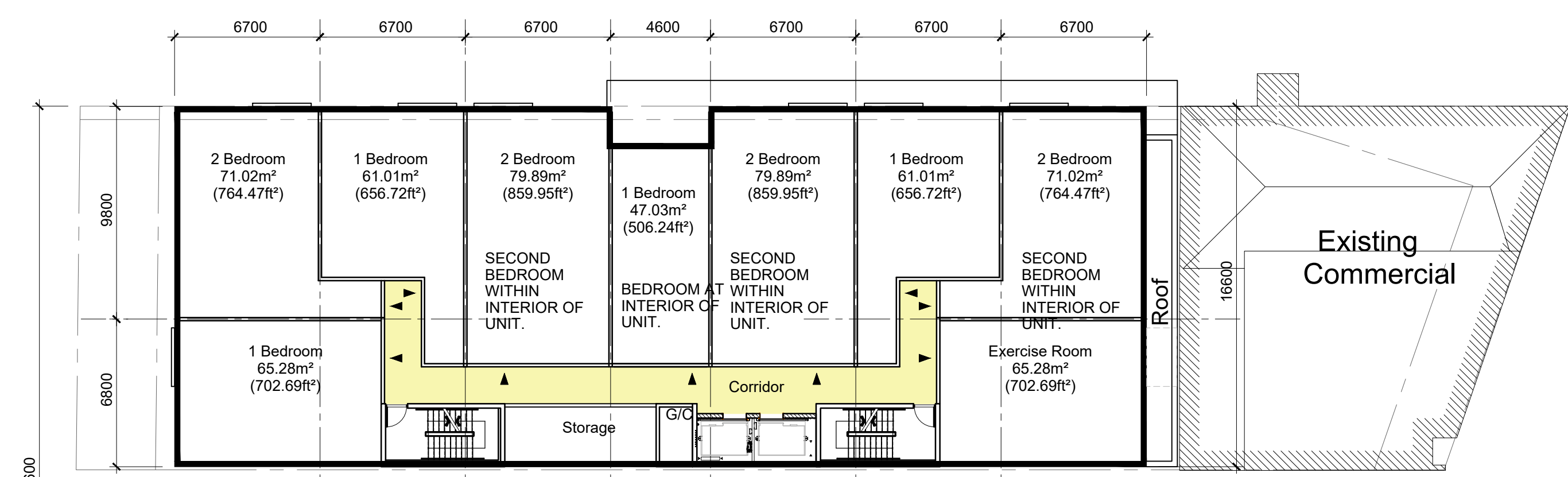
Westdell Development Corp.
 782 RICHMOND ST., LONDON, ON

Project Name
 599 Richmond St.,
 Sch. H - 12 Storey Residential Tower Proposal
 London, Ontario

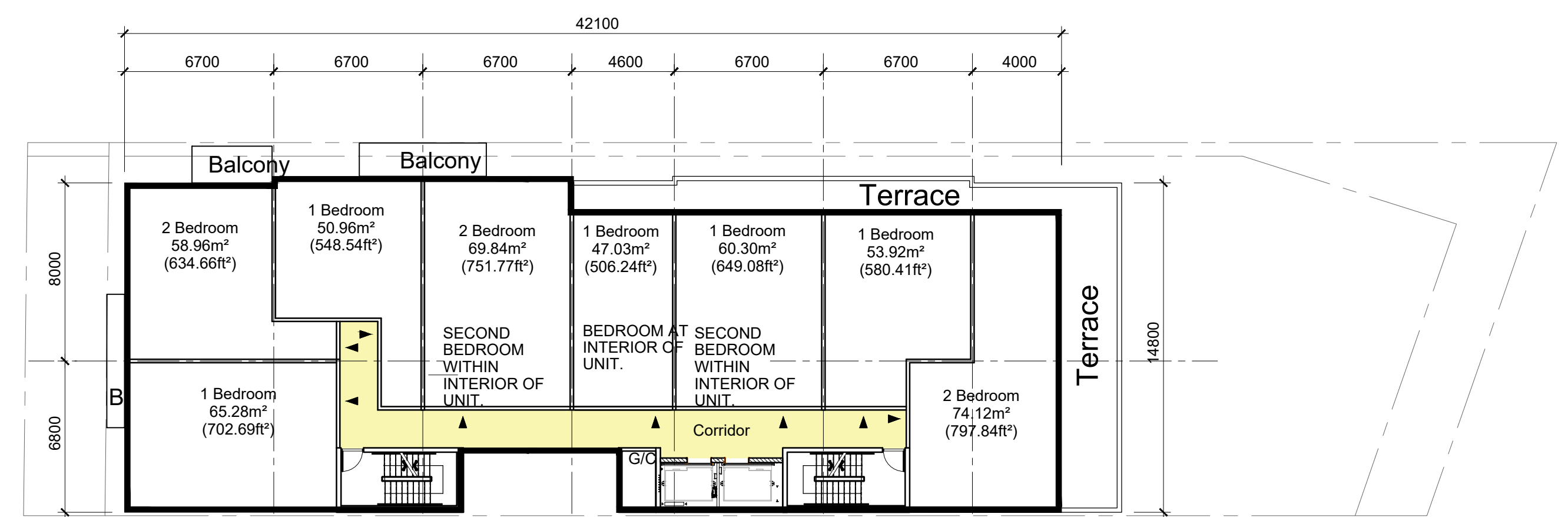
Drawing Title
 Preliminary Floor Plate Proposals

DATE:	AUG. 10, 2019
SCALE:	AS NOTED
DRAWN:	C.T.
REVIEWED:	B.K.
FILE No:	19-####A1.DWG
PROJECT No:	19-####

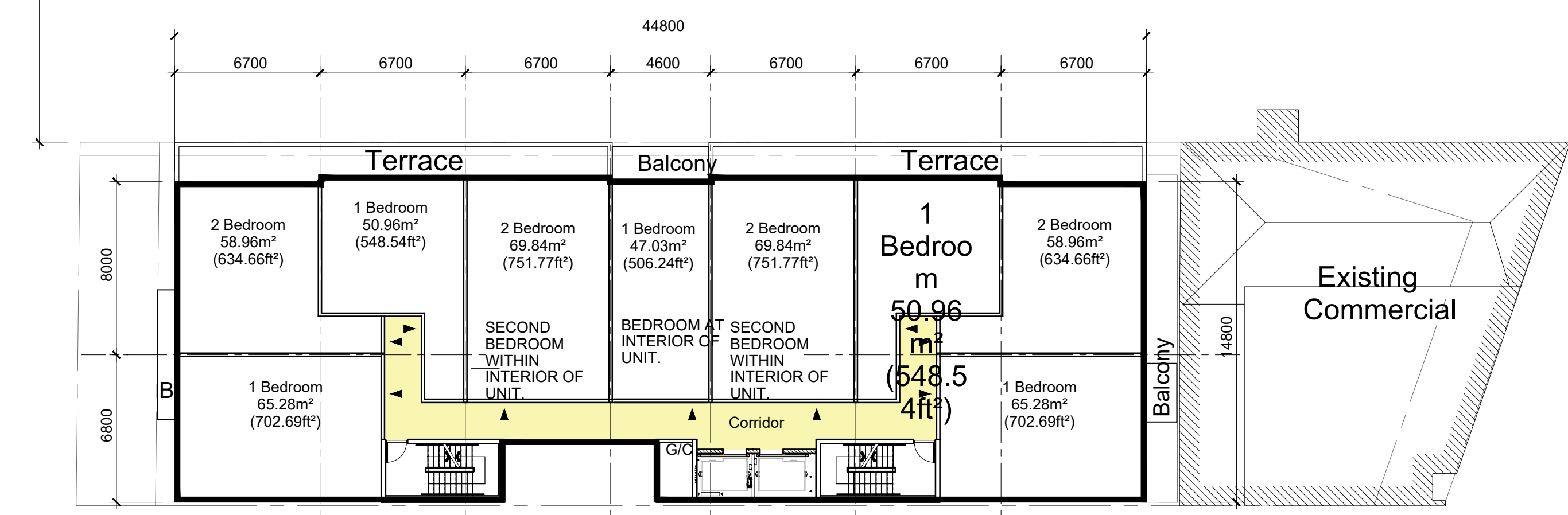
A1.2_H SPA



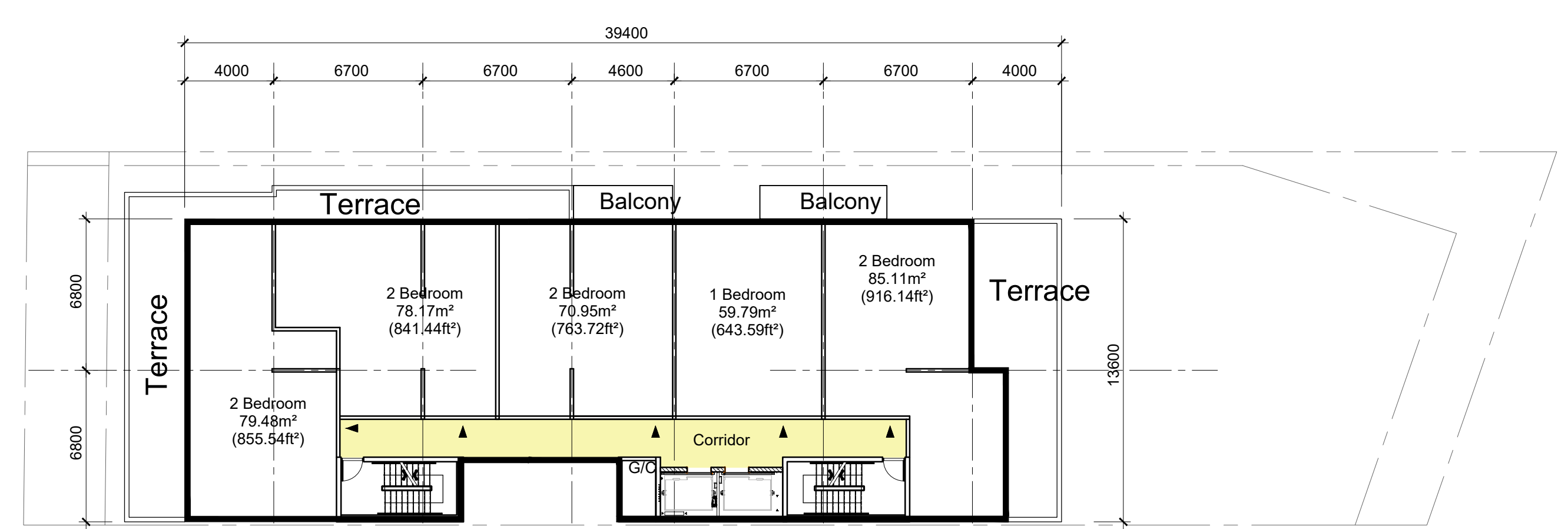
2nd Floor Plan Floor Plate 737.26m² (7936.06ft²)
 SCALE 1 : 200



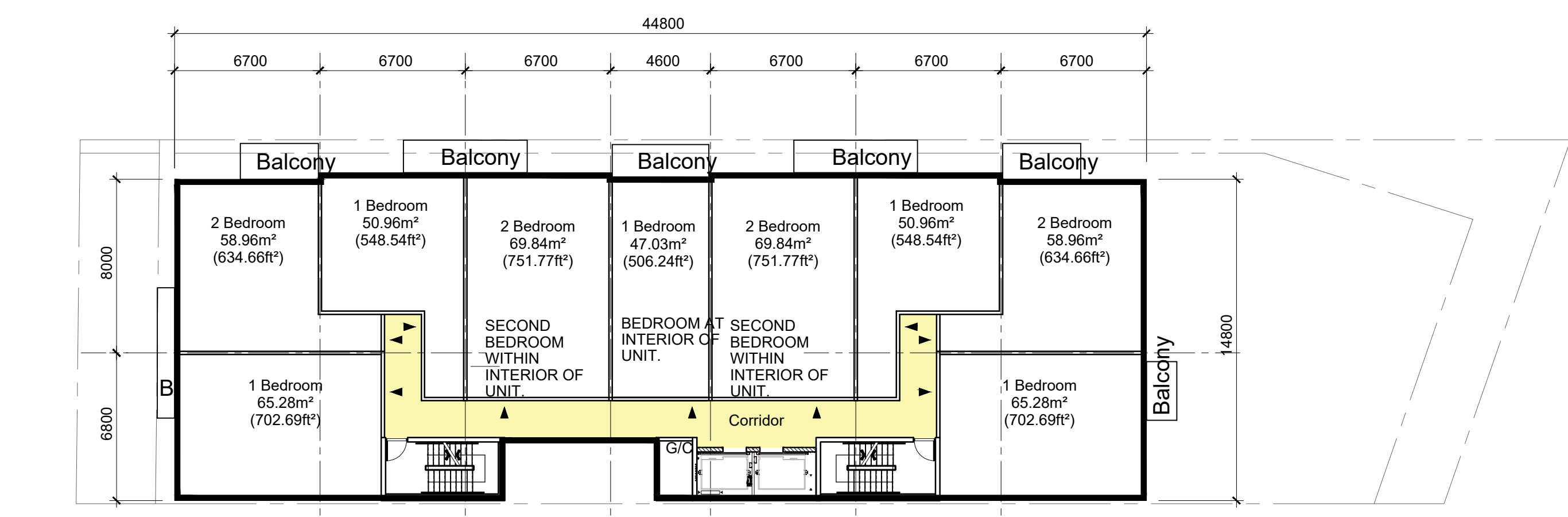
10th Floor Plan Floor Plate 582.61m² (6271.36ft²)
 SCALE 1 : 200



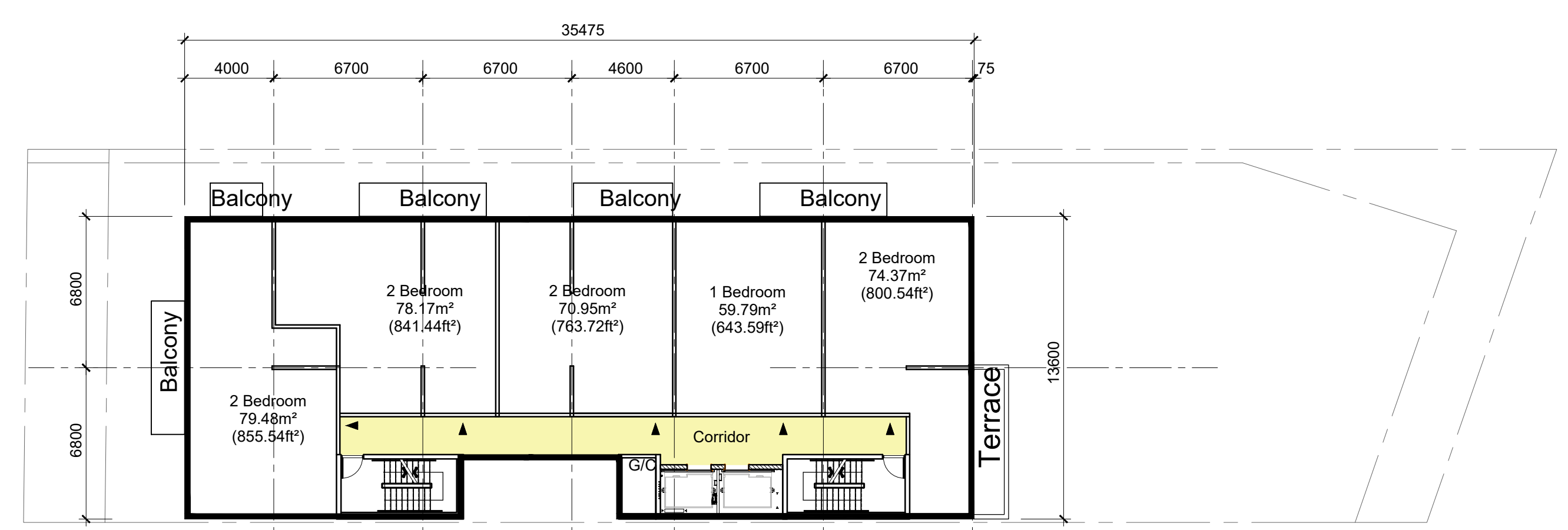
3rd Floor Plans Floor Plate 653.39m² (7033.26ft²)
 SCALE 1 : 200



11th Floor Plan Floor Plate 474.97m² (5112.70ft²)
 SCALE 1 : 200



4th - 9th Floor Plan Floor Plate 653.39m² (7033.26ft²)
 SCALE 1 : 200



12th Floor Plan Floor Plate 464.24m² (4997.20ft²)
 SCALE 1 : 200

Scheme H

Accommodation Data:	1
Bedrooms	46 Suites
2 Bedrooms	43 Suites
Total	89 Suites

APPENDIX **C**

Elevations

DO NOT SCALE DRAWINGS.

CONTRACTOR AND SUBCONTRACTORS SHALL CHECK ALL DIMENSIONS AND REPORT TO THE OWNERS ANY DISCREPANCIES PRIOR TO PROCEEDING WITH WORK.

ALL WORKMANSHIP AND MATERIALS MUST CONFORM WITH O.B.C. AND C.M.H.C. STANDARDS AND BE APPROVED BY OWNER.

THIS DRAWING IS THE PROPERTY OF THE CONSULTANT AND SHALL NOT BE COPIED OR REPRODUCED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF THE CONSULTANT.

No.	DATE	REVISION
5	AUG. 10/20	PREP. SCHEME F/8 STOREY PER CITY REQ.
6	SEPT. 5/20	REV. SCHEME F PER D.T./CITY COMMENTS
7	FEB. 15/21	ADD EXTERIOR FINISHES
8	FEB. 22/21	REVISE 2ND FLOOR COLOUR PER D.T. REVIEW
9	MAY 11/21	REV. PER CITY COMMENTS
10	SEPT. 12/21	REV. PER UDRP. WESTDELL COMMENTS
11	MAR. 18/22	REV. PER UDRP REVIEW, COMMENTS
12	JULY. 9/22	DEVELOP 12 STOREY CONCEPT

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 r_tome@bellnet.ca

Westdell Development Corp.
 782 RICHMOND ST., LONDON, ON

Project Name
 599 Richmond St., Sch. H - 12 Storey Residential Tower Proposal

Drawing Title
 Preliminary North Elevation

DATE: AUG. 10, 2019
 SCALE: AS NOTED
 DRAWN: C.T.
 REVIEWED: B.K.
 FILE No: 19-####A1.DWG
 PROJECT No: 19-####

A2.1_H



North Elevation Proposal
 July 9, 2022



South Elevation Proposal

July 9, 2022

DO NOT SCALE DRAWINGS.
 CONTRACTOR AND SUBCONTRACTORS SHALL CHECK ALL DIMENSIONS AND REPORT TO THE OWNERS ANY DISCREPANCIES PRIOR TO PROCEEDING WITH WORK.
 ALL WORKMANSHIP AND MATERIALS MUST CONFORM WITH O.B.C. AND C.M.H.C. STANDARDS AND BE APPROVED BY OWNER.
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10	SEPT. 12/21	REV. PER UDRP. WESTDELL COMMENTS
11	MAR 18/22	REV. PER UDRP REVIEW, COMMENTS
12	JULY 9/22	DEVELOP 12 STOREY CONCEPT

MARSH KATSIOS Architect Inc.
 103-200 QUEBENS AVENUE, LONDON, ONTARIO N6A 1A3
 TEL: 519-433-2000 marsh@mkai.com FAX: 519-433-2883

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 51 Wimbledon Court
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 r_tome@bellnet.ca

Westdell Development Corp.
 782 RICHMOND ST., LONDON, ON

Project Name
 599 Richmond St.,
 Sch. H - 12 Storey
 Residential Tower
 Proposal
 London, Ontario

Drawing Title
 Preliminary
 South Elevation

DATE: AUG. 10, 2019
 SCALE: AS NOTED
 DRAWN: C.T.
 REVIEWED: B.K.
 FILE No: 19-####A1.DWG
 PROJECT No: 19-####

A2.2_H



East Elevation Proposal

July 9, 2022



West Elevation Proposal

July 9, 2022

DO NOT SCALE DRAWINGS.

CONTRACTOR AND SUBCONTRACTORS SHALL CHECK ALL DIMENSIONS AND REPORT TO THE OWNERS ANY DISCREPANCIES PRIOR TO PROCEEDING WITH WORK.

ALL WORKMANSHIP AND MATERIALS MUST CONFORM WITH O.B.C. AND C.M.H.C. STANDARDS AND BE APPROVED BY OWNER.

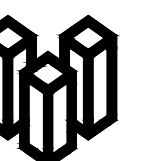
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10	SEPT. 12/21	REV. PER UDRP, WESTDELL COMMENTS
11	MAR. 18/22	REV. PER UDRP REVIEW, COMMENTS
12	JULY. 9/22	DEVELOP 12 STOREY CONCEPT

MARSH KATSIOS Architect Inc.
 103-200 QUEENS AVENUE, LONDON, ONTARIO N6A 1A3
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 r_tome@bellnet.ca



Westdell Development Corp.

782 RICHMOND ST., LONDON, ON

Project Name
 599 Richmond St.,
 Sch. H - 12 Storey
 Residential Tower
 Proposal

London, Ontario

Drawing Title
 Preliminary East
 & West Elevations

DATE: AUG. 10, 2019
 SCALE: AS NOTED
 DRAWN: C.T.
 REVIEWED: B.K.
 FILE No: 19-####A1.DWG
 PROJECT No: 19-####

A2.3_H

APPENDIX **D**

Pre-Application Heritage Conservation Notes

Note: Application fees have changed as of January 1, 2020. The following new/revised fees for new applications submitted after January 1, 2020 are as follows: Combined Official Plan Amendment/Zoning By-law Amendment Applications \$20,480, Official Plan Amendment Applications \$12,288, Zoning By-law Amendment Applications \$11,264, Proposal Summaries \$256 (this amount will be discounted from the fee of an associated application).



RECORD OF PRE-APPLICATION CONSULTATION

The following form is to be completed and signed off at/after the Pre-application Consultation Meeting (PACM).

Date: September 29, 2020

TO: Laverne Kirkness

FROM: Catherine Maton

RE: 599-601 Richmond Street

ATTENDEES: Michael Tomazincic, Manager – Current Planning, Development Services, City of London
Catherine Maton, Planner II – Current Planning, Development Services, City of London
Jerzy Smolarek, Urban Designer – Development Services, City of London
Laverne Kirkness – Kirkness Consulting Inc.
David Traher – Westdell Development Corp.
Lyman Meddoui – Westdell Development Corp.
Claudio Tome – R. Tome and Associates

PLANNING APPLICATION TEAM: Laura Dent, Development Services – Heritage (ldent@london.ca 519-661-2489 ext. 0267); Jerzy Smolarek, Development Services – Urban Design (jsmolare@london.ca 519-661-2489 ext. 1816); Meg Sundercock, Development Services – Site Plan (msundercock@london.ca 519-661-2489 ext. 4471); Brent Lambert, Development Services – Engineering (blambert@london.ca 519-661-2500 ext. 4956)

City staff reviewed your Proposal Summary submitted September 9, 2020 at an Internal Review Meeting on September 24, 2020. The following form summarizes a preliminary list of issues to be considered during the processing of your application. We have also identified the initial material submissions (Studies, Reports, Background or Information) that must be submitted along with the completed application form, required fees and this Record of Pre-Application Consultation Form before your application will be accepted as complete for opening and processing.

Proposed Development

- Current Designation: Main Street Commercial Corridor
- London Plan Place Type: Rapid Transit Corridor Place Type
- Current Zone: Business District Commercial Special Provision (BDC(1)) Zone
- Proposal: Zoning By-law Amendment to facilitate a severance and development of an 8-storey, 53-unit mixed-use apartment building at the rear of the site.

Major Issues Identified

- The site is designated Main Street Commercial Corridor (MSCC) in the 1989 Official Plan and is subject to specific policies for the Richmond Street Main Street Commercial Corridor.
 - Permitted uses in the MSCC designation include residential units created through the development of mixed-use buildings. Residential densities should be consistent with the densities allowed in the Multi-Family High

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- Density Residential designation, which is a maximum of 250 units per hectare in Central London (excluding bonusing). Bonusing would be required to achieve the proposed density.
- Richmond Street, between the Downtown and Oxford Street, shall develop as a mixed-use area. Mixed-use projects that include street level commercial uses appropriate to a pedestrian-oriented shopping area will be encouraged.
- This area is distinguished from the other Main Street Commercial Corridors with regard to the scale of new office and residential development that is permitted and that it acts as a gateway to the Downtown from the north.
 - The maximum permitted height of new development shall be stepped down from the Downtown boundary at Kent Street to Central Avenue and then will be allowed to increase between Mill Street and Oxford Street.
 - It is noted that the subject lands are located in the area between Kent Street and Central Avenue.
- The site is in the Rapid Transit Corridor Place Type of The London Plan in the Richmond Row Specific Segment. The Main Street policies of the Rapid Transit Corridor Place Type apply to the Richmond Row Segment – Richmond Street from Oxford Street to Kent Street.
 - Within the Richmond Row Segment, buildings will be a maximum of 12-storeys in height. Type 2 Bonus Zoning beyond this limit, up to 16-storeys, may be permitted in conformity with the Our Tools part of The London Plan.
 - Cultural heritage resources shall be conserved in conformity with the Cultural Heritage policies of The London Plan.
 - The design and building materials of new structures will be in keeping with, and supportive of, the form and character of the Main Street segment.
 - A podium base, with a substantial stepback to the tower, should be used for buildings in excess of 4-storeys.
- Staff have concerns that the proposed severance would eliminate the property's frontage on the Rapid Transit Corridor and result in policy conflicts.
- The proponent is to confirm whether there are any existing easements in favour of adjacent properties.
- A canopy will only be considered within the City's right-of-way if it is retractable in order to avoid any conflicts within the right-of-way.
- Should a bonus zone be sought, the proponent will be required to clearly identify the bonusable features proposed. These details are to be provided at minimum in the Planning Justification Report required as part of the complete application.
- The proponent is encouraged to initially consult with HDC London regarding the provision of affordable housing and obtain a letter of Undertaking from HDC acknowledging this consultation. The proponent should contact Brian Turcotte (bturcotte@hdclondon.ca) to discuss further.

Urban Design:

- Provide further articulation on the north elevation of the tower in order to add interest and break up the massing of the building. This can be achieved by providing further fenestration and including brick on floors 3-5 in keeping with the design that is proposed for the second floor. Design floors 6-8 to have a different design (setback, material, and fenestration) than the lower floors in order to breakup the sheer wall, massing, and to provide for interest to the top portion of the building.
- Ensure the elevations match the site plan and floor plans, this relates specifically to the southern wall of the second storey.
- Remove any portions of the building that overhang into the City Right-of-Way in order to avoid a perpetual encroachment agreement; and
- This application is to be reviewed by the Urban Design Peer Review Panel (UDPRP), and as such, an Urban Design Brief will be required. UDPRP meetings take place on the third Wednesday of every month, once an Urban Design Brief is submitted as part of a complete application the application will be scheduled for an

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upcoming meeting and the assigned planner as well as the applicant's agent will be notified. If you have any questions relating to the UDPRP or the Urban Design Briefs please contact Wyatt Rotteau at 519.661.2500 x7545 or by email at wrotteau@london.ca.

- Along with the standard requirements of the Urban Design Brief (as outlined in the Terms of Reference), please ensure the following visuals are included to facilitate a comprehensive review by the UDPRP.
 1. A Spatial Analysis of the surrounding neighbourhood;
 2. Site Plan;
 3. Landscape Plan with a detailed streetscape plan;
 4. Section drawings to include:
 - North-south showing how the proposed building interfaces with Central Avenue;
 5. Building elevations, for all four sides of the building;
 6. 3D Renders of the proposed building, with views of the tower from Richmond Street, Central Avenue, as well as from Victoria Park;
 7. Layout of the ground floor with proposed internal uses;
 8. Plan view of the extents of the tower and all proposed step backs, including with measurements;
 9. Wind study
 10. Shadow Study

Site Plan:

- The applicant will need to complete Site Plan Consultation prior to applying for a ZBA and consent.
 - In order to produce a zoning referral record for the consent, the submission must include a complete zoning data table for both the severed and retained parcels including the GFA for both residential and non-residential uses and a dimensioned site plan showing the proposed property boundaries.
- The right-of-way noted on the site plan does not appear to be City-owned and may be a private easement. The applicant should confirm in order to accurately determine the lot area for density and coverage calculations.
- A clean copy of the elevations showing all dimensions should be provided at Site Plan Consultation.
- Long-term bicycle parking should be shown internal to the building.
- The internal parking arrangement could present sightline issues for vehicles backing out of spaces.

Landscape Architecture:

- There are three recently planted street trees which require consent from Forestry Operations for their removal.

Parks:

- Cash-in-lieu of parkland required at Site Plan.

Heritage:

- 599-601 Street is a LISTED property on the City's *Register (Inventory of Heritage Resources)*.
- *The London Plan (Policy 586)* states that development and site alteration to properties LISTED on the *Register* has to be evaluated to demonstrate that the heritage attributes of the heritage designated properties or properties LISTED on the Register will be conserved.
- This evaluation process should take the form of an Heritage Impact Assessment (HIA) based the Ministry's InfoSheet #5. Note that this evaluation should clearly articulate the cultural heritage value or interest and *heritage attributes* of the heritage resource at 599-601; 559/ Richmond St and 205 Central Ave.
- Note that this property is not a protected heritage property, but is LISTED and may possess heritage significance. As per InfoSheet #5, the property should be

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evaluated and statements of cultural heritage value or interest and heritage attributes should be developed as part of the HIA.

- The proposal appears to include the demolition of the building(s) at the addresses 205 Central Avenue and 599 Richmond Street. Demolition of properties on the City's *Register* requires consultation with the London Advisory Committee on Heritage (LACH) and Council approval.

Sewers Engineering:

- The proposed populations exceed the allocated as per Replacement program drawing for Central Ave. Prior to this zoning amendment moving forward, the applicant shall have his consulting engineer provide sanitary servicing report to demonstrate the outlet, building height, the maximum population and flow will be generated by the proposed site.

Water:

- Water is available via the 200mm PVC watermain on Central Avenue.
- A water servicing brief addressing domestic demands, fire flows, and water quality will be required.
- The report shall also include a section indicating the proposed ownership of the development (one owner or multiple owners).
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.
- Additional comments will be provided during site plan consultation/application.

Stormwater:

- As per as constructed plan# 14993 & 16814, the site (at C=0.90) is tributary to the existing 300mm and 450mm storm sewers on Central Avenue.
- As per the Drainage By-law, the consultant would be required to provide for a storm pdc ensuring existing peak flows from the 2 through 100 year return period storms are maintained pre to post development with any increase in flow being managed onsite. The servicing report should also confirm capacity in the existing sewers.
- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:
 - the flow from the site must be discharged at a rate equal to or less than the existing condition flow;
 - the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
 - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
 - "normal" level water quality is required as per the MOE guidelines and/or as per the EIS field information; and
 - shall comply with riparian right (common) law.
 - The consultant shall update the servicing report and drawings to provide calculations, recommendations and details to address these requirements.
- The subject lands are located within a subwatershed without established targets. City of London Standards require the Owner to provide a Storm/Drainage Servicing Report demonstrating compliance with SWM criteria and environmental targets identified in the Design Specifications & Requirements Manual. This may include but not be limited to, quantity control, quality control (70% TSS), erosion, stream morphology, etc.
- The Developer shall be required to provide a Storm/drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions up to and including 100-year storm events.

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- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer. It shall include water balance.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.
- Additional SWM related comments will be provided upon future review of this site.

Studies, Reports, Background or Information to be completed and submitted with the application form

- Zoning By-law Amendment application and fee
- Planning Justification Report (including specific details on the proposed bonusable features)
- Urban Design Brief (including all items identified in Urban Design comments)
- Zoning Data Sheet
- Site Concept Plan, Renderings, and Elevations
- Heritage Impact Assessment
- Record of Site Plan Consultation
- Parking Study
- Sanitary Servicing Report
- Image for Use on Sign and Webpage
- Electronic copies of all supporting background information (USB)

PRE-APPLICATION CONSULTATION HAS OCCURRED

YES NO

PLANNER: _____

PROPONENT: _____

DATE: September 29, 2020

Disclaimer

The pre-application consultation process is intended to identify issues early in the process and to identify the reports, studies and information required to be submitted as part of a complete application. A complete application enables Council to make informed decisions within a reasonable period of time and ensures that the public and other stakeholders have access to the relevant information early in the process. While every effort has been made to identify information needs at this stage, additional issues and/or information needs may be identified through the application review process and may be requested at that time. Should a formal submission of an application not materialize within 9 months, a subsequent Pre-Application Consultation Meeting (PACM) will be required.

Council adopted *The London Plan*, the City's new Official Plan for the City, on June 23, 2016. It is not yet in force and effect, but should it come into force and effect before you

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submit your complete application, City staff may identify additional complete application requirements at the time of application submission in order to comply with *The London Plan* policies.

APPENDIX **E**

Curriculum Vitae



EDUCATION

2006

Masters of Arts (Planning)
University of Waterloo

1998

Bachelor of Environmental Studies
University of Waterloo

1998

Bachelor of Arts (Art History)
University of Saskatchewan

CONTACT

540 Bingemans Centre Drive,
Suite 200
Kitchener, ON N2B 3X9
T 519 576 3650 x 744
F 519 576 0121
dcurrie@mhbcplan.com
www.mhbcplan.com

CURRICULUM VITAE

Dan Currie, MA, MCIP, RPP, CAHP

Dan Currie, a Partner and Managing Director of MHBC's Cultural Heritage Division, joined MHBC Planning in 2009, after having worked in various positions in the public sector since 1997. Dan provides a variety of planning services for public and private sector clients including a wide range of cultural heritage policy and planning work including strategic planning, heritage policy, heritage conservation district studies and plans, heritage master plans, cultural heritage evaluations, heritage impact assessments and cultural heritage landscape studies.

PROFESSIONAL ASSOCIATIONS

Full Member, Canadian Institute of Planners
Full Member, Ontario Professional Planners Institute
Professional Member, Canadian Association of Heritage Professionals

SELECTED PROJECT EXPERIENCE

Heritage Conservation District Studies and Plans

Stouffville Heritage Conservation District Study
Alton Heritage Conservation District Study, Caledon
Port Stanley Heritage Conservation District Plan
Port Credit Heritage Conservation District Plan, Mississauga
Town of Cobourg Heritage Conservation District Plan updates
Rondeau Heritage Conservation District Study & Plan, Chatham Kent,
Barriefield Heritage Conservation District Plan Update, Kingston
Victoria Square Heritage Conservation District Study, Markham
Bala Heritage Conservation District Study and Plan, Township of Muskoka Lakes
Downtown Meaford Heritage Conservation District Study and Plan
Brooklyn and College Hill Heritage Conservation District Plan, Guelph
Garden District Heritage Conservation District Study and Plan, Toronto

Heritage Master Plans and Management Plans

Town of Aurora Municipal Heritage Register Update
City of Guelph Cultural Heritage Action Plan
Town of Cobourg Heritage Master Plan
Burlington Heights Heritage Lands Management Plan
City of London Western Counties Cultural Heritage Plan

CURRICULUM VITAE

Dan Currie, MA, MCIP, RPP, CAHP

Cultural Heritage Evaluations

Morningstar Mill, St Catherines
 MacDonal Mowatt House, University of Toronto
 City of Kitchener Heritage Property Inventory Update
 Niagara Parks Commission Queen Victoria Park Cultural Heritage Evaluation
 Designation of Main Street Presbyterian Church, Town of Erin
 Designation of St Johns Anglican Church, Norwich
 Cultural Heritage Landscape evaluation, former Burlingham Farmstead, Prince Edward County

Heritage Impact Assessments

Heritage Impact Assessment for Pier 8, Hamilton
 Homer Watson House Heritage Impact Assessment, Kitchener
 Expansion of Schneider Haus National Historic Site, Kitchener
 Redevelopment of former industrial facility, 57 Lakeport Road, Port Dalhousie
 Redevelopment of former amusement park, Boblo Island
 Redevelopment of historic Waterloo Post Office
 Redevelopment of former Brick Brewery, Waterloo
 Redevelopment of former American Standard factory, Cambridge
 Redevelopment of former Goldie and McCullough factory, Cambridge
 Mount Pleasant Islamic Centre, Brampton
 Demolition of former farmhouse at 10536 McCowan Road, Markham

Heritage Assessments for Infrastructure Projects and Environmental Assessments

Heritage Assessment of 10 Bridges within Rockcliffe Special Policy Area, Toronto
 Blenheim Road Realignment Collector Road EA, Cambridge
 Badley Bridge EA, Elora
 Black Bridge Road EA, Cambridge
 Heritage and Cultural Heritage Landscape Assessment of Twenty Mile Creek Arch Bridge, Town of Lincoln
 Heritage Evaluation of Deer River, Burnt Dam and MacIntosh Bridges, Peterborough County

Conservation Plans

Black Bridge Strategic Conservation Plan, Cambridge
 Conservation Plan for Log house, Beurgetz Ave, Kitchener
 Conservation and Construction Protection Plan - 54 Margaret Avenue, Kitchener

CONTACT

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CURRICULUM VITAE

Dan Currie, MA, MCIP, RPP, CAHP

Tribunal Hearings:

Redevelopment of 217 King Street, Waterloo (OLT)
 Redevelopment of 12 Pearl Street, Burlington (OLT)
 Designation of 30 Ontario Street, St Catharines (CRB)
 Designation of 27 Prideaux Street, Niagara on the Lake (CRB)
 Redevelopment of Langmaids Island, Lake of Bays (LPAT)
 Port Credit Heritage Conservation District (LPAT)
 Demolition 174 St Paul Street (Collingwood Heritage District) (LPAT)
 Brooklyn and College Hill HCD Plan (OMB)
 Rondeau HCD Plan (LPAT)
 Designation of 108 Moore Street, Bradford (CRB)
 Redevelopment of property at 64 Grand Ave, Cambridge (LPAT)
 Youngblood subdivision, Elora (LPAT)
 Downtown Meaford HCD Plan (OMB)
 Designation of St Johns Church, Norwich (CRB - underway)

LAND USE PLANNING

Provide consulting services for municipal and private sector clients for:

- Secondary Plans
- Draft plans of subdivision
- Consent
- Official Plan Amendment
- Zoning By-law Amendment
- Minor Variance
- Site Plan

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EDUCATION

2011

Higher Education Diploma

Cultural Development/ Gaelic Studies

Sabhal Mòr Ostaig, University of the Highlands and Islands

2012

Bachelor of Arts

Joint Advanced Major in Celtic Studies and Anthropology

Saint Francis Xavier University

2014

Master of Arts

World Heritage and Cultural Projects for Development

The International Training Centre of the ILO in partnership with the University of Turin, Politecnico di Torino, University of Paris 1 Pantheon-Sorbonne, UNESCO, ICCROM, Macquarie University

www.linkedin.com/in/rachelredshaw

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CURRICULUM VITAE

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Rachel Redshaw, a Senior Heritage Planner with MHBC, joined the firm in 2018. Ms. Redshaw has a Bachelor of Arts in Anthropology and Celtic Studies and a Master of Arts in World Heritage and Cultural Projects for Development. Ms. Redshaw completed her Master's in Turin, Italy; the Master's program was established by UNESCO in conjunction with the University of Turin and the International Training Centre of the ILO. Rachel is professional member of the Canadian Association of Heritage Professionals (CAHP).

