DRAFT

AECOM

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

East London Link Bus Rapid Transit and Infrastructure Improvements

Corporation of the City of London

60641691

November 2022

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Rev #	Revision Date	Revised By:	Revision Description
0	February 2022	Liam Ryan	Draft HIA prepared at 50% Design
1	November 2022	Liam Smythe/Tara Jenkins	Draft HIA revised at 90% Design with 90% Landscape Plan, and City of London Heritage Planner comments

Distribution List

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1. Introduction

1.1 Project Context

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

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

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

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

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

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

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

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

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

1.2 Location and Physical Description of the Subject Property

1.2.1 Location

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

Legend

Subject Propety

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

Location of the Subject Property

0 80 160 320 480 640 800 960 1,120

Meters

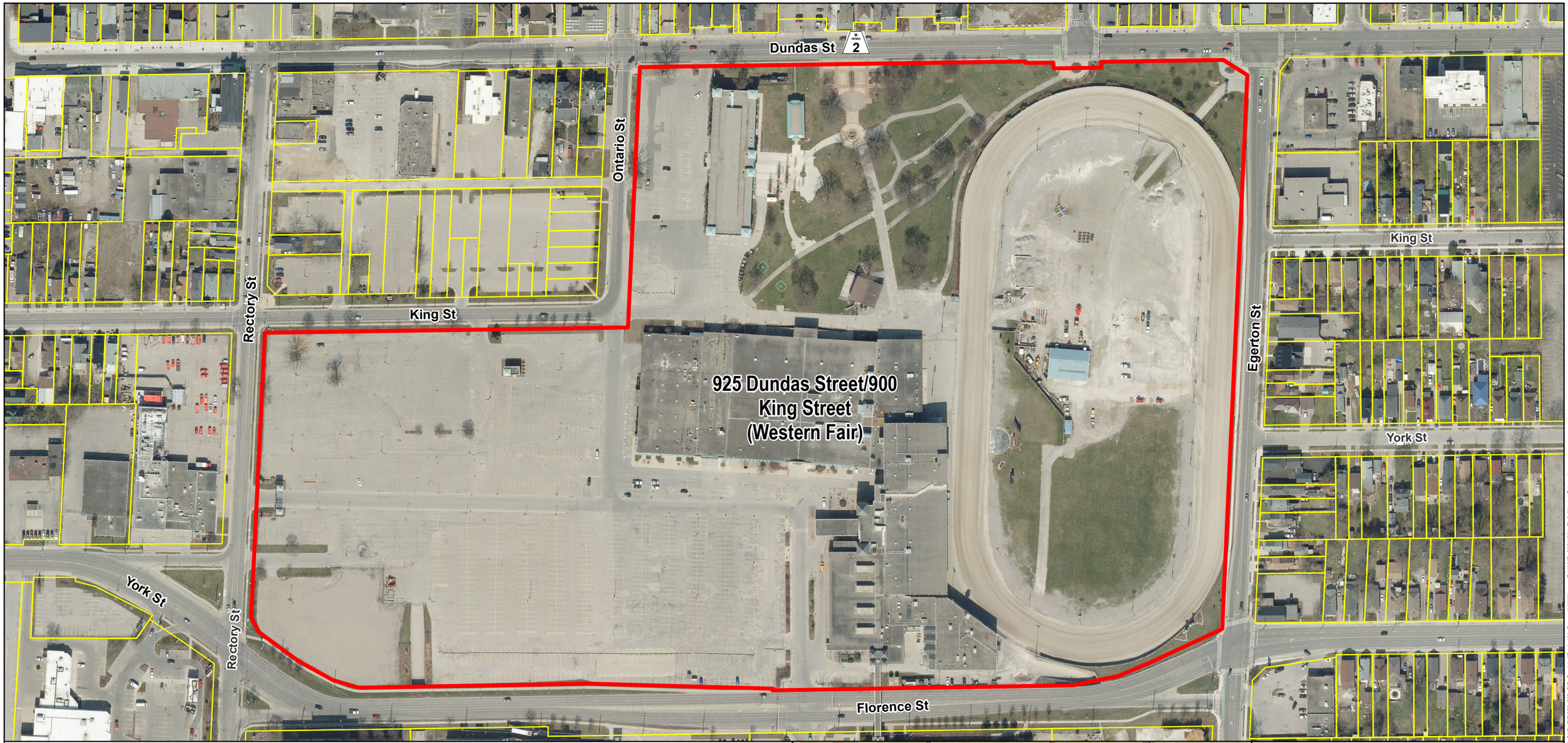
DATUM: NAD 1983 UTM Zone 17N

February 2022	1:15,000 * when printed 11"x17"	Source: MNRF 2020 Image: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
P#:60641691	V#:	

AECOM

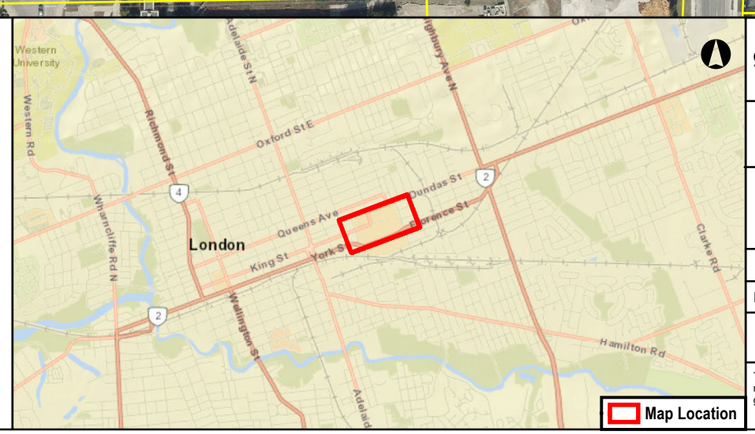
Figure 1

Map location: \\na.aecomnet.com\lfs\AMER\London-CALON1\DCS\Projects\60641691 Col, RT East Link\900_CAD_GIS\920_929_GIS_Graphics\Design\01_Reports\HIA\Western Fair\MXD_60641691_Fig1_WesternFair.mxd
Date Saved: 2/4/2022 3:40:24 PM User Name: clarkb



Legend

- Parcel Boundary
- Subject Propety



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

Location of the Subject Property on Aerial Photography

0 10 20 40 60 80 100 120 140
Meters
DATUM: NAD 1983 UTM Zone 17N

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

AECOM

Figure 2

Map location: \\na.aecomnet.com\fls\AMER\London-CALON1\IDCS\Projects\60641691 Col. RT East Link\900_CAD_GIS\920_929_GIS_Graphics\Design\01_Reports\HIA\Western Fair\MXD_60641691_Fig2_WesternFair.mxd
Date Saved: 2/4/2022 3:33:28 PM User Name: clarkb

1.2.2 Physical Description

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

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

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

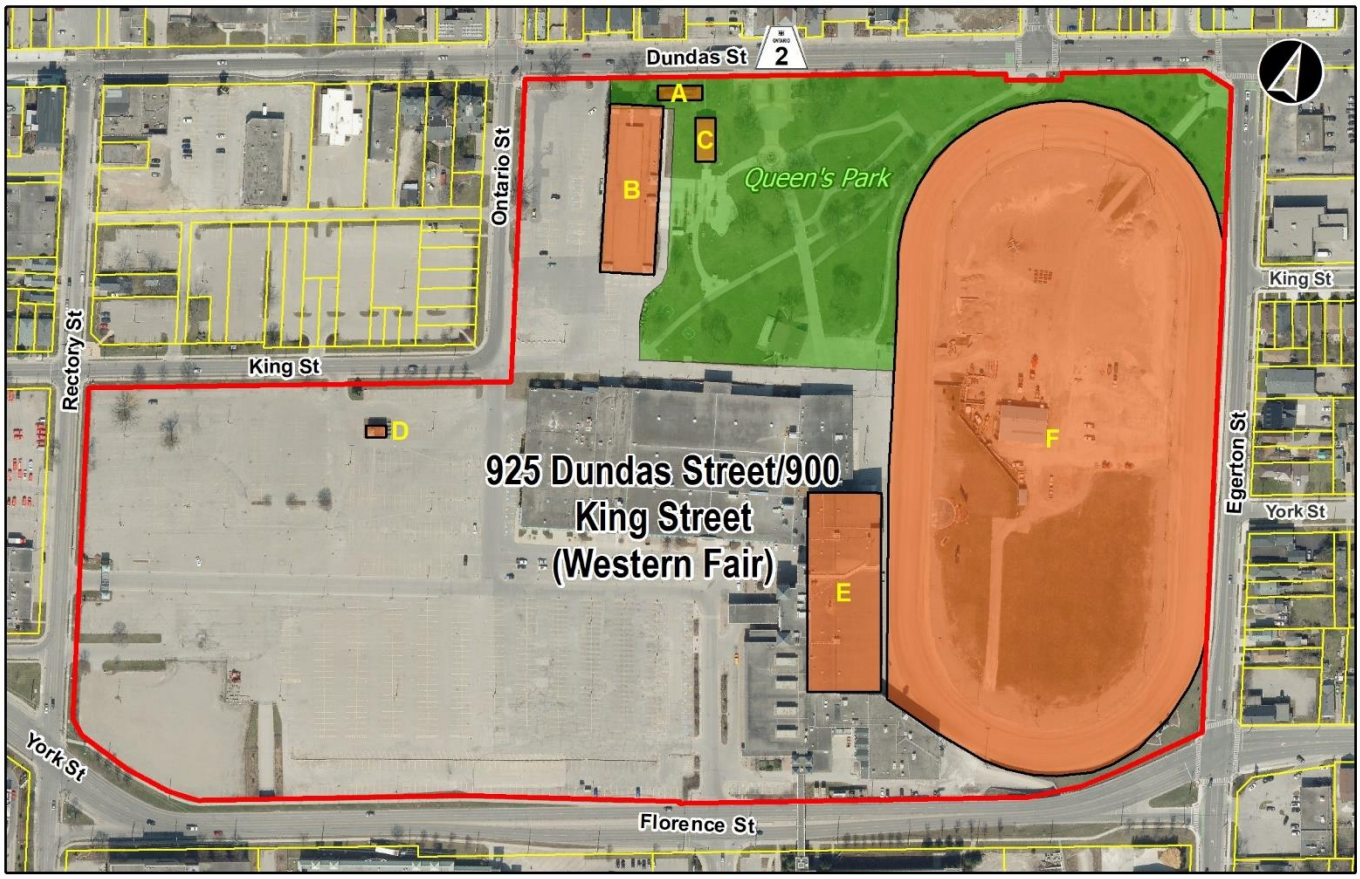


Figure 3:
Aerial Imagery of the Subject Property illustrating structures and buildings listed as heritage attributes according to letter: A- Engine 86, B- Confederation, C-Western Fair Arts Building, D- Remaining elements of the Poultry Building, E- Grandstand, F-Half-Mile Racetrack

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

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

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

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

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

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

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

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

1.3.1 Property Owner

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

1.3.2 Current Cultural Heritage Status of the Subject Property

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

1.4 Methodology

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

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

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

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

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

1.5 Community Engagement

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

1.5.1 Stakeholder Consultation

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

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

Table 1: Results of Stakeholders Consultation

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

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

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

2. Policy Framework

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

2.1 Planning Act and Provincial Policy Statement

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

Pursuant to Section 2.6 of the 2020 Provincial Policy Statement, Policy 2.6.1 states "Significant built heritage resources and significant cultural heritage landscapes shall be conserved." The 2020 Provincial Policy Statement issued under the authority of the *Planning Act* defines "conserved" as "means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision designated and available for the purposes of this definition."

