



September 6, 2018

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**TO:** Michelle Knieriem, Planner II, Current Planning; Kyle Gonyou, Heritage Planner, City of London  
**FROM:** Joel Konrad, ASI; James Neilson, ASI  
**RE:** **723 Lorne Avenue – Heritage Impact Assessment Addendum**

**ASI File: 18CH-104**

## 1.0 INTRODUCTION

ASI was contracted by the City of London to conduct a Heritage Impact Assessment for the proposed rezoning of the property at 723 Lorne Avenue, which is known as the former site of the Lorne Avenue Public School. The property is situated within the Old East Heritage Conservation District (OEHCD) and as such, the rezoning is required to reflect the policies and guidelines found within the OEHCD Plan. The Heritage Impact Assessment (dated August 2018) found that the proposed rezoning of the property is consistent with the policies and guidelines of the OEHCD Plan.

The intention of this addendum is to provide additional information and analysis regarding the extension of Queens Place to Lorne Avenue. The extension of the road is necessary to provide access to new development that will take place because of the rezoning. The proposed width of the extension of Queens Place has not been determined at this time.

## 2.0 ANALYSIS

Queens Place is currently accessible via Queens Avenue with the first forty metres of roadway consisting of a single lane situated between two houses fronting on to Queens Avenue. The road widens as it extends to the north beyond the yards of these houses and ends in a parking lot that was used for the Lorne Avenue Public School. The proposed rezoning involves the extension of the road beyond its existing endpoint so that it connects with Lorne Avenue.

The OEHCD Plan contains guidelines for streetscapes but does not address optimal street widths. With regards to maintaining consistency within the OEHCD, new development is expected to adhere to setbacks that are consistent with the existing adjacent conditions. Applying this guideline to the roadway would suggest that a road width that is equal to the existing road width would create a consistent streetscape along Queens Place. However, it is suggested that the new portion of the road be distinguishable from the earlier portion. This legibility would highlight the distinction between the newer, infill development and the older neighbourhood. Applying distinct but compatible additions to existing heritage resources is considered a best practice in

heritage conservation, and if applied in the context of Queens Place, would provide a means of understanding the evolution of the street.

### **3.0 CONCLUSION**

While the width of the proposed extension of Queens Place has not been determined, ASI does not anticipate a significant impact on the character of the OEHCD if the road is extended at its greatest existing width. By maintaining the existing street width, the setbacks of houses constructed as part of future development will be consistent with the existing houses on Queens Place. This strategy would allow for the incorporation of streetscape guidelines as outlined in Section 5 of the OEHCD Plan and both strategies would be considered acceptable heritage interventions within the OEHCD and in the field of heritage conservation.