Ms. Redshaw provides a variety of heritage planning services for public and private sector clients. Ms. Redshaw has worked for years completing cultural heritage planning in a municipal setting. She has worked in municipal building and planning departments and for the private sector to gain a diverse knowledge of building and planning in respect to how they apply to cultural heritage. Rachel enjoys being involved in the local community and has been involved in the collection of oral history, in English and Gaelic, and local records for their protection and conservation and occasionally lecturers on related topics. Her passion for history and experience in archives, museums, municipal building and planning departments supports her ability to provide exceptional cultural heritage services.

PROFESSIONAL ASSOCIATIONS

Professional Member, Canadian Association of Heritage Professionals (CAHP)

PROFESSIONAL HISTORY

2022 - Present Senior Heritage Planner,
MacNaughton Hermsen Britton Clarkson Planning Limited

2018 - 2022 Heritage Planner,
MacNaughton Hermsen Britton Clarkson Planning Limited

2018 Building Permit Coordinator, (Contract)
Township of Wellesley

2018 Building Permit Coordinator (Contract)



CURRICULUM VITAE

Rachel Redshaw, MA, H.E. Dipl., CAHP

- RSM Building Consultants
- 2017 Deputy Clerk,
Township of North Dumfries
- 2015-2016 Building/ Planning Clerk
Township of North Dumfries
- 2009-2014 Historical Researcher & Planner
Township of North Dumfries
- 2012 Translator, Archives of Ontario
- 2012 Cultural Heritage Events Facilitator (Reminiscence Journey) and
Executive Assistant, Waterloo Region Plowing Match and Rural
Expo
- 2011 Curatorial Research Assistant
Highland Village Museum/ Baile nan Gàidheal

PROFESSIONAL/COMMUNITY ASSOCIATIONS

- 2022-Present Professional Member, Canadian Association of Heritage
Professionals
- 2017-2020 Member, AMCTO
- 2018-2019 Member of Publications Committee, Waterloo Historical Society
- 2018 Member, Architectural Conservancy of Ontario- Cambridge
- 2018 - 2019 Secretary, Toronto Gaelic Society
- 2012 -2017 Member (Former Co-Chair & Co-Founder), North Dumfries
Historical Preservation Society
- 2011 - 2014 Member, North Dumfries Municipal Heritage Committee
- 2013 Greenfield Heritage Conservation District, Sub-committee,
Doors Open Waterloo Region
- 2012 Volunteer Historical Interpreter, Doon Heritage Village, Ken
Seiling Waterloo Region Museum
- 2008-2012 Member, Celtic Collections, Angus L. Macdonald Library
- 2012-2013 Member (Public Relations), Mill Race Folk Society

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CURRICULUM VITAE

Rachel Redshaw, MA, H.E. Dipl., CAHP

- 2011 Member, University of Waterloo Sub-steering Committee for HCD Study, Village of Ayr, North Dumfries
- 2010-2011 Member (volunteer archivist), Antigonish Heritage Museum

AWARDS / PUBLICATIONS / RECOGNITION

- 2019 Waterloo Historical Society Publication, *Old Shaw: The Story of a Kindly Waterloo County Roamer*
- 2014 Master's Dissertation, *The Rise of the City: Social Business Incubation in the City of Hamilton*
- 2014 Lecture, *A Scot's Nirvana*, Homer Watson House and Gallery
- 2013 Lecture, *The Virtual Voice of the Past: The Use of Online Oral Accounts for a Holistic Understanding of History*, University of Guelph Spring Colloquium
- 2012-2013 Gaelic Events Facilitator, University of Guelph
- 2012-2015 Intermediate Gaelic Facilitator, St. Michael's College, University of Toronto
- 2012 *Nach eil ann tuilleadh: An Nòs Ùr aig nan Gàidheal* (BA Thesis)
Thesis written in Scottish Gaelic evaluating disappearing Gaelic rites of passage in Nova Scotia.
- 2012 Waterloo Historical Society Publication, *Harvesting Bees and Feasting Tables: Fit for the Men, Women and Children of Dickie Settlement and Area, Township of North Dumfries*
- 2007-2012 25 historical publications in the Ayr News (access to some articles <http://ayrnews.ca/recent>)

PROFESSIONAL DEVELOPMENT COURSES

- 2021 Certificate for Indigenous Relations Training Program with University of Calgary
- 2020 Condo Director Training Certificate (CAO)
- 2018 Building Officials and the Law (OBOA Course)
- 2017-2018 AMCTO Training (MAP 1)
- 2017 AODA Training

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CURRICULUM VITAE

Rachel Redshaw, MA, H.E. Dipl., CAHP

2010

Irish Archaeological Field School Certificate

COMPUTER SKILLS

- Microsoft Word Office
- Bluebeam Revu 2017
- ArcGIS
- Keystone (PRINSYS)
- Municipal Connect
- Adobe Photoshop
- Illustrator
- ABBYY Fine Reader 11
- Book Drive

SELECT PROJECT EXPERIENCE 2018-2022

CULTURAL HERITAGE IMPACT ASSESSMENTS

- Promenade at Clifton Hill, Niagara Falls (Niagara Parks Commission)
- 16-20 Queen Street North, Kitchener (Former Economical Insurance Building)
- Peterborough Lift Lock and Trent-Severn Waterway (TSW), National Historic Sites, Development for 380 Armour Road, City of Peterborough
- Middlesex County Court House, National Historic Site, for development at 50 King Street
- McDougall Cottage and National Historic Site, for development at 93 Grand Avenue South, City of Kitchener
- City of Waterloo Former Post Office, Development for 35-41 King Street North, City of Waterloo, Phase II
- Consumers' Gas Station B, Development for 450 Eastern Avenue, City of Toronto
- 82 Weber Street and 87 Scott Street, City of Kitchener
- 39 Wellington Street West, City of Brampton

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- 543 Ridout Street North, City of London
- 34 Manley Street, Village of Ayr, Township of North Dumfries
- Quinte's Isle Campark, 558 Welbanks Road, Prince Edward County (OLT)
- 174 St. Paul Street, Town of Collingwood (OLT)
- 45 Duke Street, City of Kitchener
- 383-385 Pearl Street, City of Burlington
- St. Patrick's Catholic Elementary School, (SPCES), 20 East Avenue South, City of Hamilton
- 250 Allendale Road, City of Cambridge
- 249 Clarence Street, City of Vaughan

Specific for Relocation of Heritage Buildings

- 1395 Main Street, City of Kitchener
- 10379 & 10411 Kennedy Road, City of Markham

CULTURAL HERITAGE SCREENING REPORT

Kelso Conservation Area, Halton County
5th Side Road, County Road 53, Simcoe County
Waterdown Trunk Watermain Twinning Project, City of Hamilton

CULTURAL HERITAGE EVALUATION REPORTS

- 52 King Street North, City of Kitchener
- Sarnia Collegiate Institute and Technical School (SCITS), 275 Wellington, City of Sarnia (Municipal contingency study)
- 10536 McCowan Road, City of Markham
- Former Burns Presbyterian Church, 155 Main Street, Town of Erin (Designation Report)
- Former St. Paul's Anglican Church, 23 Dover Street, Town of Otterville, Norwich Township (OLT)
- 6170 Fallsview Boulevard, City of Niagara Falls

CONSERVATION PLANS

- City of Waterloo Former Post Office, 35-41 King Street North, City of Waterloo
- 82 Weber Street East, City of Kitchener
- 87 Scott Street, City of Kitchener
- 107 Young Street, City of Kitchener

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CURRICULUM VITAE

Rachel Redshaw, MA, H.E. Dipl., CAHP

- 1395 Main Street, City of Kitchener
- 10379 & 10411 Kennedy Road, City of Markham

Cultural Heritage Conservation Protection Plans (Temporary protection for heritage building during construction)

- 16-20 Queen Street North, Kitchener (included Stabilization, Demolition and Risk Management Plan)
- 12 & 54 Margaret Avenue, City of Kitchener
- 45 Duke Street, City of Kitchener
- 82 Weber Street West and 87 Scott Street, City of Kitchener
- 660 Sunningdale Road, London

DOCUMENTATION AND SALVAGE REPORTS

- 16-20 Queen Street North, City of Kitchener
- 57 Lakeport Road City of St. Catharines
- Gaslight District, 64 Grand Avenue South, City of Cambridge
- 242-262 Queen Street South, City of Kitchener
- 721 Franklin Boulevard, City of Cambridge

HERITAGE PERMIT APPLICATIONS

- 16-20 Queen Street North, Kitchener
- 50 King Street, London
- 35-41 King Street North, City of Waterloo (Old Post Office), Phase II (alteration to building with a municipal heritage easement, Section 37, OHA)
- 50-56 Weber Street West & 107 Young Street, City of Kitchener (demolition and new construction within HCD)
- 30-40 Margaret Avenue, City of Kitchener (new construction within HCD)
- 249 Clarence Street, City of Vaughan (alteration within HCD)
- 174 St. Paul Street, Town of Collingwood (demolition within HCD)

HERITAGE CONSERVATION DISTRICTS/ MASTER PLANS/ HERITAGE CHARACTER STUDY

- Elgin, Central and Memorial Neighbourhoods, Municipality of Clarington
- Stouffville Heritage Conservation District Study (Project Lead 2021-2022)
- Town of Aurora Heritage Register Update

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CURRICULUM VITAE

Robyn McIntyre, BES

EDUCATION

2022

Bachelor of Environmental Studies
 Honours Planning (Co-op)
 University of Waterloo
 Specialization: Land Development
 Specialization: Urban Design

Robyn McIntyre formally joined MHBC as a Planner in 2022. Before joining the MHBC team, Robyn completed co-op placements with the Town of Bracebridge (2019), Borden Ladner Gervais LLP (2020), the County of Bruce (2020), and MHBC's Kitchener office (2021). Through these placements, Robyn focused on land development, municipal planning, tribunal hearings, and heritage planning.

At MHBC, Robyn works with both private and public sector clients on a variety of project. She completes research & compiles due diligence reports, reviews & applies policy, writes planning justification reports/urban design briefs, and prepares development applications among other responsibilities. Additionally, Robyn has experience preparing appeal documents for the Local Planning Appeal Tribunal (now Ontario Land Tribunal) and the Toronto Local Appeal Body.

Robyn is working towards becoming a full member of the Ontario Professional Planners Institute (OPPI) and Canadian Institute of Planners (CIP). She is currently completing her candidacy for her Registered Professional Planner Designation in Ontario.

PROFESSIONAL HISTORY

- 2022 – Present Planner
 MacNaughton Hermsen Britton Clarkson Planning Ltd.
- 2021 – 2022 Student Planner (Co-op)
 MacNaughton Hermsen Britton Clarkson Planning Ltd
- 2020 – 2020 Planning Student (Co-op)
 The Corporation of the County of Bruce
- 2020 - 2020 Student Planner (Co-op)
 Borden Ladner Gervais LLP
- 2018 - 2019 Planning Student (Co-op)
 The Corporation of the Town of Bracebridge

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CURRICULUM **VITAE**

Robyn McIntyre, BES

SELECTED PROJECT EXPERIENCE

Research, analysis, and preparation of submission materials (reports, studies, applications, etc.) for municipal land development projects.

Receive, process, and make recommendations on municipal land development applications while supporting municipal clients.

Field work, research, and report preparation for various heritage projects (Cultural Heritage Evaluation Reports, Heritage Impact Assessments, and Heritage Conservation District Studies) under Parts IV and V of the *Ontario Heritage Act*.

Submission and receipt of development applications under the Planning Act (Minor Variances, Zoning Bylaw Amendments, Consents, Official Plan Amendments, Plans of Subdivision, Plans of Condominium).

Organization of Case Management Conferences and preparation of appeal package documents (notices, affidavits, reports, applications, and forms) for appeals at the Local Planning Appeal Tribunal and Toronto Local Appeal Body.

PROFESSIONAL DEVELOPMENT

Candidate for Registered Professional Planner Designation.

Plain Language Seminar, Ontario Professional Planners Institute, November 2020.

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MHBC
P L A N N I N G
U R B A N D E S I G N
& L A N D S C A P E
A R C H I T E C T U R E

City of London

Heritage Impact Assessment: Kensington Bridge

Prepared by:

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Prepared for:

City of London

Date: April 2023

Project #: 60672088

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").

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- represents AECOM's professional judgment 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
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This Statement of Qualifications and Limitations is attached to and forms part of the Report and any use of the Report is subject to the terms hereof.

*AECOM: 2015-04-13
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Authors

Report Prepared By:

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Cultural Heritage Specialist

Report Checked By:

Insert electronic signature

John Pucchio, P. Eng.,
Senior Structural Engineer

Report Verified By:

Insert electronic signature

Adria Grant, M.A., CAHP
Associate Vice President
West & Ontario Department Manager

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Appendices

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- Appendix B. Select 30% Detailed Design Drawings
- Appendix C. Preferred Light Post Option

1. Introduction

1.1 Study Purpose

AECOM Canada Ltd. (AECOM) was retained by the City of London to conduct a Heritage Impact Assessment on Kensington Bridge (or the ‘subject bridge’) as part of the engineering services for the rehabilitation of the bridge as part of the Municipal Class Environmental Assessment (‘MCEA’). The project is in Phase 3 which evaluates and identifies the Recommended Design Alternative from the Recommended Alternative Solution that was determined in Phase 2.

Kensington Bridge is designated under Part V of the *Ontario Heritage Act* as it is within the boundary of the Blackfriars/Petersville Heritage Conservation District (hereafter ‘HCD’; By-law - 3437-179). Bridges over the Thames River are considered to contribute to the cultural heritage value of the HCD.¹ In addition, a Cultural Heritage Evaluation Report (‘CHER’) completed by AECOM in 2018 for the City of London determined the subject bridge meets five of the nine criteria prescribed in Ontario Regulation 9/06 of the *Ontario Heritage Act* and therefore is of significant cultural heritage value or interest.

Based on the cultural heritage significance of Kensington Bridge and deficiencies observed in the City of London Single Structure Condition Report (AECOM, June 2021), the bridge requires rehabilitation on several key components of the structure. In 2022, AECOM was contracted to develop the rehabilitation plan and design of Kensington Bridge in order to extend the service life of the structure for another 50 years. Therefore, this Heritage Impact Assessment (‘HIA’) as per Policy 565 of *The London Plan*, this HIA is required to assess the impacts of the Recommended Design Alternative on this cultural heritage resource and its heritage attributes as well as the character of the district more generally as per the Blackfriars/Petersville HCD Plan. The proposed rehabilitation work includes a complete concrete deck replacement, deck joint elimination, bearing replacement, ballast wall replacement, steel recoating and other major repairs including the replacement of the pedestrian railing, a new barrier system, and replacement of the lamp posts.

¹ The definition of a contributing property, as defined in the Blackfriars-Petersville HCD Plan is: “A property, structure, landscape element, or other attribute of a Heritage Conservation District that supports the identified cultural heritage values, character, and/or integrity of the Heritage Conservation District. Contributing resources are subject to the policies and guidelines for the conservation and alteration, and demolition. The bridges over the Thames (Blackfriars Bridge and Queens Avenue Bridge) are considered to be contributing resources and thus should be part of the district.”

1.2 Location and Physical Description of the Study Area

1.2.1 Location

Kensington Bridge is shown on **Figure 1** and **Figure 2** which carries two lanes of eastbound traffic of Dundas Street into London's Downtown Core. It is considered a gateway structure between Blackfriars-Petersville HCD and the Downtown London HCD. The structure is located just north of the Forks of the Thames. The subject bridge is regarded as part of a group of bridges spanning the Thames River in the vicinity of the Forks of the Thames. This group includes the Wharnccliffe Road Bridge (1958), Blackfriars Bridge (originally built in 1875), King Street Bridge (1897), Queen's Avenue Bridge (1973), Westminster Bridge (1977), Victoria Street Bridge (1926; now removed and new crossing underway), and the Canadian National Bridge over the main branch of the Thames River. These structures do not represent a family of bridges; however, they contribute to the character and significance of the Thames River and the understanding of the history and the evolution of the City of London.

At the site of the existing Kensington Bridge, the Thames River flows through a wide channel with shallow sloped banks on the east side of the river. The west side of the Thames River is defined by the West London Dyke, which has recently undergone significant repairs and reconstruction. Two concrete piers, located in the river support the Kensington Bridge. The recreational path known as the Thames Valley Parkway ('TVP') extends along both the east and west banks of the Thames River at the Kensington Bridge. Both portions of the trail pass under the bridge.

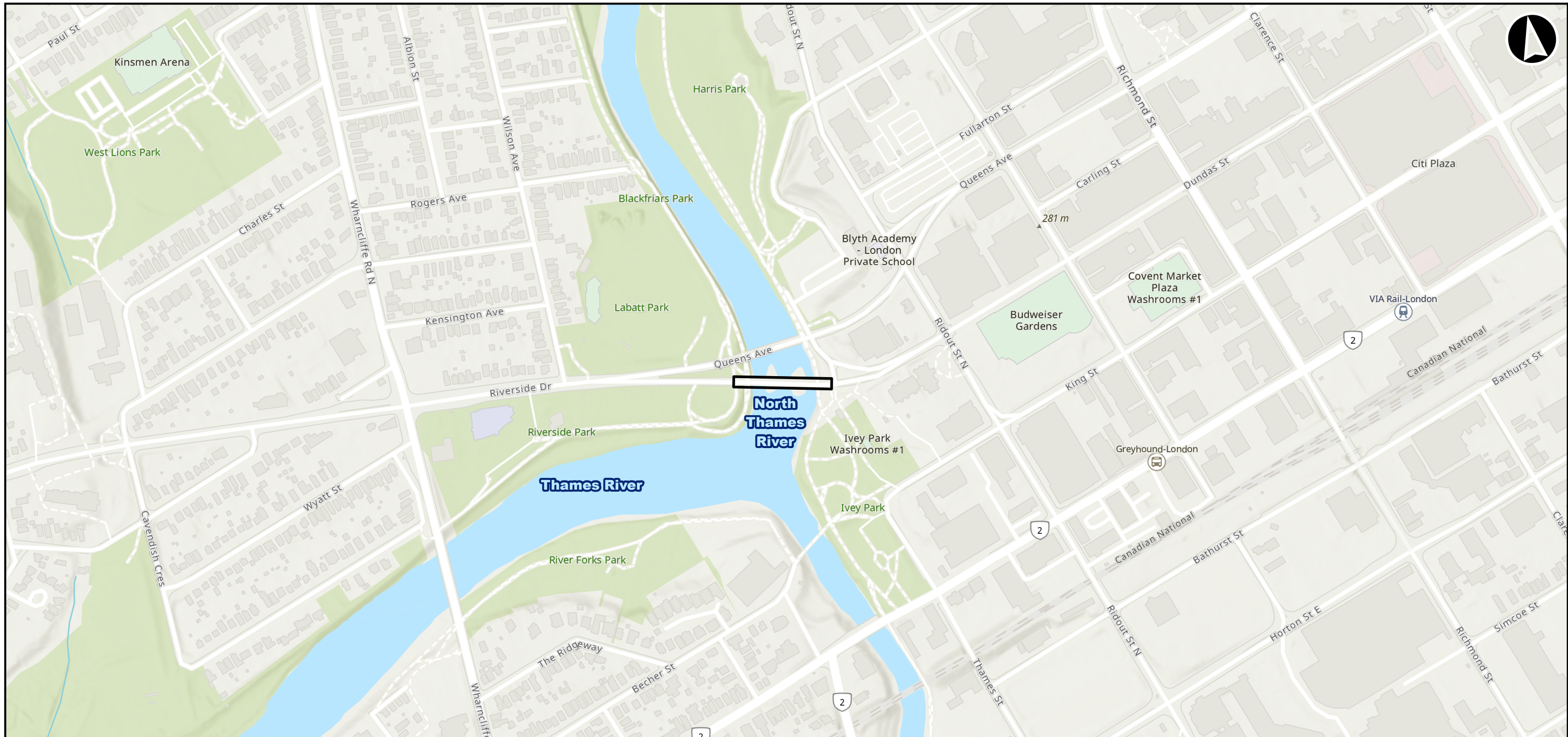
1.2.2 Physical Description

Kensington Bridge is a three-span metal seven-panel rivet-connected modified Warren pony-truss structure built in 1930 by the Hamilton Bridge Company, a prolific Ontario bridge builder (**Photograph 1**, below). The bridge was designed by the Hamilton Bridge Company and by John Rostron who was the assistant engineer on structural works for the City of London (see **Appendix A**, the original design drawings). This three-span steel bridge was built to the same plan and around the same time as the skewed two-span Victoria Street Bridge (now removed and a new crossing underway). Kensington Bridge (and the former Victoria Street Bridge) is a rare variation of the Warren pony truss where the center panel "breaks" the Warren pattern and introduces a panel with two diagonals forming an "X" at this point, rather than continuing the Warren pattern. The superstructure rests upon two concrete abutments that are built into the earth embankments on either side of the Thames River. Two concrete piers are located within the river and support the bridge spans. It has a crossing length of 95.4 m and a deck travel width of 14.87 m. There is currently no posted load limit however historically, the bridge had a posted limit of 12 tones (AECOM, 2018a).


The design of Kensington Bridge has the feeling of a rural bridge that compliments the natural and scenic landscape of the Thames River Valley. In its setting, the structure is a landmark.

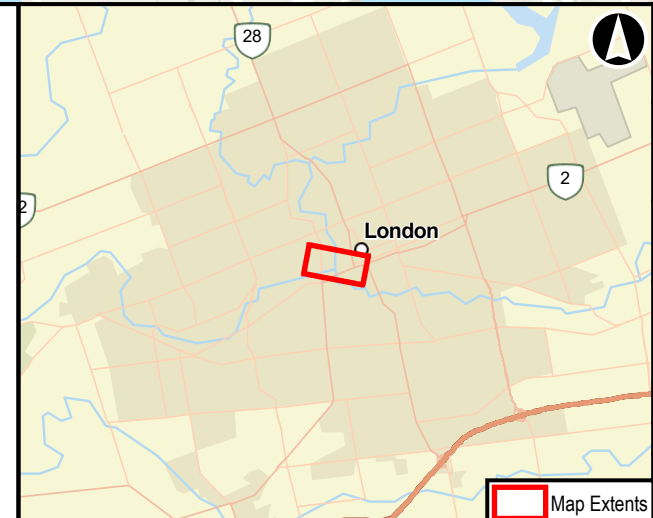
South Elevation of Kensington Bridge (AECOM, April 2022)





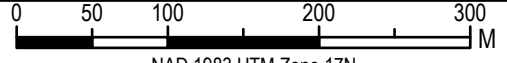
Basemaps provided by: Esri Community Maps Contributors, Province of Ontario, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, NRCAN, Parks Canada, Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen.

Legend
 Subject Bridge



Kensington Bridge Heritage Impact Assessment

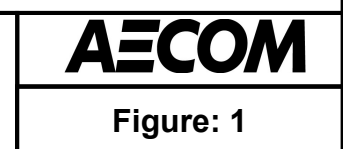
Location of the Kensington Bridge on Current Topographic Map



NAD 1983 UTM Zone 17N

Data Sources:
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Project Location: Via aecommt.com/AMER/London-CALOY/DCS/Project/17RN/60672088_Kensington_Bridge/Map_Layout_HA_T17-StudyArea_Location Date Saved: 4/6/2023 1:30 PM User: darib



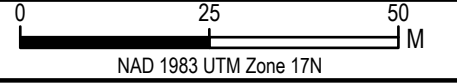
Basemaps provided by: Province of Ontario, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, NRCAN, Parks Canada

Legend
 Subject Bridge



Kensington Bridge Heritage Impact Assessment

Location of the Kensington Bridge on Current Aerial Photograph



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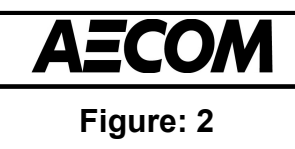


Figure: 2

Project Location: \\na.asccmnet.com\AMER\Lansden\CAL\OVI\Projects\17RN\60672088_Kensington_Bridge\Map\Layout_HA1.jpg - Study Area Date Saved: 4/6/2023 1:30 PM User: darib

1.3 Present Owner

Kensington Bridge is currently owned and maintained by the City of London.

1.4 Study Method

The objective of this HIA is to identify the potential impacts of the proposed rehabilitation to the heritage attributes identified for the structure. This document will provide:

- A location plan showing the contextual location of the site, including a description of the surrounding context;
- A historical summary of the history of the bridge (scoped from the CHER and Blackfriars/Petersville HCD Plan);
- A photographic record of the existing heritage conditions of the bridge;
- A review of the Statement of Significance from the CHER;
- Provisions of specifications for heritage sensitive removals/additions (i.e. handrailing replacement);
- A detailed description of the undertaking of the identified impacts;
- A summary of community engagement for the proposed undertaking; and
- A list of mitigation measures and recommendations to ensure that any impacts to the bridge are minimized.

The following key resources were reviewed for this HIA:

- The 30% Detailed Design for Kensington Bridge (prepared by AECOM, Oct. 2022)
- The Cultural Heritage Evaluation Report (CHER) and the Statement of Cultural Heritage Value and Heritage Attributes (AECOM, 2018a);
- The Blackfriars/Petersville Heritage Conservation District Study Report (Golder, 2014b)
- The Blackfriars/Petersville Heritage Conservation District Plan and Guidelines (Golder, 2014a)
- The Preliminary Structural Design Report Rev. 1, Kensington Bridge (1-BR-06), Riverside Drive over the Thames River (AECOM, 2018b)
- The City of London Structures Database, Single Structure Condition Report (AECOM, July 2021)

- 1928-1930 Original drawings of the superstructure and piers, by Hamilton Bridge Company and John R. Rostron (On file at the City of London) (see **Appendix A**)

A field review was completed by Tara Jenkins, AECOM Cultural Heritage Specialist on April 2, 2023, to document the existing heritage conditions of the bridge. The flooding of the Thames River imposed certain limitations on the photography.

Potential impacts to the subject bridge were evaluated according to the Ministry of Citizenship and Multiculturalism (MCM) *Ontario Heritage Toolkit, Heritage Resources in the Land Use Planning Process, InfoSheet #5 Heritage Impact Assessments and Conservation Plans* (MCM 2006:3) and the Park's Canada *Standards and Guidelines for the Conservation of Historic Places in Canada* (2010). The MCM document defines "impact" as a change, either positive or negative, 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.

Impacts to heritage resources may be direct or indirect. Direct adverse impacts include (MCM 2006):

- 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

Indirect adverse impacts to cultural heritage resources may result in the direct destruction or alteration of a feature or its heritage attributes, thereby affecting the cultural heritage value of a property. Indirect impacts include (MCM, 2006):

- 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 resource

A direct (physical) negative impact has a permanent and irreversible negative effect on the cultural heritage value or interest of a structure, or results in the loss of a heritage attribute. 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.

Where negative impacts of the rehabilitation on Kensington Bridge and/or its heritage attributes are identified, mitigative or avoidance measures or alternative development or site alteration approaches will be proposed. In addition, conservation options as outlined in the *Ontario Heritage Bridge Program* (MCC, 1991) which is regarded as the current best practice for conserving heritage bridges in Ontario and ensures that heritage concerns and appropriate mitigation options are considered.

1.5 Summary of Potential Impacts

These impacts were identified based on the 30% Detailed Design drawings for the rehabilitation of this bridge. Heritage attributes (see **Section 4**) that will be directly impacted by the project include:

Engineering Value:

- Decorative lamp posts in the centre of the bridge spans
- Handrailing original to the design of the bridge

The removal or demolition of the Kensington Bridge is not being considered. The detailed interventions of the proposed undertaking are discussed further in **Section 6.1.1**.

2. Policy Context

2.1 Environmental Assessment Act

This report was prepared to satisfy cultural heritage reporting requirements undertaken as part of the Ontario EA process. Pursuant to the Environmental Assessment Act (R.S.O. 1990, Chapter E. 18), applicable infrastructure improvements and development projects are subject to appropriate studies to evaluate and assess the potential related impacts of a project on the social, economic, or cultural environment, (i.e. the cultural heritage of an area). Infrastructure improvement projects have the potential to impact cultural heritage resources in various ways including, but not limited to:

1. Loss or displacement of cultural resources through removal or demolition;
2. Disruption of cultural resources due to the introduction of physical, visual, audible, or atmospheric elements that are not in keeping with the significance of the resource and its contextual surroundings.

2.2 City of London's *London Plan*

The *London Plan* is the City's 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. The plan has currently been approved by the Ontario Ministry of Municipal Affairs.

Specifically related to heritage conservation, the *London Plan* outlines a number of policies related to the conservation of cultural heritage resources within the City. Most relevant to the Kensington Bridge MCEA, is the General Cultural Heritage Policies related to Design, which note:

(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 design 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.

(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.

2.3 City of London’s Register of Cultural Heritage Resources

The City of London’s Register of Cultural Heritage Resources (hereafter the ‘Heritage Register’) was adopted pursuant to Section 27 of the Ontario Heritage Act by Municipal Council on March 26, 2007. The Register is a publicly accessible register of properties of cultural heritage value or interest. The Register includes properties that are Listed (Section 27 of the Ontario Heritage Act), individually designated properties under Part IV of the Ontario Heritage Act and/or designated as HCDs under Part V of the Ontario Heritage Act. The Register is a living document subject to changes and approvals by City Council, advised by CACP.

Kensington Bridge is presently on the Heritage Register as it is designated Part V of the Ontario Heritage Act; in the Blackfriars/Petersville HCD (see **Section 4** for the Statement of Cultural Heritage Value).

2.4 City of London’s *Strategic Plan*

The *Strategic Plan for the City of London (2015-2019)* sets out a broad direction for the future of London. It identifies London City Council’s vision, mission, values, strategic areas for focus and the specific strategies that define how Council and Administration will respond to the needs and aspirations of Londoners. As such, as part of the City’s initiative for “Building a Sustainable City,” the Strategic Plan identifies the management of upgrading of transportation infrastructure such as heritage bridges, and more specifically, the Heritage Bridge Preservation Strategy (Blackfriars Bridge and Meadowlily Footbridge) as a part of its focus on robust infrastructure.

2.5 Thames Valley Corridor Plan

The *Thames Valley Corridor Plan (2011)* is a key planning tool that provides recommendations on enhancing and protecting the corridors features and functions. Its vision is the following:

The Thames Valley Corridor is London’s most important natural, cultural, recreational and aesthetic resource. The City and community partners will preserve and enhance the natural environment, Thames River health, vistas, beauty and cultural heritage while accommodating compatible infrastructure, accessibility and recreation.

The plans make recommendations on bridges and valley crossings and are as follows:

B-1 Maintain and enhance views from the bridges into the Thames River Valley, and views of the bridges from existing vantage points. New or reconstructed bridges or valley crossings should create new vistas into the valley and create additional vantage points where possible.

B-2 New or reconstructed bridges or valley crossings should respect and protect the adjacent natural heritage features and functions, and methods for minimizing impacts should be employed in the design and construction of all transportation, communication, sewerage, or other infrastructure that cross the valley.

B-3 Preserve/maintain historic features, proportions, and structural attributes of the existing bridges, where feasible and with consideration to public safety and structural integrity.

B-4 Consider aesthetic bridge design in the bridge structure and components such as decorative railings, columns, or panel treatments as an enhancement to existing bridges, or in bridge reconstruction as part of a program of public art. Aesthetic bridge design should be in accordance with the 'Aesthetic Guidelines for Bridges' produced by the Ministry of Transportation, or design guidelines prepared by the City in the future.

B-5 Continue to celebrate and promote awareness of the history of London's bridges through bridge naming, heritage and interpretive plaques, and published material such as the Urban League of London's 'Celebrate the Thames' Thames Topics brochures (Booklet #6 Bridges). Bridge signage should be visible to vehicular traffic, boaters, and users of the Thames Valley Parkway system.

B-6 Identify key areas adjacent to Thames River bridges and crossings for urban design and ecological and/or decorative landscape enhancements, e.g., within the valley, or in open space lands associated with the road network.

B-7 For new or reconstructed bridges, consider opportunities for divided lane bridges to allow natural valley vegetation to penetrate road infrastructure (for example the City of Mississauga – Burnhamthorpe Road Bridge over the Credit River).

B-8 Urban land uses adjacent to the crossings and the Thames River should consider the maintenance of views to the river valley and demonstrate a high quality of design and aesthetics in built form and landscape.

B-9 Protect historic and distinctive bridges and features, including those of the modern period, through formal recognition. Heritage Bridge Evaluations should be completed for all bridges that have not been ranked, in order to identify their heritage value. Until such time as the City develops heritage bridge assessment guidelines, the assessments should be completed following the Ontario Heritage Bridge Guidelines for Provincially Owned Bridges (2008). The London Advisory Committee on Heritage shall review all Heritage Bridge Evaluations.

B-10 Integrate pedestrian/bike friendly measures into all bridge crossings and underpasses to facilitate connectivity.

2.6 The Thames River Heritage River Designation

The Thames River was formally designated a Canadian Heritage River on August 14, 2000. The designation was announced by the Minister of Canadian Heritage, the Honourable Sheila Copps and Ontario's Minister of Natural Resources, the Honourable John Snobelen. The Thames River is recognized as a heritage river for its outstanding contributions to the country's cultural heritage, natural heritage, and recreational opportunities. The broad goal of managing the Thames River as a Canadian Heritage River is: "To increase the appreciation, enjoyment and stewardship of the natural, and cultural heritage and recreational opportunities of the Thames River and its watershed through community cooperation and involvement" (Quinlan 2013:2). Kensington Bridge crosses the North Branch of the Thames River, near the Forks of the Thames.

3. Summary of Background Research and Analysis

The following section extrapolates from relevant sections in the CHER (AECOM, 2018a) and the Blackfriars-Petersville HCD Plan (Golder, 2014a). A more thorough historical summary of the local historical context, the history of bridge building in London and Ontario, as well as relevant organizations including the Hamilton Bridge Works Company, and John R. Rostron, are documented in the CHER. The section below has been included for specific contextual purposes related to the bridge itself.

The Kensington Bridge, which was inaugurated on October 4, 1930, is a modified steel Warren pony-truss bridge with three spans. It serves as an overpass for Dundas Street (Riverside Drive) over the North Branch of the Thames River and is the third bridge crossing in this location.

In 1871, the first crossing at this location was built as a two-span timber truss bridge (**Image 1**). This resulted in a new community extending west along the new east-west route. Popularly known as Kensington, the new community merged with Petersville in 1875 to form an incorporated village, called Petersville until 1881, when it changed its name to London West. Therefore, the 1871 bridge connected London to the Kensington/Petersville area and was appropriately named after the name of the area that it was built to service.

Image 1: Historical view from the west side of the Thames River showing the 1871 Kensington Bridge as well as Dundas Street rising up to Ridout Street at right (Western Archives. Western University. Regional Photograph Collection. RC80296)



In 1883, the timber bridge washed away in a flood event and a new wrought iron bridge was built in 1884 as a three-span Pratt truss bridge². The Pratt truss has vertical beams in compression and diagonal wrought iron tie rods in tension (Cuming,1983). The 1884 Pratt truss bridge was built by the Dominion Bridge Company with the assistance of Isaac Crouse, a local 19th-century bridge expert, most notably associated with the nearby Blackfriars Bridge for \$11,945 (Brock, 2011) (**Image 2**). In addition, as a result of the flood, timber and earthen embankments and an esplanade were erected between Napier Street and the Kensington Bridge.

Prior to 1895, the City would not allow the London Street Railway (LSR) to build streetcar tracks on the bridge, so the tracks were built along Riverside Drive/Dundas Street, and passengers were required to walk across a sidewalk on the side of the bridge. In 1895, the LSR built a bridge on the south side of the 1884 iron bridge in order to accommodate streetcar traffic. The LSR was carried on a new three-span bridge built in what looks like an identical fashion as the 1884 Pratt truss bridge, although with timber cribs for piers (**Image 2** and **Image 3**).

² The CHER had referred to this bridge as a Warren pony truss, but the span seen clearly in Image 4 below shows a Pratt truss type. The CHER referred to the 1884 iron bridge as a two-span, but it was three as indicated in Image 4 below and the Image 4 in the CHER on page 10.