To conserve a cultural heritage resource, a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development or site alteration that affects a cultural heritage resource. Using tools such as heritage impact assessments, municipalities and approval authorities can further enhance their own heritage preservation objectives.

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

2.2 Ontario Heritage Act

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

2.3 The London Plan

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

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

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

> *(565_) New development, redevelopment, and all civic works and projects on and adjacent to heritage designated properties and properties listed on the Register will be designed to protect the heritage attributes and character of those resources, to minimize visual and physical impact on these resources. A heritage impact assessment will be required for new development on and adjacent to heritage designated properties and properties listed on the Register to assess potential impacts and explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resource and its heritage attributes.*
>
> *(566_) Relocation of cultural heritage resources is discouraged. All options for on-site retention must be exhausted before relocation can be considered.*
>
> *(567_) In the event that demolition, salvage, dismantling, relocation or irrevocable damage to a cultural heritage resource is found necessary, as determined by City Council, archival documentation may be required to be undertaken by the proponent and made available for archival purposes."*
>
> *(568_) Conservation of whole buildings on properties on the Register is encouraged and the retention of facades alone is discouraged. The portion of a cultural heritage resource to be conserved should reflect its significant attributes including its mass and volume.*
>
> *(569_) Where, through the process established in the specific Policies for the Protection Conservation and Stewardship of Cultural Heritage resources section of this chapter and in accordance with the Ontario Heritage Act, it is determined that a building may be removed, the retention of architectural or landscape features and the use of other interpretive techniques will be encouraged where appropriate.*
>
> *(586_) The City shall not permit development and site alteration on adjacent lands to heritage designated properties or properties listed on the Register except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the heritage designated properties or properties listed on the Register will be conserved.*
>
> *(590_) Where a property has been identified on the Register and an application is submitted for its demolition or removal, the Heritage Planner and the Clerks Department will be notified in writing immediately. A demolition permit will not be issued until such time as City Council has indicated its approval, approval with conditions, or denial of the application pursuant to the Ontario Heritage Act. Council may also request such information that it needs for its consideration of a request for demolition or removal.*
>
> *(591_) Where a heritage designated property or a property listed on the Register is to be demolished or removed, the City will ensure the owner undertakes mitigation measures including a detailed documentation of the cultural heritage features to be lost, and may require the salvage of materials exhibiting cultural heritage value for the purpose of re-use or incorporation into the proposed development.*

2.3.1 Municipal Heritage Alteration Permit

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

2.3.2 Municipal Demolition Permit

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

3. Summary of Background Research and Analysis

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

3.1 Historical Background – Land-Use History

The Subject Property is located within part of Lot 11, within Concession "C" in the former Township of Westminster, Middlesex County. The Subject Property is found within Registered Plan 415, 413, 411, and parts of Reference Block Plan 155. The Subject Property is located east of London's original townsite, in an area that is referred to as London East[2]. The Village of London East was formally incorporated in 1875 and annexed by the City of London in 1885.

3.1.1 Early Industrial History

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

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

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

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

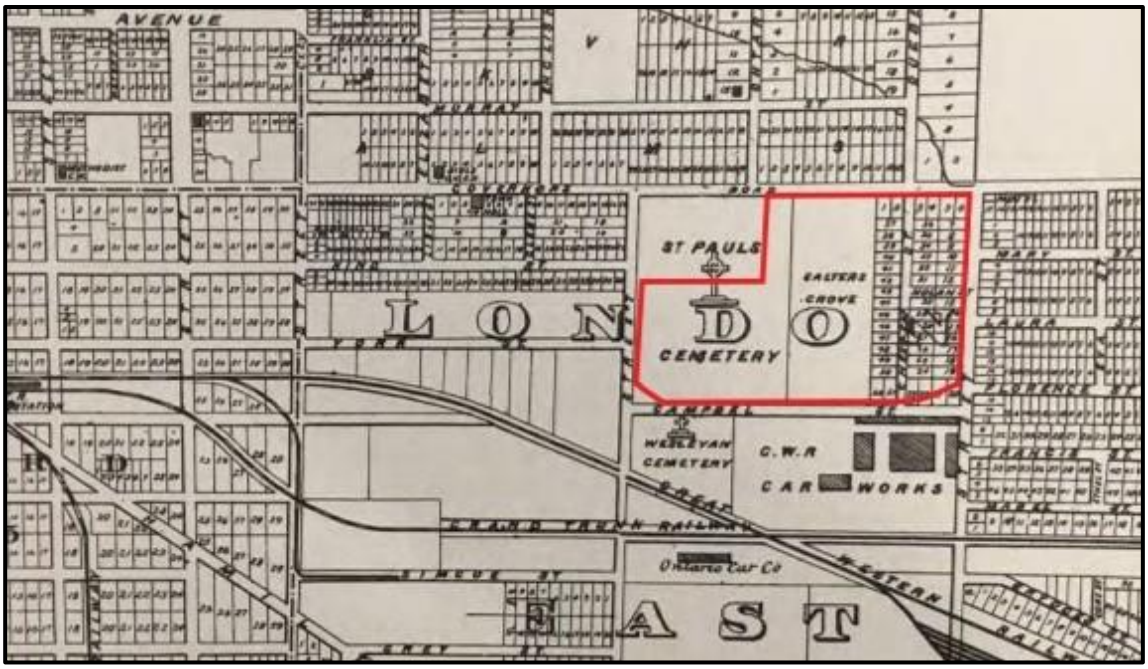


Figure 4:
The Subject Property (outlined in red) overlaid on the *1878 Illustrated Historical Atlas of the County of Middlesex, Ontario*, illustrating the location of St. Paul's Cemetery, Salter's Grove and the residential subdivision

3.1.2 The Provincial Exhibition

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

3.1.3 The Western Fairgrounds

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

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

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

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

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

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

Date	Historical Event
1887	▪ The remaining virgin forest in Queen's Park is cleared. ▪ Crystal Place exhibition pavilion was built. ▪ The half mile track and wood Grandstand were built. ▪ Several large buildings were built, including the Carriage and Poultry buildings. Large buildings were located on the perimeter of the Subject Property with small buildings scattered on the interior.
1891	▪ The grounds of Queen's Park were revitalized as drives and walks were laid out and trees were planted.
1895	▪ Fires on the grounds of Queen's Park destroyed the Carriage and Poultry buildings.
1904	▪ The Dairy Building was built.
1911-1912	▪ The Western Fair Arts Building, designed by London architectural firm Watt and Blackwell was built.
1914	▪ The wood Grandstand was destroyed by fire.
1915	▪ A steel (outer) and wood floor and seats Grandstand was built.
1923	▪ The brick and steel Manufacturer's Building was built.
1927	▪ Fires on the grounds of Queen's Park destroyed Crystal Palace. ▪ The Confederation was built to replace Crystal Palace. The building was built in the location of the Horticultural Building at the western edge of the Subject Property.
1928	▪ The Ontario Arena was built at the southwest corner of the Subject Property. Designed by Watt and Blackwell.
1929	▪ The Poultry building was built at the corner of King Street and Ontario Street. Designed by Watt and Blackwell.
1939-1947	▪ Fair operations stopped during this time as the Subject Property was needed for the WWII war effort. Many buildings were altered, removed and temporary buildings were constructed with few or no records.
1947	▪ Portions of the Subject Property began to be returned to the control of the WFA after WWII.
1958	▪ The Grandstand went through major renovations as the structure was stripped to its skeleton and rebuilt. ▪ Engine 86 arrives in Queen's Park.
1963	▪ A fire destroyed the Manufactures Building. ▪ The Manufactures Building was replaced by the new Progress Building.
1965	▪ The Silver Dome was built.
1967	▪ Two stories were added to the ground floor lobby of the Grandstand and a three-storey glass front was built on the south.

Date	Historical Event
1971	▪ An open-air stage (known as the Anne Eadie Stage) was built to replace the Silver Dome. ▪ Construction of the Paddock Building started.
1972	▪ Lands south of Florence Street were purchased from CNR to expand the fairgrounds.
1977	▪ The West Annex was built on the west side of the Progress Building.
1983	▪ The Horticultural Building was demolished. ▪ The Horticultural Building was replaced by the Canada Building. The Canada Building connected to the West Annex and Progress Building to form a complex that supported the fair exhibitions.
1996	▪ Imax theatre was built.
2009-2011	▪ Upgrades to the Dundas Street Queen's Park entrances
2013	▪ Imax Theatre, the Administrative Building, and most of the Poultry building were demolished. A portion of the Poultry Building was retained for the electric substation.
2015	▪ Western Fair's northern entrance is removed.
2017	▪ The Grandstand underwent a major renovation. The seating was removed, and the footing was repaired for the canopy structure (Lumsden, 2018).

