

DRAFT

AECOM

Heritage Impact Assessment: 1156 Dundas Street, London, Ontario

East London Link Bus Rapid Transit and Infrastructure Improvements

Corporation of the City of London

60641691

December 2022

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Quality Information

Prepared by

DRAFT

Liam Ryan, MES.
Cultural Heritage Planner

Verified by

DRAFT

Adria Grant, M.A., CAHP
Associate Vice President
Impact Assessment and Permitting

Checked by

DRAFT

Tara Jenkins, M.A., GPCertCHS, CAHP
Cultural Heritage Specialist

Revision History

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1	March 2022	Jeremy Parsons	Revisions to draft report
2	June 2022	Jeremy Parsons	Revisions in response to City of London Heritage Planner comments
3	December 2022	Liam Ryan	Revisions to draft report

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	✓	Corporation of the City of London
	✓	AECOM Canada Ltd.

Prepared for:

Corporation of the City of London

Prepared by:

Liam Ryan, MES
Cultural Heritage Planner
liam.ryan@aecom.com

Jeremy Parsons, MA, CAHP
Cultural Heritage Specialist
jeremy.parsons@aecom.com

Tara Jenkins, MA, GPCertCHS, CAHP
Cultural Heritage Specialist
D +1-226-377-2838
tara.jenkins@aecom.com

AECOM Canada Ltd.
410 – 250 York Street, Citi Plaza
London, ON N6A 6K2
Canada

T: 519.673.0510
F: 519.673.5975
www.aecom.com

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

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

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

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

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

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

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

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

1.2 Location and Physical Description of the Subject Property

1.2.1 Location

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

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

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

1.2.2 Physical Description

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

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

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

1.3 Summary of Property Impacts at 1156 Dundas Street

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

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

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

1.4 Property Owner

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

1.5 Current Cultural Heritage Status of the Subject Property

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

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

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

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

1.6 Potential Heritage Conservation District

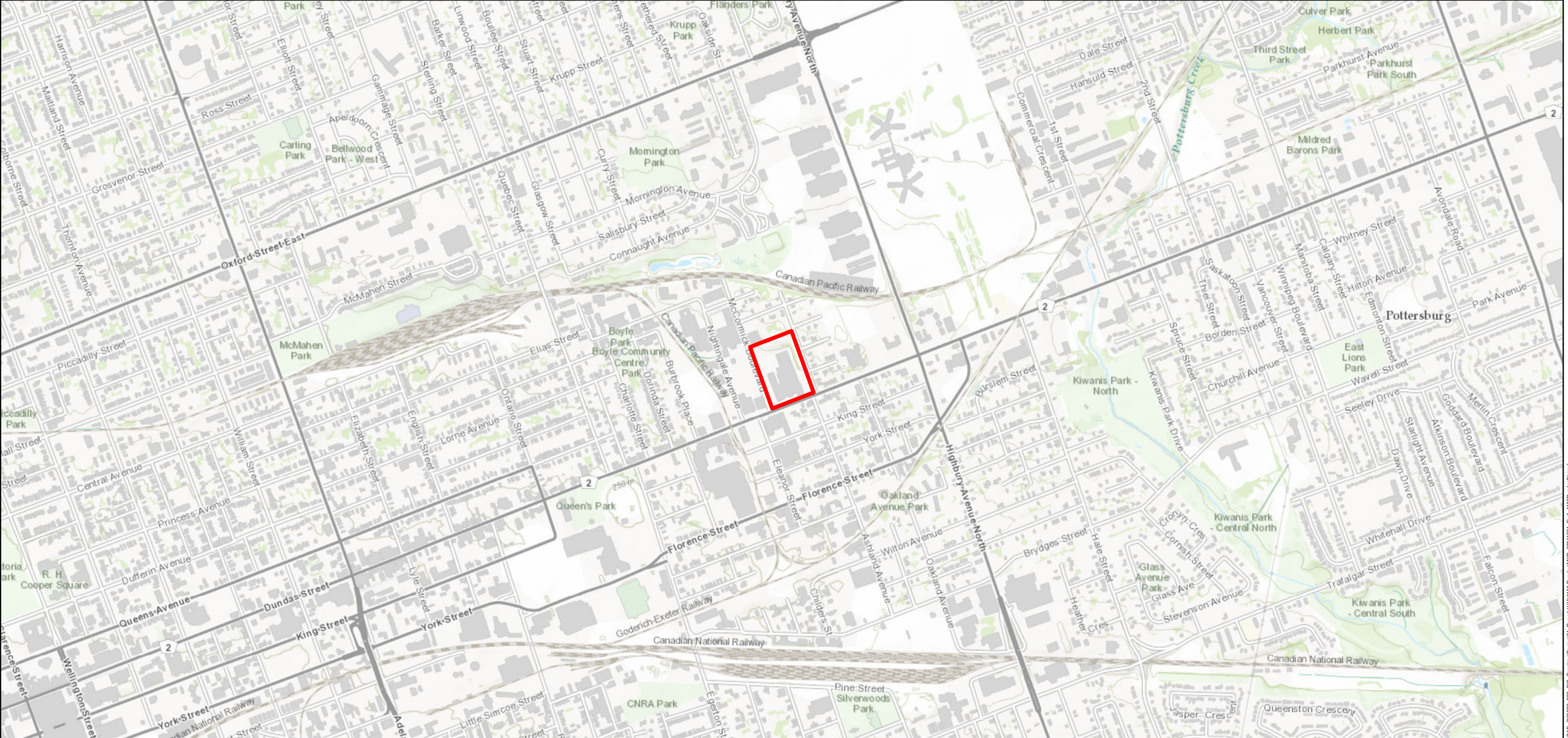
The Subject Property is within an area that has been identified as a potential heritage conservation district (HCD) within the *Heritage Places 2.0: A Description of Potential Heritage Conservation Areas* in the City of London.