Image 2: Photo-postcard view looking southwesterly toward the 1884 Kensington Bridge, 1908 (Western Archives. Western University, 1908 Doug Mercer Collection)

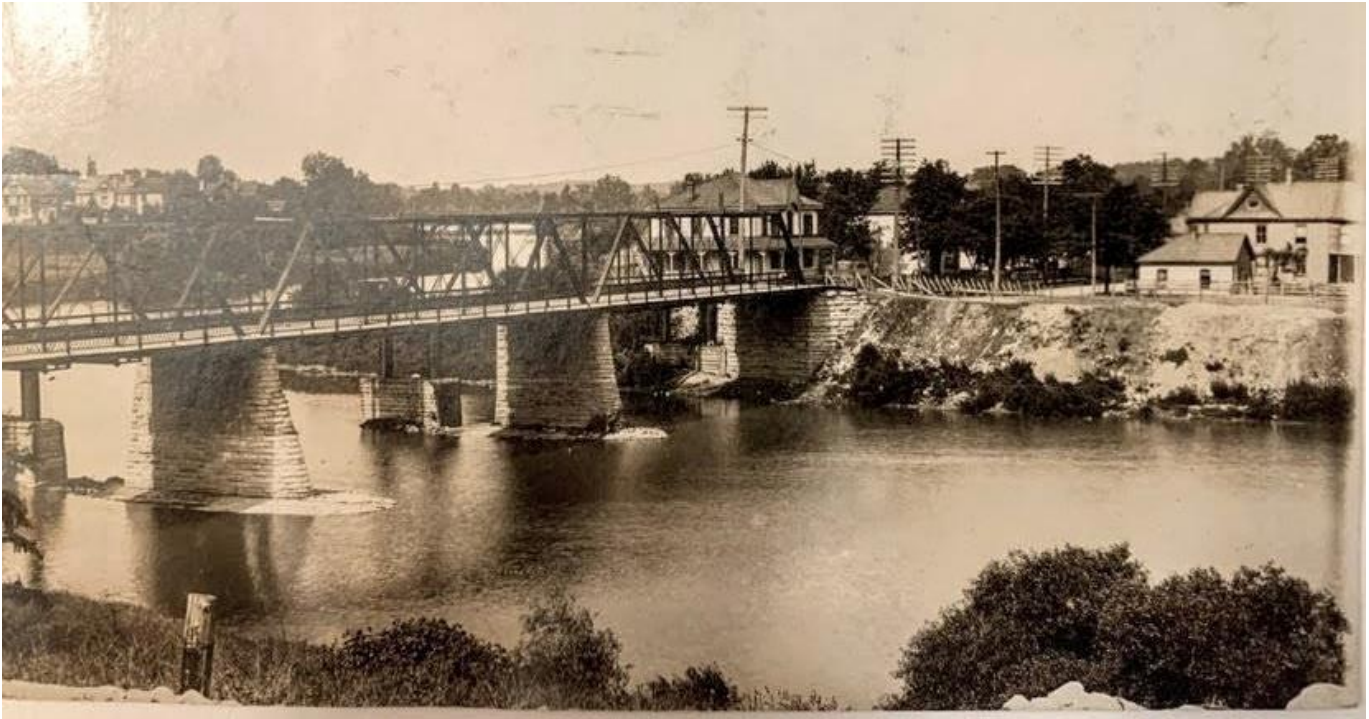


Image 3: Detail of the 1912 revised 1922 Fire Insurance Plan showing the 1884 Kensington Bridge and adjacent LDR Bridge

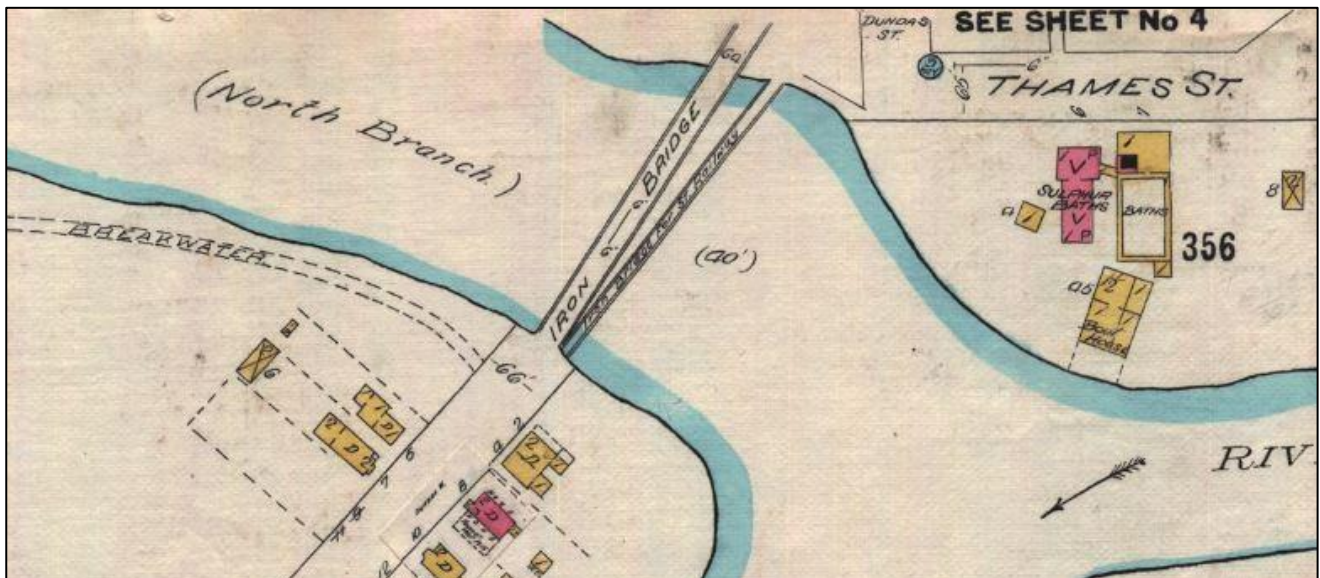


Image 4: View looking eastward toward Downtown London of the 1895 LSR bridge (on right) and the 1884 three-span Pratt truss bridge (on left), ca. 1923 (Western Archives. Western University. Regional Photograph Collection. RC60082)³



In 1929, the 1884 Pratt truss bridge and the 1895 LSR bridge were dismantled to make room for a new structure. The current existing bridge, still named Kensington Bridge, was built in 1930 as the third crossing carrying Dundas Street over the Thames River. Based on the original design drawings in **Appendix A**, the expansion aprons, handrail, stringers, floor beams, fascia girders, brackets, masonry diagram of the ballast walls, and trusses were designed by the Hamilton Bridge Company (approved 1929/1930). The concrete cement piers, the joints over the piers were designed by John R. Rostron, the City municipal engineer, who also designed with the Hamilton Bridge Company the Victoria Street Bridge in 1926. The Hamilton Bridge Company completed the erection diagram which noted that the bridge would be all rivet connected except for the handrails to posts and the expansion aprons to the stringers, which were bolted. The bridge was painted with two coats of Battleship Grey with slightly different shades. The lighter shade was to

³ Vintage London, Facebook

be applied first. There were two large decorative pillars with ornate lamps erected at both ends of the bridge within the sidewalk area (**Image 5**). The pillars rose above the trusses. They were removed in 2006 and the date stone was salvaged and incorporated into the sidewalk (also no longer extant). The remnants of the posts have been entirely removed from the bridge in the early 21st century.

Image 5: Pillar with load limit and a date stone “Erected 1930” (Western University, London Free Press, January 9, 1960)



Kensington and Victoria Street bridges are almost identical with just an additional span on the subject bridge. The bridges are designed as modified steel Warren pony-truss bridges which were designed to withstand flooding (**Image 7**). Kensington Bridge, like many surviving metal truss bridges in Ontario, was built by the Hamilton Bridge Company. However, the Kensington Bridge is a rare variation of the modified Warren pony truss where the center panel “break” the Warren pattern and introduces a panel with two diagonals forming an “X”, rather than continuing the Warren pattern (**Image 6**).

Image 6: Excerpt from the original drawings by municipal engineer John R. Rostron of Kensington Bridge showing the symmetrical truss plan and the "X"s, drawn in 1928 (On file at the City of London)

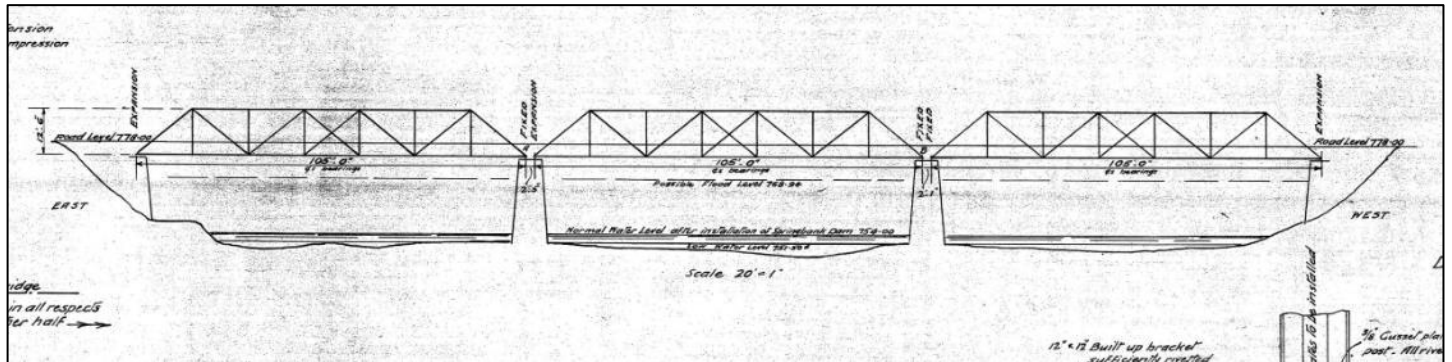


Image 7: Historical view in 1956 showing the existing Kensington Bridge with the concrete end posts and lighting systems that are no longer in place (London Free Press, January 26, 1956; Western University Archives, Negative Collection)⁴



⁴ Vintage London, Facebook

4. Cultural Heritage Value

4.1 Statement of Cultural Heritage Value from the CHER

The draft Statement of Cultural Heritage Value was directly excerpted from the CHER (AECOM, 2018).

Description:

The Kensington Bridge is a three-span, modified Warren steel-pony truss bridge that carries Riverside Drive over the North Branch of the Thames River. The structure was built in 1930 as the third crossing of the Thames River at this location. It was designed by municipal engineer John R. Rostron, known also for his role in designing the nearby Victoria Bridge. The structure acts as a gateway structure between the Blackfriars/Petersville Heritage Conservation District and the Downtown London Heritage Conservation District.

Heritage Attributes:

The following are the heritage attributes of the Kensington Bridge:

- Location and setting of the bridge at the Forks of the Thames;
- Riveted, modified Warren painted steel pony truss structure including;
 - Three spans of 32m (104 feet) each and overall length of 96m (315 feet);
 - Steel top and bottom chords;
 - Riveted steel lattice details on underside of steel chords;
 - Steel gusset plates
- Remnants of decorative concrete and limestone end posts at west end of the bridge;
- Decorative lamp posts in centre of the bridge spans;
- Hand railings original to the design of the bridge.

4.2 Blackfriars-Petersville Heritage Conservation District

All properties included within the as part of the Blackfriars/Petersville HCD are designated under Part V of the *Ontario Heritage Act*. Therefore, Kensington Bridge is designated under Part V of the *Ontario Heritage Act* since the Plan includes it in its boundary. Furthermore, the Kensington Bridge provides a link between two of the City's HCDs; The Blackfriars/Petersville HCD is located immediately west of the Thames River, while the Downtown London HCD is located east of the Thames River.

The Blackfriars and Queens Avenue bridges over the Thames River are considered to be contributing resources as they enhance the sense of arrival into the district (Golder, 2014:92).⁵ Kensington Bridge is not listed specifically as a heritage attribute or contributing to the Blackfriars/Petersville HCD, but the bridge does have a direct historical relationship with the Thames River, a heritage attribute of the district. The heritage attributes that contribute to the cultural heritage value of the Blackfriars/Petersville HCD are provided below:

- Various renditions of Ontario Cottage dwellings and similar styles;
- Dwellings that have survived the 1883 and 1937 floods, respectively;
- Modest, economical home building styles and techniques that are representative of the area's early working-class settlers;
- Building characteristics common to the district including form, massing, type, scale, roof pitches, and setbacks;
- Architectural details including buff brick materials, keyhole windows and historic fenestration, coloured and stained glass transoms, fanlights, London doors, porches, and bargeboard and gable detailing;
- Early historic suburban development patterns represented by the narrow internal streets, grids, walkable nature of the area, and survey types;
- Proximity and historical relationship with the Thames River;
- Long viewsheds along the narrow streets that terminate with views of the Thames River dyke system;
- Associated greenways along the Thames River dyke system;
- Enclosure provided by street trees and mature trees within the front and back yards of residential properties;
- Public greenspaces and parks;
- Blackfriars Bridge;
- Labatt Park;
- Jeanne-Sauvé Public School (former Empress Avenue School); and
- St. Georges Anglican Church. (Golder 2014)

⁵ The definition of a contributing property, as defined in the Blackfriars-Petersville HCD Plan is: "A property, structure, landscape element, or other attribute of a Heritage Conservation District that supports the identified cultural heritage values, character, and/or integrity of the Heritage Conservation District. Contributing resources are subject to the policies and guidelines for the conservation and alteration, and demolition. The bridges over the Thames (Blackfriars and Queens) are considered to be contributing resources and thus should be part of the district."

5. Assessment of Existing Heritage Conditions

The assessment of existing heritage conditions was completed by Tara Jenkins, AECOM Cultural Heritage Specialist, on April 3, 2023. The assessment of the existing conditions was completed by foot, from the public rights-of-way. There were limitations to the on-site investigation as the Thames River was flooding and the TVP on the west side of the bridge was unsafe. Photographs taken in 2022 by AECOM's structural team were used to show the west abutment and wingwall.

At the time of the field review, there were no significant changes in the existing physical or material condition of the bridge from that described in the 2021 Single Structure Condition Report by AECOM.

For ease of description, the bridge is considered to have an east-west orientation. Select photographic documentation of the structure is provided in **Section 10**.

5.1 Context

Kensington Bridge is located in an urban area of London and carries Dundas Street across the North Branch of the Thames River, at the Forks of the Thames (**Photograph 1**). Two Bridge signs at the end of each of bridge indicate the crossing of the Thames River (**Photograph 2** and **Photograph 18**). Within the Thames River landscape, the Forks of the Thames is historically known as the birthplace of the City of London and visually forms a key landscape component in the area. Various bridge crossings have been built within the vicinity of the Forks of the Thames and they continue to be a key built component spanning the river, connecting the Downtown Core of London to the surrounding areas. The Queen's Avenue Bridge, located immediately north of the Kensington Bridge is the closest structure to the north, while the closest bridge to the south includes the Westminster Bridge. To the west, the Wharnccliffe Road Bridge carries Wharnccliffe Road South over the Thames River.

The TVP is located on the east and west banks of the Thames River (**Photograph 20**). It provides the local community with a walking trail to connect the residential and commercial areas. At the site of the existing Kensington Bridge, the Thames River flows through a wide channel with shallow sloped banks on the east side of the river. The west side of the Thames River is defined by the West London Dyke, which has recently undergone significant repairs and reconstruction. Two concrete piers, located within the river support the Kensington Bridge (**Photograph 19**).

5.2 Kensington Bridge

The Kensington Bridge is a three-span, seven-panel, rivet-connected steel Warren pony truss bridge, constructed in 1930.

The west approach to the bridge is generally level (**Photograph 2**). East of the bridge, Dundas Street curves north to align with Dundas Street in the Downtown Core. As it curves, the grade rises to meet with Ridout Street.

The steel end posts, top chord, bottom chord, and floor beam members of the superstructure consist of built-up structural steel sections (plates and angles) with riveted connections, while the stringers are rolled steel sections (**Photograph 3** and **Photograph 4**). The underside of the end posts and top chords have decorative lattice (**Photograph 13**). Unlike most verticals and diagonals on truss bridges, the vertical and diagonal members on the Kensington Bridge consist of heavy steel sections with riveted connections. The use of these members gives the truss structure a much more stout and heavy appearance than most truss bridges. Each truss is a simply supported structure with a span length of 32.00 m (centreline of bearings). Recent measurements of the bridge which account for additional space between the bearings at each truss, determine the total overall span length for the bridge is 97.38 m. The trusses are transversely spaced at 10.57 m and the overall width of the bridge is 14.94 m including the sidewalks.

There are cantilevered sidewalks and steel pedestrian handrailings located outside the main trusses (**Photograph 14**). Each sidewalk measures approximately 1.8 m in width. In addition, two decorative lampposts are located in the centre of the bridge between trusses and appear to have been a part of the original construction of the bridge with the exception of the light fixtures which have been replaced as well as the decorative arms. Attached to the handrailing system over the wingwalls, are two original concrete posts at the west end of the bridge and one on the east side of the bridge (although seen in **Image 7** the southeast concrete end post has been removed).

The existing deck consists of a 215 mm thick exposed reinforced concrete slab (165 mm original deck thickness and 50 mm thick overlay) supported on 11 longitudinal steel stringers (**Photograph 25**). The stringers are simply supported at each transverse floor beam. The steel floor beams connect to the bottom chords at truss joint locations. Between the floor beams are the longitudinal steel stringers that support the bridge deck. Two of the stringers located on each side of the structure centreline have a greater beam depth (compared to the other stringers) and originally supported streetcar tracks.

The superstructure rests on reinforced concrete abutments that are built into the earthen embankments. The east abutment and wingwalls are directly abutting the TVP on the east side of the river. In 2011, the face of the abutment was rehabilitated, and lettering was added to the abutment, visible from the TVP. The lettering includes “KENSINGTON BRIDGE DUNDAS STREET” along with two markers that show the food levels of two of London’s most historic floods, in 1883 and 1937 (**Photograph 21**). The west abutment is also constructed immediately adjacent to the TVP. As part of the rehabilitation efforts in 2011, the face of the abutment was also reconstructed with concrete block, configured to have the appearance of an ashlar stone abutment (**Photograph 28**). The facing of the abutment is also consistent with the facing of the

dyke walls. Two concrete piers are located within the river to support the bridge spans (**Photograph 24**).

The bridge is currently used as a vehicular bridge that accommodates two lanes of traffic, as well as a cycle lane and sidewalks. The Thames River signage is present at the bridge which indicates a crossing since 1872. The CHER noted, there are no remnants of the decorative concrete and limestone end posts at the west end of the bridge.

This assessment of existing heritage conditions indicates that the majority of the key members are original to the bridge, however, components of the bridge have undergone rehabilitation with a few removals including:

1960- Replacement of the concrete deck and expansion joints, replacement of select longitudinal stringers, the addition of shear connectors to other stringers (for composite action), general structural steel repairs and strengthening of truss members/connection

1985- Structural steel cleaned and recoated

1996 - Structural steel cleaned and recoated

2006 - Repaired concrete curbing and sidewalks & removed electrical boxes in sidewalks

2008 - Repair concrete bearing seats

2010 - Abutment refacing

2012 - Replaced expansion joints

2014 - Joint replacement over piers

2018 - Repair deck delamination

2019 - Deck delamination and joint repairs

Date unknown (post-1956) – original posts included large ornate lamps as a gateway-like feature at each approach (seen in **Image 7**, above) were removed.

Date unknown (post-2005)- date stone in the sidewalk with “Erected 1930” (**Image 8**, below), salvaged from the pillar as seen in **Image 5** above, has been removed or covered over.

Image 8: Date stone in sidewalk, photographed by Nathan Holth on July 12, 2005 (historicbridges.org)



6. Description and Purpose of Proposed Activity

6.1 Description of the Property

The MCEA study is completed in accordance with the Ontario Environmental Assessment Act and will fulfill the requirements of the MCEA process for Schedule C. The project includes the following phases:

- Phase 1: Problem and Opportunity: Review background planning and policy documents, identify study area needs, problems and opportunities
- Phase 2: Alternative Solutions- Review the existing environment, identify, and evaluate feasible alternative solutions and select the Recommended Alternative Solution.
- Phase 3: Alternative Design Concepts- Develop and evaluate alternative designs, identify environmental impacts and required mitigation measures, and select the Recommend Design Alternative.
- Phase 4: Environmental Study Report- Document the decision making process in an ESR and publish the Notice of Completion for a 30-day comment period.

Phases 1 and 2 for this MCEA have been completed. In Phase 2, a Public Information Centre (PIC #1) was held, and the following Alternative Planning Solutions were considered:

1. Do nothing
2. Rehabilitate the Existing Structure
3. Replace the Structure

The MCEA evaluated the alternatives in Phase 2 for their varying impacts to the environment and socio-economic impacts. The following table summarizes the evaluation of the alternatives for cultural heritage:

Table 1: Potential impacts of each EA Alternative for Kensington Bridge

Alternative	Replacement/ Rehabilitation	Description of Alternative	Potential Impacts to Heritage Value
1. Do nothing	-	The alternative would leave the bridge <i>in-situ</i> in its existing condition with no major modifications undertaken.	A “do-nothing” approach for Kensington Bridge was screened out at an early stage due to the age of the structure and deficiencies documented in a 2021 Single Structure Condition Report. Kensington needs rehabilitation on several key components of the structure in order to achieve a minimum 50-year service life objective. A “do-nothing” approach would eventually require the permanent closure of the bridge as the structure continues to deteriorate. Therefore, this was considered a viable option.
2. Rehabilitate the Existing Structure	Rehabilitation	This alternative involves completing the rehabilitation of the existing structure to achieve a minimum 50-year service objective. This would include deck replacement, patch repairs, joint elimination, structural steel strengthening and recoating, substructure repairs, replacement of street lighting, replacement of the railing system, and installation of a metal tube barrier system.	Impacts to the cultural heritage value of the bridge are anticipated to be low. Some heritage attributes will be affected by rehabilitation, but the general appearance of the bridge will be conserved. Therefore, this alternative was selected as the Recommended Alternative Solution.

Alternative	Replacement/ Rehabilitation	Description of Alternative	Potential Impacts to Heritage Value
3. a) Eliminate the Bridge, Build a new Bridge on the Existing Alignment	Replacement	This alternative would result in the demolition of the existing Kensington Bridge and the construction of a new bridge on its alignment.	Impacts to the cultural heritage value would be high as a result of this alternative. All physical heritage attributes would be lost, with the exception of conserving this alignment as a crossing as it has been for 152 years. Therefore, this was not considered a viable option.
3 b) New bridge on a new alignment to the south	Replacement	This alternative would result in the demolition of the existing Kensington Bridge and the construction of a new bridge on a new alignment, south of the existing bridge.	Impacts to the cultural heritage value would be very high as a result of this alternative. All heritage attributes would be lost. Therefore, this was not considered a viable option.

Currently, the AECOM project team is in Phase 4. At the outset of the design process, AECOM provided input to the bridge design team on how to best rehabilitate the bridge with heritage considerations that could potentially conserve several elements of the existing bridge. This Heritage Impact Assessment is based on the 30% Detailed Design which carries forward the heritage attributes of this significant heritage bridge.

6.1.1 Kensington Bridge Rehabilitation Scope of Work

In Phase 3 of the MCEA process, another Public Information Centre (PIC #2) was held which looked at design alternatives on top of the base scope of rehabilitation. The plan is to continue the use of this bridge *in-situ* for vehicular use. The result was the Recommend Design Alternative for Kensington Bridge which includes:

Base Scope:

- Deck replacement
- Bridge jacking and bearing replacement
- Concrete patch repairs on the abutments and piers
- Elimination of the deck joints
- Minor structural steel strengthening
- Recoating of all structural steel with similar grey colour to the existing
- Substructure repairs
- Replacement of the street lighting on the bridge with a comparable new light with decorative sleeves

It should be noted, after the structural engineers reviewed the existing bridge arrangement, it was found that the bridge could be converted to a semi-integral abutment bridge. This means that the deck will then extend beyond the abutments and modification of the ballast walls at both ends of the bridge to suit. The deck expansion joints will be removed and replaced with a flexible link slabs.

Additional Scope:

- Install a new metal tube barrier system to protect the truss
- Replace the handrailing system
- Install decorative concrete pillars on the west end bridge, outside of the walking area

The new metal tube railing system is required for safety to keep the protection of vehicular and cyclist impacts to the trusses. The new barrier will be adjacent to the curb on the north side and will be adjacent to the trusses on the south side of the bridge. The barrier will not attach to the trusses. The tube system has less aesthetic impact than a concrete parapet wall. Therefore, the installation will not directly impact the trusses, it will preserve views of the bridge and Thames River and will help maintain its service life.

Two new proposed concrete pillars without light fixtures are proposed as additional work. The proposed concrete pillars are viewed as a positive opportunity to replicate the original decorative concrete and limestone pillars that were removed in the 21st century.⁶ Since the original drawings do not include the design of the pillars, the design for the new pillars should be replicated (visually similar) through the use of historical photographs. The design should consider reincorporating a date stone. The pillars will be fully detached from the bridge and will be constructed at the west end of the bridge only outside of the sidewalk. The pillars will add value to the bridge as a gateway feature into the Downtown core of London.

Overall, the proposed rehabilitation plan fits with the conservation option (3) in the *Ontario Heritage Bridge Program* to retain the bridge with sympathetic modifications (MCM, 1991). This approach will ensure all modifications are sympathetic and will ensure the cultural heritage value of the bridge is conserved. The proposed rehabilitation is also in line with the *Thames Valley Corridor Plan* (2011) which promotes a design with aesthetic value including decorative railings and enhancing a bridge crossing through design (i.e., adding gateway pillars).

Table 2 outlines the deficiencies on the superstructure and substructure documented by AECOM and the recommended rehabilitation.

⁶ Removed prior to 2005 based on Nathan Holth's documentation of the bridge in 2005 when the date stone was within the sidewalk.

Table 2: Rehabilitation Plan based on the Single Structure Condition Report (AECOM 2021)

Element Name	Deficiency	Recommended Repair/Rehabilitation
Superstructure		
Top Chord	Fair condition, light to medium corrosion, peeling of coating	Repair steel elements where required
Bottom Chord	Poor condition, section loss on bottom chord/perforations adjacent to abutments and piers, lacing bars severely corroded with perforations	Abrasive blast cleaning of steel, localized replacement of steel members on the bottom chord
Diagonal Chords	Fair condition- light to medium corrosion, peeling of coating	Repair steel elements where required (further review in detailed design)- plates may be required and welded to the diagonal members (obscured from view)
Floor Beams	Fair condition, light to medium corrosion, flaking of the steel, general coating break down, the floor beam connections to the bottom chord joints at the abutments and piers in poor condition with medium to severe corrosion and section loss, localized areas of perforations	Abrasive blast cleaning of steel, potential localized repair or replacement of steel members on floor beams if condition warrants
Rivets	Some corrosion near expansion joints	Replace deteriorated rivets on bottom chord truss joints with bolts
Stringers	Fair condition, light to medium corrosion, flaking of the steel, general coating break down	None noted. Potential repair of members if condition warrants.
Concrete Deck Slab	fair to poor condition, localized poor areas, light to medium delamination's and spalling with exposed rebar	Full deck replacement, waterproof and asphalt pave new deck

Table 2: Rehabilitation Plan based on the Single Structure Condition Report (AECOM 2021)

Element Name	Deficiency	Recommended Repair/Rehabilitation
Deck Wearing Surface	good condition, some cracking, light to medium scaling and abrasion	Full deck replacement, waterproof and asphalt pave new deck
Deck Drains (12)	Fair to poor condition with medium to severe corrosion and section loss at the base of the downspouts	Removal of the deck drains and install new ones as part of the deck reconstruction. Drains will be piped to side locations to avoid direct spilling into the river.
Sidewalks/curbs/median	fair condition, localized poor area, cracking and scaling	Remove curbs and sidewalks and reconstruct with a slightly widened sidewalk with the full deck replacement.
Expansion Joints at Abutments and Piers	fair condition, narrow cracks	Eliminate expansion joints (piers and abutments), and convert to a semi-integral abutment system with flexible link slabs at east and west piers
Railing System	fair to poor condition, localized light to severe corrosion, section loss (holes), section loss and perforations, breakdown of the coating system	Complete removal and sympathetic replication of a new railing system
Substructure		
Concrete approach slabs	It is unclear if there are approach slabs on the current bridge.	Removal of approach slabs are required for the conversion to semi-integral system, new sleeper slabs to accommodate expansion at the end of approach slabs, asphalt paving after the full deck replacement
Concrete Piers	Fair condition, poor areas, narrow horizontal and vertical cracking, light to medium scaling, light erosion, light disintegration, light corrosion, limited inspection due to access	Potential modification at the top of the piers to suit new bearings. Minor concrete patching on the top half of the piers, as required, to original surface.

Table 2: Rehabilitation Plan based on the Single Structure Condition Report (AECOM 2021)

Element Name	Deficiency	Recommended Repair/Rehabilitation
Abutments and Ballast walls	Refaced surfaces of the west and east abutments, good condition with light honeycombing and some rust staining. Narrow cracking, light to medium scaling and light to medium disintegration on ballast walls.	<p>West abutment:</p> <ul style="list-style-type: none"> ■ patch repairs, pigmented sealer with compatible colour ■ Reconstruct ballast walls to suit the link slabs after the joint is removed, including an extension over the ballast wall <p>East abutment:</p> <ul style="list-style-type: none"> ■ patch repairs, pigmented sealer with compatible colour ■ Reconstruct ballast walls to suit the link slabs after the joint is removed, including an extension over the ballast wall
Abutment and Pier Bearing Plates (Seats)	Fair to poor condition with light to severe corrosion, flaking and pack rust	Jack bridge and support bridge and replace with new laminated elastomeric bearings
Wingwalls	Fair condition, light to medium disintegration at the top of the NW and SE wingwalls. Narrow random cracking.	Patch repairs

7. Impact Assessment and Mitigation Measures

7.1 Assessment of Impacts

As discussed in **Section 1.6** of this report, the impacts of the undertaking 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).

7.2 Impacts on Heritage Attributes on Kensington Bridge

The impacts of the 30% Detailed Design drawings on the heritage attributes of the existing bridge are identified in **Table 3**. In general, the proposed bridge rehabilitation has a sympathetic design framework developed to conserve the existing superstructure and substructure and thus, all interventions will protect the cultural heritage value and heritage attributes of Kensington Bridge. **Appendix B** contains the select 30% Detailed Design that was reviewed for this impact assessment.

Table 3: Impacts of the 30% Detailed Design on Kensington Bridge

Heritage Attribute	Potential Impact	Mitigation Measures
Heritage Attributes identified in the CHER		
Location and setting of the bridge at the Forks of the Thames	No impact. Based on the 30% Detailed Design, the rehabilitation plan is to restore deteriorated elements of the substructure and superstructure. Therefore, based on the 30% Detailed Design the bridge will be retained in place.	<ul style="list-style-type: none"> ■ No mitigation measures are required.
Riveted, modified Warren painted steel pony truss structure including; <ul style="list-style-type: none"> ■ Three spans of 32m (104 feet) each and overall length of 96m (315 feet); ■ Steel top and bottom chords; ■ Riveted steel lattice details on underside of steel chords; ■ Steel gusset plates 	Minor alteration (repair/rehabilitation) to a heritage attribute that is sympathetic to the historical fabric. Based on the 30% Detailed Design, the three spans will be retained as well as the steel top and bottom chords, diagonals, and steel gusset plates. The rehabilitation plan does not include a change to the riveted steel lattice on the underside of the steel chords. Additional plates may be required to install on the trusses for strengthening, but they will be designed to be obscured from view. The recoating of the steel will be completed with grey, similar to the existing colour. Therefore, based on the 30% Detailed Design, it is not anticipated that the rehabilitation plan for the truss structure will be negative. The rehabilitation will be completed sympathetically.	<ul style="list-style-type: none"> ■ If new material to strengthen the truss is required, ensure an appropriate substitute material is selected to match as closely as possible in form, material, detailing, and be of adequate strength ■ The design of Link Slab (for expansion joint elimination) should be completed in a manner which will not inadvertently introduce stresses and associated damage to the superstructure

Table 3: Impacts of the 30% Detailed Design on Kensington Bridge

Heritage Attribute	Potential Impact	Mitigation Measures
Remnants of decorative concrete and limestone end posts at west end of the bridge	<p>No impact.</p> <p>The remnants were no longer extant, as noted in the CHER.</p>	<p>■ Not applicable.</p>
Decorative lamp posts in centre of the bridge spans	<p>Direct adverse impact.</p> <p>The deck replacement requires removal of the existing two lamp posts (including decorative base sleeves) at the centre of the bridge. Given their already poor condition and required removal, replacement of the lamp post is anticipated.</p> <p>The proposed location for the lights is presented on the SK2 in Appendix B. Four lights will be included between the trusses on each pier. This will align with the symmetry of the bridge and enhance the lighting of the bridge.</p>	<p>■ No mitigation measures are required.</p> <p>Despite the loss of the original sleeves of the lamp posts, the lamp posts are proposed to be designed to be sympathetic to the current posts. The decorative sleeve will be mimicked, but the lighting to be upgraded up to current standards. Appendix C provides the preferred lighting options which include a custom decorative base pole, SDL LED outdoor luminaire which displays the old-fashioned charm of traditional lighting, and a single bend colonial bracket arm that includes a decorative scroll. This opportunity to reinstall a decorative arm and light fixture is a positive opportunity and mitigates the direct adverse impact to this heritage attribute.</p>

Table 3: Impacts of the 30% Detailed Design on Kensington Bridge

Heritage Attribute	Potential Impact	Mitigation Measures
<p>Hand railings original to the design of the bridge</p>	<p>Direct adverse impact.</p> <p>Based on the 30% Detailed Design, the original handrailing system will be replaced with a similar style of handrailing. The new handrailing, referred to as the Pedestrian Guard on the 30% Detailed Design, will be reconstructed on each side of the bridge with steel. The new railing should be patterned from the original 1929 design drawings by the Hamilton Bride Company in Appendix A, with anticipated minor modifications required to meet current bridge code railing requirements, and increase railing safety (with slightly reduced the top rail dimension, elimination of the top rail cover, and reduced post spacing). Therefore, the new railing has been designed to replicate the aesthetic appeal, so the cultural heritage value of the bridge is conserved, and the overall landscape setting of the Thames River is maintained.</p> <p>It should be noted, that although the two west concrete end posts and the one east concrete end posts are not listed as heritage attributes of the bridge, they are original and will be retained and the new handrailing will be joined to those original features.</p>	<ul style="list-style-type: none"> ■ Use the 1929 design drawings of the hand railings as a guide in the design of the new handrailing. ■ Repair concrete end posts if required and join to the new hand railing system.

7.3 Impacts on the Heritage Attributes of the Blackfriars/Petersville HCD

The heritage attributes of the Blackfriars/Petersville HCD are listed in **Section 4** of this report. Kensington Bridge is close to Labatt Park which is a heritage landmark within the boundary of the HCD. In addition, all the greenways along the Thames River dyke system are heritage attributes that are directly adjacent to the bridge crossing. The bridge rehabilitation is generally confined to the vicinity of the bridge and even with the addition of the new concrete pillars, the changes will not directly adversely impact Labatt Park or the Thames River Valley. Kensington Bridge, although not a heritage attribute of the HCD, is considered in this HIA to be part of the streetscape and landscape of the HCD that contributes to its cultural heritage value. A goal of the HCD, which this rehabilitation plan adheres to, is to encourage the retention and maintenance of the area's significant streetscape and landscape features that contribute to the cultural heritage value (Golder, 2014:10). The changes proposed are sensitive to the heritage character of the district.

7.4 Downtown London HCD

Although Kensington Bridge is not part of the Downtown London HCD, it is a gateway to this district which enhances the sense of arrival into the district. The proposed concrete pillars at the west end of the bridge are an additional scope in this rehabilitation plan, but they are a positive opportunity to improve this bridge as a gateway feature into the Downtown London HCD.

8. Summary of Community Engagement

8.1 Context

Community engagement was undertaken as a part of the CHER and additional research has not been undertaken for this HIA. **Table 4** below includes a summary of the engagement activities as well as relevant feedback as a part of the impact assessment.

8.2 Consultation

The following stakeholders were contacted with inquiries regarding background information on the Kensington Bridge.

Table 4: Results of Engagement			
Contact	Organization	Date(s) of Communications	Description of Information Received
Nathan Holth	Historicbridges.org	April 3, 2023	Requested the location of the date stone be photographed in 2005 and see if he documented the date in the field.
Kyle Gonyou, Heritage Planner	City of London	April 3, 2023	Tara Jenkins emailed Kyle Gonyou to ask about his heritage concerns based on the Recommended Design Alternative. A response was received on April 4, 2023, and Kyle stated his high-level concerns were the impacts of the new handrailing, the new crash barrier (does it attach to the truss or freestanding?), the new street lighting (seeking more of a restoration approach). Previous discussions at LACH/CACP had indicated the bridge is kept grey. The positives of the rehabilitation are the new west pillars and new lighting).

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

9. Recommendations

Standard 11 of the *Standards and Guidelines for the Conservation of Historic Places in Canada* (Parks Canada 2010) states that new construction may be needed to assure the continued use of the historic place. Standard 10 states that replacing elements that can be repaired are discouraged in a rehabilitation project. Standard 10 also states that if the deterioration is not properly addressed, it can result in a loss of heritage value. In the case of Kensington Bridge, the deteriorated parts of the constructed elements will be repaired or replaced in such a manner that is physically and visually compatible with the bridge. More specifically, the repairs will ultimately extend the service life of this heritage bridge for at minimum another 50 years.

This HIA report did find the proposed design to have direct adverse impacts on the cultural heritage value of the structure, however the rehabilitation plan minimizes those impacts. The 30% Detailed Design drawings provide opportunities for the greatest degree of conservation of cultural heritage value or interest while accommodating infrastructure improvements.

Following the evaluation of potential impacts on the heritage attributes, the following recommendations should be considered and implemented for Kensington Bridge to further ensure the heritage character of the bridge is conserved in its context:

1. The design for expansion joint elimination should be completed in a manner which will not impact the long-term performance of the structure. All bridge components are inspected bi-annually as part of the City's Bridge Management System (BMS).
2. Ensure materials, assemblies and construction methods are well suited to the existing materials regarding the steel modified Warren pony truss superstructure and the masonry abutments.
3. Since the 30% Design drawings do not include the original design of the new detached pillars, the design for the new pillars should be replicated (visually similar) using historical photographs (for example in **Image 5**, above). The design should consider reincorporating a date stone.
4. Use the 1929 design drawings of the handrailing as a guide in the replication (with some modifications) of the new steel handrailing, although with the few minor design changes to reduce injury, meet code requirements, and increase structure integrity (reduce the top rail dimension, eliminate the top rail cover, and reduce post spacing).