3.1.1 Queen's Park

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

3.1.1.1 Salter's Grove

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

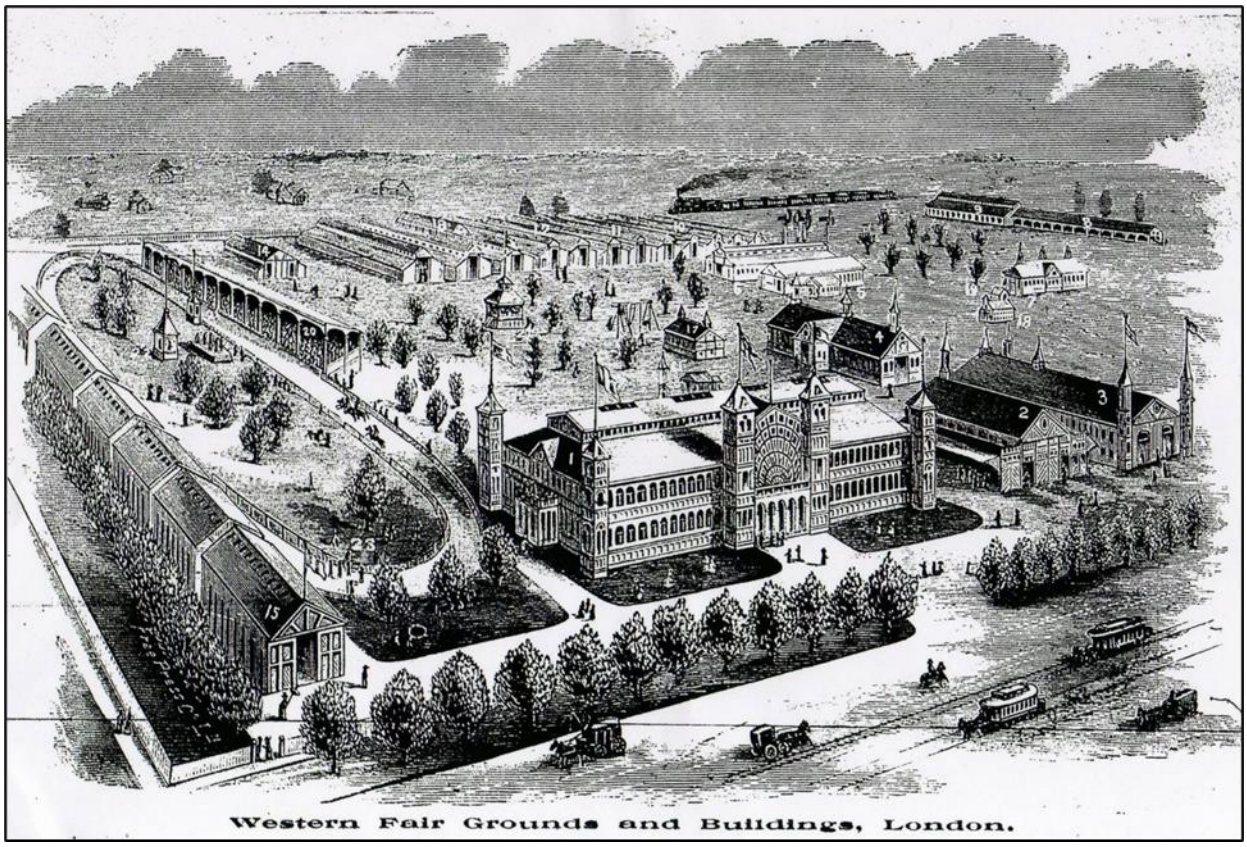
Salter lived and had his business in London proper but was known to walk three miles daily to his forested holdings. He permitted people to use the area as a pleasure ground for picnics and walking, even hiring caretakers to clear litter and brush from the trails (Sanmiya, 2005).

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

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

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

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



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

3.1.1.2 St. Paul's Cemetery

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

3.1.1.3 Residential Lots

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

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

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

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

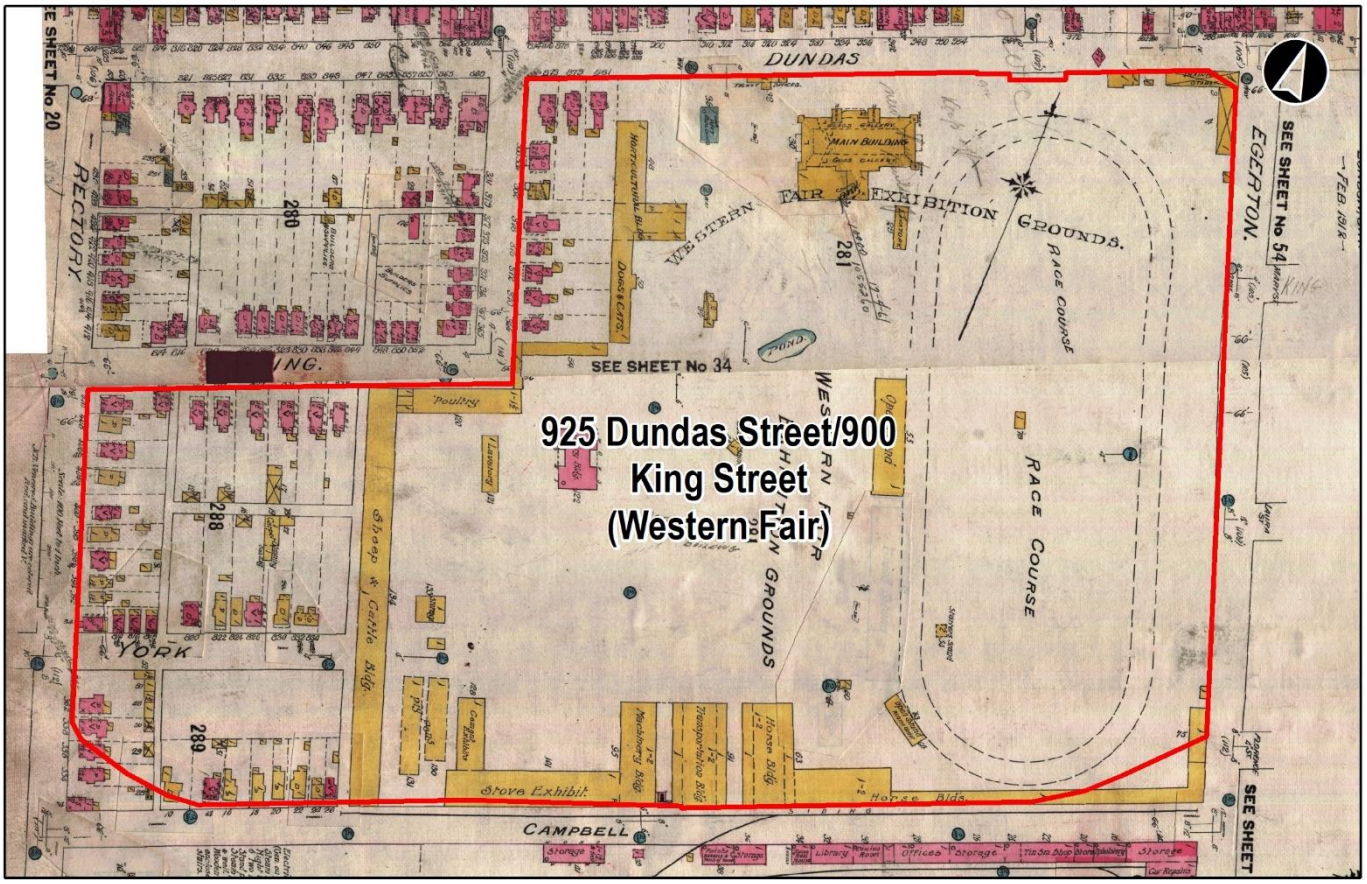


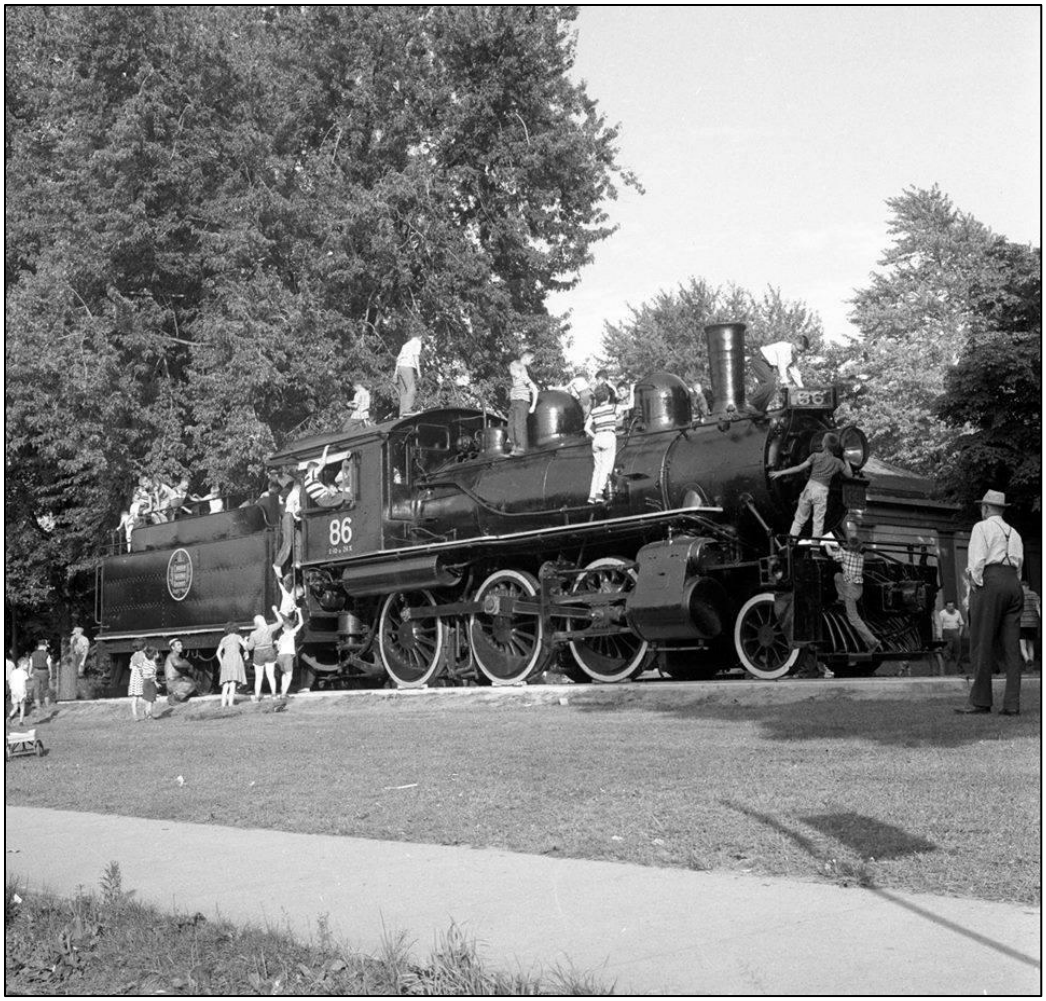
Figure 5: The Subject Property overlaid on the Western Fairgrounds illustrated on the *1915 Charles E. Goad Co. Fire Insurance Plan of the City of London, Ontario*, showing the absence of the residential subdivision with a few remaining houses remaining in the northwest portion of the Subject Property