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

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

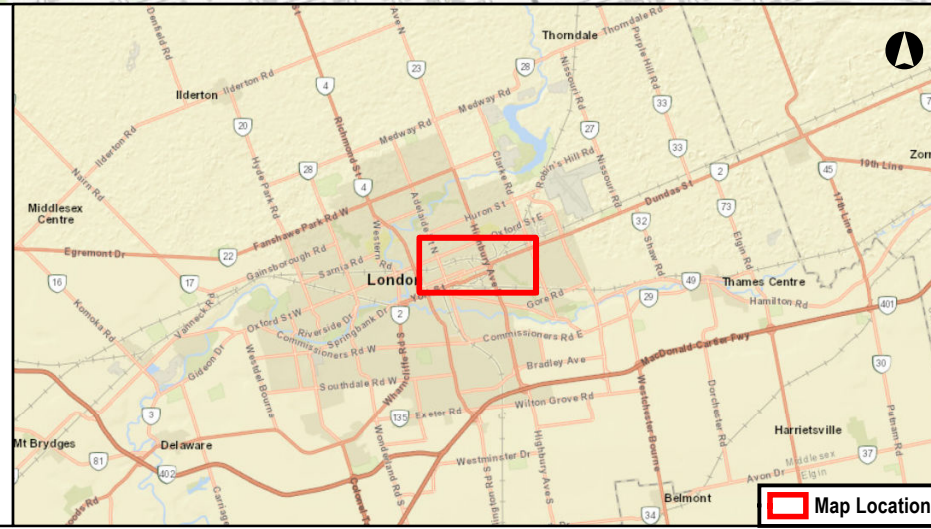
to as the McCormick Manufacturing Company building designed by the architectural firm Watt & Blackwell. McCormick's was one of the largest employers in London and remains a major architectural landmark on Dundas Street.

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



Legend

Subject Property



HERITAGE IMPACT ASSESSMENT 1156 DUNDAS STREET CITY OF LONDON RT - EAST LINK			
Location of the Subject Property			
<div><div>0801603204806408009601,120</div><div>Meters</div></div>			
DATUM: NAD 1983 UTM Zone 17N			
February 2022	1:15,000 * when printed 11"x17"	Source: MNR 2020 Image: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community	
P#:60641691	V#:		
AECOM		Figure 1	
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Map location: \\na.aecomnet.com\GIS\AECOM\London\CDSP\Projects\60641691\COL RT East Link\600_CAD_015020_029_GIS_Graphics\Design\01_Reports\HIA\1156 Dundas\MXD_06041691_Fig1_1156Dundas.mxd
Date Saved: 2/4/2022 3:26:27 PM User Name: cnaik



- Legend**
- Parcel Boundary
 - Subject Property



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

Location of the Subject Property
on Aerial Photography

0 5 10 20 30 40 50 60 70

Meters

DATUM: NAD 1983 UTM Zone 17N

November 2022

1:1,100
* when printed 11"x17"

Source: MNR 2020
Image: City of London 2022, 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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Figure 2

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1.7 Methodology

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

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

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

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

1.8 Community Engagement

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

1.8.1 Stakeholder Engagement

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

Table 1: Results of Stakeholders Engagement

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

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

2. Policy Framework

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

2.1 Planning Act and Provincial Policy Statement

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

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

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

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

2.2 Ontario Heritage Act

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

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

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

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

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

2.3 The London Plan

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

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

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

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

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

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

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

(586_) The City shall not permit development and site alteration on adjacent lands to heritage designated properties or properties listed on the Register except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the heritage designated properties or properties listed on the Register will be conserved.