5. Repair *in situ* the original concrete end posts (patch repairs, pigmented sealers) if required, and join to the new handrailing system.
6. Any physical impact to the bridge requires municipal approval through a Heritage Alteration Permit (City of London) approval prior to construction.
7. Ensure there is minimal intervention in the Thames River Valley. Construction staging areas should be suitable planned to avoid impact to the greenways along the Thames River dyke system, heritage attributes of the Blackfriars/Petersville HCD. If the Bridge signs along the east and west approaches require removal during construction, ensure to reinstate them in the vicinity of their current positions (see **Photograph 2** and **Photograph 18**).

10. Photographs



Photograph 1:View of the Forks of the Thames River, looking southwestward from Kensington Bridge (AECOM, April 2023)



Photograph 2:View of bridge from Dundas Street, looking east (AECOM, April 2023)



Photograph 3:West end portal view (AECOM, April 2023)



Photograph 4: East end portal view (AECOM, April 2023)



Photograph 5: Sidewalk portal view on north side, looking east (AECOM, April 2023)



**Photograph 6:
Sidewalk portal
view on south side,
looking east
(AECOM, April
2023)**



**Photograph 7:
Sidewalk portal
view on south side,
looking west
(AECOM April
2023)**



**Photograph 8:
Sidewalk portal
view on north side,
looking west
(AECOM, April
2023)**



**Photograph 9:
Southwest
concrete post and
handrailing
(AECOM, April
2023)**



**Photograph 10:
Northwest concrete
post and
handrailing
(AECOM April
2023)**



**Photograph 11:
West expansion
joint over the
abutment (AECOM,
April 2023)**



Photograph 12:
Top chord
connections,
including steel
gusset plates, as
viewed from the
south sidewalk
(AECOM April
2023)



Photograph 13:
Riveted lattice on
the top chord
(AECOM, April
2023)



**Photograph 14:
Handrailing system
(AECOM, April
2023)**



**Photograph 15:
Intermediate
connection viewed
from the south
sidewalk (AECOM,
April 2023)**



**Photograph 16:
Light post
decorative sleeve
on south side of
bridge (AECOM
April 2023)**



**Photograph 17:
North light post
located in the
centre of the bridge
over the pier
(AECOM, April
2023)**



Photograph 18:
Northeast original
concrete end post
connected to the
handrailing and
Bridge sign:
“Thames River,
Kensington Bridge,
Since 1872”
(AECOM, April
2023)



Photograph 19:
Oblique view of the
south elevation
from the southeast
quadrant and piers
(AECOM, April
2023)



Photograph 20:
View of the east
end abutment and
TVP below bridge
(AECOM, April
2023)



Photograph 21:
Close-up of the
east abutment
(AECOM, 2021)



Photograph 22:
View of underside of
bridge at the east
abutment with
conduits (AECOM,
April 2023)



Photograph 23:
View of the east
pier from the
underside of the
east end of the
bridge (AECOM,
April 2023)



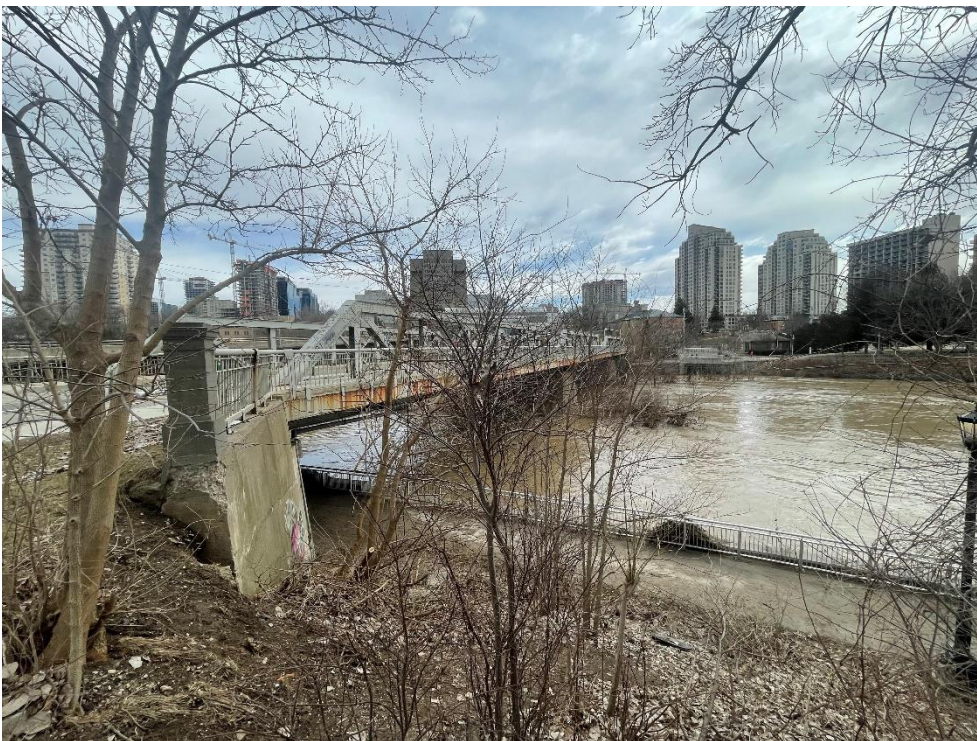
Photograph 24:
Oblique view of
bridge from the
northeast quadrant
(AECOM, April
2023)



Photograph 25:
View of the
concrete deck
soffit, the steel
stringers and steel
floor beams
(AECOM, April
2023)



Photograph 26:
View of V-lacing on
the bottom chord
with gusset plates
(AECOM, April
2023)



Photograph 27:
Distant view of the
south elevation
from the southwest
quadrant (AECOM,
April 2023)



**Photograph 28:
West abutment
with stone cladding
(AECOM, 2022)**



**Photograph 29:
Southwest
wingwall (AECOM,
2022)**

11. Sources

Primary and Secondary Sources:

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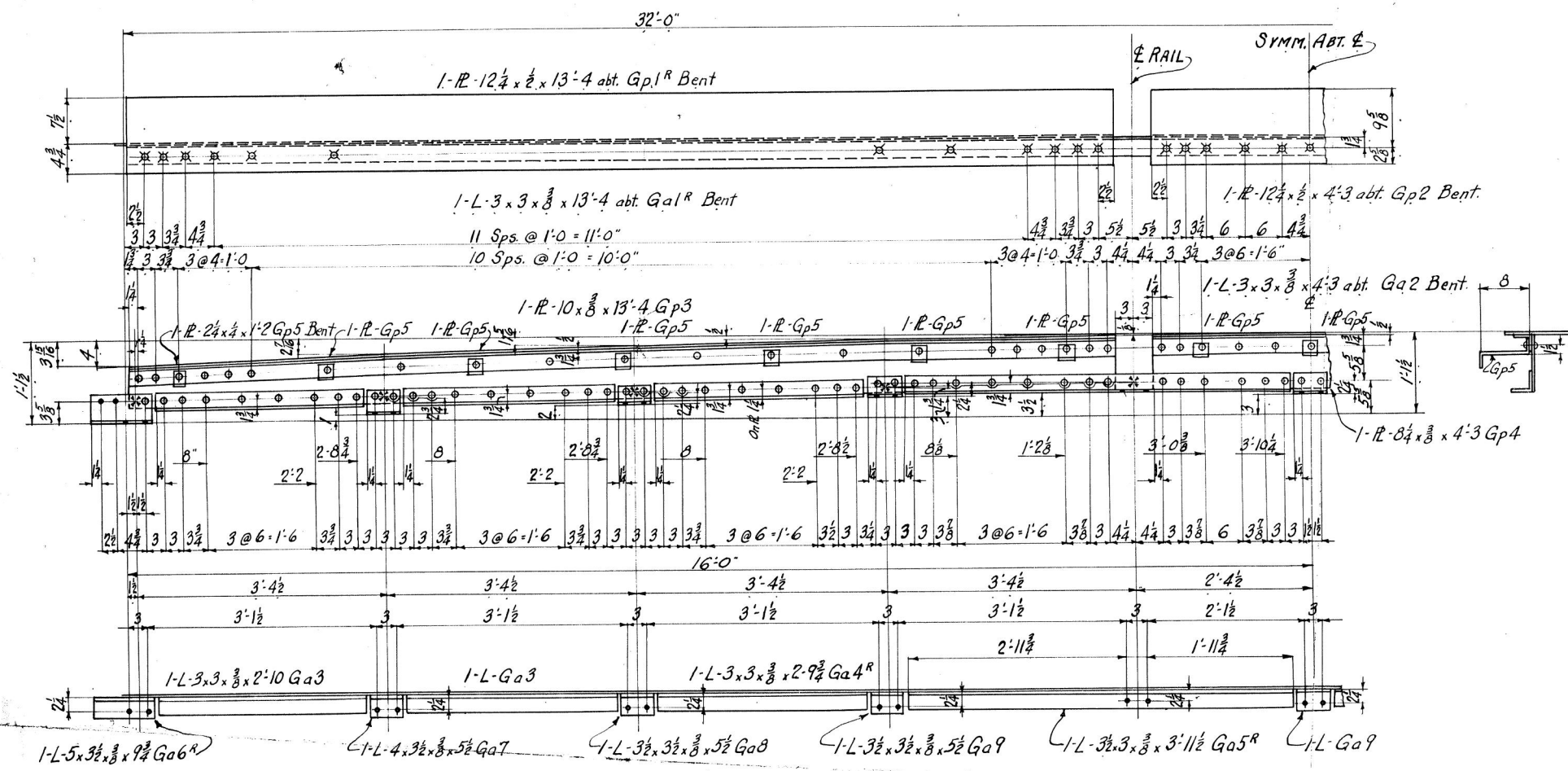
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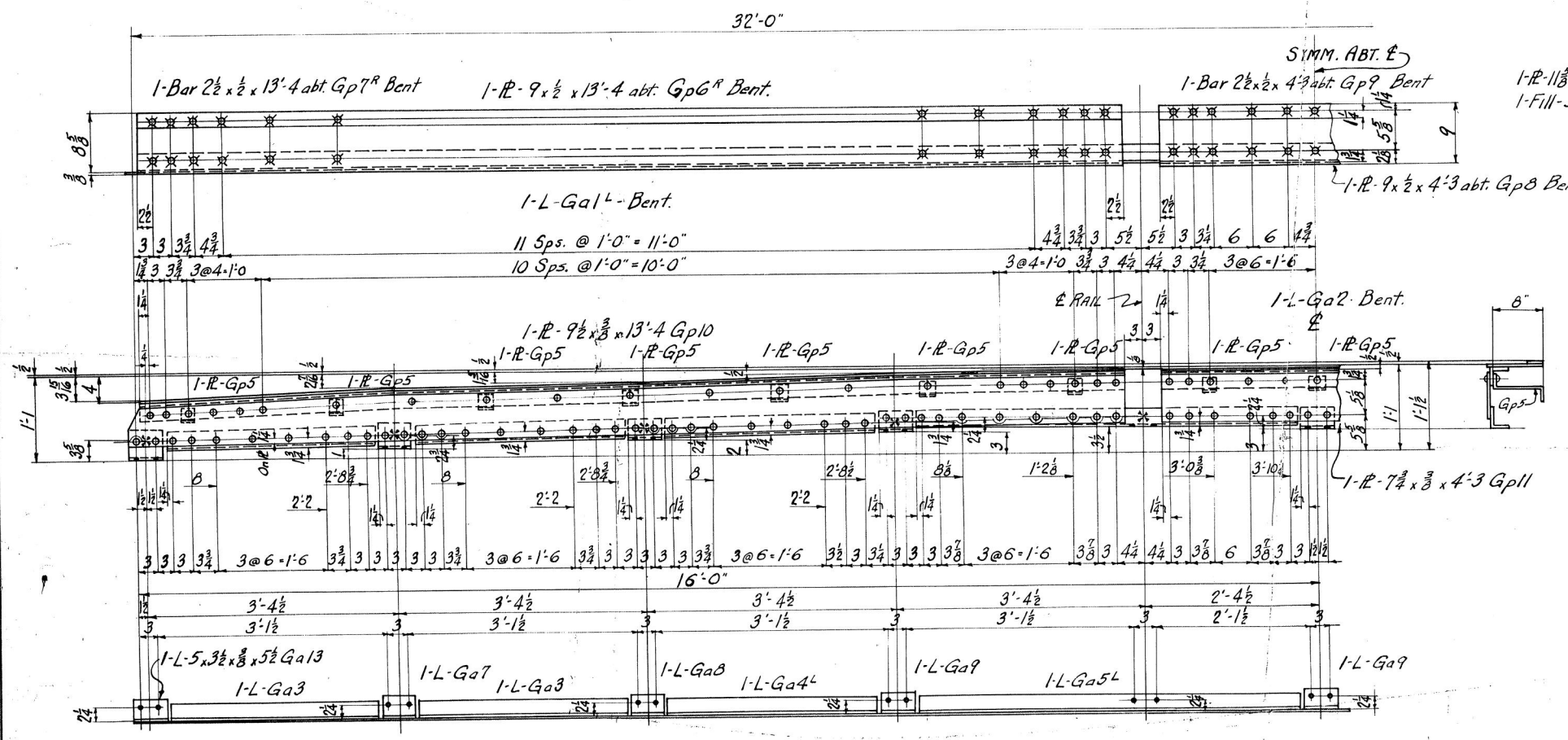
<https://www.historicplaces.ca/media/18072/81468-parks-s+g-eng-web2.pdf>

Appendix A

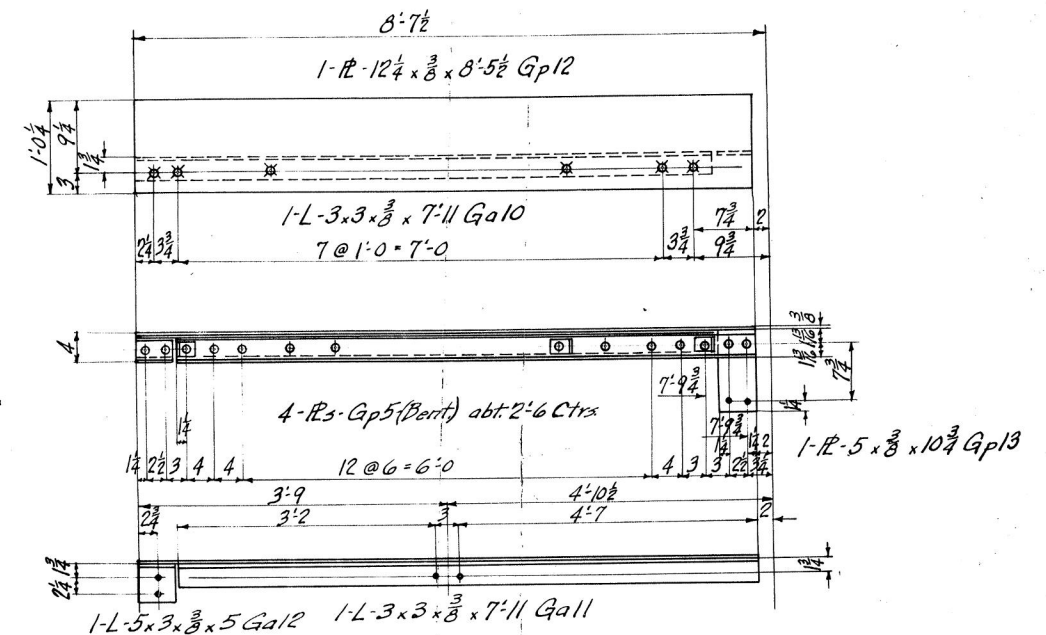
1929 Original Design Drawings



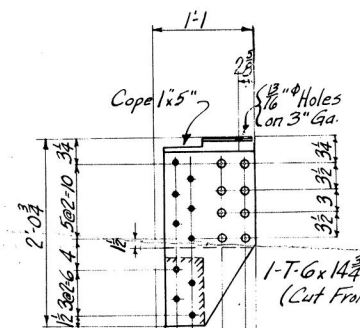
3-EXPANSION APRONS - A7



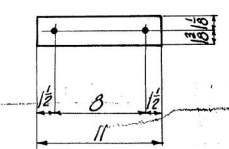
1-EXPANSION APRON - B7



3-EXPANSION APRONS - C7L - OPP. HAND.



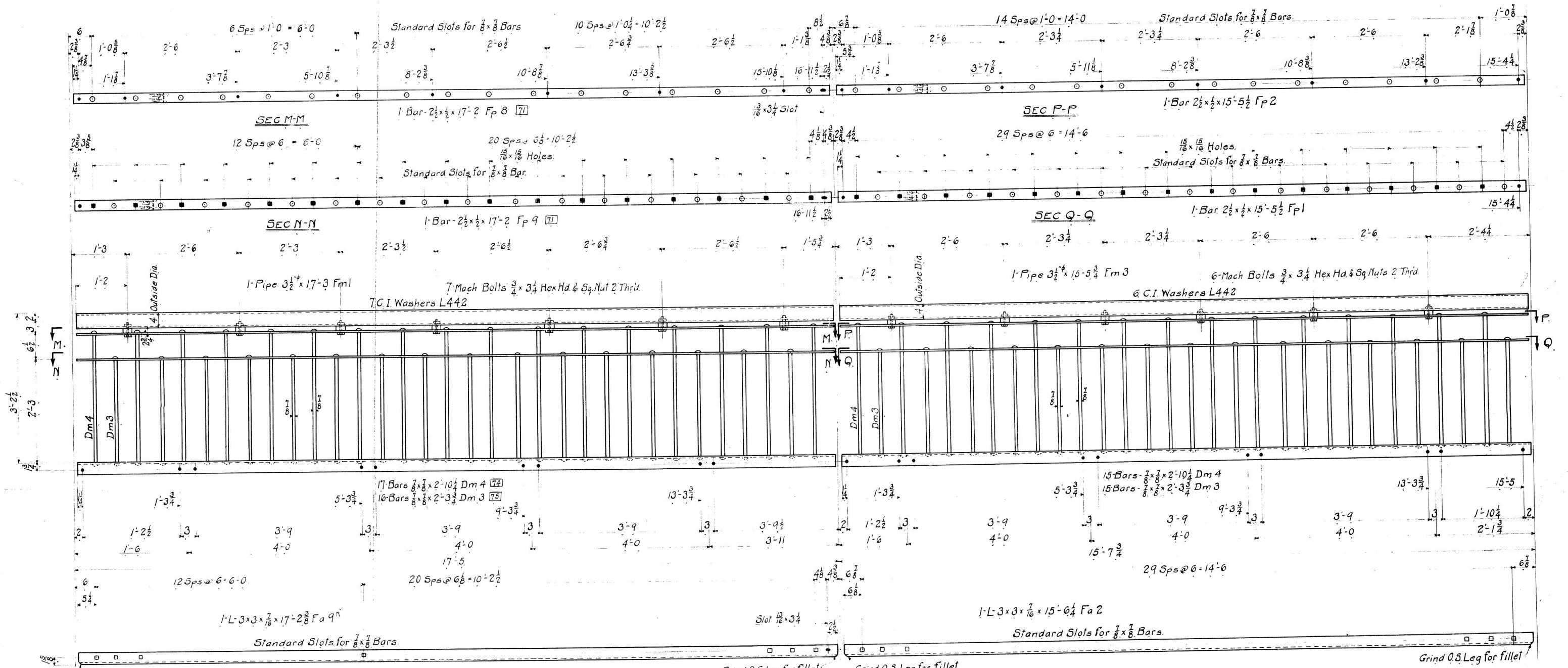
1-R-2 1/2 x 1/2 x 11 For E7
 1-R-2 1/2 x 3/4 x 11 For F7
 1-R-2 1/2 x 1/2 x 11 For G7



126-PLATES-E7
 126-PLATES-F7
 126-PLATES-G7

4-BRACKETS-D7R As Shown } 3/8" Rivets
 4-BRACKETS-D7L - Opp. Hand } 1/8" Holes or noted

NOTES		CITY OF LONDON	
RIVETS	3/8"	CUSTOMER	KENSINGTON BRIDGE DUNDAS ST.
HOLE	1/8" or noted.	NAME OF STRUCTURE	OVER RIVER THAMES
PAINT		LOCATION	EXPANSION APRONS
		TITLE OF DRAWING	HAMILTON BRIDGE COMPANY, Ltd.
		HAMILTON, ONTARIO	
		MADE BY R.B.H. STARTED Jan. 17-30 COMPLETED Jan. 20-30 CONTRACT	5917
		TRACED BY H.D.O. Jan. 22-30	WORK ORDER 8911
		APPROVED	DATE Jan. 23-30 DRAWING 7
		SHOP BILLS	

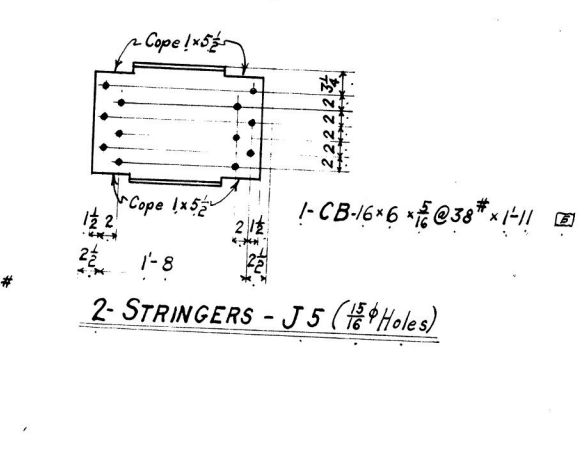
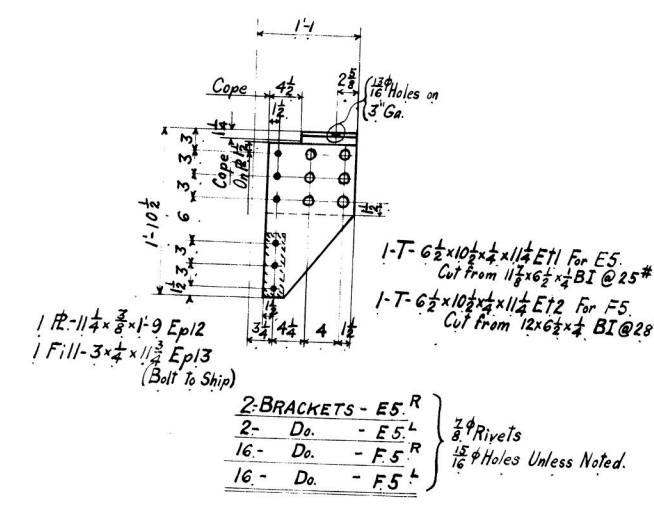
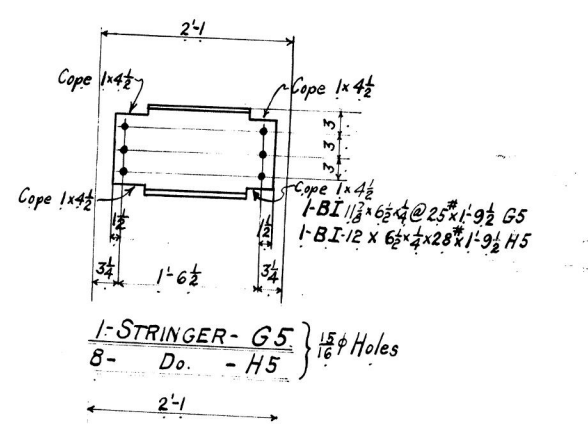
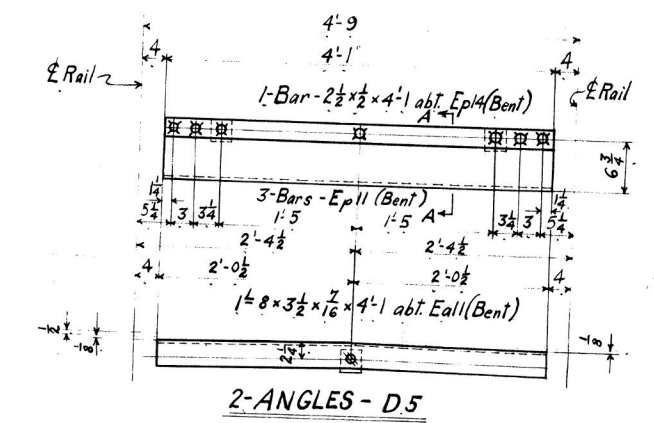
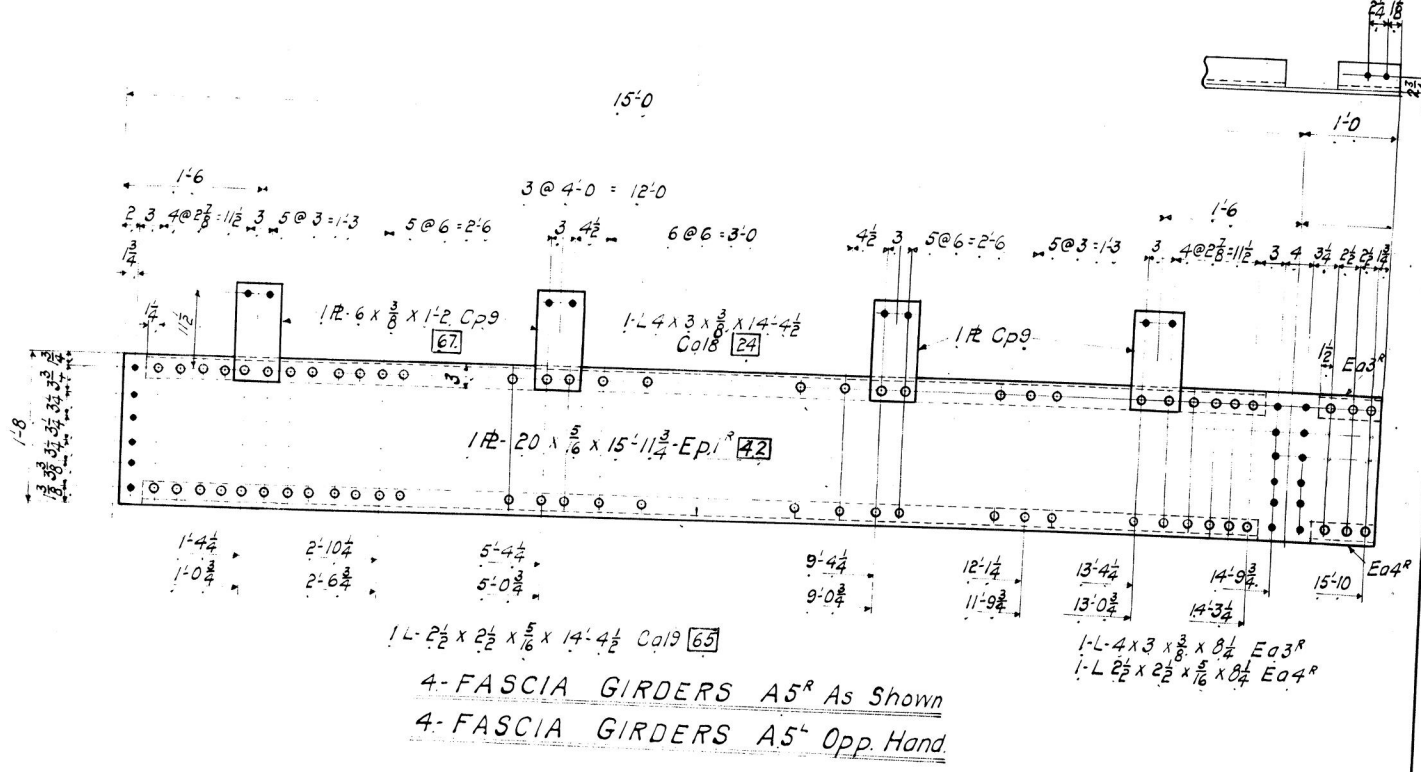
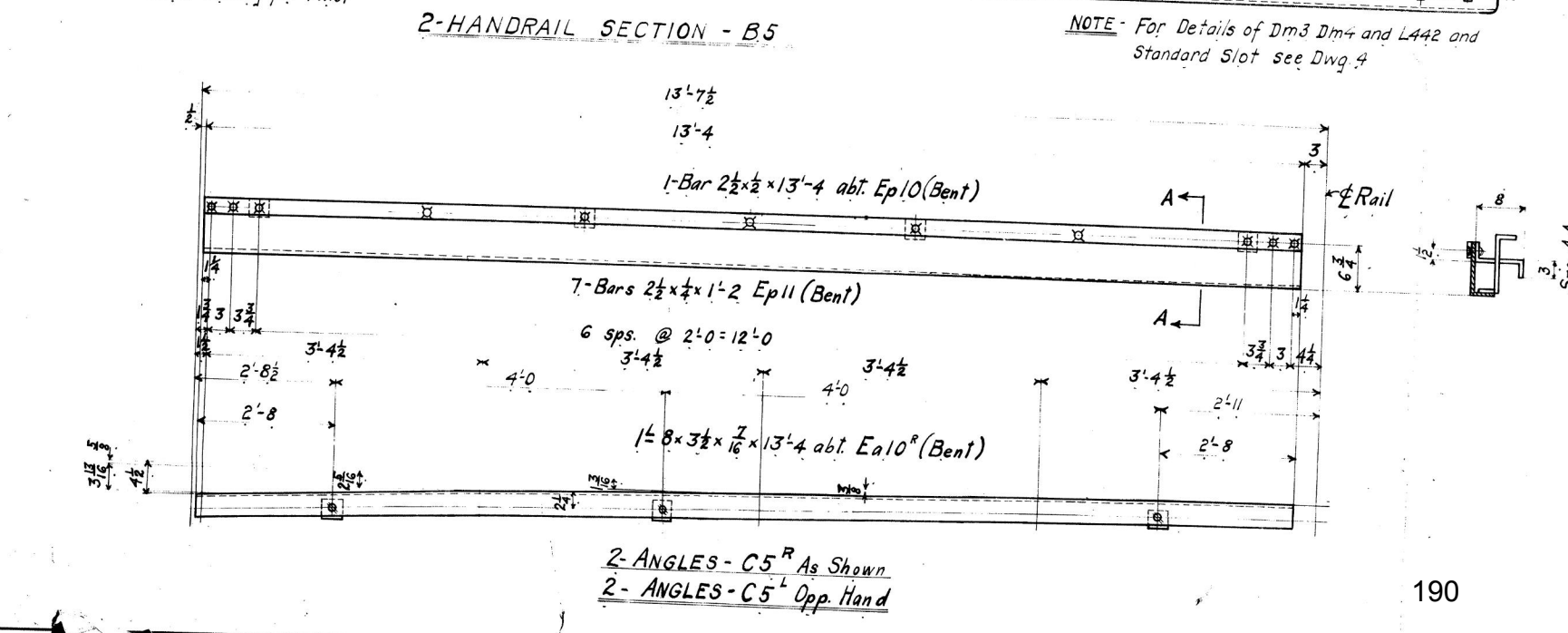
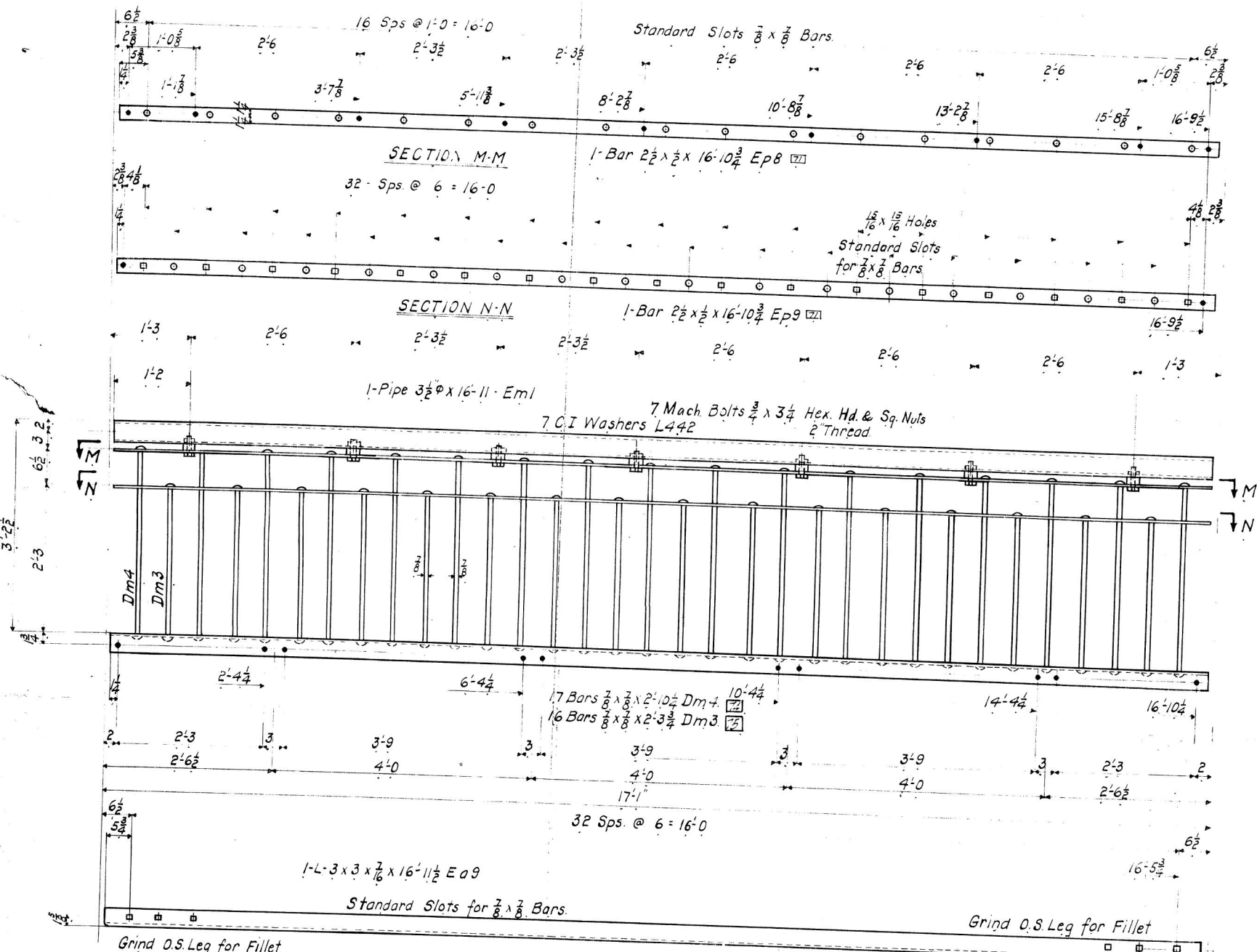


1-HANDRAIL SECTION - A6^R AS SHOWN
1-HANDRAIL SECTION - A6^L OPP HAND

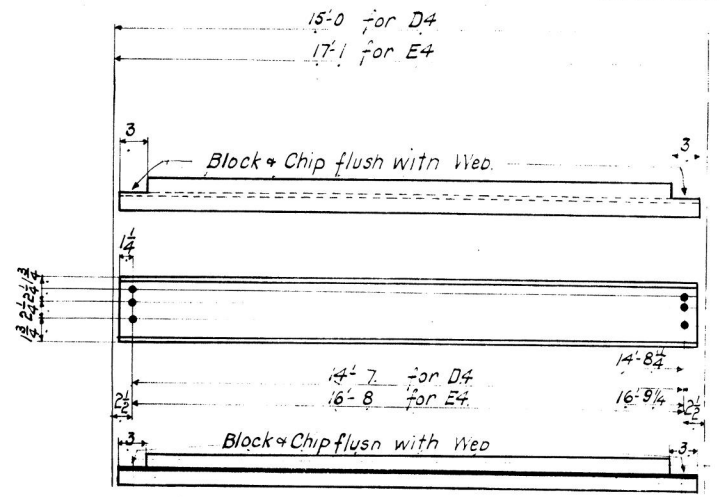
for Details of Dm 3 Dm 4 L442
 and Standard Slots see Dwg 4

2-HANDRAIL SECTIONS - B6^R AS SHOWN
2-HANDRAIL SECTIONS - B6^L OPP HAND

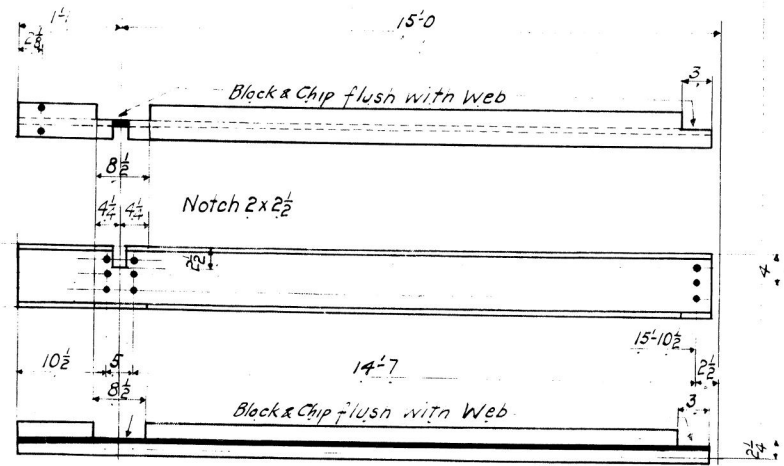
NOTES	REVISED	CUSTOMER
RIVETS HOLES $\frac{13}{16}$ Unless Noted.		CITY OF LONDON
		NAME OF STRUCTURE KINSINGTON BRIDGE DUNDAS ST
		LOCATION OVER RIVER THAMES
		TITLE OF DRAWING HANDRAIL
		HAMILTON BRIDGE COMPANY, Ltd.
		HAMILTON, ONTARIO
PAIN'T One Coat Chromate Metal Primer.		MADE BY C.K. STARTED June 13/29 COMPLETED June 13/29 CONTRACT 5917
Specifications - Ontario Railway & Municipal Board		TRACED BY B.C. Jan 10/30 Jan 10/30 WORK ORDER 8911
		CHECKED DATE 1/10/30 DRAWING 6
		APPROVED DATE 1/10/30