3.1.1.4 Engine 86

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

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

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



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

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

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

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

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

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

3.1.1.5 Dundas Street Pedestrian Entrances

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

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

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

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

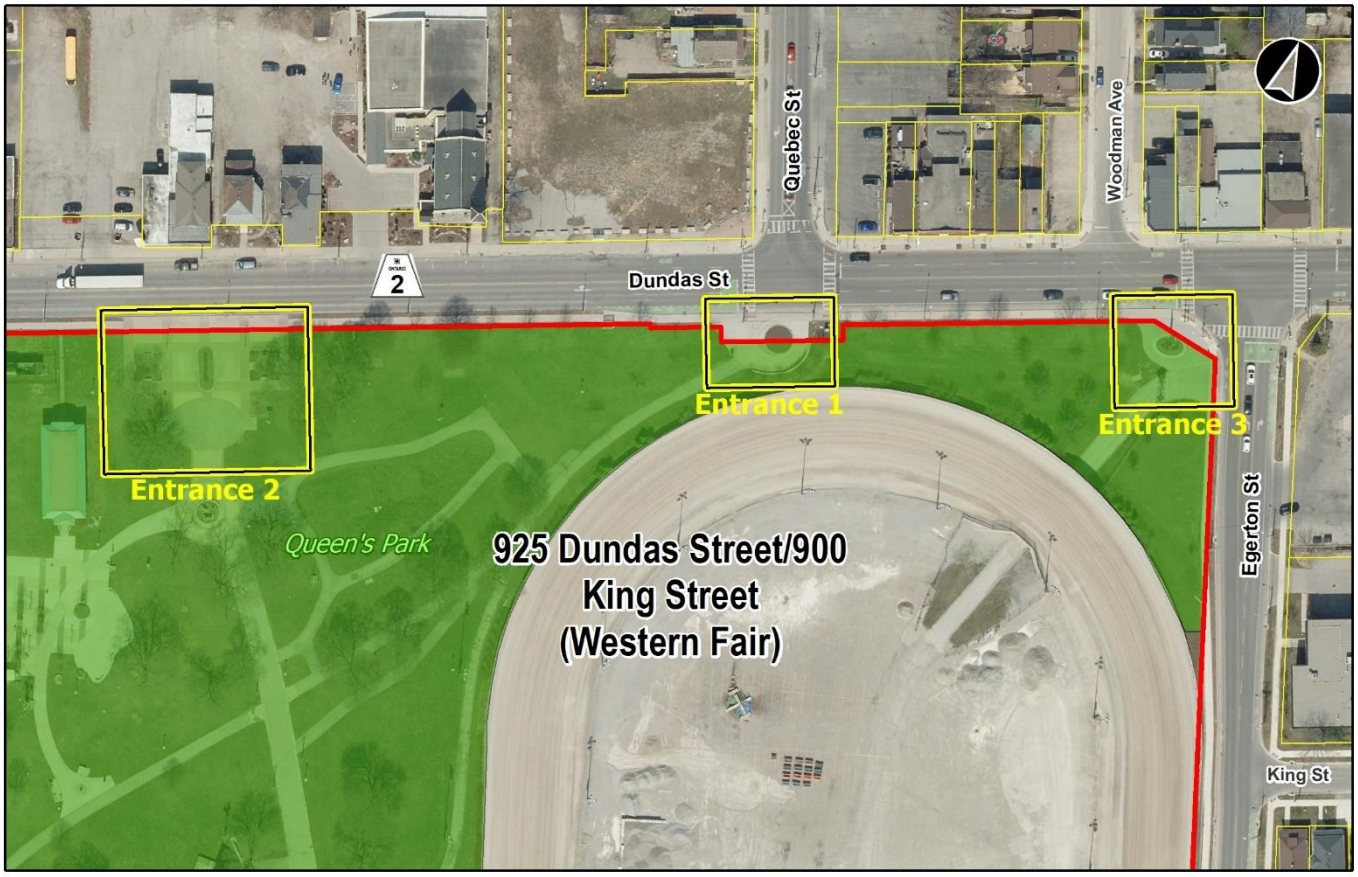


Figure 6: Aerial Imagery illustrating the location of the three formal pedestrian entrances along Dundas Street within Queen's Park

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

4.1 Statement of Cultural Heritage Value

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

4.1.1 Description of the Property

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

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

4.1.2 Cultural Heritage Value

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

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

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

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

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

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

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

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

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

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

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

4.1.3 Heritage Attributes

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

Heritage Attributes related to the site's historical values:

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

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

Heritage Attributes related to the site's design values:

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

Heritage Attributes related to the site's contextual values:

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

5. Assessment of Existing Conditions

5.1 Introduction

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

5.2 Description of Surrounding Context

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

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

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

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

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

5.3 Property Description

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

5.3.1 Entrance 1: Northern Entrance

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

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

The surrounding area is dominated by manicured lawns and trees.

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

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

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

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

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

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

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

5.3.3 Other Landscape Features in Queen's Park

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

6. Assessment of Impacts

6.1 Description of the Proposed Project

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

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

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

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

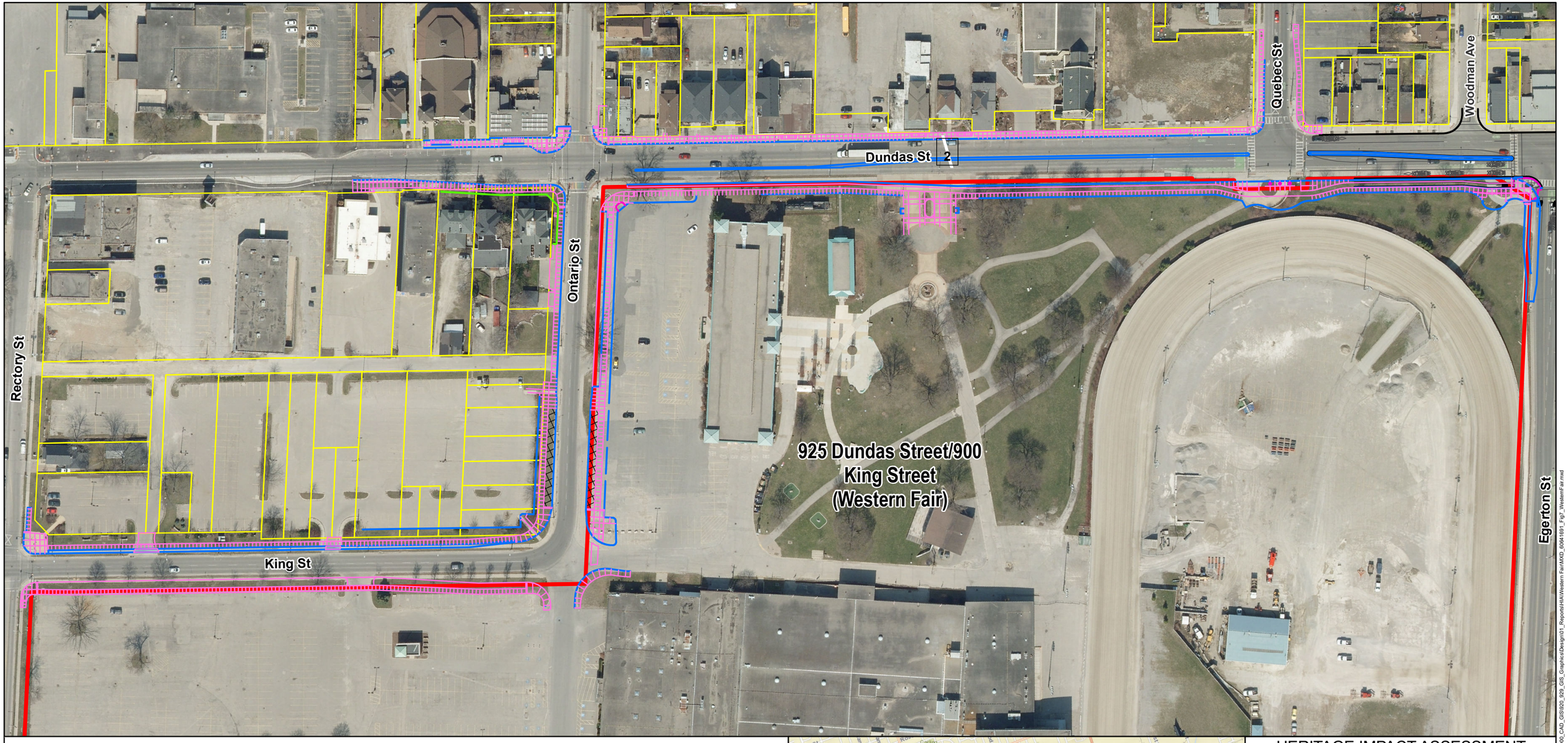
There are three pedestrian entrances that will be directly impacted by the project (none of which contain original landscape features) are referred to as: Entrance 1 the northern entrance; Entrance 2, the entrance east of the Western Fair Arts Building; and Entrance 3 at the entrance at the corner of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

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

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

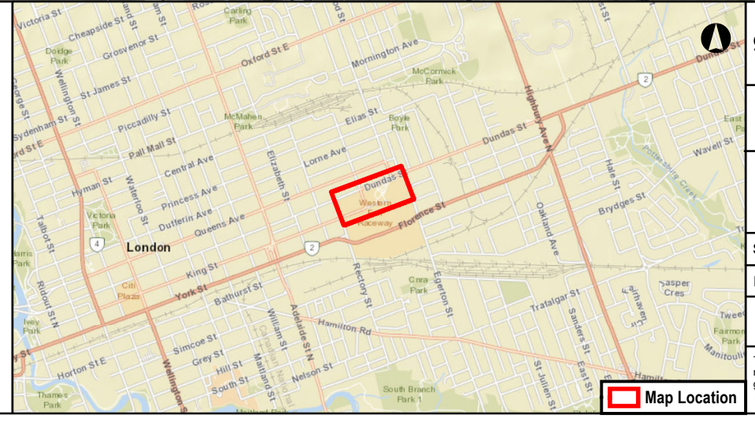
aluminum fence, with the northern side of the fence enclosure being relocated approximately 0.25m to the south, allowing for 1.5m of space between the north fence and the north side of the engine. Although it contributes to the Queen's Park landscape as part of the Engine 86 installation, the fence is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

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



Legend

- Edge of Pavement
- Curb
- Fence
- Lane Markings
- Retaining Wall
- Sidewalk
- Parcel Boundary
- Subject Propety
- Platform



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

Map of the 90% Detailed Design and the Subject Property

0 5 10 20 30 40 50 60 70
Meters
DATUM: NAD 1983 UTM Zone 17N

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

Figure 7

Map location: \\na.aecomnet.com\fs\AMER\London-CALON1\DCS\Projects\60641691 Col. RT East Link\900_CAD_GIS\920_929_GIS_Graphics\Design\01_Reports\HIA\Western Fair\MXD_60641691_Fig7_WesternFair.mxd
Date Saved: 9/29/2022 2:28:33 PM User Name: clarkb