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

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

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

2.3.1 McCormick Area Secondary Plan 20.8

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

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

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

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

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

2.3.2 Municipal Heritage Alteration Permit

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

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

2.3.3 Municipal Demolition Permit

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

3. Summary of Background Research and Analysis

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

3.1 Site History – McCormick's Historical Overview

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

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

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

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

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

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

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

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

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



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



4. Statement of Cultural Heritage Value

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

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

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

Description of the Property

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

Statement of Cultural Heritage Value or Interest

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

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

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

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

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

Heritage Attributes

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

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

5. Assessment of Existing Conditions

5.1 Introduction

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

5.2 Description of Surrounding Context

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

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

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

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

5.3 Property Description – Exterior

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

5.3.1 The McCormick's Factory

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

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

5.3.1.1 South Elevation

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

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

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

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

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



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

5.3.1.2 East Elevation

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

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

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

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



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



Photograph 3:

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



Photograph 4:

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

5.3.1.3 North Elevation

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

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

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

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



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

5.3.1.4 West Elevation

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



Photograph 6:
West elevation (AECOM, 2021)

5.4 Adjacent Heritage Properties

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

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

6. Impact Assessment

6.1 Description of the Proposed Project

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

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

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

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

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

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

50% Detailed Design

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

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

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

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

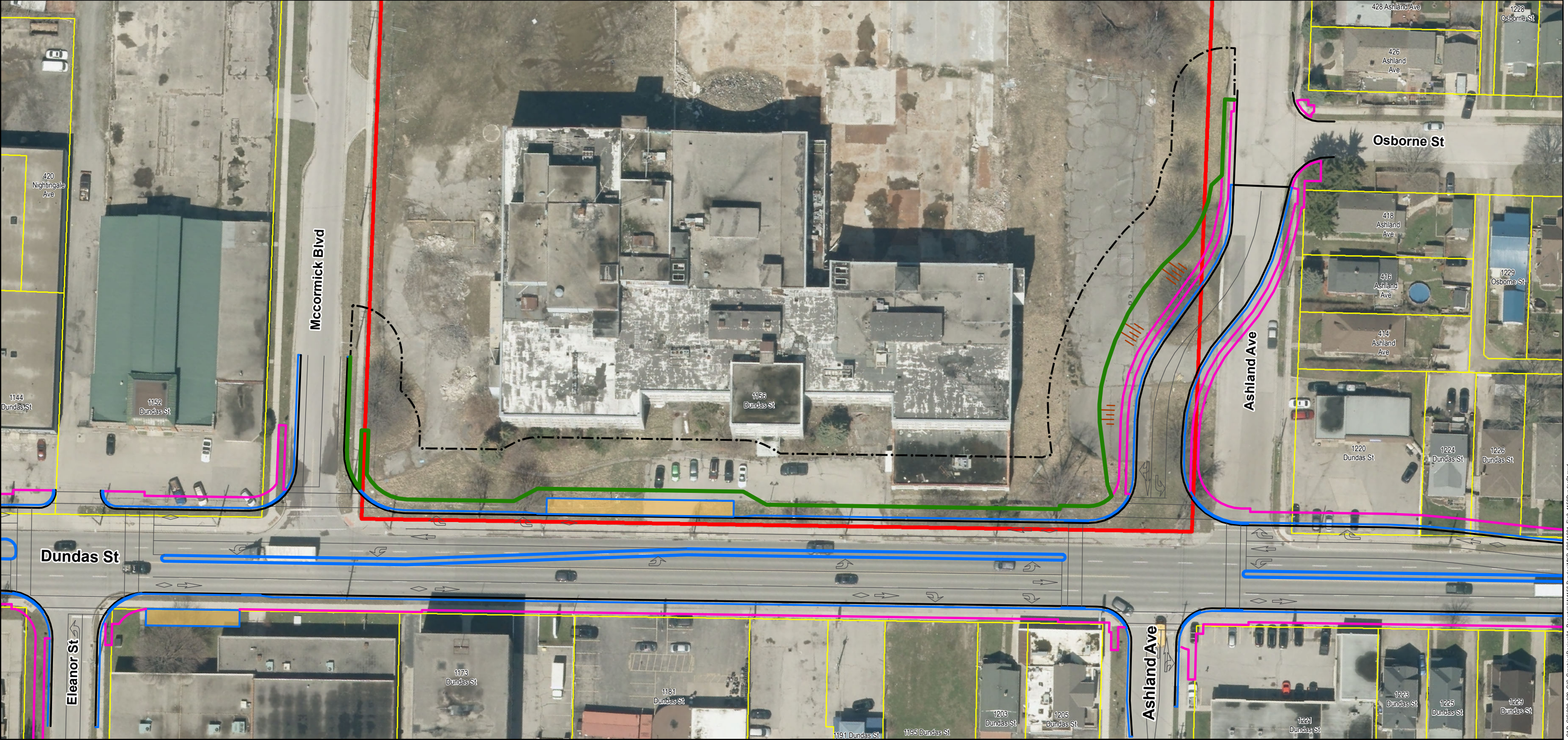
Shifting the bus stop platform to the proposed western position (**Appendix B-1.3**) was the least likely to obstruct views of the façade and main entrance, as it would not obstruct the view of the main entrance especially when viewed from an western approach. In addition, this location is set back further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

