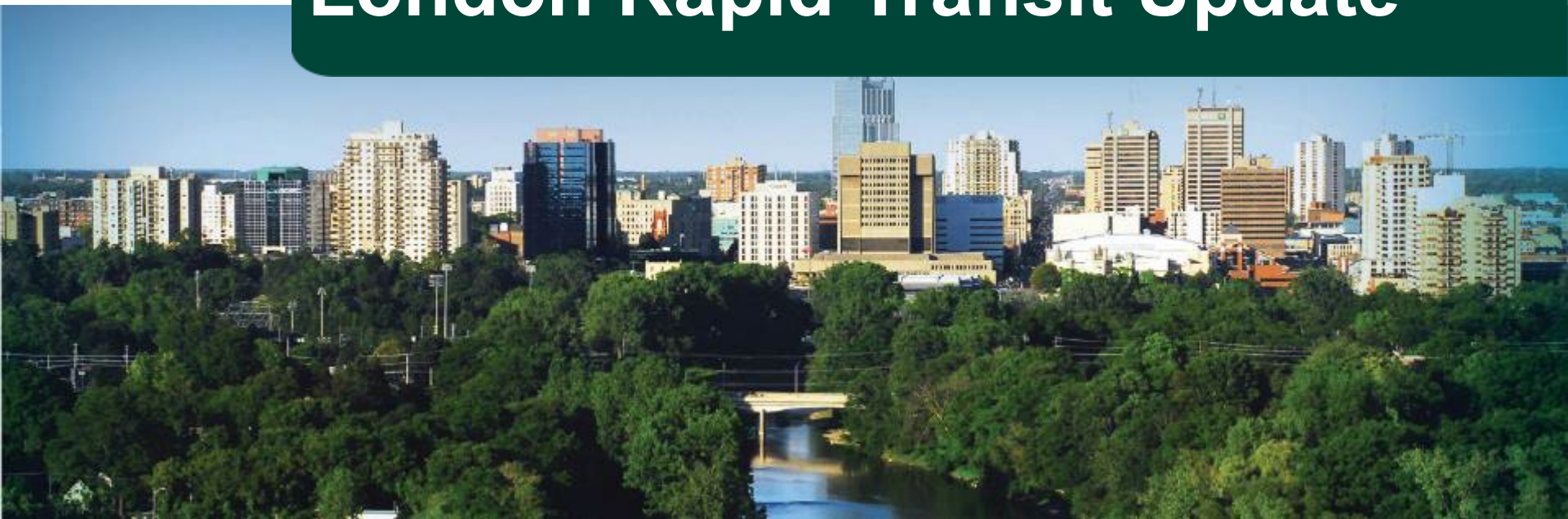




London Rapid Transit Update



Community Advisory Committee on Planning

Major Projects

December 14, 2022



Agenda

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

The Bus Rapid Transit (BRT) Project

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

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

Buses will travel along these corridors in transit only lanes

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



East London Link

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

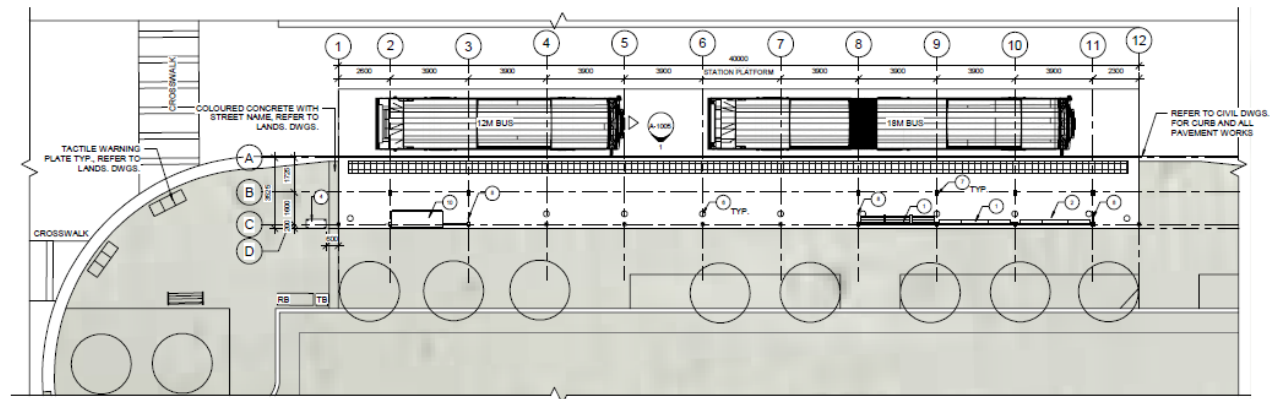


Station Stops

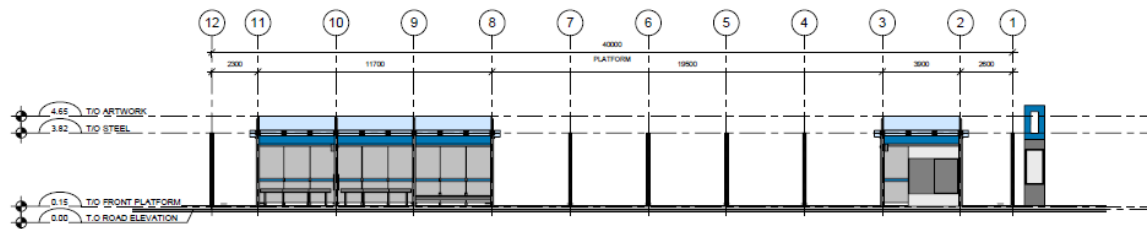
Station stops will be:

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

Station Stops



2 ONTARIO ST. AND KING ST. NB PLATFORM
A-1000 1:100



1 ONTARIO ST. AND KING ST. NB ELEVATION
A-1000 1:100

Previous Work Completed

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



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

Heritage Impact Assessment: 869-871 Dundas Street

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

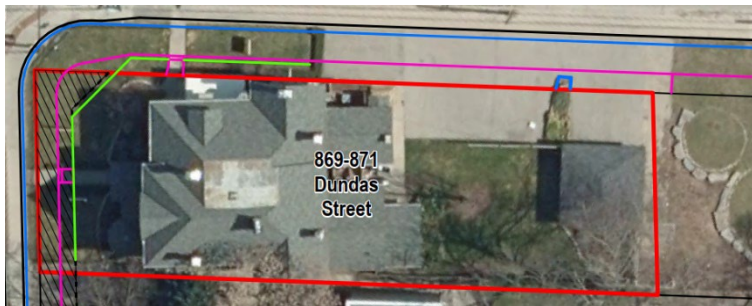


Photograph of the two-and-a-half storey large Italianate style
Late Victorian house located within 869-871 Dundas Street

Impacts and Mitigation Strategy – 869-871 Dundas Street

Heritage Impacts:

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



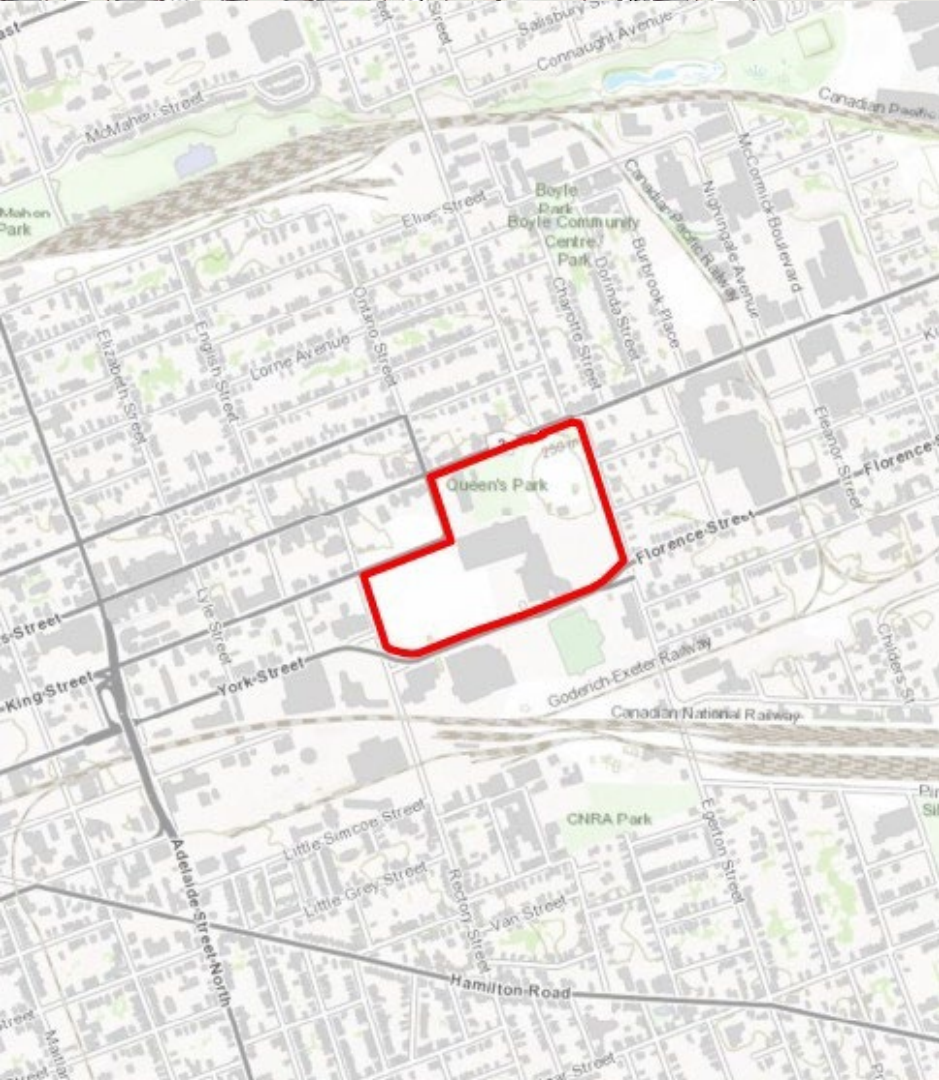
Mitigations:

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

Heritage Impact Assessment – 900 King Street/925 Dundas Street

Heritage Listed Property

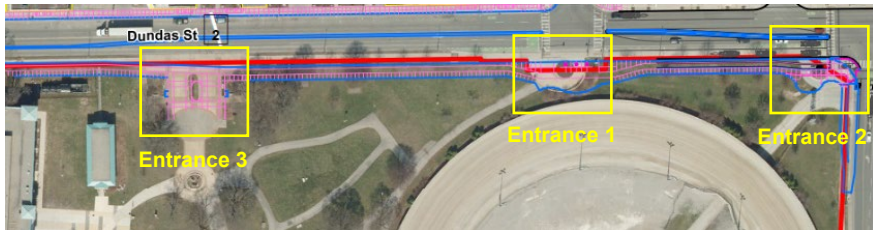
Western Fair/Queen's Park



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

Heritage Impacts:

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



Mitigations:

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

Heritage Impact Assessment – 850 Highbury Avenue North

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

OHT Heritage Conservation Easement
Former London Psychiatric Hospital

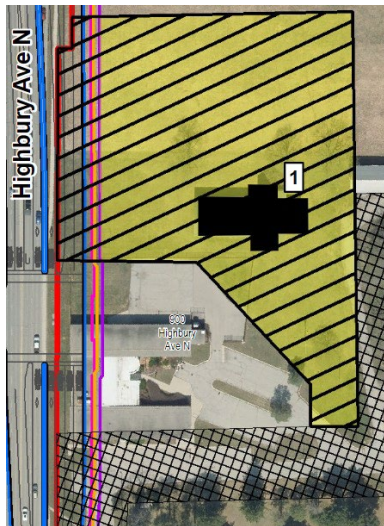


Photograph of the Horse Stable and the Horse Stable Zone
located within 850 Highbury Avenue North