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

6.2 Assessment of Impacts

6.2.1 Screening for Potential Impacts

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

- Destruction, removal or relocation of any, or part of any, significant heritage attributes or features
- Alteration that is not sympathetic, or is incompatible, with the historic fabric or appearance
- Shadows created that alter the appearance of a heritage attribute or change the exposure or visibility of a natural feature or plantings, such as a garden
- Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship
- Direct or indirect obstruction of significant views or vistas from, within, or to a built or natural heritage feature
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource[3]

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

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

6.2.2 Impact Assessment Approach

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

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

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

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

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

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

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

6.2.3 Assessment of Impacts

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

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

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

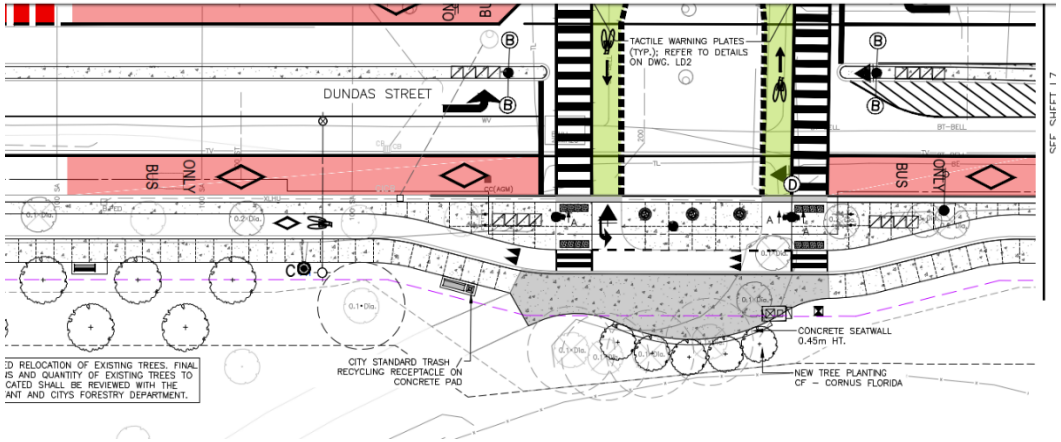
Table 3: Impact Assessment – Queen's Park		
Impact	**Discussion of Impacts**	**Potential Mitigation Measures**
Alteration	**POTENTIAL DIRECT ADVERSE** **Dundas Street- Entrance 1 in Queen's Park**: The northern entrance (at Quebec Street) will see the removal of its circular planting bed, the removal of seven small trees, and the reconfiguration of the layout of existing concrete pavement. The redesigned entrance, which is shifted slightly eastwards, will feature new coloured concrete with street name engraving, a concrete seat wall approximately 0.45m in height, five new tree plantings framing the entrance, a new concrete pad with City-standard garbage and recycling receptacles, and new pedestrian features connecting the entrance to the road including crosswalks and tactile plates. Entrance 1 is a heritage attribute of the property, as listed in **Section 4.1.3** of this report. Currently as shown in the 90% Landscape Plan (**Appendix B**), a concrete seat wall, new coloured concrete with street name engraving, and a row of trees will be installed to mitigate impacts to Entrance 1. The circular garden will not be reinstated, however as demonstrated in Photograph 3, the entrance did not have such a feature in the 1950s and is a later addition to Queen's Park. Based on the 90% Landscape Plan, the realignment of the entrance and the associated new landscape elements will improve public access to Queen's Park and the visual connection between Queen's Park and its northern entrance. Therefore, no mitigation is required for this proposed alteration to Entrance 1.  	No additional mitigation measures required.

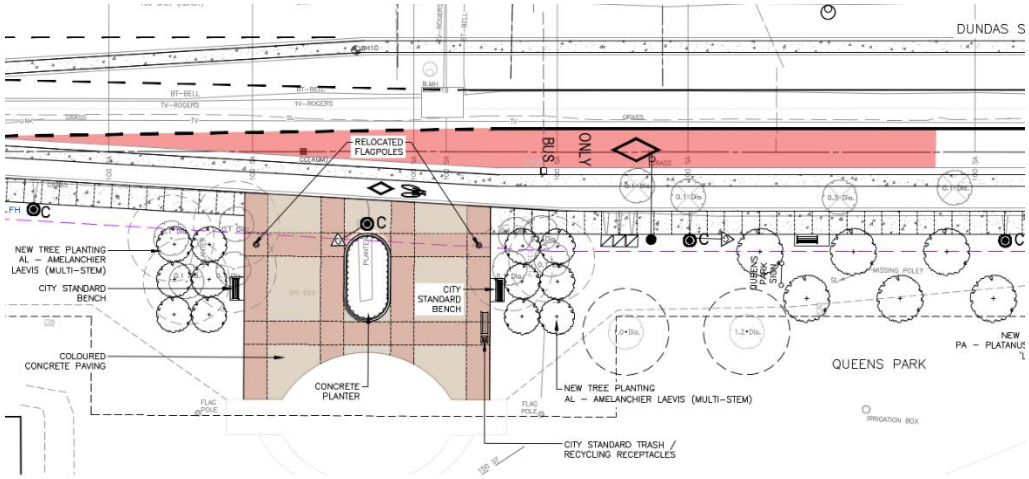
Table 3: Impact Assessment – Queen's Park		
Impact	**Discussion of Impacts**	**Potential Mitigation Measures**
Alteration	**POTENTIAL DIRECT ADVERSE** **Dundas Street- Entrance 2 in Queen's Park**: The entrance east of the Western Fair Arts Building, Entrance 2, will retain its original location along Dundas Street but will be redesigned and reduced in size through the removal and replacement of the coloured concrete pavers, the removal of two existing planting beds, and a reduction in width to match with the existing southern portion of the feature. Entrance 2 is not listed as a heritage attribute of the property in **Section 4.1.3** of this report but is considered to contribute to the parkland setting of Queen's Park. The current oval concrete planter in the centre will be removed and reinstated with a similarly shaped concrete planter. A total of six existing trees around the entrance feature will be removed. Two City-standard pedestrian benches will be installed adjacent to the planted trees, flanking the paved area. Two flag poles will be relocated from the southern end of the entrance feature to the northern end, fronting onto Dundas Street. Although the 90% Landscape Plan includes a new entrance feature which conserves this parkland feature, additional mitigation should be considered to further mitigate the direct impacts in the form of alteration.  	Additional Mitigation Required. See **Section 7.2**

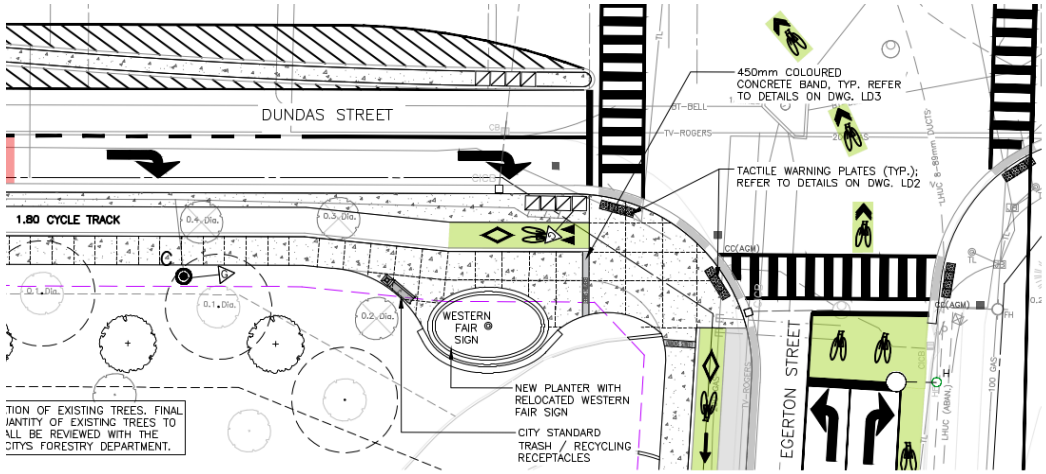
Table 3: Impact Assessment – Queen's Park		
Impact	**Discussion of Impacts**	**Potential Mitigation Measures**
Alteration	**POTENTIAL DIRECT ADVERSE** **Entrance 3 in Queen's Park**: The eastern entrance (at Egerton Street), Entrance 3, will be redesigned and reduced in size. Several trees will be removed,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

Table 3: Impact Assessment – Queen's Park		
Impact	**Discussion of Impacts**	**Potential Mitigation Measures**
Alternation	**POTENTIAL DIRECT ADVERSE** **Engine 86 in Queen's Park:** Engine 86 will remain *in-situ.* Engine 86 is considered a structure in Queen's Park and therefore is a heritage attribute of the property as listed in **Section 4.1.3** of this report. The 90% Landscape Plan shows Engine 86 will be surrounded by a new low pre-cast concrete retaining wall approximately 0.45m in height to accommodate the change in grade on the south side of Dundas Street. The 90% Landscape Plan does not show the design specifications of the proposed retaining wall however, this new landscape feature should be designed to be compatible with Queen's Park. Therefore, mitigation is required to ensure the design of the retaining wall is compatible with the character of the parkland. The 90% Landscape Plan also shows that the proposed retaining wall will be asymmetrical in relation to Engine 86. This offset is to accommodate the change in grade on the south side of Dundas Street. Shifting the retaining wall to the east would create a more "balanced" design but would require the realignment of the concrete pathway leading to the Western Fair Arts Building from Dundas Street, which is not preferred. The imbalance of the retaining wall on Engine 86 may cause a negative impact to the character of the parkland of Queen's Park and requires mitigation to balance the wall to the engine as much as possible. The 90% Landscape Plan shows a series of shrub plantings will be planted immediately north and west of Engine 86. These have the possibility to overgrow and obstruct views of Engine 86 from the street and sidewalk once they reach maturity, which the views of Engine 86 from the public realm should be maintained. Although views of Engine 86 were not specifically identified as a heritage attribute, as outlined in **Section 4** of this report, obstructing the view of Engine 86 may cause a negative impact to the character of the parkland and requires mitigation to ensure future views of the engine from the public realm are maintained. The existing steel perimeter fence around the engine will be replaced with a new aluminum fence, the north side of which will be located approximately 0.25m closer to Engine 86. This will allow for 1.5m space between the fence and the north side of the engine. The fence is not listed as a heritage attribute of the property in **Section 4.1.3** of this report; however, this new landscape feature should be designed to be compatible with the character of Queen's Park. Therefore, mitigation is required to ensure the design of this new landscape feature in Queen's Park is compatible to its character.	Additional Mitigation Required. See **Section 7.2**