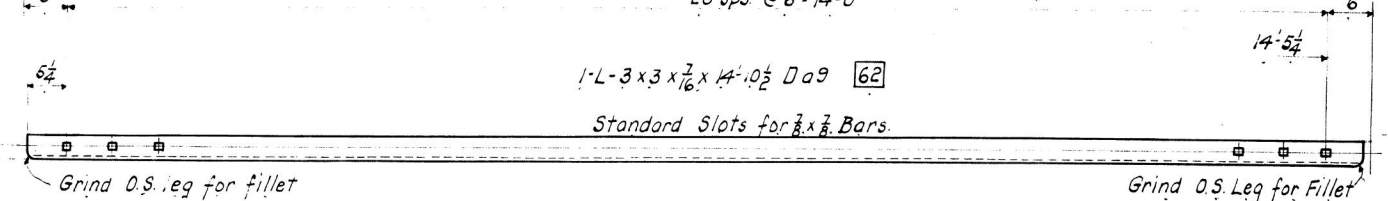
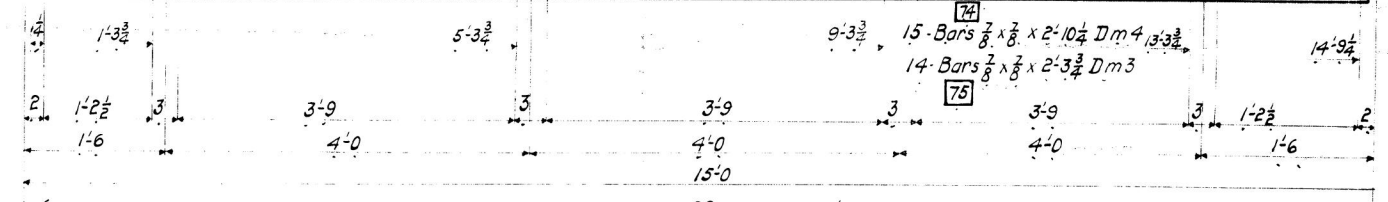
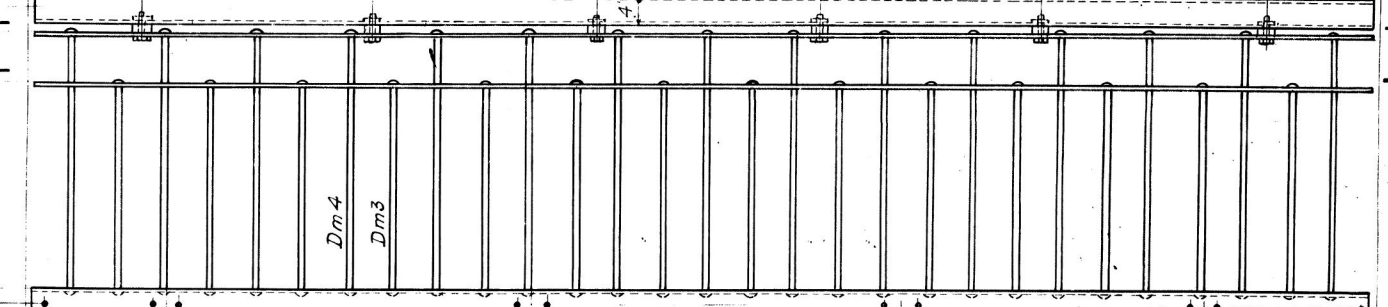
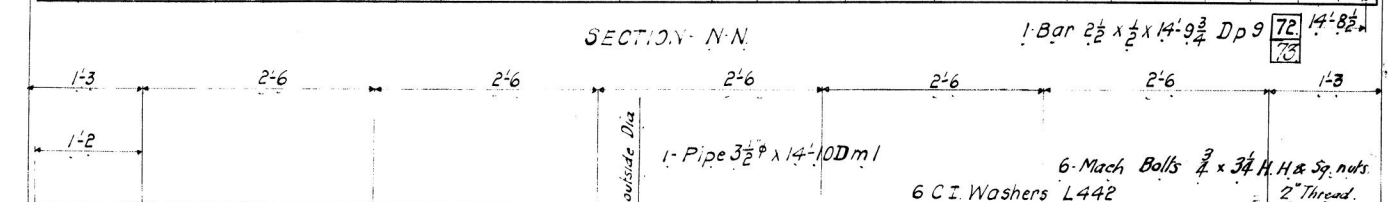
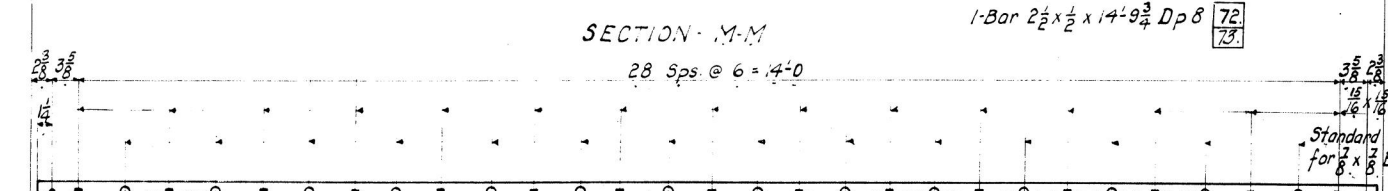
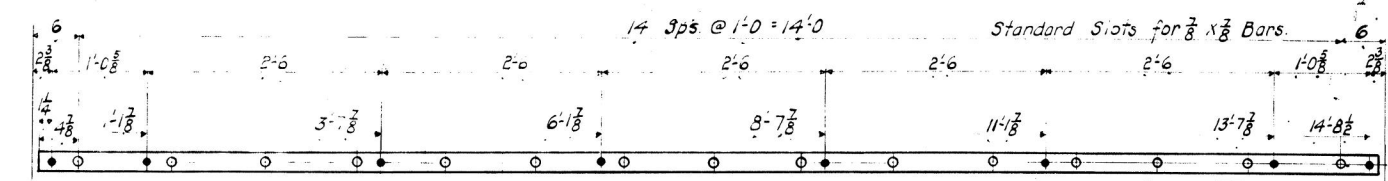
NOTES		REVISED	CUSTOMER
RIVETS $\frac{3}{4}$ "			CITY OF LONDON
HOLES $\frac{15}{16}$ or noted			NAME OF STRUCTURE KINGSTON BRIDGE, DUNDAS ST.
			LOCATION OVER THAMES RIVER
			TITLE OF DRAWING HANDRAIL - FASCIA GIRDER
			HAMILTON BRIDGE COMPANY, Ltd.
			HAMILTON, ONTARIO
			MADE BY CK STARTED June 12/29 COMPLETED June 13/29 CONTRACT 5917
			TRACED BY MES Jan. 6/29 June 7/29
			CHECKED BY M.R. WORK ORDER 8911



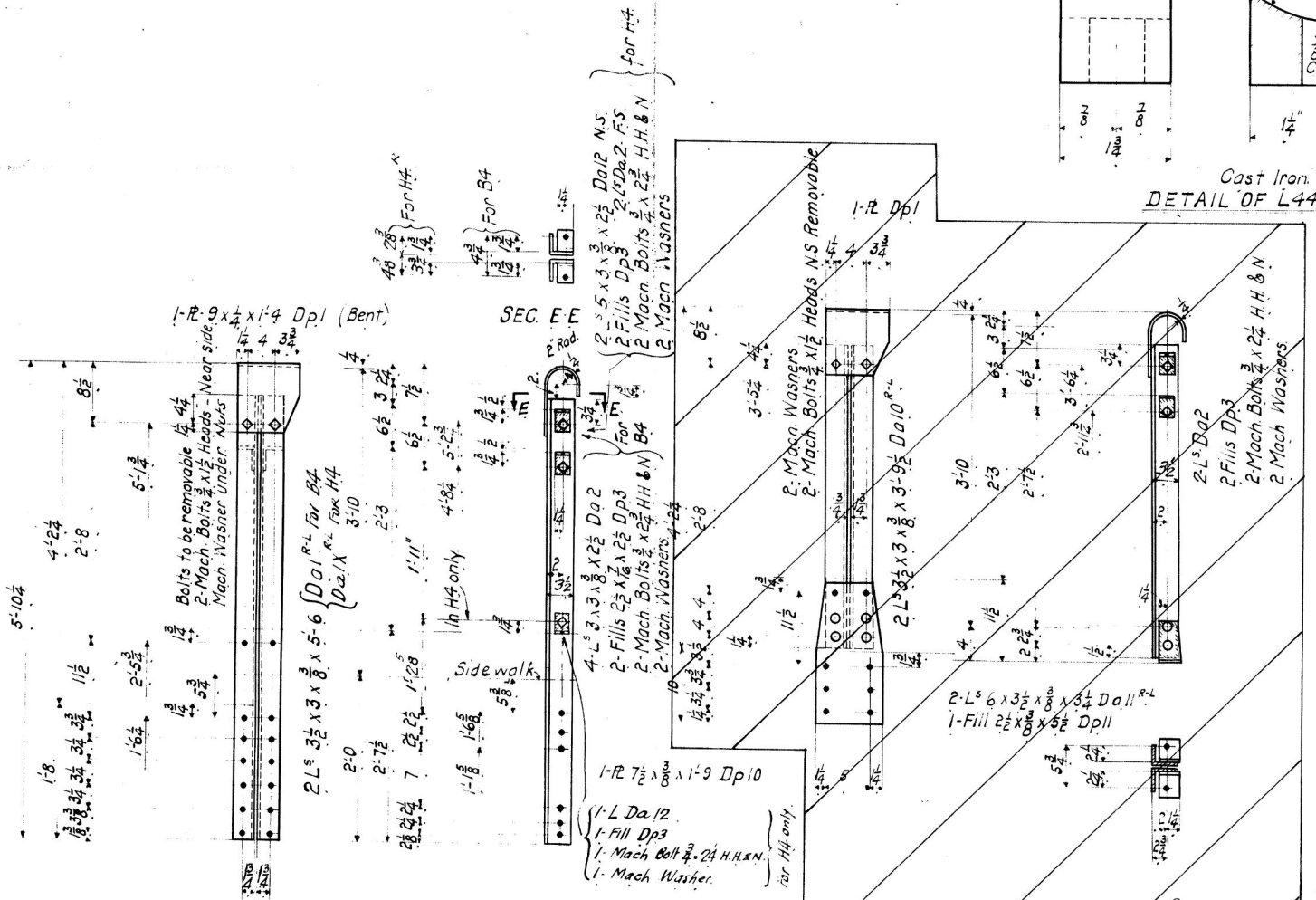
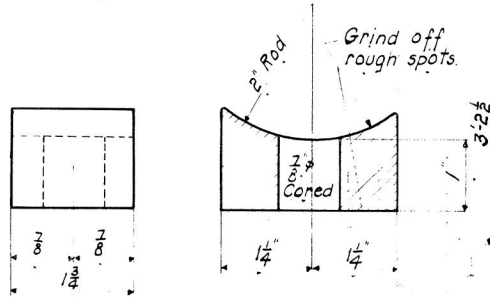
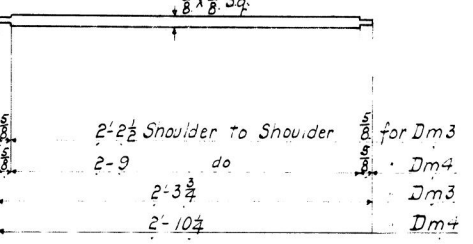
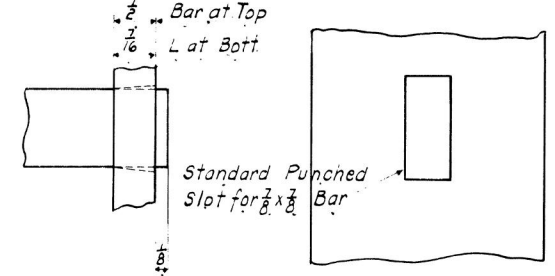
32- SIDE WALK STRINGERS - D4
2- SIDE WALK STRINGERS - E4
Punch 5/8 and Ream to 3/16"



4 SIDE WALK STRINGERS G4 R
4- SIDE WALK STRINGERS G4 L
Punch 5/8 and ream 3/16"

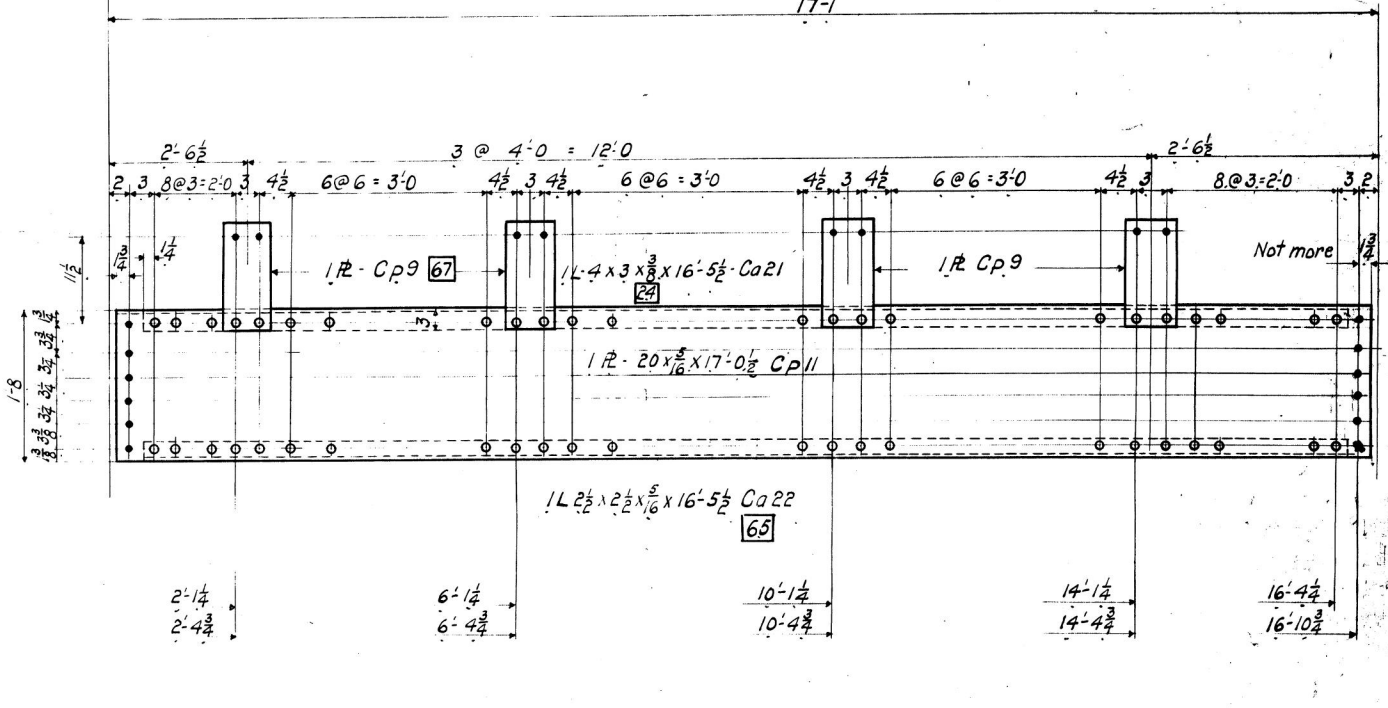
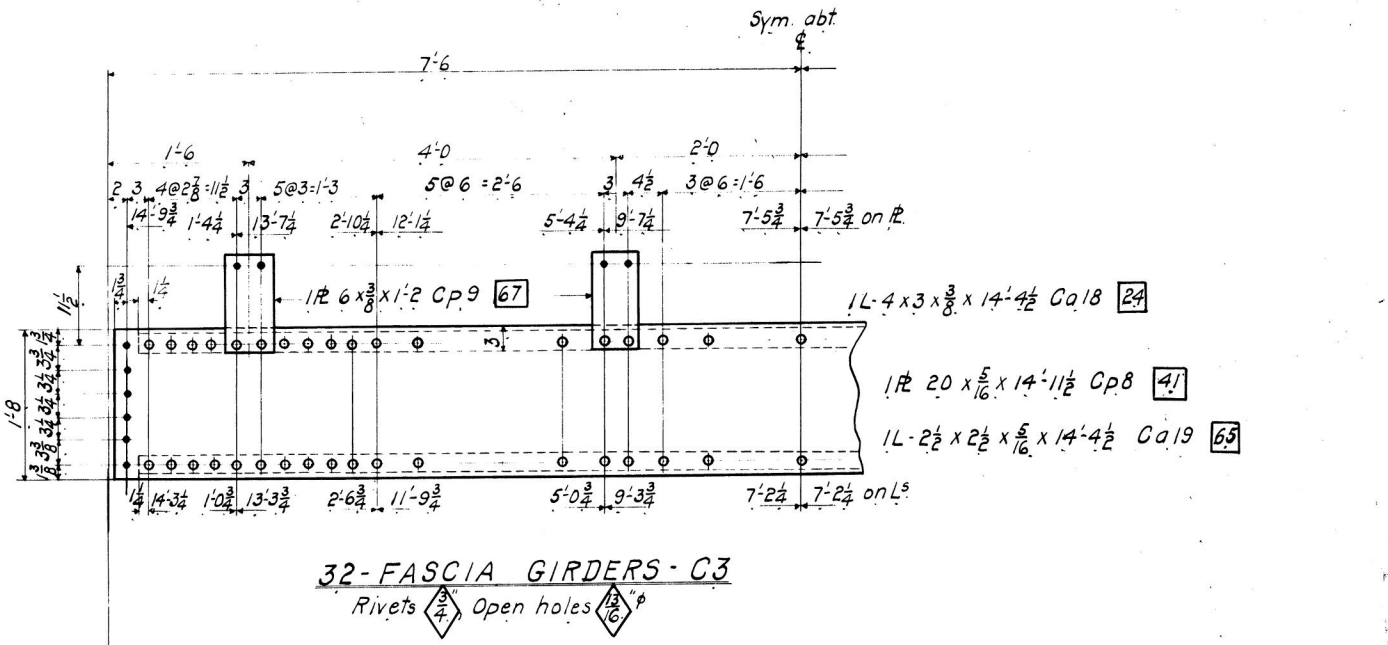
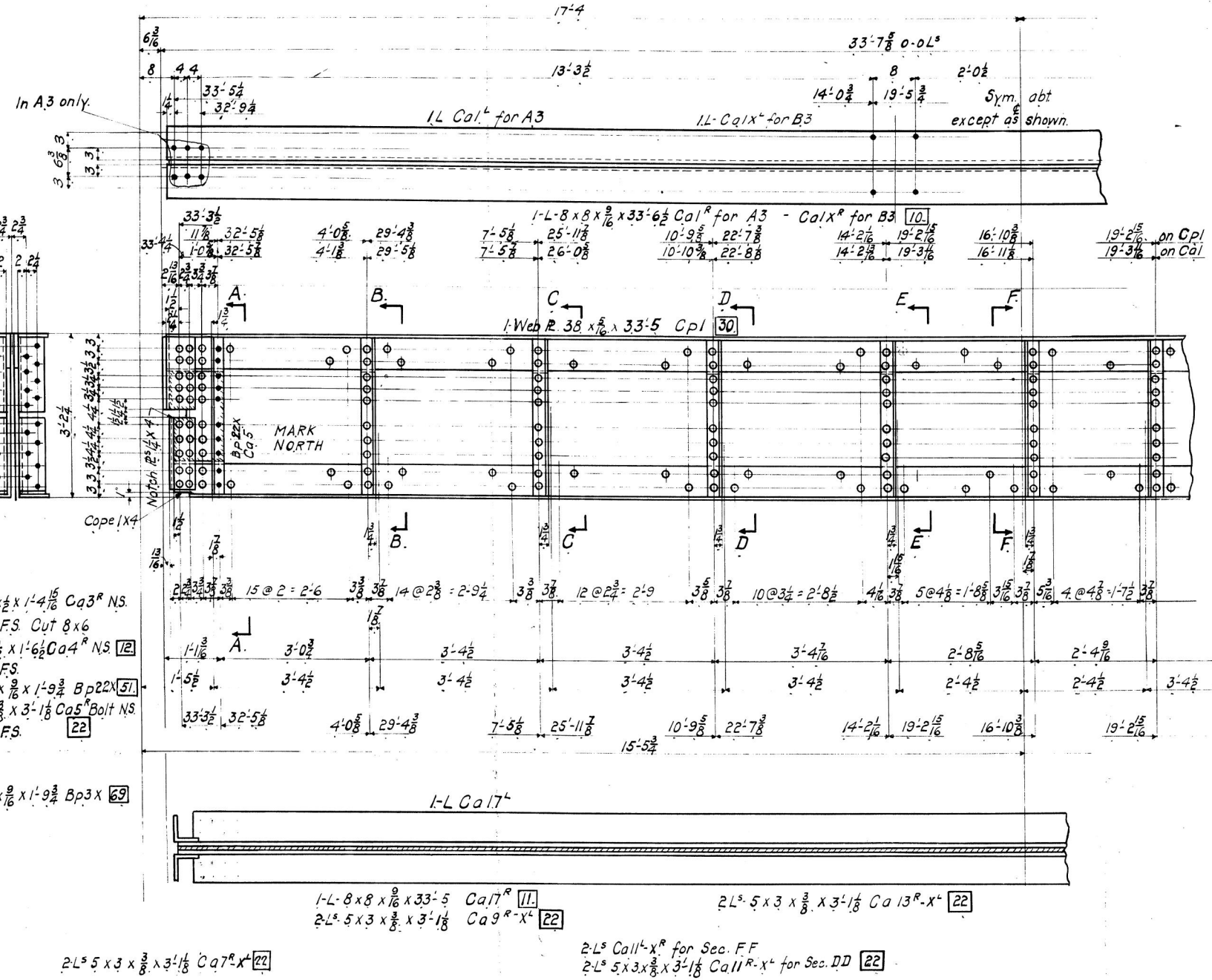


38- HANDRAIL SECTIONS - A4

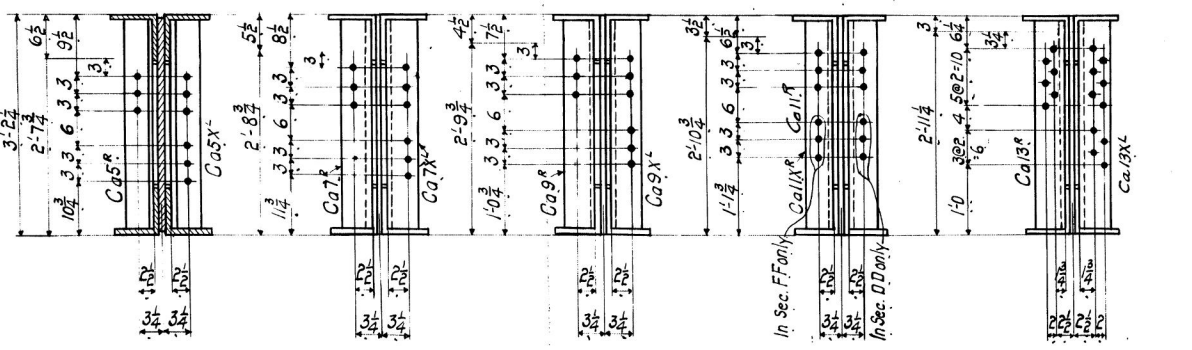


38- HANDRAIL POSTS - B4
3- HANDRAIL POSTS - H4 R (AS SHOWN)
3- HANDRAIL POSTS - H4 L (OPP. HAND)

NOTES	REVISED	CITY OF LONDON
RIVETS 3/8"		NAME OF STRUCTURE KENSINGTON BRIDGE, DUNDAS ST.
HOLES 1/8" or noted.		LOCATION OVER RIVER THAMES
		TITLE OF DRAWING STRINGERS & HANDRAIL
		HAMILTON BRIDGE COMPANY, Ltd.
		HAMILTON, ONTARIO
PAIN	LAST ASSEMBLY MARKS	MADE BY: CK. STARTED June 11/22 COMPLETED June 12/22 CONTRACT NO. 5917
One Coat Granite Metal Primer		TRACED BY: MES. - Jan. 4/30 - Jan. 6/30
Specifications - Ontario Railway Municipal Board 1916		CHECKED BY: [Signature] DATE: [Date] WORK ORDER: 8911
		APPROVED: [Signature] DATE: [Date] DRAWING: 41



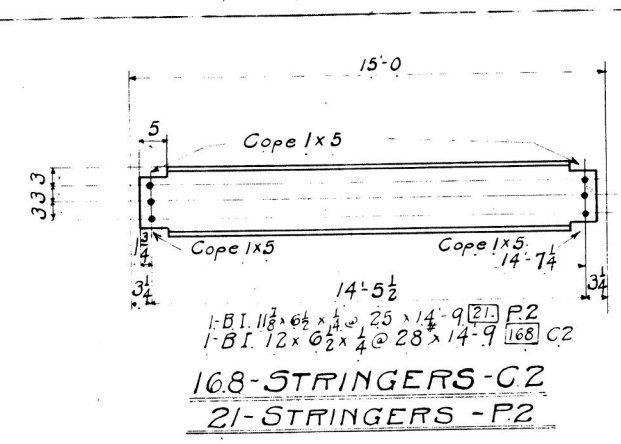
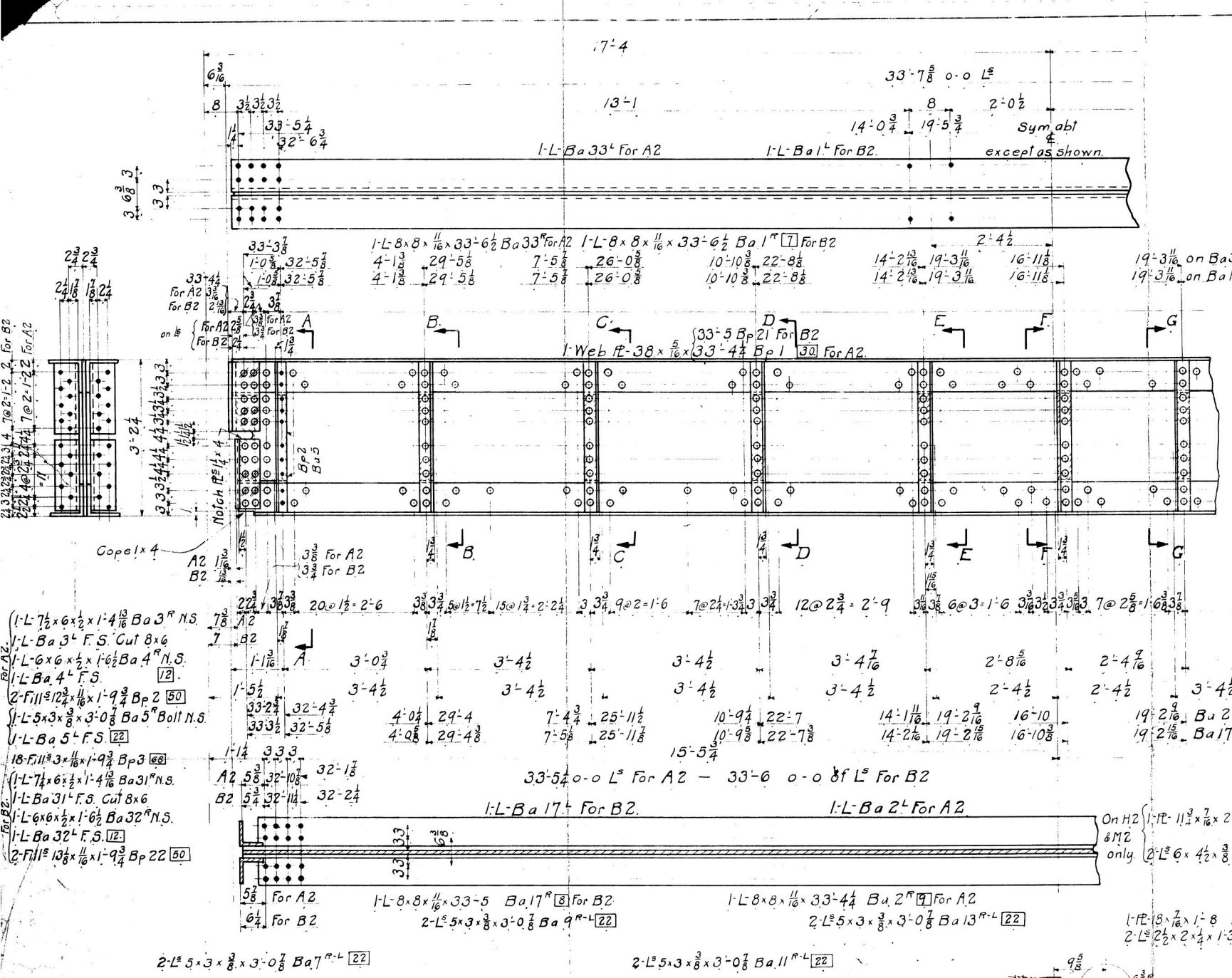
- 1-L-7 1/2 x 6 x 1/2 x 1'-4 1/16 Ca3^R NS
- 1-L-Ca3⁺ FS Cut 8x6
- 1-L-6x6 x 1/2 x 1'-6 1/2 Ca4^R NS
- 1-L-Ca4⁺ FS
- 2 Fills 1 1/2 x 3/8 x 1'-9 3/4 Bp22X
- 1-L-5x3 x 3/8 x 3'-1 1/8 Ca5^R Bolt NS
- 1-L-Ca5⁺ FS
- 18 Fills 3 x 3/8 x 1'-9 3/4 Bp3X



SECTION A-A SECTION B-B SECTION C-C SECTION D-D
SECTION E-E SECTION F-F

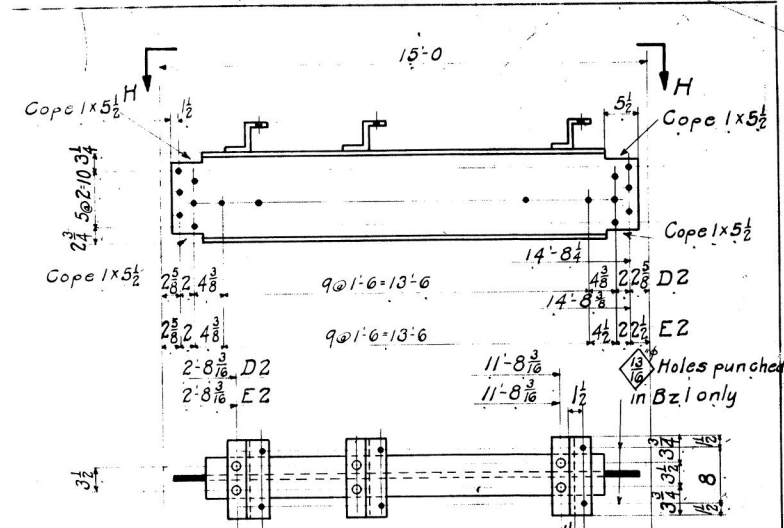
2 - FLOOR BEAMS - A3^R As Shown.
3 - FLOOR BEAMS - A3^L Opp Hand.
1 - FLOOR BEAM - B3^R As Shown.

NOTES RIVETS 7/8" or noted HOLES 1/16" or noted For 1/8" Holes, Punch 3/8" + Ream to full size. For 1/4" Holes, Punch 5/8" + Ream to full size. FLOOR BEAM end connections to be reamed to steel template. PAINT One Coat Chromate Metal Primer Specifications - Ontario Railway & Municipal Board, 1916	REVISED LAST ASSEMBLY MARKS Ca 23 Cp 11	CUSTOMER CITY OF LONDON NAME OF STRUCTURE KENSINGTON BRIDGE, DUNDAS ST. LOCATION OVER RIVER THAMES TITLE OF DRAWING FLOOR BEAMS & FASCIA GIRDERS HAMILTON BRIDGE COMPANY, L. HAMILTON, ONTARIO MADE BY C.K. STARTED June 10-22 COMPLETED June 11-29 CONTRACT 59 TRACED BY MES Jan. 8-30 Jan. 10-30 CHECKED A.M.R. Jan. 16 Jan. 23-30 WORK ORDER 8 APPROVED DATE Jan. 25 1913 DRAWING
	Bill: P.B.	



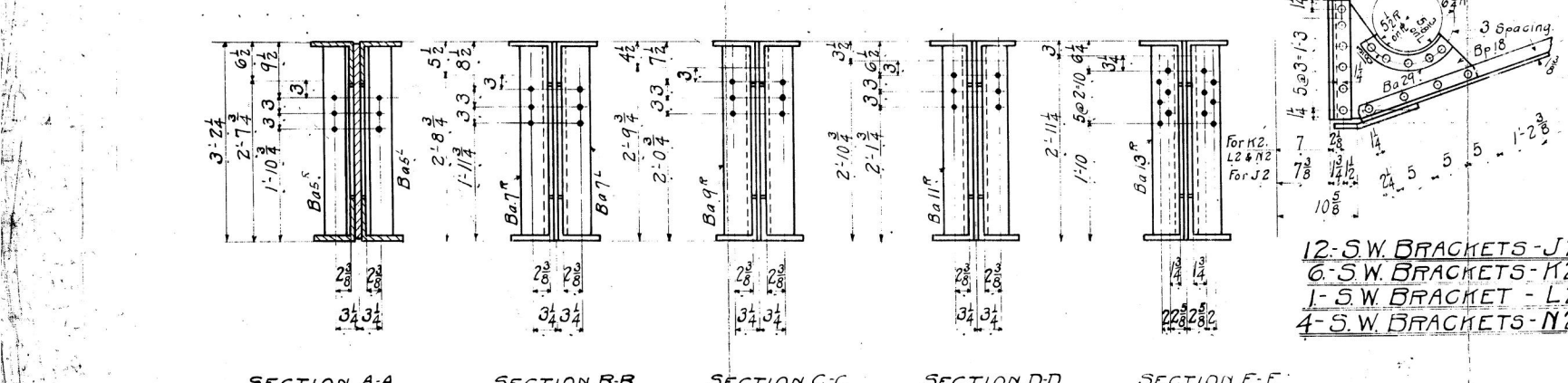
MATERIAL IN SIDEWALK BRACKET

- 2-L^s 2 1/2 x 2 1/2 x 5/8 @ 6-3 1/2 Ba 18⁴ L [63]
- 2-L^s 3 x 2 1/2 x 5/8 @ 6-2 3/8 Ba 19⁴ L For F2 & G2 [66]
- 2-L^s 2 1/2 x 2 1/2 x 5/8 @ 2-7 7/8 Ba 20 [65]
- 2-L^s 3 1/2 x 2 1/2 x 5/8 @ 2-4 3/8 Ba 21⁴ L
- 2-L^s 2 1/2 x 2 1/2 x 5/8 @ 3-8 Ba 22⁴ L [63]
- 2-L^s 2 1/2 x 2 1/2 x 5/8 @ 0-6 1/4 Ba 23⁴ L [63]
- 1-L 2 1/2 x 2 1/4 x 1-10 3/4 Ba 24
- 1-L 2 1/2 x 2 1/4 x 1-8 1/2 Ba 25
- 2-L^s 3 x 3 x 5/8 @ 0-7 1/2 Ba 40
- 2-L^s 3 1/2 x 3 x 5/8 @ 1-5 1/2 Ba 27 For F2 & Cut 4x3L
- 2-L^s 2 1/2 x 2 1/2 x 5/8 @ 1-5 Ba 28 Bent for F2 G2 & M2 only
- 2-L^s 3 1/2 x 3 1/2 x 5/8 @ 1-5 1/2 Ba 34 For G2, H2 & M2 Cut 4x3L
- 1-F-10 x 7/8 x 1-3 Bp 8
- 1-F-8 x 7/8 x 0-1 1/4 Bp 9
- 1-F-10 x 7/8 x 0-1 1/4 Bp 10
- 1-F-5 x 7/8 x 0-6 1/8 Bp 11
- 1-F-16 x 7/8 x 1-4 Bp 12
- 1-F-8 x 7/8 x 0-5 Bp 13
- 1-F-10 x 7/8 x 0-5 Bp 14
- 1-F-18 x 7/8 x 1-8 Bp 15 For F2, G2, H2, & M2
- 1-F-21 3/8 x 3/8 x 1-0 1/2 Bp 16 Bent for F2, G2 only.
- 1-Fill-3 x 5/8 x 1-9 3/8 Bp 17 Bolt for G2.
- 2-L^s 3 1/2 x 3 x 5/8 @ 1-7 7/8 Ba 30⁴ L For H2 only.

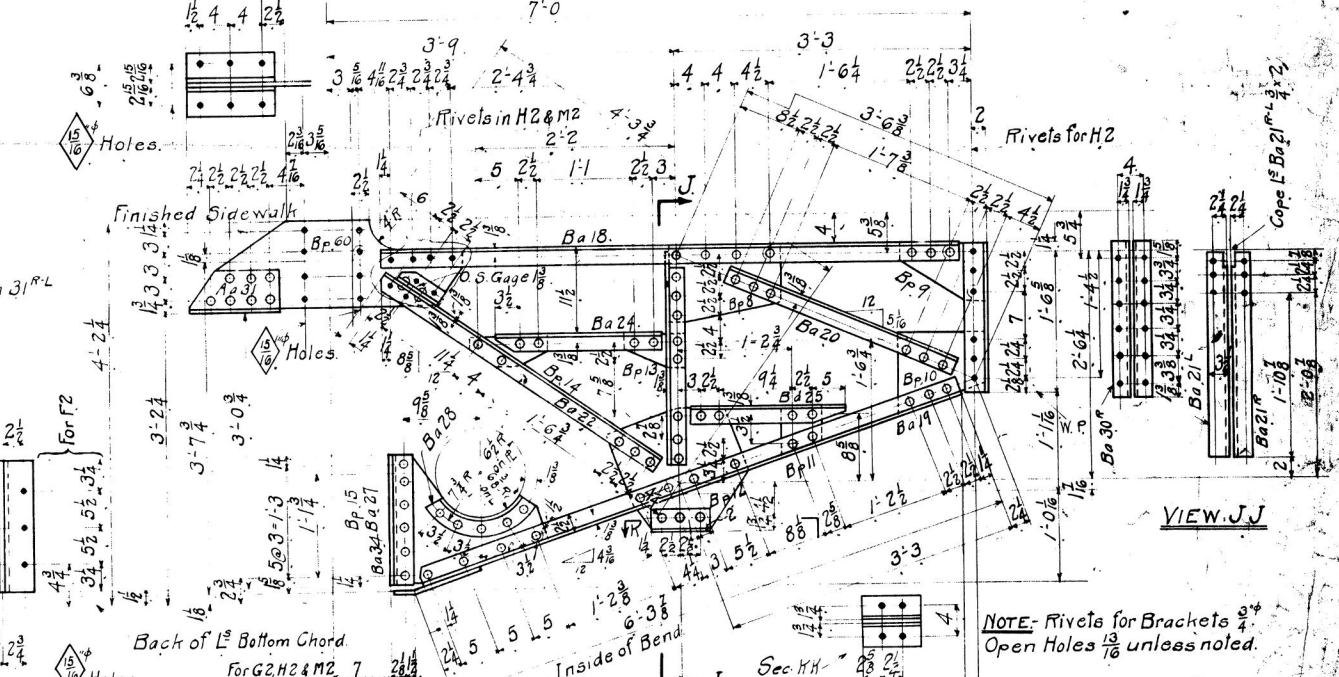


Note: These stringers must not over run. 1/2 is maximum edge distance permissible.