Impacts and Mitigation Strategy – 850 Highbury Avenue North

Heritage Impacts:

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



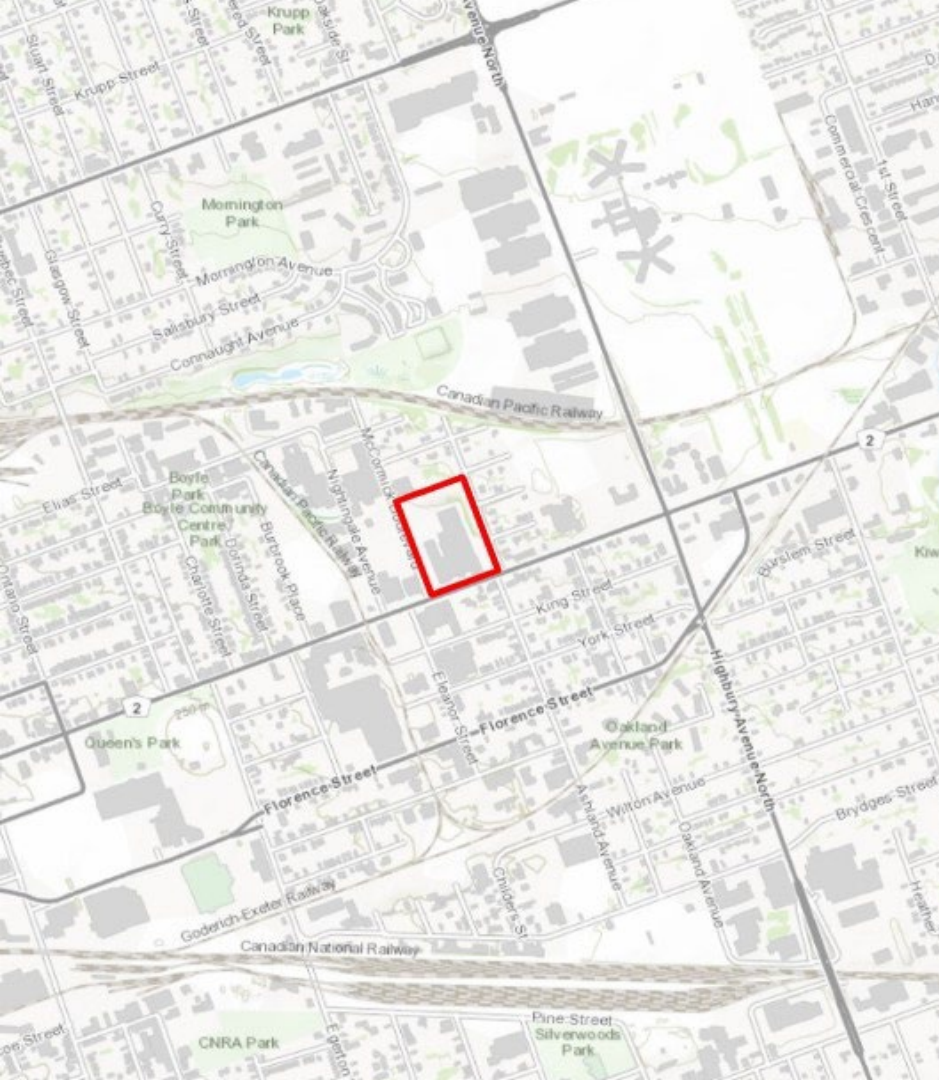
Mitigations:

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

Heritage Impact Assessment – 1156 Dundas Street

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

McCormick's Factory

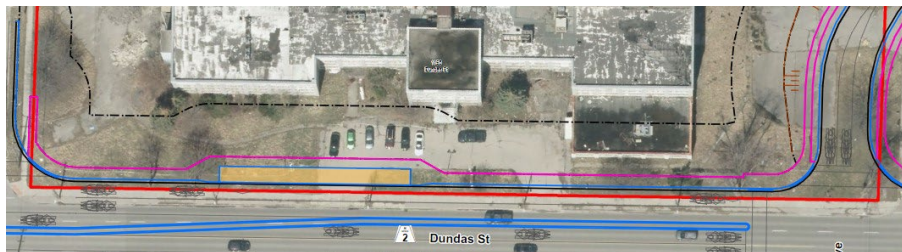


Photograph of the Main Entrance / façade of the McCormick's
Factory located within 1156 Dundas Street