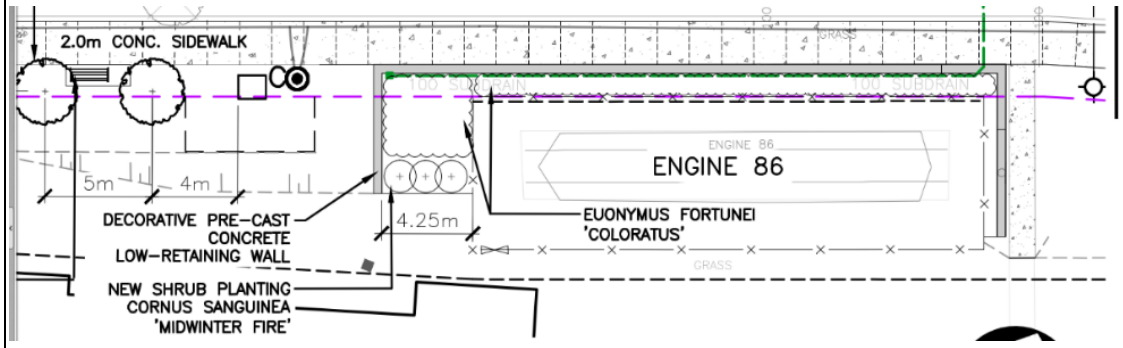
Table 3: Impact Assessment – Queen's Park		
Impact	**Discussion of Impacts**	**Potential Mitigation Measures**
	The boulder and plaque presently located at the eastern side of the Engine 86 enclosure will require relocation. There is a possibility to obstruct the view of the boulder/plaque if relocated to an unsuitable location. Therefore, mitigation is required to ensure the landscape feature is relocated to a suitable location.  	
Shadows	**NONE** The project will not result in any negative shadow impacts on the Subject Property.	No mitigation measures required
Isolation	**NONE** The project will not result in the isolation of any heritage attributes from its surrounding environment within the Subject Property.	No mitigation measures required
Direct or indirect obstruction of significant views	**NONE** There are no significant views identified as heritage attributes within the Subject property. Therefore, the project will not obstruct any significant views.	No mitigation measures required
A change in land use	**NONE** Based on the 90% Detailed Design (**Figure 7**), the impacts to the Subject Property are limited to a small section of the perimeter of Queen's Park parkland. This small section of land will be impacted and changed into the dedicated transit lanes, a cycle track, new curb and sidewalks. No changes in land use are proposed for the balance of the Subject Property and therefore, the impacts are minimal.	No mitigation measures required

Table 3: Impact Assessment – Queen's Park		
Impact	**Discussion of Impacts**	**Potential Mitigation Measures**
Land disturbance	**POTENTIAL INDIRECT ADVERSE** **Vibration:** Evaluation of impacts related to vibration activities requires an assessment based on the identification of specific construction methods proposed to be used, the distance between the sensitive receptor (i.e., a cultural heritage resource) and the construction activity, and anticipated vibration levels (mm/s). Engine 86, the Confederation Building, and the Arts Building are all located within the 11 metre Zone of Influence for construction activities related to the road improvements. Therefore, there may be indirect impacts related to vibration on the heritage attributes of the Subject Property. **Road Redesign:** There is expected soil disturbance involved in the road redesign which may cause dust and debris to land on Engine 86. Therefore, construction monitoring is required to ensure there is no damage to Engine 86 during construction. Note, these lands have been previously disturbed and fully surveyed as part of the Stage 1-2 Archaeological Assessment that was completed during the TPAP**.**	**Vibration:** See **Section 8.1.2** of the recommendations on vibration and monitoring. **Road Widening:** Additional Mitigation Required. See **Section 7.2**

7. Mitigation Recommendations

7.1 Mitigation Options

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

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

7.2 Mitigation Measures

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

Table 4: Additional Mitigation Measures- Queen's Park		
Impact	**Anticipated Impact**	**Mitigation Measures**
Alteration	**Landscape Features in Queen's Park**	The following recommendations should be incorporated in the 100% Landscape Plan proposed landscape features along Dundas Street designed to enhance parkland character: ▪ Include more native shade street tree species along Dundas Street instead of the proposed Princeton Sentry Ginkgo and the small ornamental Ivory Silk Tree lilac species. ▪ Consider adding metal inserts within concrete pavers in order to match with the rest of the Old East Village Commercial Corridor.
	Entrance 2 in Queen's Park	The following recommendations should be incorporated in the 100% Landscape Plan for Entrance 2 which will further enhance parkland character: ▪ Consider expanding the new coloured concrete plaza area to the same configuration as the current plaza. Entrance 2 should be considered the "Main Entrance Plaza" and should be designed as such. Enough space should be considered for future public art features and potentially the reinstallation of the illuminated Western Fair Ticket Entrance Gate, which was removed from the property in 2015. ▪ Surround the new plantings of the Amelanchier Laevis on either side of the new coloured concrete plaza area with concrete planting beds to maintain the space as a garden feature. This is more consistent with preserving the parkland setting of Queen's Park. ▪ Increase the number of benches or seating areas installed to be consistent with those currently located within the plaza. ▪ Specify on the 100% Landscape Plan the new plantings within the new oval planter. New plantings should be similar to the existing ones.
	Entrance 3 in Queen's Park:	The following recommendations should be incorporated in the 100% Landscape Plan for Entrance 2 which will further enhance parkland character: ▪ Consider adding space between the oval planter bed and the seat wall to be consistent with the existing conditions of this pedestrian entrance, like its historical configuration (Photograph 2), and for better pedestrian engagement.

Table 4: Additional Mitigation Measures- Queen's Park		
Impact	**Anticipated Impact**	**Mitigation Measures**
	Engine 86 in Queen's Park:	The following mitigation measures should be incorporated in the 100% Landscape Plan and/or the Tender Package for the landscape features proposed to surround Engine 86: <u>Design</u>: ▪ Ensure that the proposed retaining wall meets sufficient loading standards to support the weight of Engine 86. ▪ Design the low concrete retaining wall to correspond to and complement the existing character parkland setting of Queen's Park. The new retaining wall should look similar to and be compatible with the design of the planter beds in the pedestrian entrances. ▪ Consider including floodlights or other types of nighttime illumination of Engine 86 to offer increased nighttime protection and enhance the view of the engine during hours of darkness. ▪ On the 100% Landscape Plan and on the construction level drawings, it should be clearly marked that the existing fence will be replaced. Although the existing fence is not identified as a heritage attribute of the property, it is recommended that the new fence be an ornamental fence, generally similar in design to the existing fence which compliments the parkland setting of Queen's Park (see Photograph 20, Appendix A, for design details of the existing fence). ▪ Show the new location of the relocated plaque/boulder on the 100% Landscape Plan and the construction level drawings. Ensure the plaque/boulder is located in a position where it will be easily readable from the public realm (i.e., outside the fence, facing Dundas Street). ▪ Remove all the proposed plantings between the interior of the proposed retaining wall and the exterior of the new fence so there is no future potential for obstructed views of Engine 86. The area should be considered an area of low to no maintenance. No vegetation should be introduced in this limited space. Consider using gravel as an alternative. ▪ As vegetation is not recommended, the north section of the fence should be located at the edge of the retaining wall, allowing for a more "balanced" design in relation to Engine 86. ▪ Separate from this project, The City of London's Culture Department is preparing a cultural heritage interpretive sign to be installed at the Engine 86 site when construction is completed. The installation location of this sign should be clearly specified on the 100% Landscape Plan and Construction Level Drawings <u>Protection During Construction</u>: The Contractor is required to: ▪ Complete a Pre-conditions Survey of Engine 86 to document the existing conditions of the engine prior to construction. ▪ Protect Engine 86 prior to construction (see **Section 8.1.1** for recommendations on appropriate protection). ▪ Ensure the Special Provisions provided in **Section 8.1.1** of this report are included in the Tender Package. ▪ Prior to construction, the Contractor should relocate the plaque/boulder within the Engine 86 protective enclosure for temporary safe storage. ▪ Complete a Post-conditions assessment of Engine 86 to document the conditions of Engine 86 post-construction.

Table 4: Additional Mitigation Measures- Queen's Park		
Impact	**Anticipated Impact**	**Mitigation Measures**
Land disturbance	**Vibration**	Evaluation of impacts related to vibration activities requires an assessment based on the identification of specific construction methods proposed to be used, the distance between the sensitive receptor (i.e., a cultural heritage resource) and the construction activity, and anticipated vibration levels (mm/s). According to the Noise and Vibration Analysis Memorandum for the London BRT, East London Link, "buildings of extremely susceptible to vibration damage – e.g., fragile, historic buildings" would require an 11 m setback (known as the Zone of Influence[6]) from the edge of the construction work (i.e., the edge of sidewalk) if the project were to proceed without pre-construction building inspections and construction vibration monitoring. Engine 86, the Arts Building and Confederation Building are located within the Zone of Influence and therefore may face indirect adverse impacts from vibration. See **Section 8.1.2** of the recommendations on vibration and monitoring.

8. Conclusions and Recommendations

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

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

8.1 Special Provisions for 900 King Street/925 Dundas Street

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

1) Construction and staging should be suitably planned and executed to ensure that there are no unintended impacts to the cultural heritage value and heritage attributes of the property.

2) Establish no-go zones and temporarily install snow-fencing along the sections of the Confederation Building and the Western Fair Arts Building that front the project, prior to any construction related activities taking place.

3) Ensure construction level drawings show the location and design details specific to all new landscape features for the project within Queen's Park, including the new retaining wall and fence around Engine 86, new garden beds, new plantings, new lights, new benches, etc., and include any special provisions, if necessary, on the design to show that the new landscape features are compatible with the parkland.

4) Construction activities in the area have the potential to create adverse vibration impacts during construction and should be mitigated through protection and construction monitoring.

5) Complete a Pre-condition Survey of the existing conditions of Engine 86 prior to construction activities taking place. The survey will only involve a visual condition survey of the exterior of the structure. The Contractor, City Staff, and Consulting Team should be present for the survey.

6) Employ instructions to outline how to avoid damage to Engine 86. Protection measures specific to Engine 86 should include:
    - A construction and staging "no-go" buffer zone should be established at a minimum 1 m from the exterior of Engine 86 wherein no construction-related activities should occur. This should be clearly demarcated on all construction level drawings.
    - Engine 86 is to be protected through the installation of Moduloc-style fencing, reinforced at the base with temporary concrete barriers (as per OPSD 911.150) to prevent accidental damage from

construction equipment. The fencing should be covered with a non-woven geotextile such as landscaping fabric to prevent dust and debris from coming into contact with the engine.
- The temporary concrete barrier is to stay in place until the installation of the new retaining wall and fencing is to commence. The Moduloc fencing is to stay in place and be maintained for the duration of the wall and fencing installation to maintain protection for Engine 86.
- Engineered drains are proposed for installation adjacent to the retaining wall granular base to direct excess water away from the base of Engine 86.