30-STRINGERS-D2
12-STRINGERS-E2



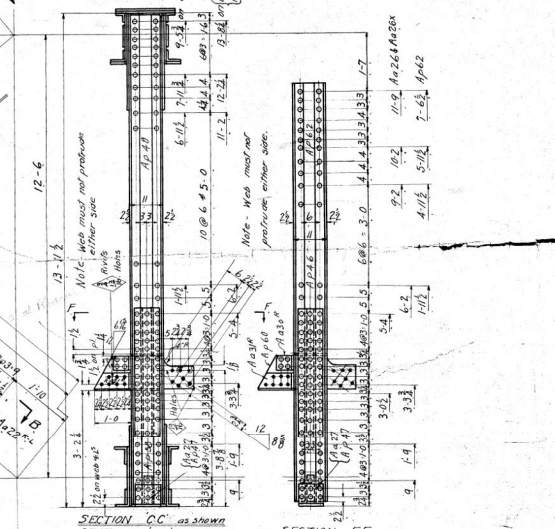
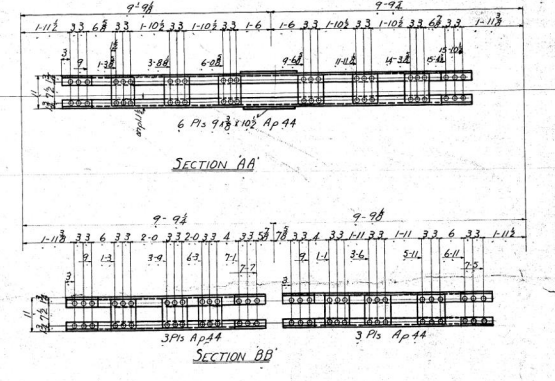
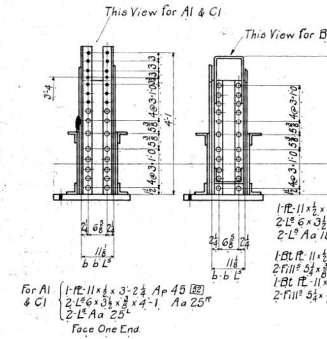
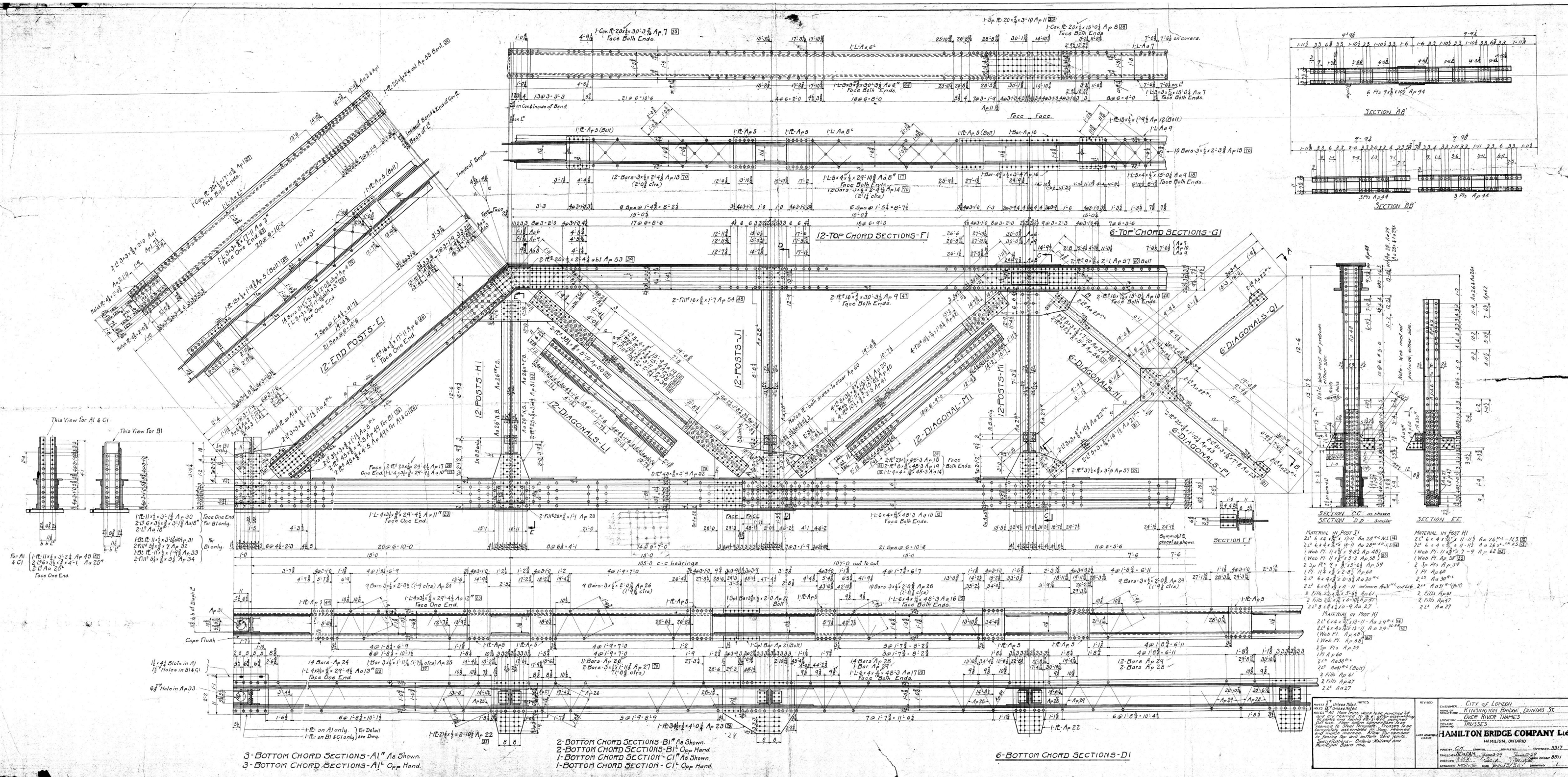
12-FLOOR BEAMS-A2
6-FLOOR BEAMS-B2



- 12-S.W. BRACKETS-J2. Parts not shown or noted same as F2
- 6-S.W. BRACKETS-K2. Parts not shown or noted same as G2
- 1-S.W. BRACKET-L2. Parts not shown or noted same as H2
- 4-S.W. BRACKETS-N2. Parts not shown or noted same as M2

- 12-SIDE WALK BRACKETS-F2
- 6-SIDE WALK BRACKETS-G2
- 1-SIDE WALK BRACKET-H2
- 4-SIDE WALK BRACKETS-M2

NOTES RIVETS 7/8 or noted HOLES 1/2 or noted. For 1/2 Holes Punch 5/8 & ream to full size. For 3/4 Holes Punch 7/8 & ream to full size. Floor Beam and connections to be reamed to steel template. PAINT One Coat Kromate Metal Primer Specifications - Ontario Railway & Municipal Board 1916	REVISED Jan. 27 '30 Jan. 3, '30	CUSTOMER NAME OF STRUCTURE CITY OF LONDON KENSINGTON BRIDGE DUNDAS ST. OVER RIVER THAMES
	LOCATION TITLE OF DRAWING BRACKETS	LAST ASSEMBLY MARKS Ba Bp
MADE BY: C. K. TRACED BY: B. G. CHECKED: H. J. H. APPROVED: [Signature]	STARTED: June 8/28 COMPLETED: June 8/28 CONTRACT: 547 DATE: Jan. 14/29 - Jan. 20/30 WORK ORDER: 89	DRAWING: 2



MATERIAL IN POST JI

2" 6 x 4 x 1/2 - 13-11 Au 28[#] A3 [2]
 2" 6 x 4 x 1/2 - 13-11 Au 28[#] A3 [2]
 1 Web Pl. 11/8" x 9-0" Ap 40 [2]
 1 Web Pl. 11/8" x 9-0" Ap 40 [2]
 2 Sp Pls Ap 59 [2]
 1 Pl. 11/8" x 2-8" Ap 40 [2]
 2" 6 x 4 x 1/2 - 11 narrow flange A30[#] [2]
 2 Fills Ap 61 [2]
 2 Fills Ap 62 [2]
 2 Fills Ap 67 [2]
 2 Fills Ap 67 [2]

MATERIAL IN POST HI

2" 6 x 4 x 1/2 - 11-11 Au 26[#] A3 [2]
 2" 6 x 4 x 1/2 - 11-11 Au 26[#] A3 [2]
 1 Web Pl. 11/8" x 9-0" Ap 40 [2]
 1 Web Pl. 11/8" x 9-0" Ap 40 [2]
 2 Sp Pls Ap 59 [2]
 1 Pl. Ap 60 [2]
 2" 6 x 4 x 1/2 - 11 Au 30[#] A3 [2]
 2 Fills Ap 61 [2]
 2 Fills Ap 67 [2]
 2 Fills Ap 67 [2]

MATERIAL IN POST KI

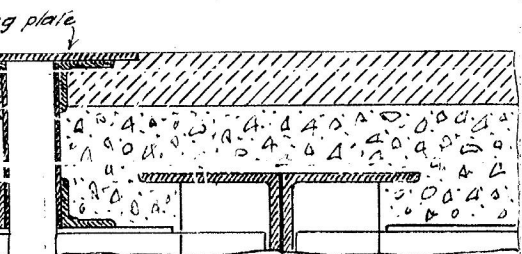
2" 6 x 4 x 1/2 - 13-11 Au 28[#] A3 [2]
 2" 6 x 4 x 1/2 - 13-11 Au 28[#] A3 [2]
 1 Web Pl. Ap 40 [2]
 1 Web Pl. Ap 40 [2]
 2 Sp Pls Ap 59 [2]
 1 Pl. Ap 60 [2]
 2" 6 x 4 x 1/2 - 11 Au 30[#] A3 [2]
 2 Fills Ap 61 [2]
 2 Fills Ap 67 [2]
 2 Fills Ap 67 [2]

NOTES:
 1. Unless noted, all steel shall be furnished by Hamilton Bridge Company Ltd.
 2. All steel shall be furnished by Hamilton Bridge Company Ltd.
 3. All steel shall be furnished by Hamilton Bridge Company Ltd.
 4. All steel shall be furnished by Hamilton Bridge Company Ltd.
 5. All steel shall be furnished by Hamilton Bridge Company Ltd.

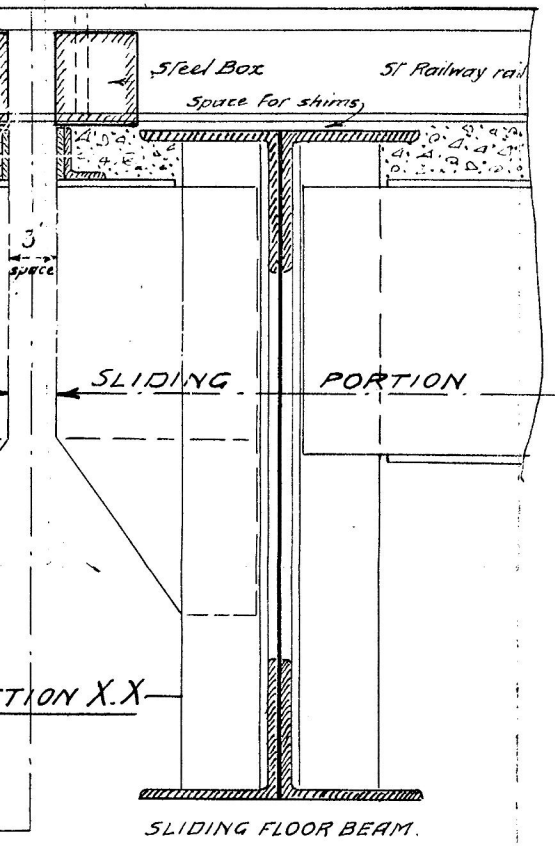
REVISIONS:

NO. 1
 DATE 1-1-22
 BY C.K.
 CHECKED J.O.P.
 APPROVED J.O.P.

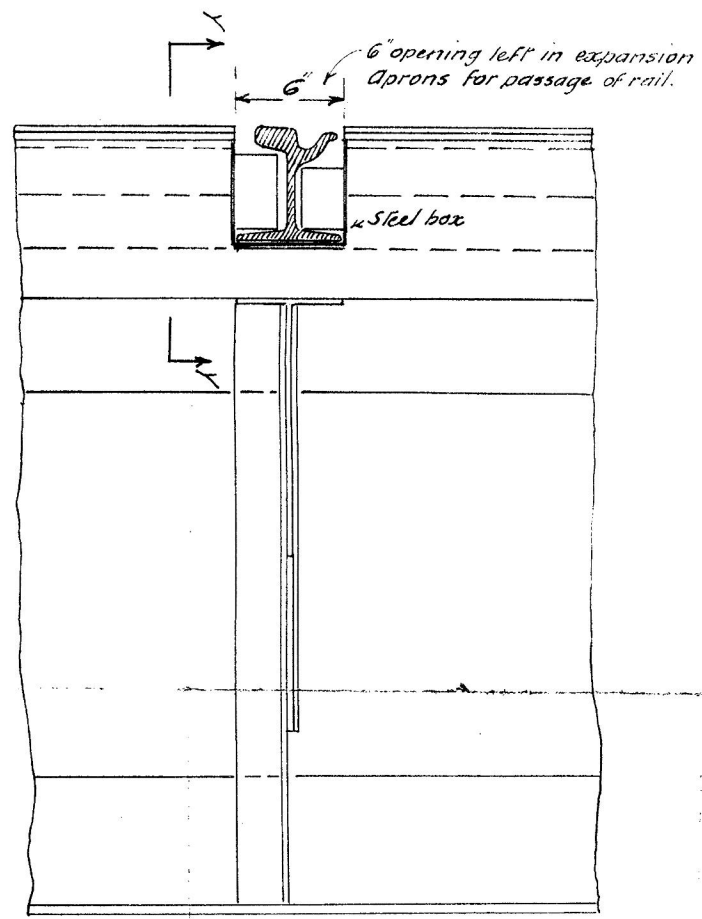
CITY OF LONDON
 KINNINGTON BRIDGE, DUNDAS ST.
 OVER RIVER THAMES
 TRUSSES
HAMILTON BRIDGE COMPANY LTD.
 HAMILTON, ONTARIO



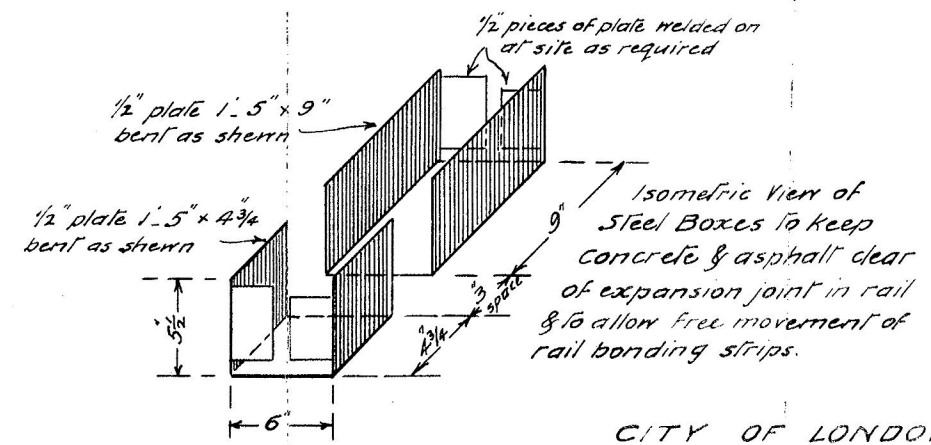
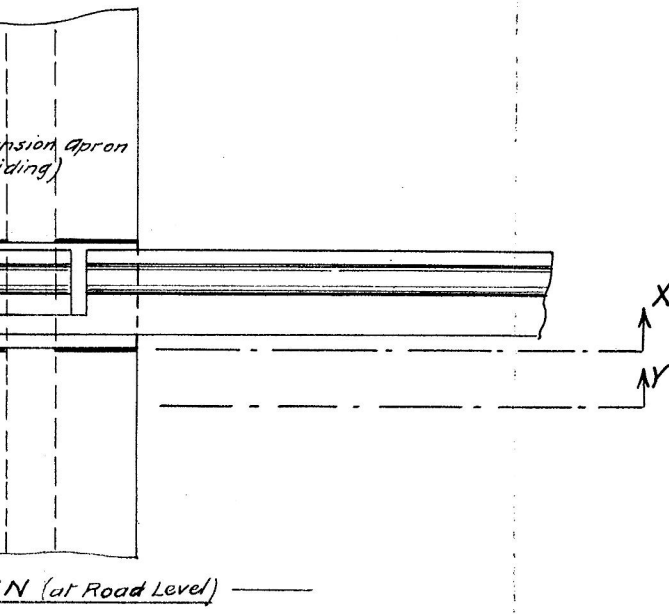
SECTION Y-Y



SECTION X-X

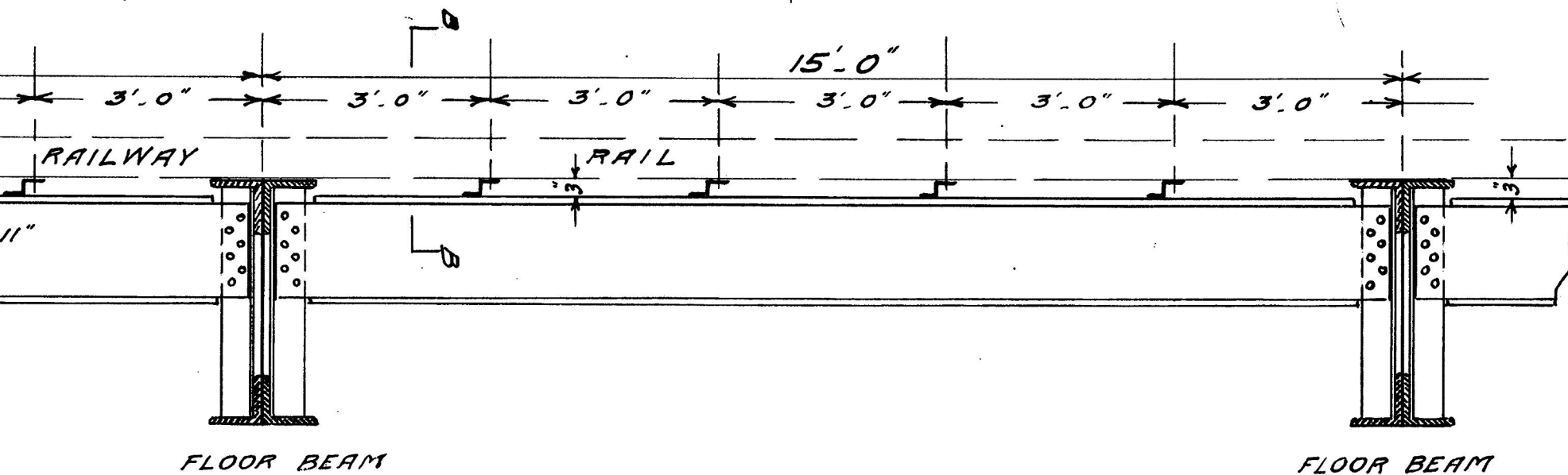
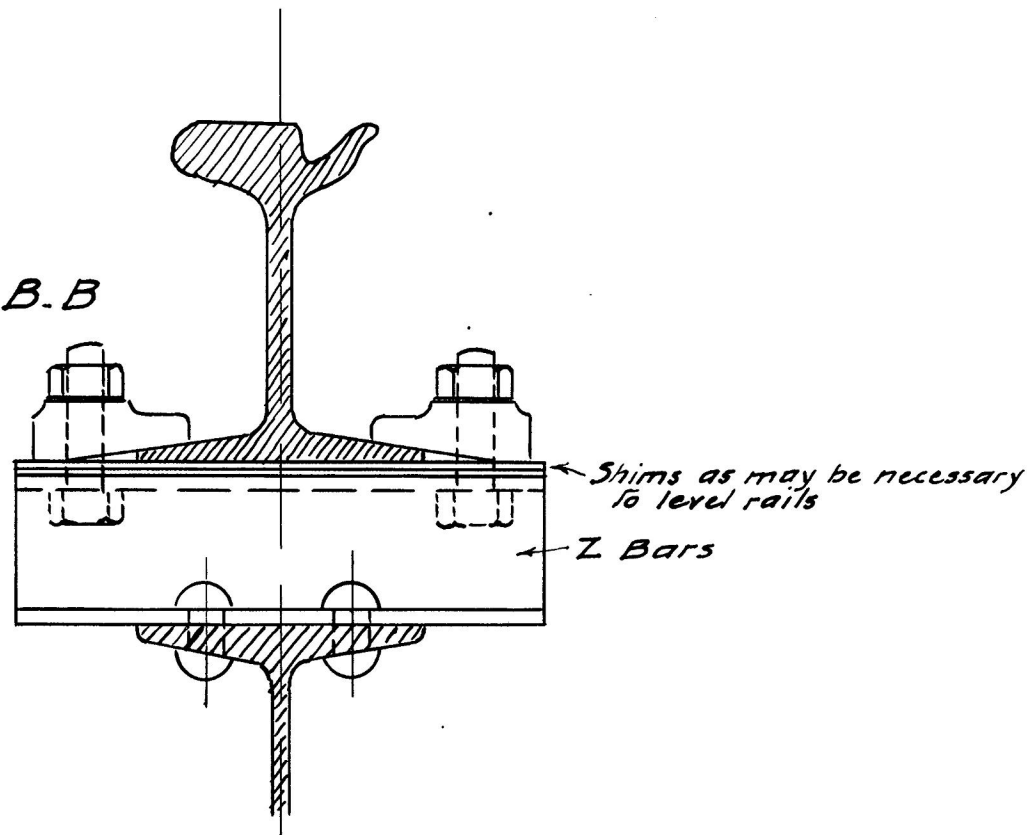


SECTION W-W



CITY OF LONDON
 KENSINGTON BRIDGE (DUNDAS ST.)
 Proposed Expansion joint over Pier No 1.
 City Engineers Office - Scale 1/4" = 1' - London Ont.
 Dept. of Bridges Feb. 14th 1930.

ENLARGED SECTION B.B
Scale 3"=1'



DUNDAS ST. BRIDGE

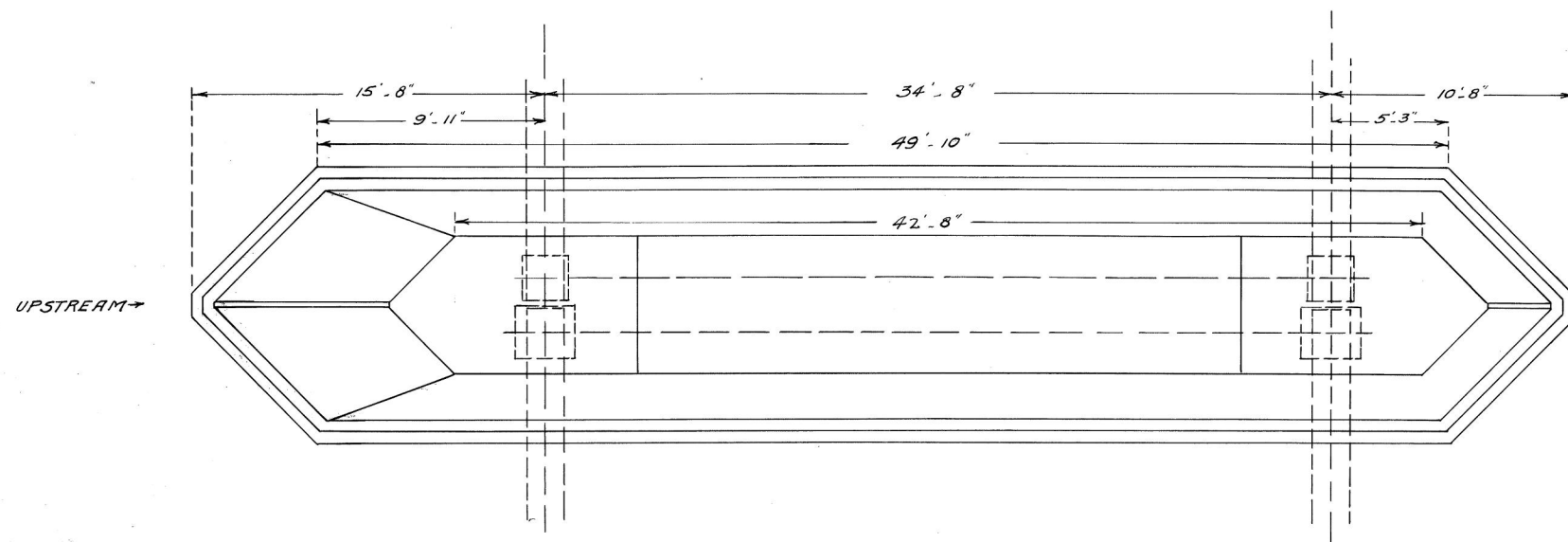
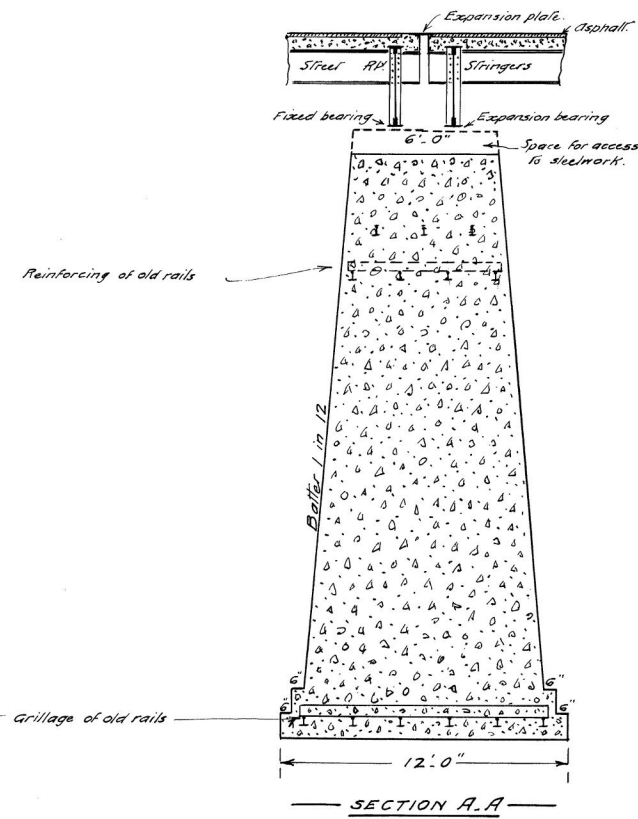
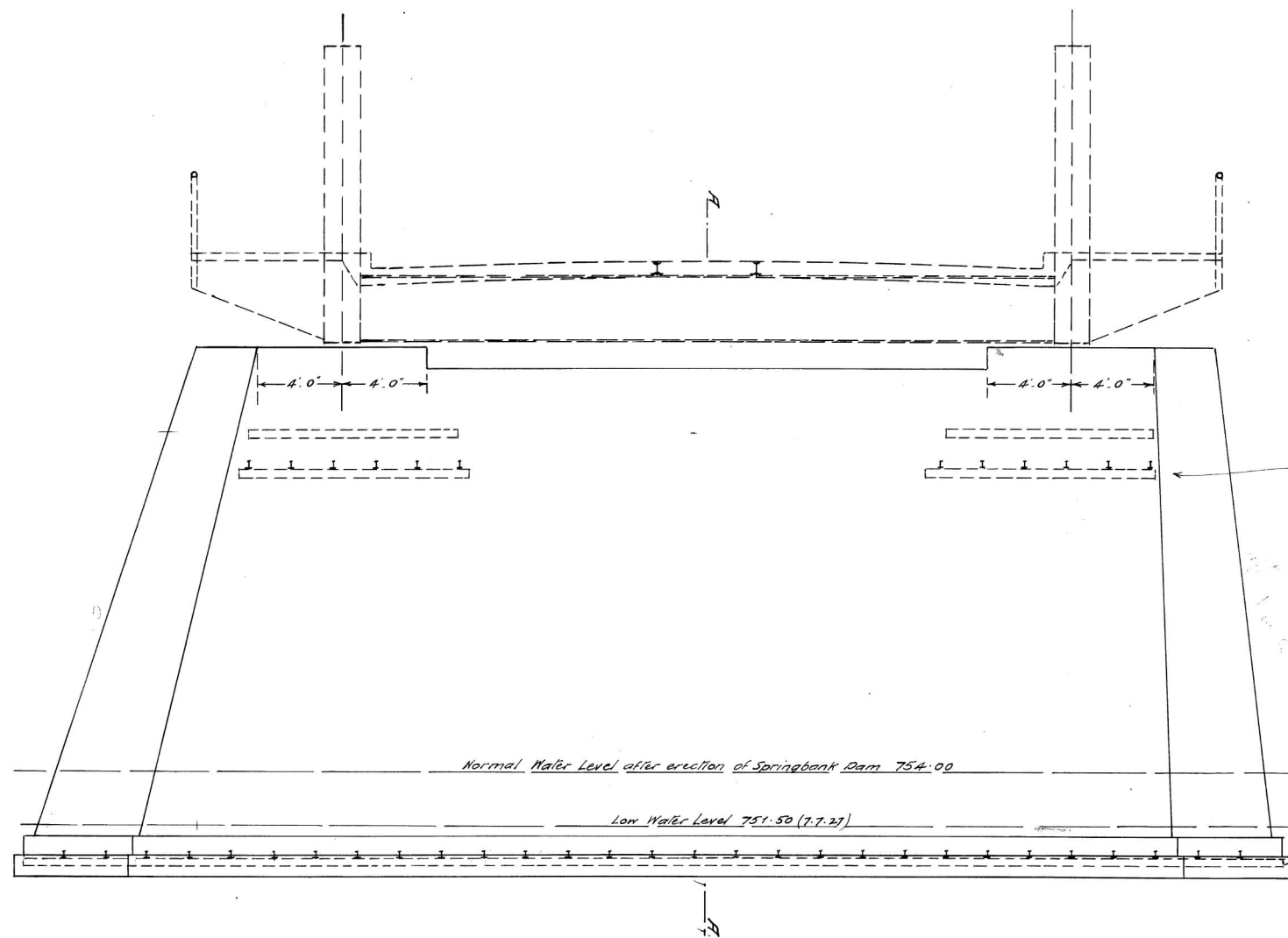
CITY OF LONDON
KENSINGTON BRIDGE (DUNDAS STREET)

Longitudinal Section shewing Street Railway rail attachments
to steelwork of Bridge.

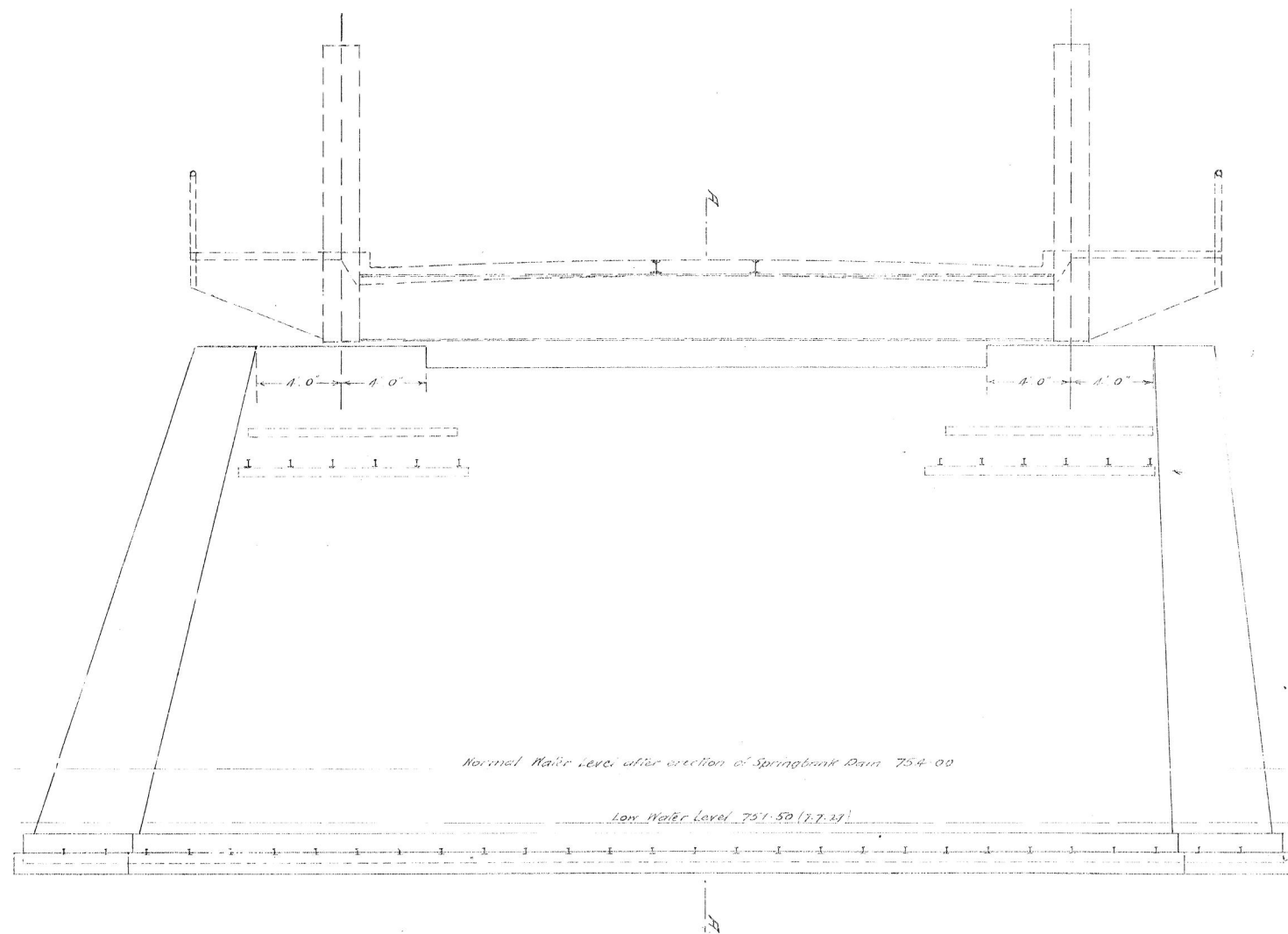
(Accompanying Plan 2 to the Street Rly Co)

City Engineers Office scale 1/2"=1' London Ont.
Dept. of Structural Work. Feb 5th 1930.

W.P. Mear
City Engineer



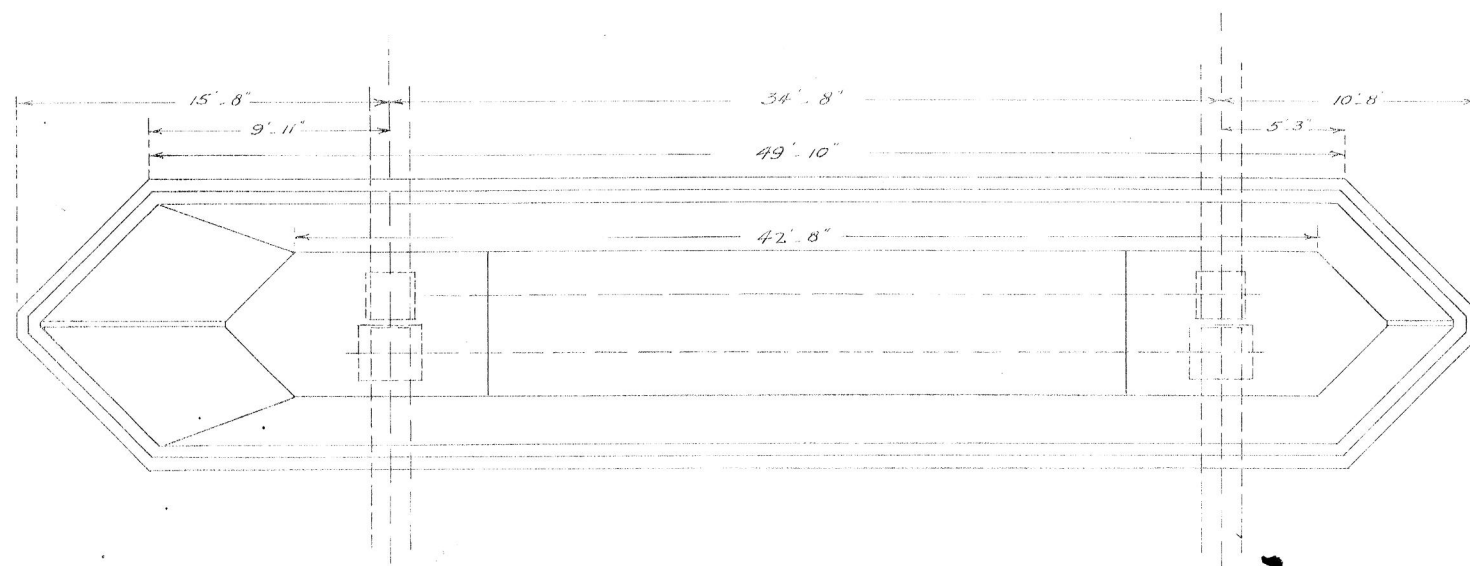
— CITY OF LONDON —
 KENSINGTON BRIDGE (DUNDAS ST.)
 Plan of Cement Concrete Piers
 City Engineers Office London Ont.
 Dept. of Structural Work Scale 1/4" = 1' 13th Mch. 1928.
 J. R. R.
 City Engineer.