Impacts and Mitigation Strategy – 1156 Dundas Street

Heritage Impacts:

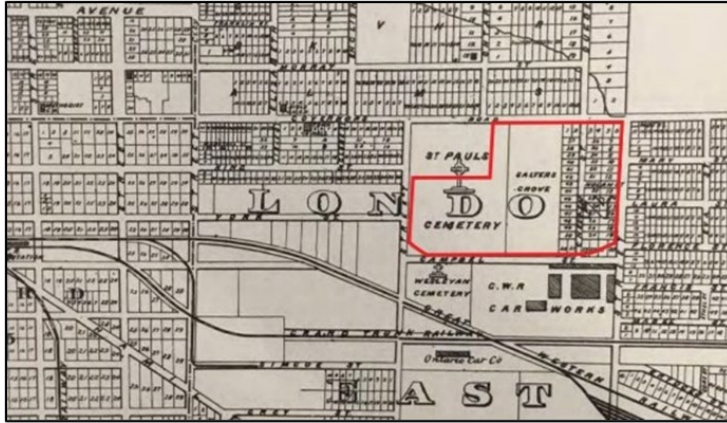
- The proposed East London Link section of the London BRT Project will not result in direct adverse impacts to the cultural heritage value and the heritage attributes located within 1156 Dundas Street.
- The post-1950s front wing addition of the former McCormick's Factory, (a non-heritage attribute)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



Mitigations:

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

Archaeology Gap Analysis – East London Link



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

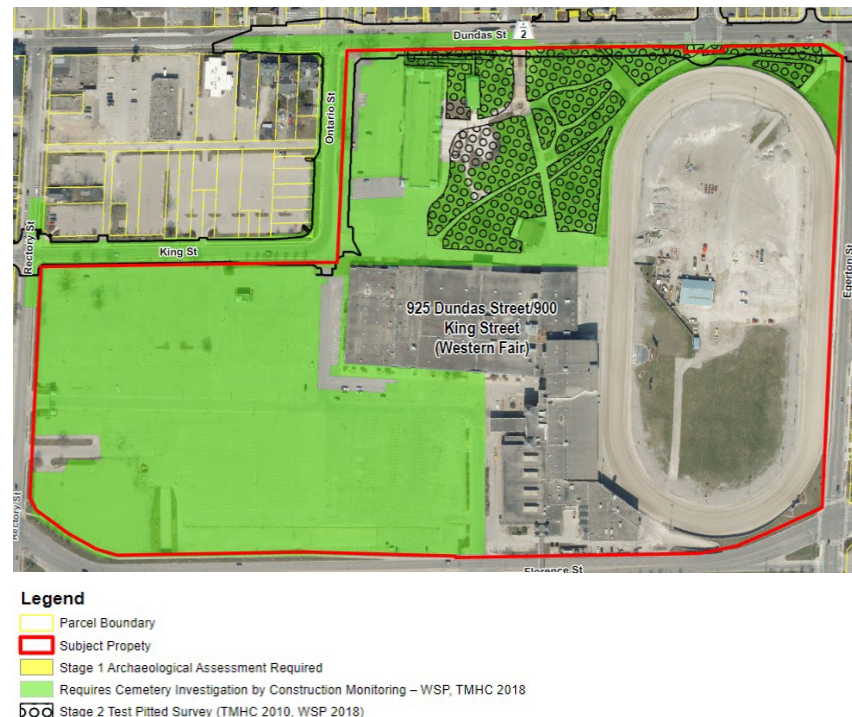
Summary of Outstanding Archaeology Commitments:

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

Archaeology Gap Analysis – East London Link

Recommendations:

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



Questions?