7) Following completion of construction, complete a Post-condition Survey of the existing conditions of Engine 86. The survey will only involve a visual condition survey of the exterior of the structure. The Contractor, City Staff, and Consulting Team should be present for the survey. If dust has accumulated on the surface of Engine 86, use a low-pressure wash to clean it, if necessary. If severe damage has occurred to Engine 86, consult with City Heritage Planning staff about next steps to mitigate repair.

8.1.1 Vibration Impacts and Monitoring

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

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

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

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

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

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

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Appendix A

Photographs

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

Photograph 6:
View of Ontario Street illustrating a two-lane paved one-way road, paved parking areas and former brick residences, looking north (AECOM 2022)

Photograph 7:
View of the south-eastern corner of Dundas Street and Ontario Street illustrating the raised circular garden with Western Fair District signage on rock, looking east (AECOM 2022)

Photograph 8:
View of King Street illustrating a two-lane paved one-way road, paved parking areas, a narrow strip of manicured lawn and a row of street trees, looking west (AECOM 2022)

Photograph 9:
View of King Street illustrating a two-lane paved one-way road, paved parking areas, a narrow strip of manicured lawn and a few trees, looking west (AECOM, 2022)

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

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

Photograph 12:
Entrance 2: Entrance east of the Western Fair Arts Building, looking south (AECOM 2022)

Photograph 13:
Entrance 2: Entrance east of the Western Fair Arts Building, looking southeast (AECOM 2021)

Photograph 14:
Entrance 2: Entrance east of the Western Fair Arts Building, illustrating the rectangular raised concrete garden bed, looking south (AECOM 2021)

Photograph 15:
Entrance 2: Entrance east of the Western Fair Arts Building, illustrating the ground-level garden bed, looking west (AECOM 2021)

Photograph 16:
Entrance 2: Entrance east of the Western Fair Arts Building, showcasing the two banner poles located at the front of the entrance and the raised garden beds, looking west (AECOM 2021)

Photograph 17:
View of Western Fair Arts Building in Queen's Park, looking south from Dundas Street (AECOM 2021)

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

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

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

Photograph 21:
Metal sculptures of farm animals, including a pig, bull, and sheep in the centre of Queen's Park, looking south (AECOM 2021)

Photograph 22:
The portion of the Subject Property located between the entrance east of the Western Fair Arts Building and the northern entrance, illustrating the concrete sidewalks, mature trees, and manicured lawn, looking east (AECOM 2021)

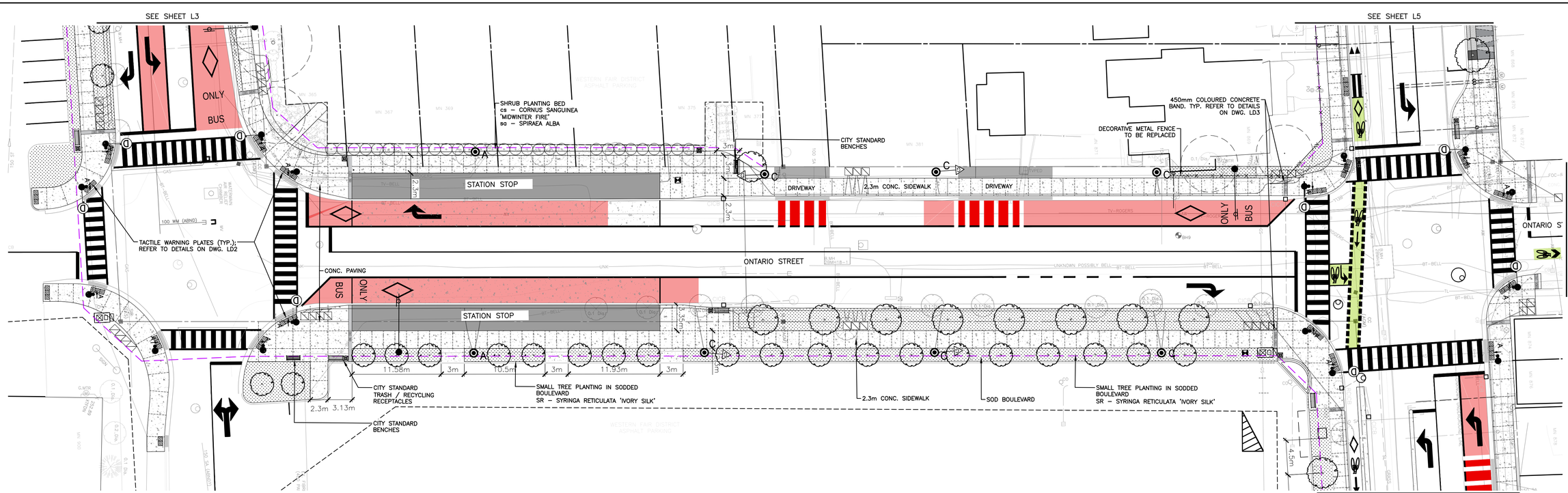
Photograph 23:
Entrance 3: Entrance at the corner of Dundas Street and Egerton Street, looking east (AECOM 2021)

Photograph 24:
Entrance 3: Entrance at the corner of Dundas Street and Egerton Street, illustrating the cut concrete walking path and circular concrete garden bed, looking southeast (AECOM 2021)

Photograph 25:
Racetrack entrance at the corner of Dundas Street and Egerton Street, illustrating an asphalt driveway that leads into the racetrack, looking southwest (AECOM 2021)

Appendix B

90% Landscape Plan



PLAN 4
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LEGEND

GENERAL

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

PAVING

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

SITE FURNITURE

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

PLANTING

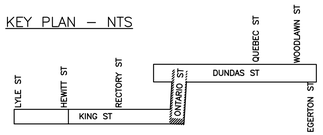
- EXISTING TREE
- NEW DECIDUOUS TREE
- NEW SOIL CELL (LAYOUT TBD)
- TREE PROTECTION FENCING
- NEW TOPSOIL AND SOD
- NEW PERENNIAL/DECORATIVE GRASSES

PLANT LIST

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

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

KEY PLAN – NTS



NOTES

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

EXISTING SERVICES	DRAWING #, SOURCE	DATE	AS CONSTRUCTED SERVICES	COMPLETION

DETAILS		No.	REVISIONS	DATE	CONSULTANT
DESIGN	KSP	1	ISSUED FOR 50% REVIEW	DEC 17 2021	AECOM/AGM/DILLON
DRAWN BY	AMP	2	ISSUED FOR 90% REVIEW	JUL 15 2022	AECOM/AGM/DILLON
CHECKED	KSP				
APPROVED	KSP				
DATE	JULY 2022				

CONSULTANT OR DIVISION

AECOM
London, Ontario
519.673.0510

DILLON CONSULTING

AGM
PLAN • SURVEY • ENGINEER

ENGINEER'S STAMP

London CANADA
CORPORATION OF THE CITY OF LONDON

SCALE
SCALE – 1 : 250
2.5 0 5
(FULL SIZE)

RAPID TRANSIT & INFRASTRUCTURE IMPROVEMENTS - EAST LINK

LANDSCAPE PLAN
KING STREET

PROJECT No. 203455
SHEET No. LP4
PLAN FILE No.

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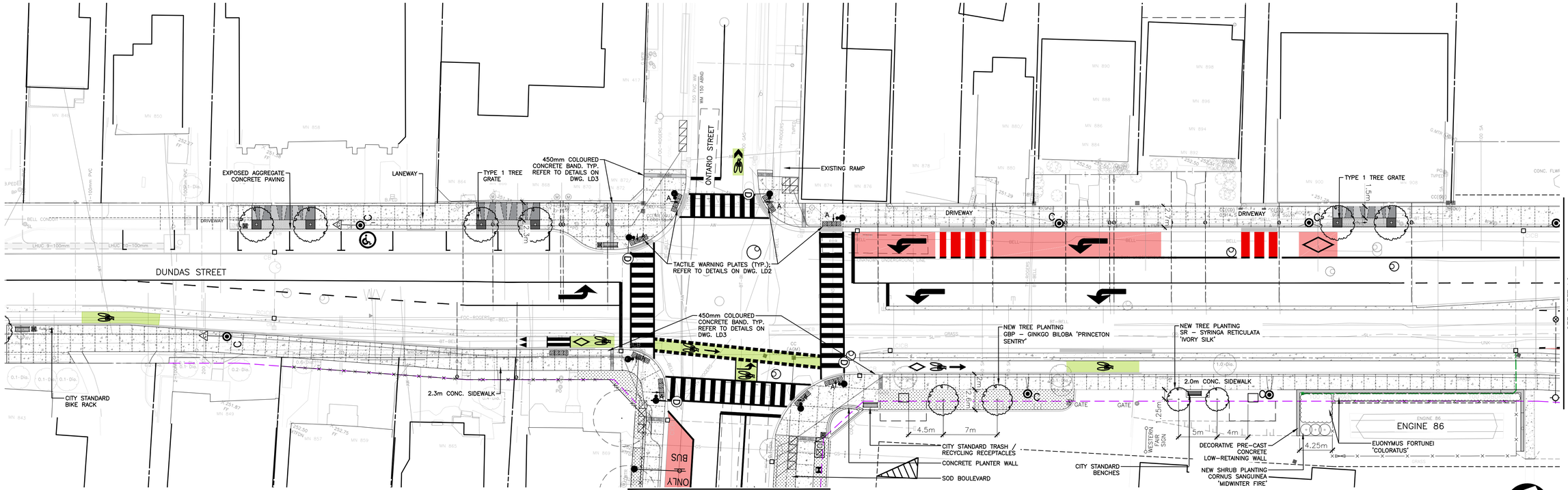

PLAN 5
1:250

LEGEND

GENERAL

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

PAVING

- NEW DETECTABLE WARNING PLATES
- NEW CONCRETE PAVING
- NEW EXPOSED AGGREGATE PAVING
- NEW COLORED CONCRETE WITH STREET NAME ENGRAVING
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PLANTING

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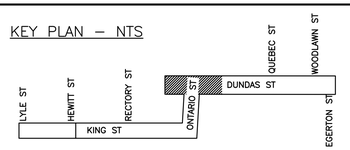
KEY PLAN – NTS



NOTES

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4. ALL NEW CONCRETE SIDEWALKS TO BE 100mm THICK. THICKNESS SHALL INCREASE TO 150mm AT ALL COMMERCIAL DRIVEWAYS, UNLESS OTHERWISE SPECIFIED.