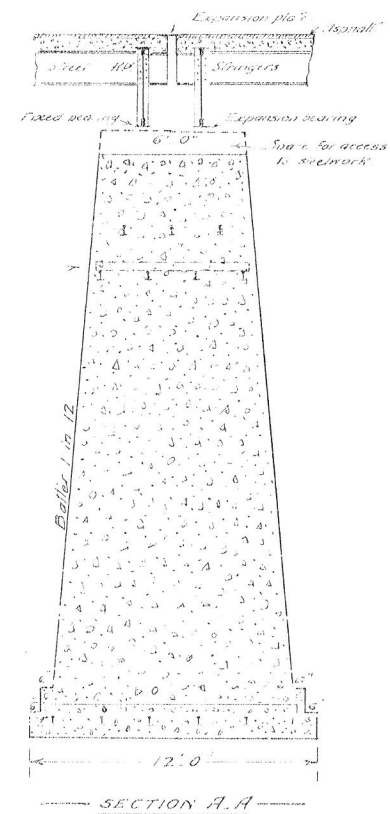
Normal Water Level after erection of Springbank Dam 754-00

Low Water Level 751-50 (7.7.33)

EAST & WEST PIERS



UPSTREAM



Reinforcing of old rails

Grillage of six rails

CITY OF LONDON

KENSINGTON BRIDGE (DUNDAS ST.)

Plan of Cement Concrete Piers

City Engineer's Office

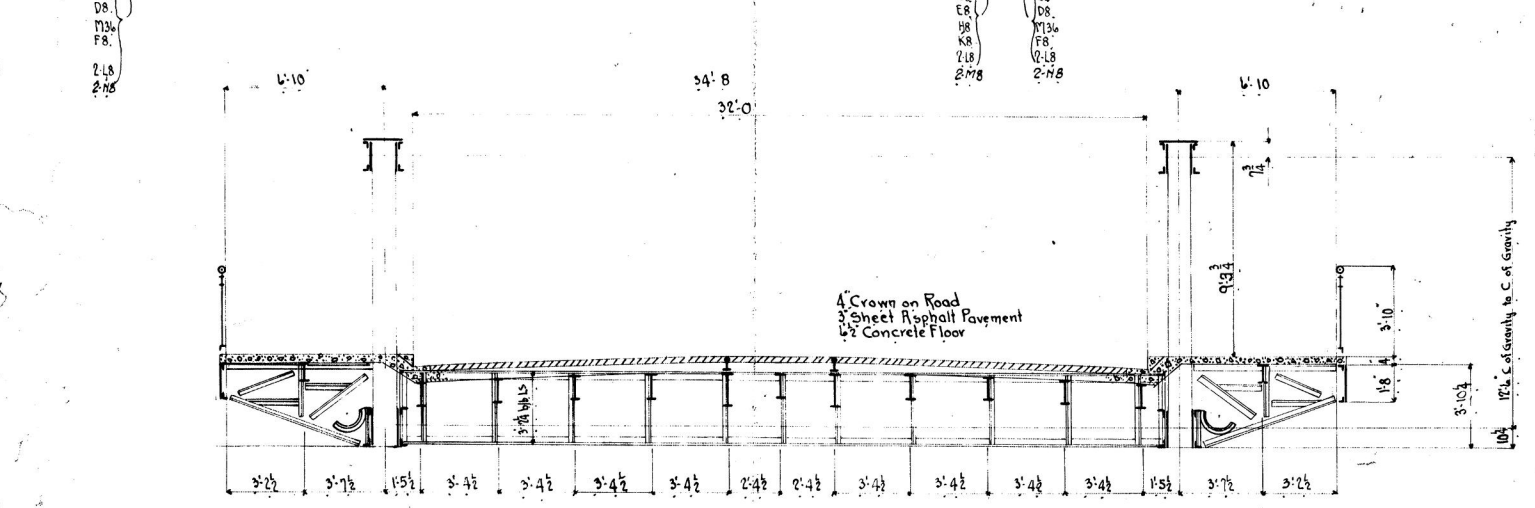
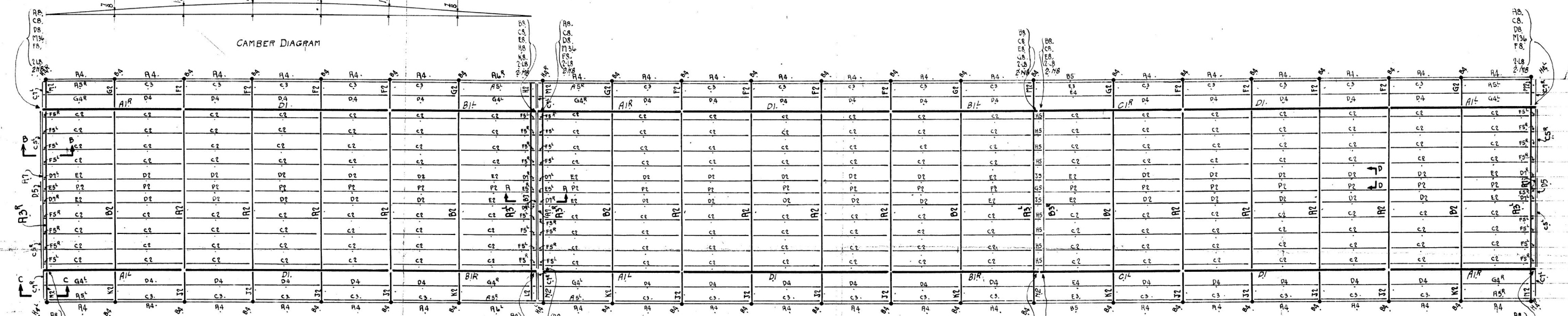
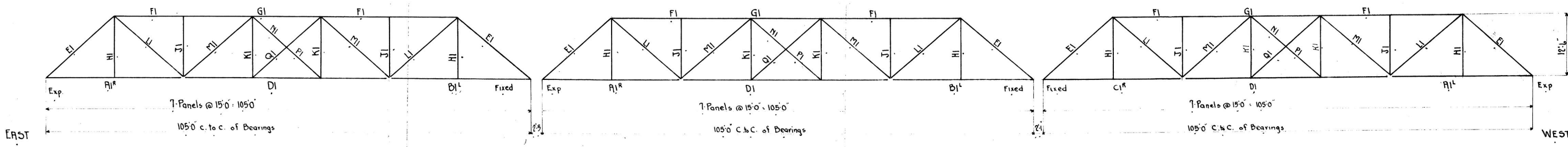
London Off.

Dept. of Structural Work
J. R. B.

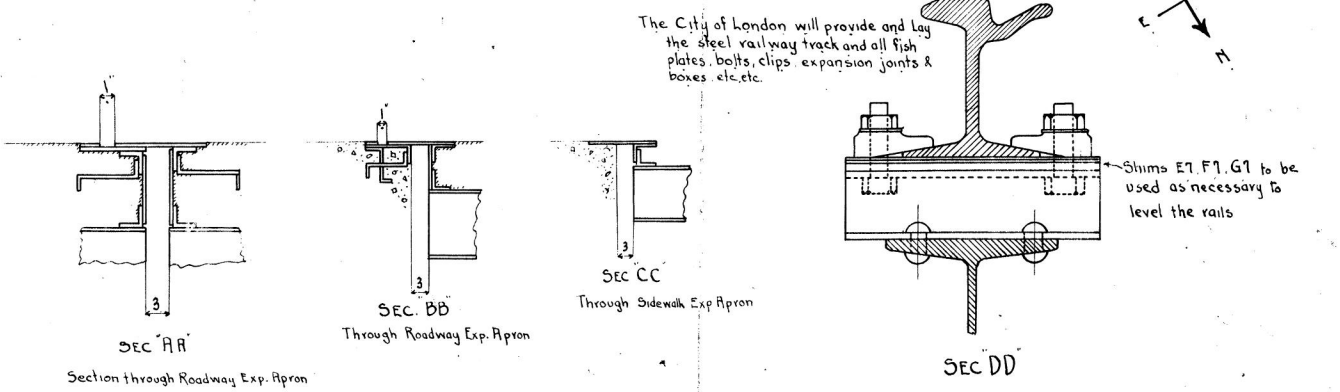
Scale 1/4" = 1'

13th Feb. 1928.

City Engineer



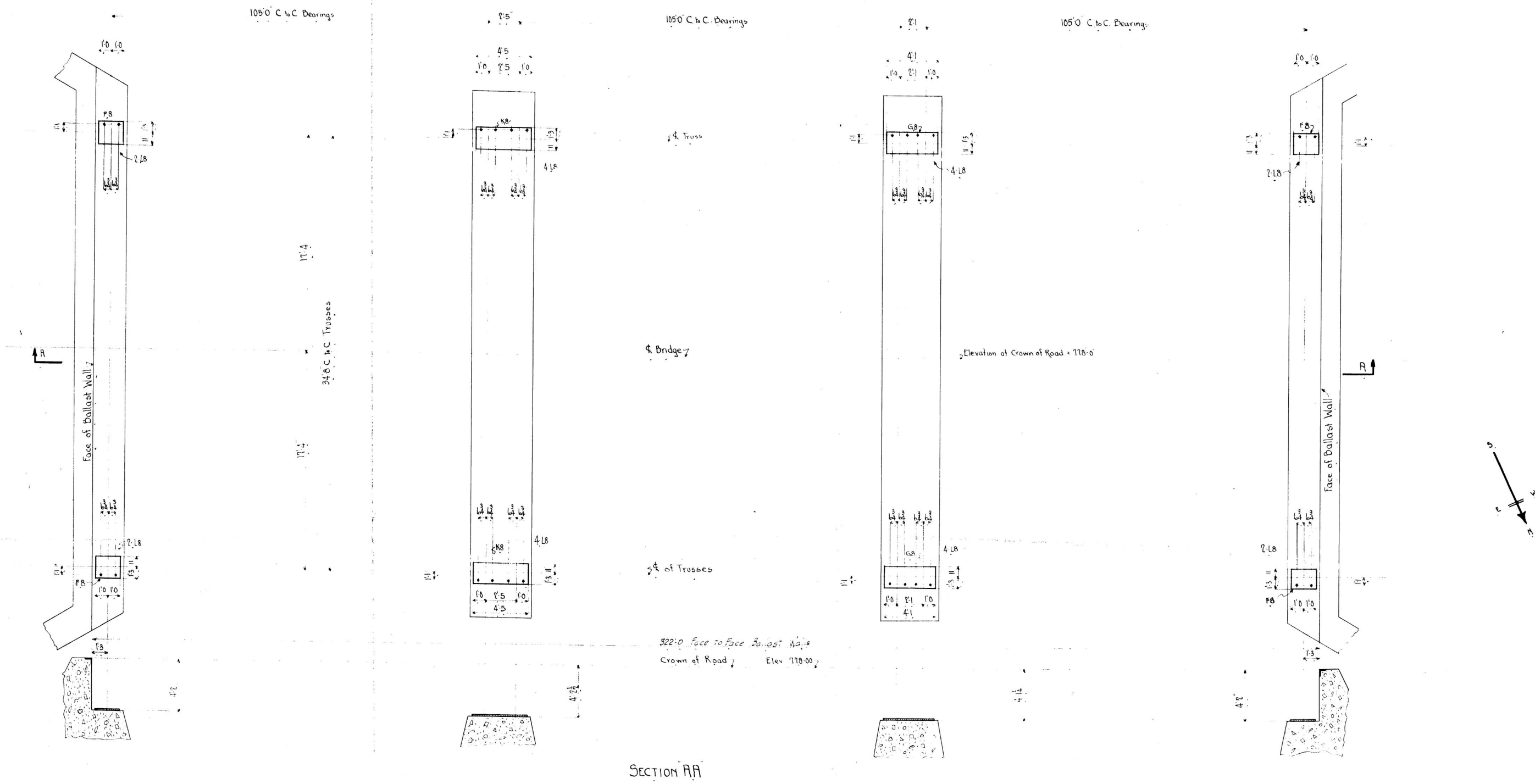
-TYPICAL CROSS SECTION-



The City of London will provide and lay the steel railway track and all fish plates, bolts, clips, expansion joints & boxes etc. etc.

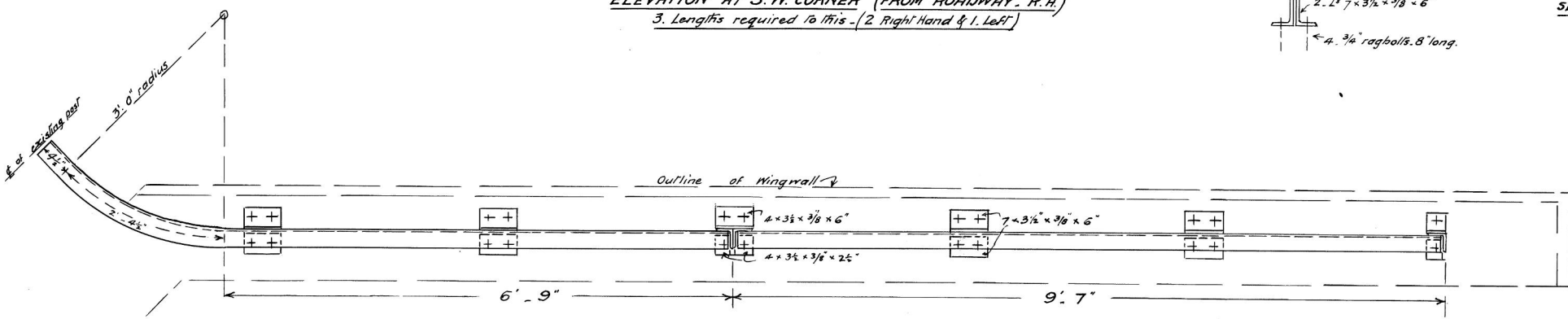
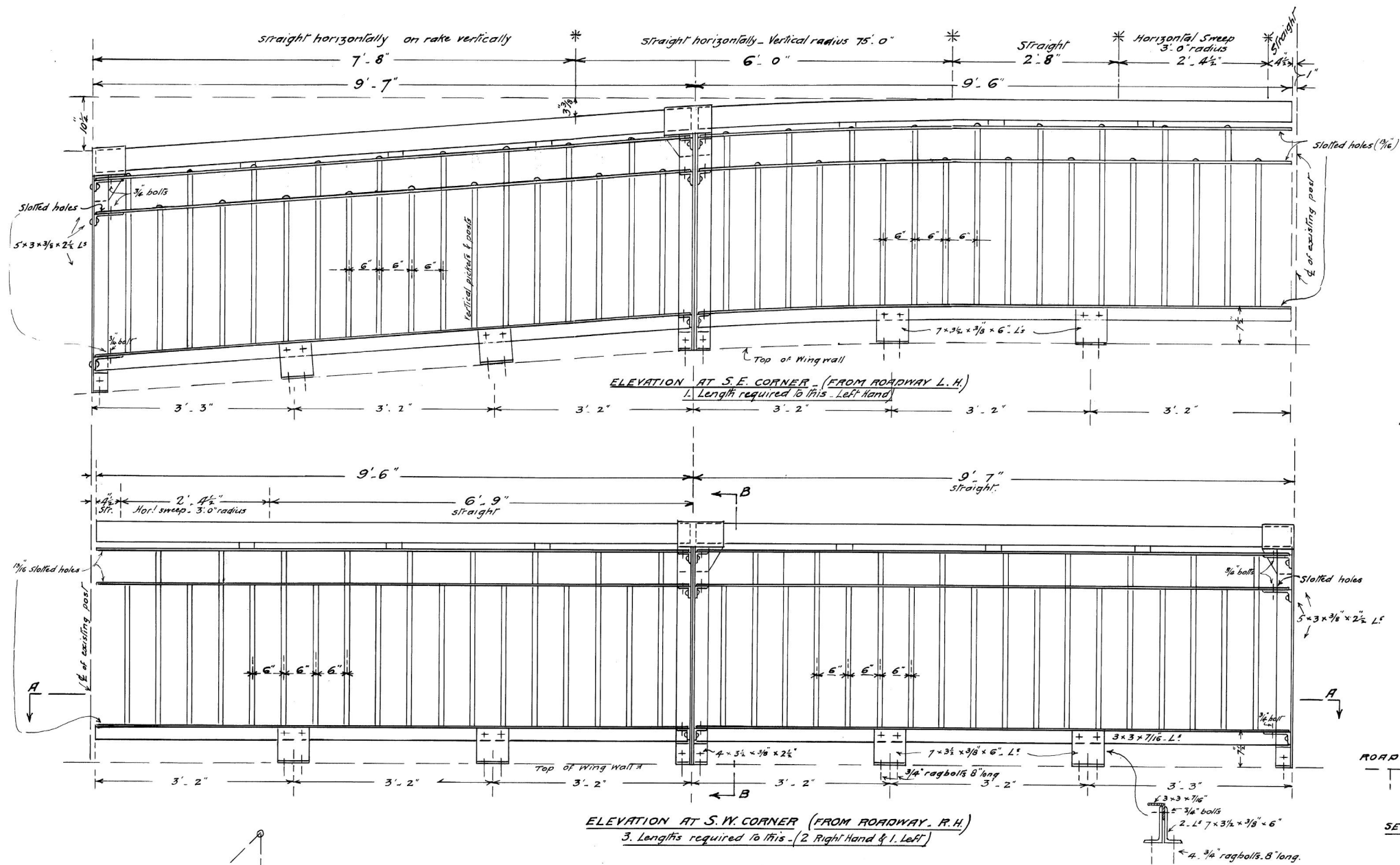
Shims E1, F1, G1 to be used as necessary to level the rails

FIELD NOTES		REVISED	
FIELD RIVETS	3" x 1 1/8"		
MOLES	All Field Connections riveted except Handrails to Posts & Expansion Aprons to Stringers which are to be bolted.		
FIELD PAINT	Two Coats Battle Ship Grey of slightly different shades - the lighter shade to be applied first.		
CUSTOMER		CITY OF LONDON	
NAME OF STRUCTURE		KENSINGTON BRIDGE DUNDAS ST.	
LOCATION		OVER RIVER THAMES	
TITLE OF DRAWING		ERECTION DIAGRAM	
HAMILTON BRIDGE COMPANY, Ltd.		HAMILTON, ONTARIO	
MADE BY	STARTED	COMPLETED	CONTRACT
TRACED BY	Jan. 20/29	Jan. 21/29	5911
CHECKED	Jan. 24/29	Jan. 25/29	WORK ORDER
APPROVED	DATE	DATE	DRAWING

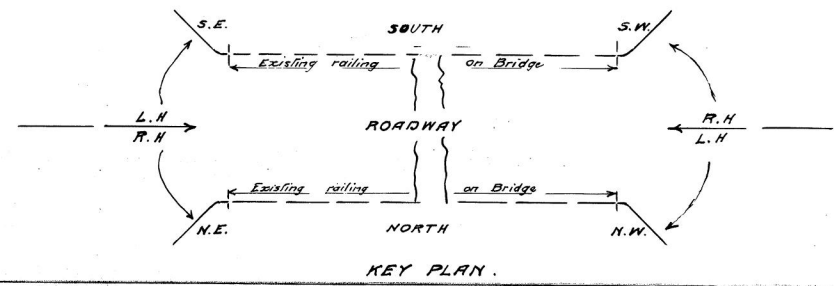


SECTION AA

NOTES	REVISED	CUSTOMER
RIVETS		CITY OF LONDON
HOLES		NAME OF STRUCTURE KENSINGTON BRIDGE DUNDAS ST.
		LOCATION OVER THAMES RIVER
		TITLE OF DRAWING MASONRY DIAGRAM
		HAMILTON BRIDGE COMPANY, Ltd.
		HAMILTON, ONTARIO
PAINT		MADE BY RBH STARTED Jan 21/30 COMPLETED Jan 22/30 CONTRACT 5917
		TRACED BY NMB - Jan 23/30 - Jan 23/30
		CHECKED V.C. - Jan 23/30 - Jan 23/30 WORK ORDER
		APPROVED DATE Jan 23/30 DRAWING E1



PLAN A.A. OF ALL FOUR CORNERS
2. R.H. AND 2. L.H.



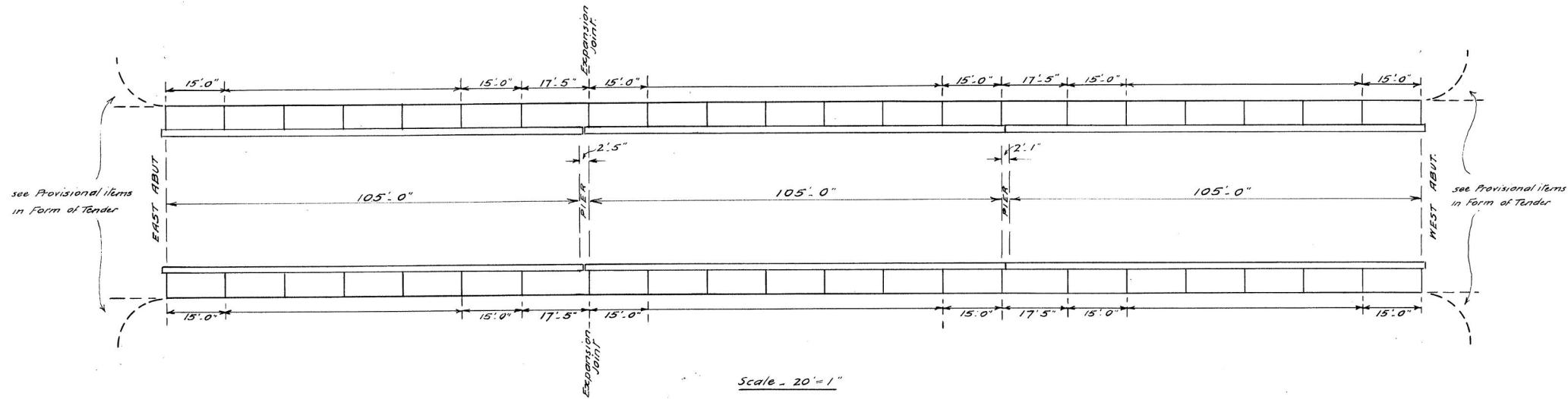
KEY PLAN.

NOTE - All details not noted to be similar to bridge railing already supplied & fixed. All bolts 3/4" & supplied with railing. Insides of posts to be on road side.

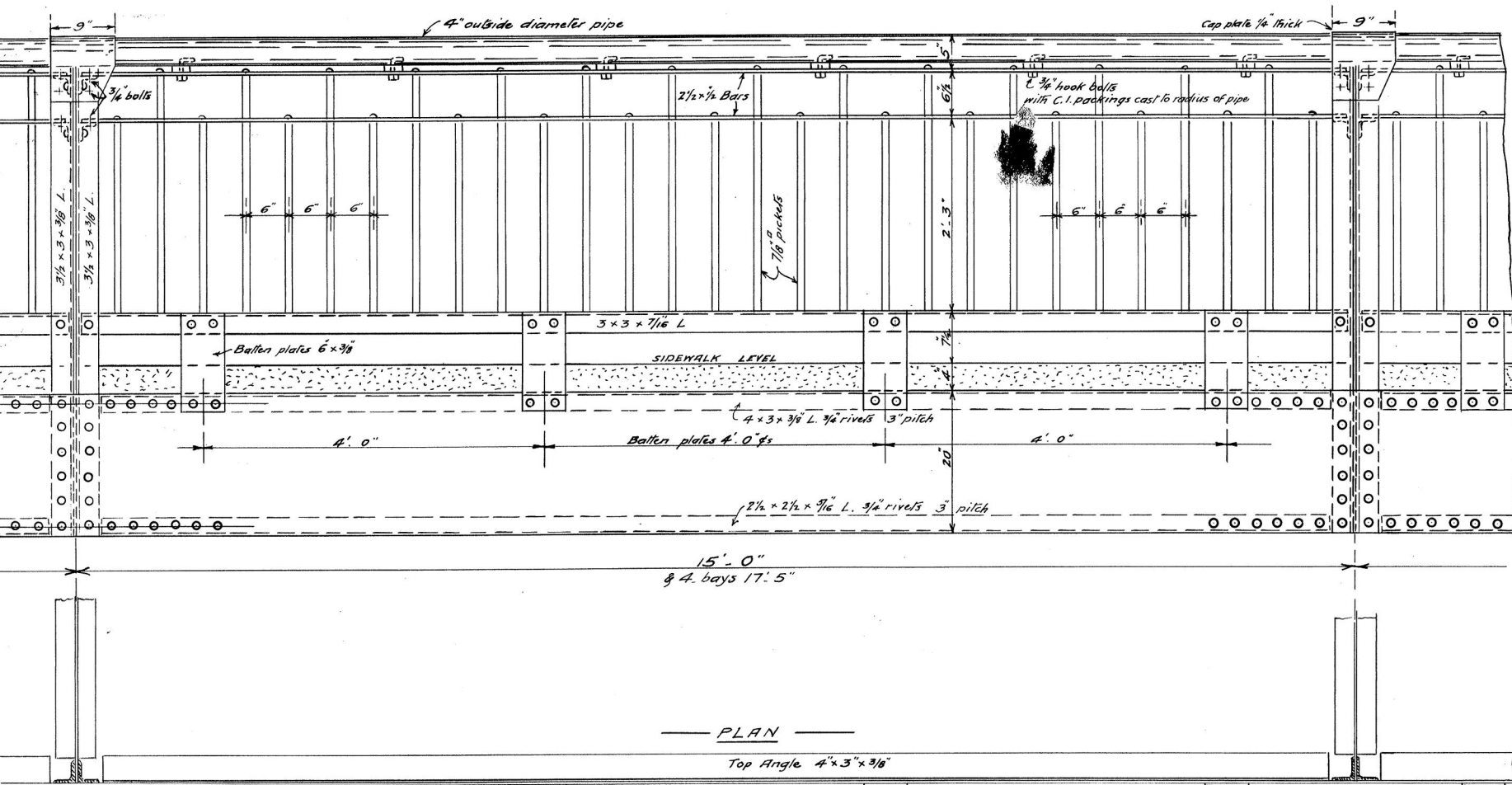
CITY OF LONDON
KENSINGTON BRIDGE (OUNDAS ST.)
Details of railing required for Wing Walls.
Scale - 1"=1'
City Engineer's Office London, Ont.
Dept. of Structural Work. Oct. 7th 1930.

W.P. Near
City Engineer

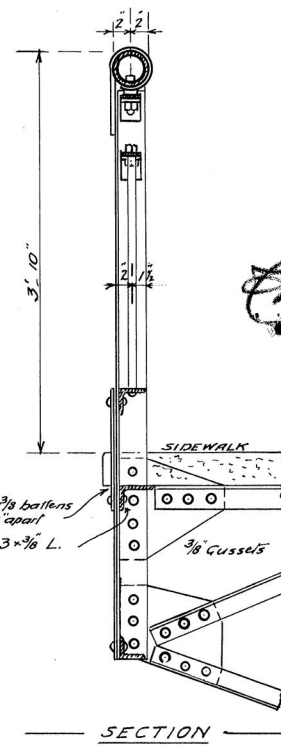
KEY PLAN



Scale = 20' = 1"
 38 Bays 15.0' long
 4 " 17.5' "



PLAN



CITY OF LONDON
 KENSINGTON BRIDGE (DUNDAS STREET)
 Details of Railing
 PLAN No 3

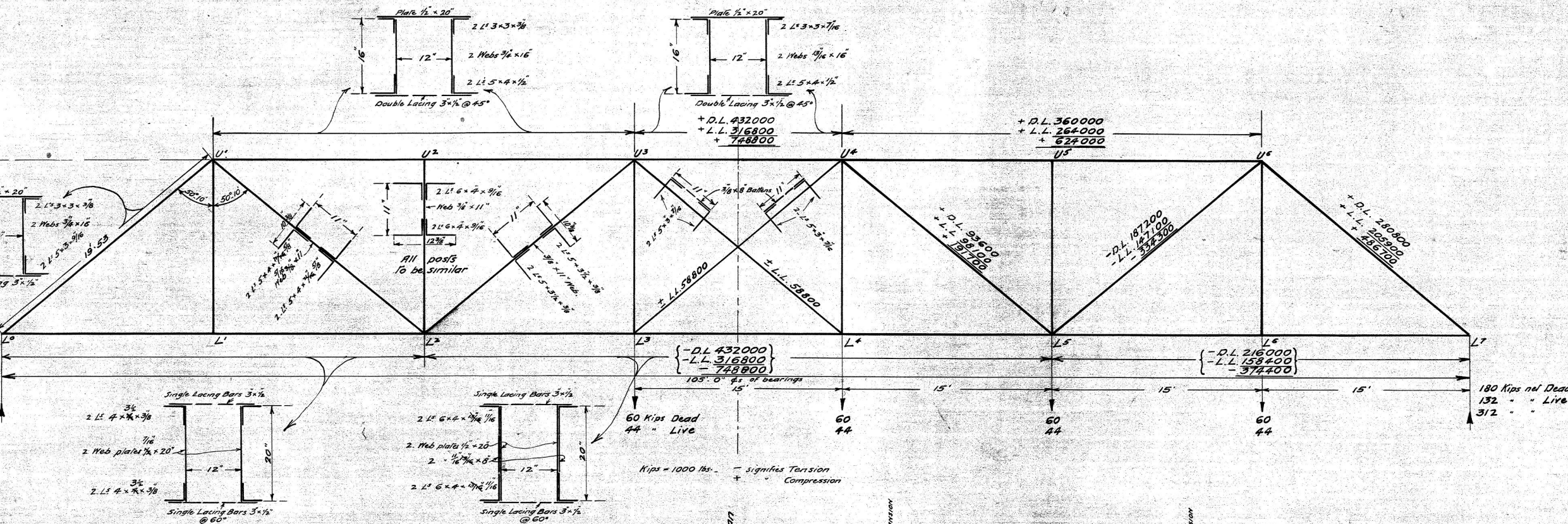
City Engineers Office
 Dept. of Structural Work
 J. R. R.

Scale 1" = 1'

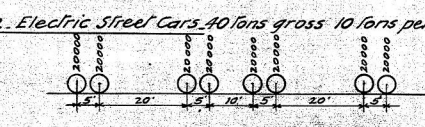
London Ont.
 Feb. 1928.

W. J. Pearson
 City Engineer

6 Trusses all symmetrical & similar to each other



Ontario Specification for Steel Highway Bridges Class 'C' Loading
 Uniform Live Load 100 lbs per sq. ft on road
 100 " " " sidewalk
 Concentrated Live Load 20 tons on 2 axles 10' & 6' gauge
 and 7'3" on rear axle
 2. Electric Street Cars 40 tons gross 10 tons per axle

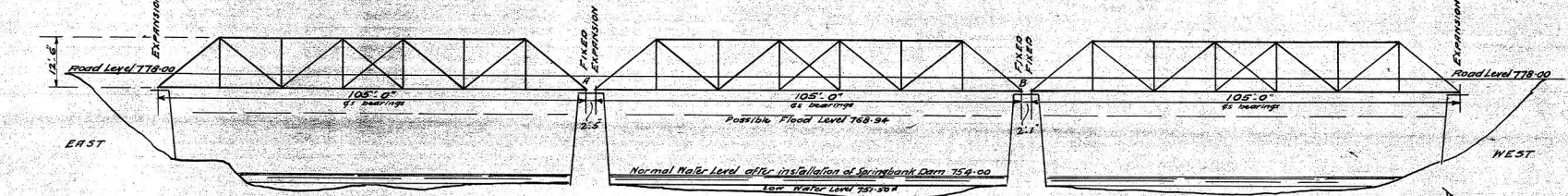


NOTE - The Contractor must conform to the type of Truss sections & all other details shown hereon, but if he wishes to make any changes in composition of angles, plates, beams &c he must give full particulars of such changes along with his Tender & these changes will be subject to the approval of the City Engineer and the Ontario Railway & Municipal Board's Engineer also.

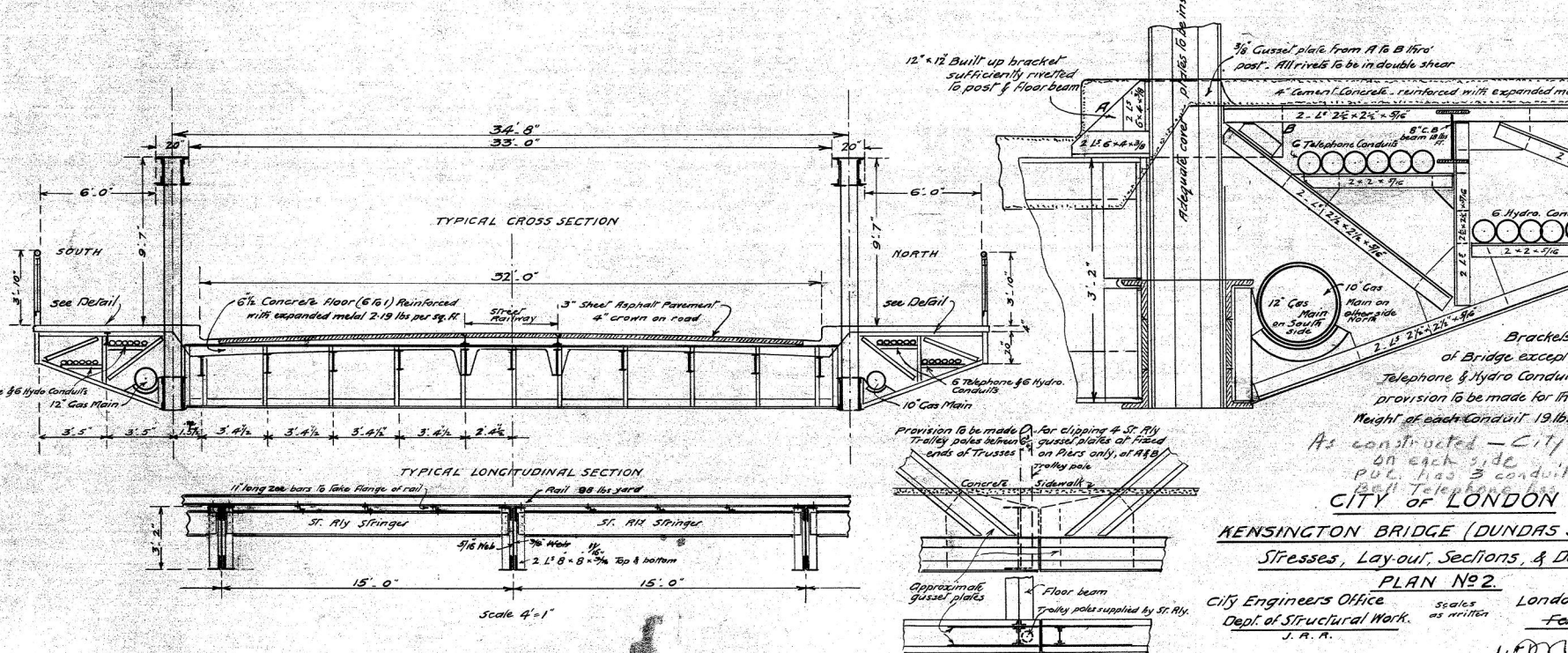
NOTE - The alterations in steel sections are brought about by adapting 18000 lbs as the allowable torsional stress per sq. in. - 16000 lbs was the permissible stress at the time this bridge was designed. Feb 1928.