EXISTING SERVICES	DRAWING #, SOURCE	DATE	AS CONSTRUCTED SERVICES	COMPLETION

DETAILS		No.	REVISIONS	DATE	CONSULTANT
DESIGN	KSP	1	ISSUED FOR 50% REVIEW	DEC 17 2021	AECOM/AGM/DILLON
DRAWN BY	AMP	2	ISSUED FOR 90% REVIEW	JUL 15 2022	AECOM/AGM/DILLON
CHECKED	KSP				
APPROVED	KSP				
DATE	JULY 2022				

CONSULTANT OR DIVISION

AECOM
London, Ontario
519.673.0510

DILLON CONSULTING

AGM
PLAN • SURVEY • ENGINEER

ENGINEER'S STAMP

London CANADA
CORPORATION OF THE CITY OF LONDON

SCALE
SCALE – 1 : 250
2.5 0 5
(FULL SIZE)

RAPID TRANSIT & INFRASTRUCTURE IMPROVEMENTS - EAST LINK

LANDSCAPE PLAN
KING STREET

PROJECT No. 203455
SHEET No. LP5
PLAN FILE No.

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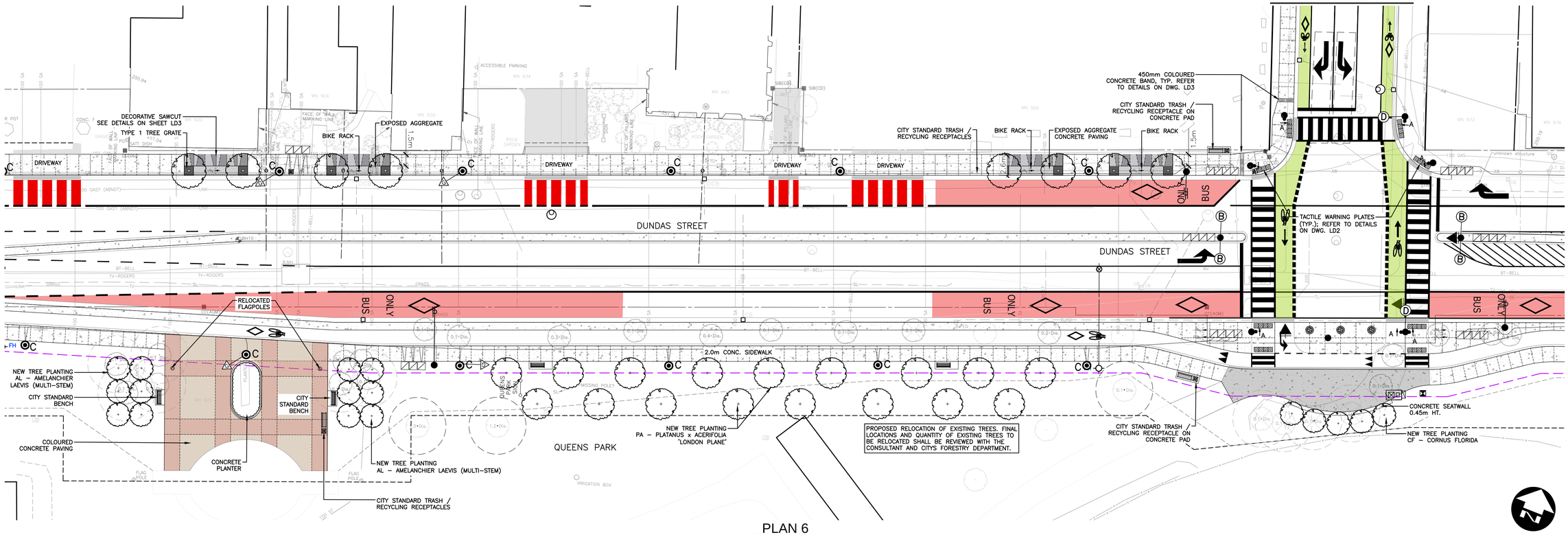


PLAN 6
1:250

LEGEND

GENERAL

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

PAVING

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

SITE FURNITURE

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

PLANTING

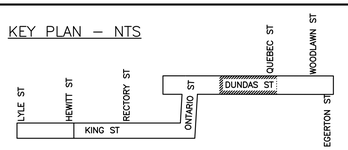
- EXISTING TREE
- NEW DECIDUOUS TREE
- NEW SOIL CELL (LAYOUT TBD)
- TREE PROTECTION FENCING
- NEW TOPSOIL AND SOD
- NEW PERENNIAL/DECORATIVE GRASSES

PLANT LIST

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

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

KEY PLAN – NTS



NOTES

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

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CHECKED	KSP				
APPROVED	-----				
DATE	JULY 2022				

CONSULTANT OR DIVISION

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ENGINEER'S STAMP

London CANADA
CORPORATION OF THE CITY OF LONDON

SCALE
SCALE – 1 : 250
2.5 0 5
(FULL SIZE)

RAPID TRANSIT & INFRASTRUCTURE IMPROVEMENTS - EAST LINK

LANDSCAPE PLAN
DUNDAS STREET

PROJECT No. 203455
SHEET No. LP6
PLAN FILE No.

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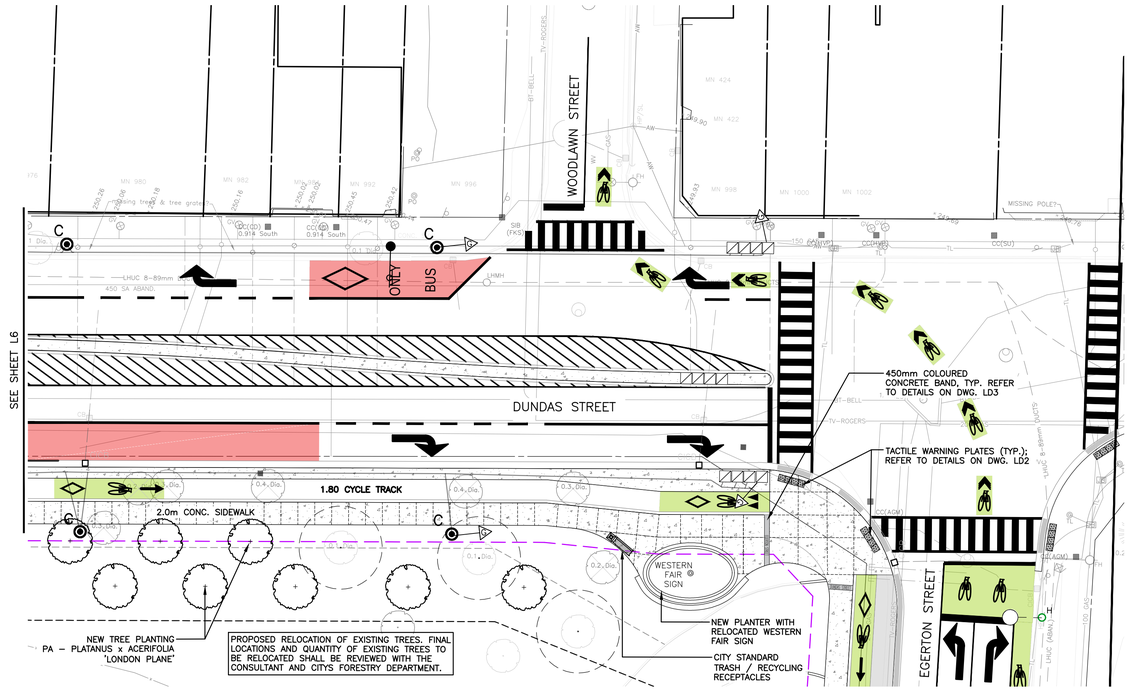
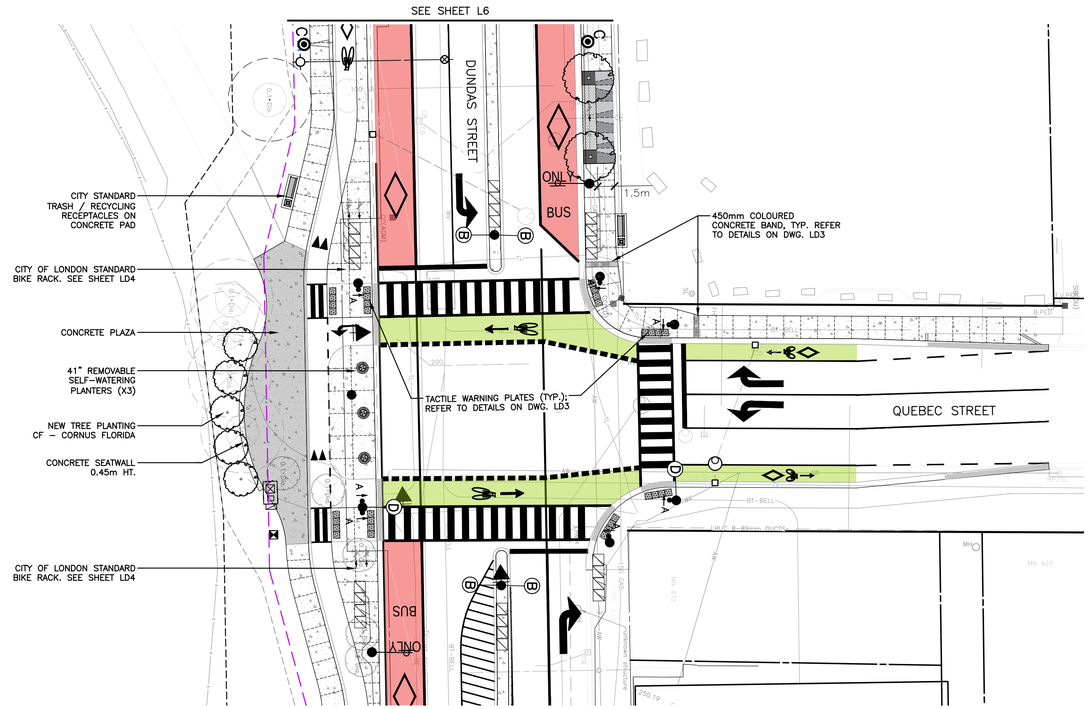


PLAN 7
1:250



PLAN 8
1:250

LEGEND

GENERAL

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

PAVING

- NEW DETECTABLE WARNING PLATES
- NEW CONCRETE PAVING
- NEW EXPOSED AGGREGATE PAVING
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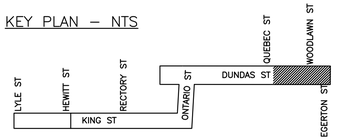

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ENGINEER'S STAMP

CORPORATION OF THE CITY OF LONDON

SCALE

SCALE – 1 : 250
2.5 0 5
(FULL SIZE)

RAPID TRANSIT & INFRASTRUCTURE IMPROVEMENTS - EAST LINK

LANDSCAPE PLAN
DUNDAS STREET

PROJECT No. 203455
SHEET No. LP7
PLAN FILE No.

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