ST. RLY. Stringers	I beam minimum Sec. Mod. 55-87	16" C.B. No 161 @ 11.38 Sec. Mod. 59.3 16" C.B. No 162 @ 11.47 Sec. Mod. 65.7
Road Stringers	do. do. 31.79 35.75	11 1/2" Beams I @ 25 lbs Sec. Mod. 31.2 12" Beams I @ 28.5 lbs Sec. Mod. 36.0
ST. RY Stringers	do. do. 55-87 62-85	16" C.B. No 161 @ 11.38 Sec. Mod. 59.3 16" C.B. No 162 @ 11.47 Sec. Mod. 65.7
Road Stringers	do. do. 31.79 35.75	12" Beams I @ 28.0 lbs Sec. Mod. 35.6
do.	do. do. do.	do. do. do.
do.	do. do. do.	do. do. do.
do.	do. do. do.	do. do. do.
Side Walk Stringer	do. do. 13.13	8" C.B. No B 39 @ 18 lbs Sec. Mod. 14.7

Flange stress 36900 lb - 4 L 8 x 8 x 1/2 in. Max 5/16 in. Sec. Mod. 22.2

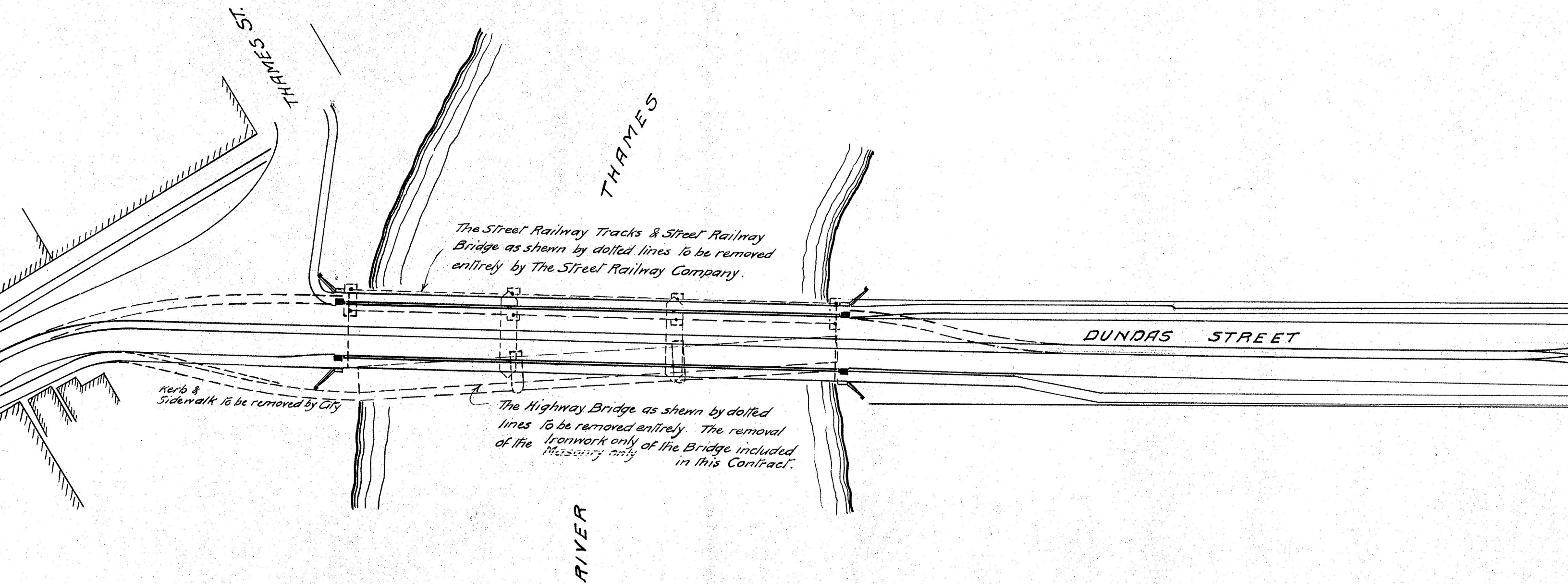


DETAIL OF BRACKETS Scale 1"=1'



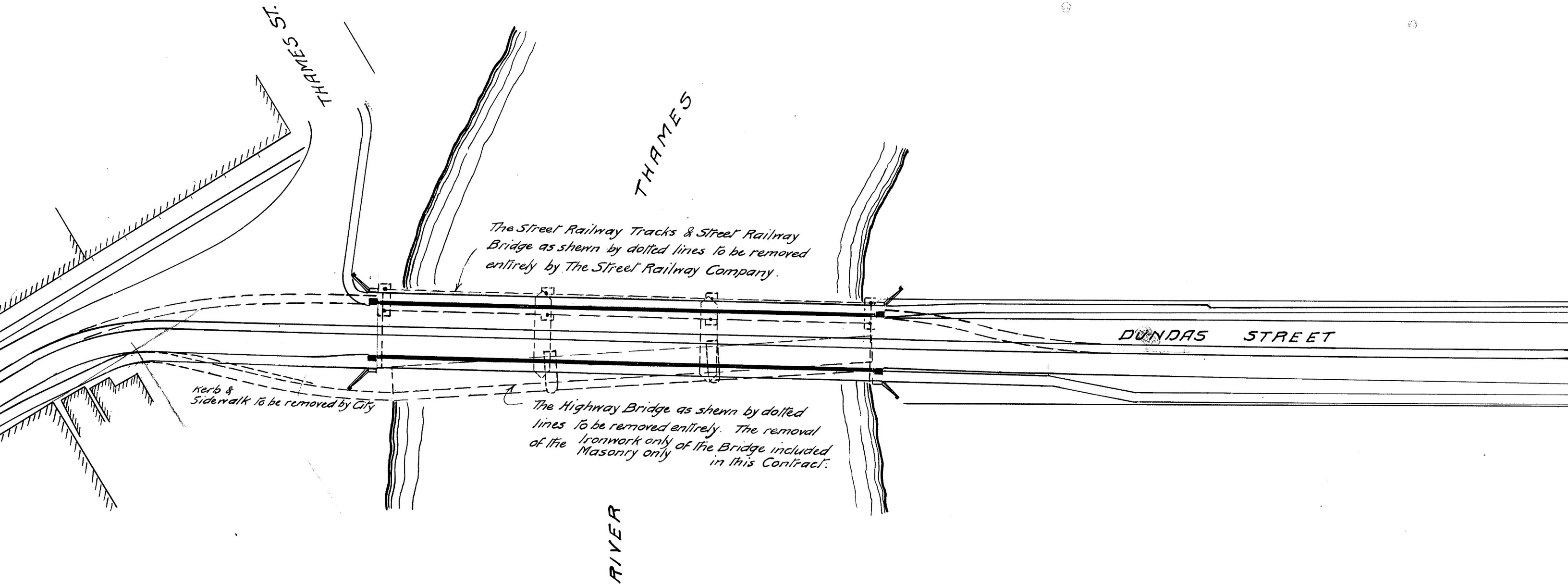
1/4" PLAN Scale 4"=1'

MENSINGTON BRIDGE (DUNDAS ST.)
 Stresses, Layout, Sections, & Details
 PLAN No 2
 City Engineers Office
 Dept. of Structural Work
 J. R. A.



KENS

City Eng
Dept of

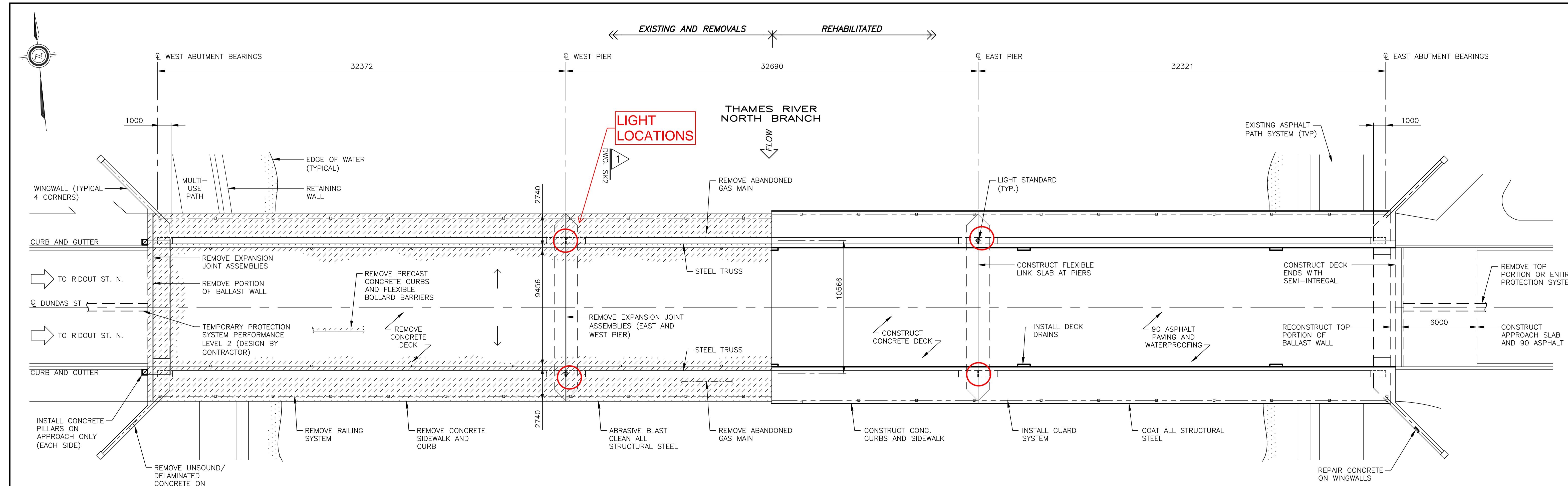


KL

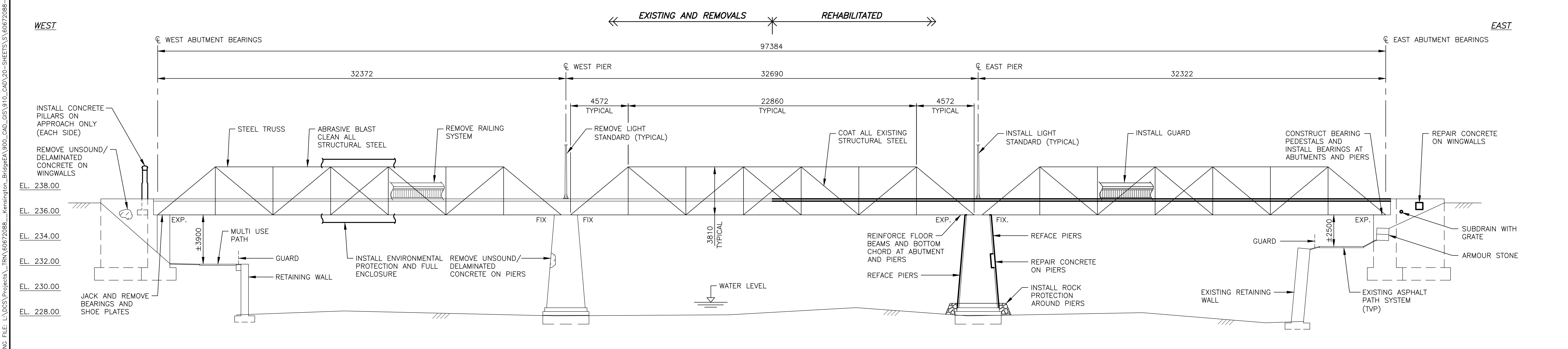
CITY
P

Appendix B

Select 30% Detailed Design Drawings



P L A N



ELEVATION

EXISTING SERVICES	DRAWING #, SOURCE	DATE	AS CONSTRUCTED SERVICES	COMPLETION	DETAILS	No.	REVISIONS	DATE	CONSULTANT
					DESIGN J.P.				
					DRAWN BY T.G.				
					CHECKED .				
					APPROVED .				
					DATE OCT. 2022				

<p>CONSULTANT OR DIVISION</p> <p>THIS DRAWING HAS BEEN PREPARED FOR 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. DO NOT SCALE THIS DOCUMENT. ALL MEASUREMENTS MUST BE OBTAINED FROM STATED DIMENSIONS.</p>	<p>ENGINEER'S STAMP</p> <p>AECOM</p> <p>London, Ontario 519.673.0510 60672088-SHT-30-SK1</p>	<p>CORPORATION OF THE CITY OF LONDON</p> <p>London CANADA</p>	<p>SCALE: NOT TO SCALE</p>	<p>TITLE: KENSINGTON BRIDGE (1-BR-06) DUNDAS STREET OVER THAMES RIVER STRUCTURAL</p> <p>GENERAL ARRANGEMENT</p>	<p>SHEET No. SK1</p> <p>PLAN FILE No.</p>
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DRAWING FILE: L:\DCS\Projects\TRN\60672088-SHT-30-SK1

**Stewardship Sub-Committee
Report**

Wednesday April 26, 2023

Time: 6:30pm
Location: Zoom

Attendance: M. Whalley, J. Hunten, T. Regnier, P. Milner, J. Cushing, M. Bloxam, B. Vazquez; K. Gonyou, M. Greguol, K. Mitchener, L. Tinsley (staff).

Agenda Items

1. Designation under Part IV of the Ontario Heritage Act – 81 Wilson Avenue

Stewardship Sub-Committee received a verbal presentation on the Cultural Heritage Evaluation Report and Appendix for the property 81 Wilson Avenue, prepared by L. Tinsley. The Sub-Committee provided comment on presentation as well as edits to text.

Motion: The Stewardship Sub-Committee recommends the designation of the property at 81 Wilson Avenue based on the draft CHER. Moved by M. Whalley, Seconded by J. Hunten. Passed.

2. L. Tinsley provided information about future research projects.

Education Sub-Committee Report

Tuesday April 18, 2023

6:00pm

Location: Zoom

Agenda Items:

1. Carling's Creek

The Education Sub-Committee reviewed draft text, maps, and graphics for the proposed Carling's Creek cultural heritage interpretive signage. The signage is proposed to be located at Piccadilly Park, the former location of Lake Horn.

The Education Sub-Committee provided comments on the direction and text for the draft cultural heritage interpretive signage.

2. Aeolian Hall

The Education Sub-Committee received draft text and images for the proposed Aeolian Hall cultural heritage interpretive signage.

The proposed sign will be installed in front Aeolian Hall on Dundas Street.

The Education Sub-Committee provided comments on the direction and text of the draft text and working images for the proposed signage.

3. Blackfriar's Mill

The Education Sub-Committee reviewed a draft of the proposed cultural heritage interpretive signage for the Blackfriar's Mill.

The Education Sub-Committee supported the proposed cultural heritage interpretive signage.

4. Vimy Ridge Park

The Education Sub-Committee reviewed drafts for two proposed cultural heritage interpretive signs related to the history of the Battle of Vimy Ridge.

The proposed signs will be installed at Vimy Ridge Park, on Trafalgar Street. The Education Sub-Committee supports the proposed cultural heritage interpretive signage.

Report to Community Advisory Committee on Planning

To: Chair and Members
Community Advisory Committee on Planning

From: Kyle Gonyou, MCIP, RPP, CAHP
Manager, Heritage and Urban Design

Subject: Heritage Alteration Permit application by R. Bryson for 27
Bruce Street, Wortley Village-Old South Heritage
Conservation District, HAP23-015-L, Ward 11

Date: Wednesday May 10, 2023

Recommendation

Refusal of the Heritage Alteration Permit application seeking retroactive approval for the replacement of the front porch on the heritage designated property at 27 Bruce Street, within the Wortley Village-Old South Heritage Conservation District, is recommended.

Executive Summary

The property at 27 Bruce Street contributes to the cultural heritage value or interest of the Wortley Village-Old South Heritage Conservation District. Front porches are an important part of the heritage character of the Wortley Village-Old South Heritage Conservation District. The covered front porch on the property was removed and replaced without obtaining a Building Permit or Heritage Alteration Permit approval. A Heritage Alteration Permit application was received seeking retroactive approval for removal of the previous front porch, and replacement with a new front porch consisting of pre-finished vinyl (plastic) materials. Plastic materials are not supported within the policies and guidelines of the *Wortley Village-Old South Heritage Conservation District Plan and Guidelines*. The alterations that were completed are inappropriate and do not suitably conserve the heritage character of the property. Staff met with the owner to discuss potential compromise resolutions that would bring the porch into better compliance with the policies and guidelines of the *Wortley Village-Old South Heritage Conservation District Plan and Guidelines*. Staff have identified compromise opportunities with the owner to bring the porch into better compliance with the policies and guidelines of the Wortley Village-Old South Heritage Conservation District. However, the owner was unwilling to consider a compromise resolution and wishes to pursue their application seeking retroactive approval. Staff do not support the retroactive Heritage Alteration Permit application. Staff would be better able to support an application that removes the vinyl (plastic) materials of the porch in favour of traditional painted wood materials to bring the porch back into compliance with the policies and guidelines of the *Wortley Village-Old South Heritage Conservation District Plan and Guidelines*.

Analysis

1.0 Background Information

1.1 Location

The property at 27 Bruce Street is located on the south side of Bruce Street between Brighton Street and Edward Street (Appendix A).

1.2 Cultural Heritage Status

The property at 27 Bruce Street is located within the Wortley Village-Old South Heritage Conservation District, which was designated pursuant to Part V of the Ontario Heritage Act by By-law No. L.S.P.-3439-321 in 2015. The property is identified as a “B”-rated property within the *Wortley Village-Old South Heritage Conservation District Plan and Guidelines*. A- and B-rated properties within the Wortley Village-Old South Heritage Conservation District Plan are properties that are fine examples of an architectural style, exhibit unique qualities or details, are well maintained examples of a modest

architectural style, and/or contribute to the streetscape because of its sequence, grouping or location.

1.3 Description

The property at 27 Bruce Street is in an area south of the Thames River that was set aside as a Crown Reserve extending from the Coves east to what is now High Street and from the Thames River south to Base Line Road in Westminster Township. The early surveys of Westminster Township included Simon Zelotes Watson's survey in 1810, which laid out the roads and 2 concessions through the northern portion of Westminster Township. A later survey began in 1824, when Mahlon Burwell, the Deputy Surveyor was instructed to survey the Wharncliffe Highway (now Wharncliffe Road) through the Crown Reserve to the west of the Forks of the Thames. The survey was intended to connect London Township with the Commissioners Road. On either side of the Wharncliffe Highway, Burwell surveyed lots ranging from 10 to 144 acres in size.

London was selected as the new administrative capital in the London District in 1826 resulting in the eventual arrival of numerous government officials. Several of the officials were granted or purchased land in the Crown Reserve in what would become known as London South. Among the officials who received land grants was Colonel John Baptist Askin, a War of 1812 veteran, and the Clerk of the Peace for London District. Askin's estate extended from modern day Tecumseh Avenue East to Askin Street and from Wortley Road to Wharncliffe Road South. A portion of the Askin Estate is depicted on the 1855 "Map of the City of London Canada West" prepared and drawn by Samuel Peters. London South remained a part of Westminster Township until it was annexed by the City of London in 1890.

The property at 27 Bruce Street is included within the lands that were originally set aside for John Baptist Askin's mansion, known as "Woodview." A "Plan of the Woodview Estate" was surveyed into building lots by Samuel Peters in 1876 and registered as Plan 343 in the Registry office. The lots were generally surveyed into smaller lots to be about 84 feet in width, by 260 feet in depth. The property at 27 Bruce Street is located on Lot 22, Block A in Plan 343.

Built in 1893, the dwelling on the property at 27 Bruce Street is a one-and-a-half storey cottage. The buff brick dwelling includes a hipped roof with a central gable peak. A covered porch spans the entirety of the front facade, previously consisting of traditional painted wood details including square spindles set in between a top and bottom rail, turned wood posts, and decorative brackets. The adjacent property at 29 Bruce Street is nearly identical to the house on the subject property at 27 Bruce Street. A review of the 1912 revised 1922 Fire Insurance Plan confirms that both properties appear to have always had a porch spanning the front façade (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 London Plan is the official plan for the City. 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 Wortley Village-Old South Heritage Conservation District Plan and Guidelines

The *Wortley Village-Old South Heritage Conservation District Plan and Guidelines* include policies and guidelines related to alterations to properties located within the Wortley Village-Old South Heritage Conservation District. Porches within the Wortley Village-Old South Heritage Conservation District are recognized for their social, architectural, and historic importance. The *Wortley Village-Old South Heritage Conservation District Plan* notes that all porches “deserve to be carefully conserved using adequate research to determine the original character and identify appropriate conservation and restoration techniques” (Section 8.2.5).

The guidelines included in Section 8.3.1.1 (Recommended Practices and Design Guidelines) for alterations provide a framework for considering porch restoration projects:

- a) *Research the original style and appearance of the building to determine “authentic limits” of restoration or alteration so that the appropriate style is maintained;*
- b) *In the absence of historical data, use forensic evidence available from the building itself to suggest appropriate restoration or alteration;*
- c) *Seek similar properties (same age, same design, same builder, same architect) for evidence of details that may still exist as samples for reconstruction;*
- d) *Avoid “new” materials and methods of construction if the original is still available. In some cases, after careful research, substitute materials may perform better than original materials, but beware of using materials that have not been tested for years in a similar application;*
- e) *Conserve; retain and restore heritage attributes wherever possible rather than replacing them, particularly for features such as windows, doors, porches and decorative trim;*
- f) *Where replacement of features (e.g. doors, windows, trim) is unavoidable, the replacement components should be of the same style, size, proportions and material whenever possible.*
- g) *Incorporate similar building forms, materials, scale and design elements in the alteration that exist on the original building.*
- h) *Avoid concealing or irreversibly altering heritage attributes of property, such as entrances, windows, doors and decorative details when undertaking alterations;*
- i) *If in doubt, use discretion and avoid irreversible changes to the basic structure and architectural style.*
- j) *Keep accurate photographs and other records, and sample of original elements that have been replaced.*

The guidelines included within Section 9.5 (Porches and Verandahs) of the *Wortley Village-Old South Heritage Conservation District Plan and Guidelines* includes direction specific to porch projects:

- *Removal or substantial alteration to the size, shape and design of existing porches is strongly discouraged.*
- *Do not remove or cover original porches or porch details, except for the purpose of quality restoration. Prior to executing any repairs or restoration, photograph the existing conditions and research to determine whether the existing is original or an appropriate model for restoration. Use annotated photographs or drawings or sketches to represent the intended repairs.*
- *When restoring a porch that is either intact or completely demolished, some research should be undertaken to determine the original design which may have been much different from its current condition and decided whether to restore the original.*
- *For the structural elements of the porch, use the best of current technology including secure footings extending below frost and pressure treated wood for wood framing;*
- *For decorative elements such as gingerbread fretwork or trim, wood is still the best choice to recreate the original appearance, but using improved technology such as waterproof glues and biscuit joiners and liquid preservatives and best quality paints to protect the finished product.*

- *Fibreglass and plastic versions of decorative trim should be avoided. Poor interpretation of the scale and design of applied decoration detracts from the visual appearance and architectural coherence of porches and verandahs.*

3.0 Financial Impacts/Considerations

None.

4.0 Key Issues and Considerations

4.1. Heritage Alteration Permit application (HAP23-015-L)

A complaint was received by the City in September 2022, regarding the removal of the front porch on the heritage designated property, located at 27 Bruce Street in the Wortley Village-Old South Heritage Conservation District. Building staff investigated the complaint and confirmed that the porch on the subject property had been removed and replaced without obtaining a Building Permit. No Heritage Alteration Permit had been obtained. An Order to Comply was issued under the *Building Code Act* for the property, directing the owner to submit an application for a Building Permit for the covered front porch. As the *Ontario Heritage Act* is applicable law, a Building Permit for a heritage designated property can not be issued prior to the issuance of a Heritage Alteration Permit.

The owner of the property began consultation with heritage staff beginning in January 2023. Staff have reviewed the current design of the front porch and associated drawings. A site visit was completed by staff, where the current porch and its vinyl (plastic) material was inspected. Staff have also met on site with the owner to review the current porch noting that the porch is currently non-compliant with the policies and guidelines included within the *Wortley Village-Old South Heritage Conservation District Plan and Guidelines*. In consultation with the owner, staff have encouraged the owner to submit an application that seeks to remove the plastic components of the porch and replace those components with new wood components in order for staff to provide a positive review of the application.

A complete Heritage Alteration Permit application was received by the City on March 13, 2023. The application is seeking retroactive approval for the removal of the previous traditional wood porch and retroactive approval for the new covered porch that consists of pre-finished vinyl (plastic) posts and railings, and pressure-treated wood deck (Appendix C).

Although the replacement porch has been designed in a manner that somewhat reflects the overall size and scale of the previous porch, the pre-finished vinyl (plastic) material used for the posts and railings are not compliant with the policies and guidelines of the *Wortley Village-Old South Heritage Conservation District Plan and Guidelines*. Vinyl/plastic porch materials are inauthentic materials that do not sufficiently reproduce the historic appearance, texture, and finish of materials such as wood, and as a result are not supported within the Wortley Village-Old South Heritage Conservation District. In addition, the pre-assembled nature of the railing systems do not sufficiently replicate the traditional construction styles that can be seen on porches elsewhere within the area, including the adjacent property at 29 Bruce Street.

Porch replacements have been the subject of previous Heritage Alteration Permit applications. In a similar example, a complaint was received regarding the replacement of the front porch on the property at 330 St. James Street, designated under Part V of the *Ontario Heritage Act* within the Bishop Hellmuth Heritage Conservation District. An inspection by staff confirmed that the front porch of the dwelling had been replaced with vinyl (plastic) materials without Heritage Alteration Permit approval, or a Building Permit. A Heritage Alteration Permit application seeking retroactive approval for the use of vinyl (plastic) was refused by Municipal Council: <https://pub-london.escribemeetings.com/filestream.ashx?DocumentId=82840>. A subsequent Heritage Alteration Permit application presented a compromise that included removal of the new vinyl (plastic) railing and replacement with a painted wood railing in a traditional style in compliance with the *Bishop Hellmuth Heritage Conservation District Plan*, but

retention of the existing vinyl (plastic) decking and porch skirt was later presented: <https://pub-london.escribemeetings.com/filestream.ashx?DocumentId=81563>. This approach was supported by staff, the London Advisory Committee on Heritage, and approved with terms and conditions by Municipal Council. The alterations were completed in 2021 in compliance with the approved Heritage Alteration Permit.

With regards to the subject property at 27 Bruce Street, staff would be more supportive of a Heritage Alteration Permit application that seeks to replace the post cladding and railings with a traditional painted wood material, consistent with the policies and guidelines of the Wortley Village-Old South Heritage Conservation District. The drawings that were submitted for the Heritage Alteration Permit application include a design that is appropriate for a porch reconstruction project, with the exception of the vinyl (plastic) porch materials. The existing drawings could be utilized provided that the pre-finished vinyl details on the drawings are replaced with painted wood.

4.2 Recommendation for Additional Consultation and Compromise

The Community Advisory Committee on Planning (CACP) was initially consulted on this Heritage Alteration Permit application at its meeting held on April 12, 2023. The CACP encouraged staff and the owner to continue working together to reach a compromise that could be supported by staff.

On April 18, 2023, City heritage and building staff met with the owner to identify approaches that could be supported by staff and resolve the non-compliant issues related to the porch. Staff and the owner discussed a potential compromise that included the removal of the new plastic railings and replacement with a painted wood railing in a traditional style, and the wrapping of the existing posts with wood. The grade of the surrounding garden beds could be raised to address potential grade height requirements for the railings. This approach would not result in the removal of any structural components of the porch. Staff indicated this approach could be supported as it brings the porch into better compliance with the policies and guidelines for the Wortley Village-Old South Heritage Conservation District.

The owner has since advised that they are unwilling to pursue this compromise and wish to continue with the previously submitted Heritage Alteration Permit application seeking retroactive approval for the porch that was constructed without Heritage Alteration Permit or Building Permit approval.

Conclusion

The property at 27 Bruce Street contributes to the cultural heritage value or interest of the Wortley Village-Old South Heritage Conservation District, designated pursuant to Part V of the *Ontario Heritage Act*. The proposed Heritage Alteration Permit seeks retroactive approval for the removal of the front porch and the construction of a new front porch with pre-finished vinyl (plastic) materials. The staff recommendation is to refuse the application as the proposed alterations are not consistent with the *Provincial Policy Statement* as it fails to conserve the significant built heritage resource at 27 Bruce Street, does not conform to the policies *The London Plan*, and does not conform to the policies and guidelines of the *Wortley Village-Old South Heritage Conservation District Plan and Guidelines* for porch alterations. Efforts to find a compromise resolution with the owner have been unsuccessful.

Prepared by: Michael Greguol, CAHP
Heritage Planner

Submitted by: Kyle Gonyou, MCIP, RPP, CAHP
Manager, Heritage and Urban Design

Appendices

Appendix A Property Location

Appendix B Images

Appendix C Drawings

Appendix A – Property Location



Figure 1: Location Map showing the subject property at 27 Bruce Street.

Appendix B – Images



Image 1: Photograph submitted with the Heritage Alteration Permit application showing the previous porch prior removal without Heritage Alteration Permit or Building Permit approval. The porch posts and railings consisted of wood materials. The decorative brackets have also been removed.



Image 2: Photograph submitted with the Heritage Alteration Permit application showing the porch with vinyl-clad (plastic) posts and vinyl railings, with pressure-treated decking.



Image 3: Photograph submitted with the Heritage Alteration Permit application demonstrating the need for repairs to the porch at 27 Bruce Street. This photograph also documents the turned posts and bracket detail of the former porch.



Image 4: Photograph showing detail of the vinyl (plastic) porch materials used for the replacement of the porch at 27 Bruce Street within the Wortley Village-Old South Heritage Conservation District.



Image 5: Photograph showing detail of the vinyl (plastic) porch materials used for the replacement of the porch at 27 Bruce Street within the Wortley Village-Old South Heritage Conservation District.



Image 6: Photograph showing detail of the vinyl (plastic) porch materials used for the replacement of the porch at 27 Bruce Street within the Wortley Village-Old South Heritage Conservation District.



Image 7: Photograph showing detail of the vinyl (plastic) porch materials used for the replacement of the porch at 27 Bruce Street within the Wortley Village-Old South Heritage Conservation District.



Image 8: Photograph showing detail of the vinyl (plastic) porch materials used for the replacement of the porch at 27 Bruce Street within the Wortley Village-Old South Heritage Conservation District.

Appendix C – Drawings

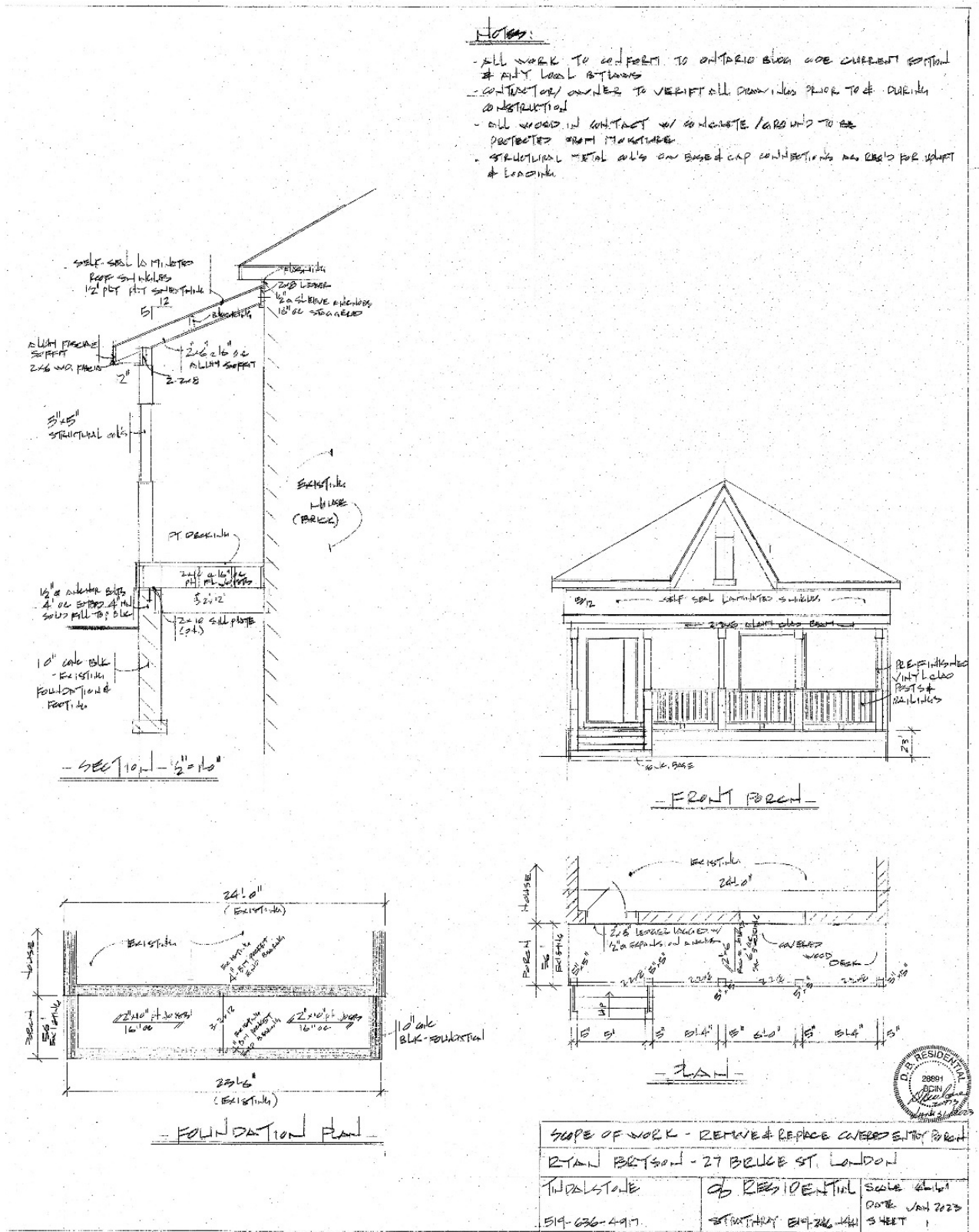


Figure 2: Drawings submitted with the Heritage Alteration Permit seeking retroactive approval showing proposed materials and design.

Good morning and thank you for giving the London Majors Alumni Association the opportunity to pitch our idea /proposal of having more plaques erected at Labatt Memorial Park - to celebrate the 100th anniversary of LONDON MAJORS BASEBALL at Labatt Memorial Park since 1925.

Labatt Memorial Park will be 150 years old in 2026 and the London's, Senior A Intercounty Baseball League teams have played at Labatt Memorial Park for 99 years and going on to 100 years in 2024.

London entered the Intercounty Baseball League (IBL) in 1925 and 6 years after the IBL was initially formed in 1919. The IBL is one of the oldest and continues organized baseball leagues in the world and it plays in the oldest baseball grounds in the world.

The name of the team changed many times from 1925 to 1973 - for example 1925 - London Braves, 1936 - London Winery, 1937 - London Silverwoods, 1943 - London Army, 1944 to 1959 - London Majors , 1960 &1961- London Diamonds, 1962 -London Majors , 1963 to 1969 -London Pontiacs , 1970 to 1973- London Avcos. 1974 to today/2023 -London Majors.

' IF ' LABATT MEMORIAL PARK is soon to be designated as a 'National Historic Site' , erecting plaques commemorating all of the great baseball teams that played at Tecumseh Park from 1877 to 1936 and at Labatt Memorial Park from 1937 to today/2023

will be a huge and very important part of baseball history in London, in Ontario, and in Canada.

If your group would allow us to make an in person presentation at your next meeting and after your upcoming meeting in May, we would put together several different proposals for your group to consider.

Please contact me if you require more information.

Thank you for your time and consideration.

Barry Boughner - Chairman , London Majors Alumni Association.

Heritage Planners' Report to CACP: May 10, 2023

1. Heritage Alteration Permits processed under Delegated Authority By-law:
 - a) 892 Princess Avenue (OE HCD) – Roof material replacement
 - b) 560 English Street (OE HCD) – Porch replacement
 - c) 363 Central Street (WW HCD) – Rebuild 2nd floor railing at increased height
 - d) 514 Pall Mall Street (Part IV) – Installation of solar panels
 - e) 188-190 Dundas Street (DT HCD) – Amendment – upper façade windows
 - f) 473 Colborne Street (WW HCD) – Porch replacement and garage removal

2. Ontario Heritage Conference – June 15-17, 2023 – London
 - a) Registration: \$275 before May 15
 - b) www.ontarioheritageconference.ca/

3. Proposed Changes to Provincial Policy Statement, 2020
 - a) Environmental Registry now open for comments, until June 5th
 - b) <https://statics.teams.cdn.office.net/evergreen-assets/safelinks/1/atp-safelinks.html>

4. ACO London Doorway Book
 - a) *London Doorways: An Expanded Study of Tripled-Arch Doorways*
 - b) Pre-sales open now: <https://londondoorways.ca/>

Upcoming Heritage Events

- Ontario Heritage Conference
 - June 15-17, 2023 – Registration opens in Mid-March - <https://ontarioheritageconference.ca/>
- 47th Annual Geranium Tours Heritage House Tour
 - Sunday June 18, 2023, 12:00pm – 5:00pm, Lord Roberts Public School, 440 Princess Avenue, London, Ontario
 - <https://acolondon.ca/events/2020/6/7/47th-annual-geranium-heritage-house-tour>
- Doors Open in Ontario
 - In-person Doors Open events have started in Ontario: <https://www.doorsopenontario.on.ca/>
London – September 16-17, 2023



PUBLIC MEETING NOTICE

Official Plan and Zoning By-law Amendments

City – Wide/ Additional Residential Unit Review in Response to Bill 23 (More Homes Built Faster Act)

On November 28, 2022 the Province received Royal Assent on Bill 23 (More Homes Built Faster Act). Among other changes, the changes to the Planning Act would still have the effect of allowing a total of three units on a lot containing a single detached, semi-detached or street townhouse dwelling but all three units could be located in the main building or have one unit located in a detached building and two units in the main building. The purpose and effect of these London Plan and/or zoning changes is to implement these recent changes to the Planning Act made by Bill 23.

In December 2021 Council approved London Plan and Zoning By-law changes as a result of the passage of Bill 108 (More Homes, More Choices Act) to allow a total of three units on a lot containing a single detached, semi-detached or street townhouse dwelling; however, the main building could only contain two units and the detached building one unit. Maximum size of units, number of bedrooms permitted, parking regulations and the need for site plan approval for detached structures were also included in the previous Council approved amendments as a result of Bill 108.

Bill 23, besides allowing three units in the main building, may have the effect of removing the maximum unit size and number of bedroom regulations and need for site plan approval for any detached building as well. Additional changes to be considered include removing minimum dwelling unit sizes in Section 4.6.2) b) in Zoning By-law Z-1.

File: OZ-9581/City of London

YOU ARE INVITED!

Further to the Notice of Review you received on February 1, 2023, you are invited to a public meeting of the Planning and Environment Committee to be held:

Meeting Date and Time: Tuesday, May 23, 2023, no earlier than 4:00 p.m.

Meeting Location: The Planning and Environment Committee Meetings are hosted in City Hall, Council Chambers; virtual participation is also available, please see City of London website for details.

For more information contact:

Planner: Chuck Parker
cparker@london.ca
519-661-CITY (2489) ext. 4648
Long Range Planning and Research,
City of London, 206 Dundas St.,
London ON N6A 1G7
File: OZ-9581

You may also discuss any concerns you have with your Ward Councillor:

london.ca/planapps

Date of Notice: May 3, 2023

Review Details

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.

Commonly Used Planning Terms are available at london.ca.

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. The London Plan Neighbourhood policies are available at www.london.ca.

Zoning By-law

The Zoning By-law is available at www.london.ca.

How Can You Participate in the Planning Process?

You have received this Notice because the City has initiated a review to change the London Plan policies and the zoning regulations in response to the Province's changes to the Planning Act as a result of Bill 23. The City reviews and makes decisions on such planning reviews in accordance with the requirements of the Planning Act. If you previously provided written or verbal comments about this review, we have considered your comments as part of our review and have prepared a planning report and recommendation to the Planning and Environment Committee. The additional 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 review by:

- Contacting the City's Planner listed on the first page of this Notice; or
- Viewing the application-specific page at london.ca/planapps

Attend This Public Participation Meeting

The Planning and Environment Committee will consider the Official Plan and zoning changes at this meeting, which is required by the Planning Act. You will 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 review, 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/or 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 Clerk 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 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 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.

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 by-law is passed, 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 by-law is passed, 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 do so.

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

The City of London is committed to providing accessible programs and services for supportive and accessible meetings. We can provide you with American Sign Language (ASL) interpretation, live captioning, magnifiers and/or hearing assistive (t coil) technology. Please contact us at plandev@london.ca by May 16, 2023 to request any of these services.