90% Detailed Design

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

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

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



Legend

- Edge of Pavement
- Edge of Zone of Influence (11 m Vibration Zone)
- Curb
- Grading
- Lane Markings
- Sidewalk
- Platform
- Parcel Boundary
- Subject Property



Map Location

HERITAGE IMPACT ASSESSMENT
1156 DUNDAS 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

Meters

DATUM: NAD 1983 UTM Zone 17N

December 2022

1:800
* when printed 11"x17"

Source: MNR 2020
Image: City of London 2022, Sources: Esri, HERE, Garmin,
USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI,
Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC,
(c) OpenStreetMap contributors, and the GIS User

AECOM

Figure 3

This drawing has been prepared for the use of AECOM's client and may not be used, reproduced or
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6.2 Assessment of Impacts

6.2.1 Screening for Potential Impacts

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

- Destruction, removal, or relocation of any, or part of any, significant heritage attributes or features
- Alteration that is not sympathetic, or is incompatible, with the historic fabric or appearance
- Shadows created that alter the appearance of a heritage attribute or change the exposure or visibility of a natural feature or plantings, such as a garden
- Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship
- Direct or indirect obstruction of significant views or vistas from, within, or to a built or natural heritage feature
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource³

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

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

6.2.2 Impact Assessment Approach

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

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

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

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

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

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

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

6.2.3 Assessment of Impacts

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

Table 2: Impact Assessment – 1156 Dundas Street

Impact	Discussion of Impacts
Destruction, removal or relocation	No Adverse Impact. The project will not result in the destruction, removal, or relocation of any heritage attributes of the Subject Property.
Alteration	No Adverse Impact. The project will not result in the alteration of any heritage attributes of the Subject Property.
Shadows	No Adverse Impact. The project will not result in any negative shadow impacts on the Subject Property.
Isolation	No Adverse Impact. The project will not result isolate any heritage attributes from its surrounding environment within the Subject Property.
Direct or indirect obstruction of significant views	No Adverse Impact. The 90% Detailed Design (Figure 3) shows that the footprint of a bus stop platform is situated on the new edge of right-of-way of Dundas Street, between the main entrance of the McCormick's Factory and the proposed transit lane that permits right turns onto McCormick Boulevard. The proposed concrete bus stop platform is 40 m in length and will include a 12 m bus shelter that will be constructed primarily of glass and aluminium framing, and a 4 m amenities cabinet module. Although views of the building from the public realm are not a heritage attribute of the property (see Section 4.1), AECOM and Dillon Consulting plans to situate the station so that it does not align or block views of the main entrance and its canopy from the public realm. Through correspondence with AECOM, the 12 m bus shelter will be located at the western portion of the 40 m bus stop platform. The five storey 1913-1914 building (part of the original E-shaped plan) will be located behind the proposed station, the building is setback 13 m from the proposed station. However, due to the relatively small size and scale of the transit station (4.63 metres in height), largely constructed of glass with aluminum framing, it will not cause any adverse visual impacts to the property. Locating these elements to the far west on the platform as possible will also ensure the view of the main entrance is not obstructed when viewed from the public realm. The main entrance when approaching from the west will not be obstructed by the station in anyway. Therefore, the proposed location of the 40 m bus stop platform with station, will not adversely obstruct the view of the McCormick's Factory, which includes the façade and main entrance of the building.
A change in land use	No Adverse Impact. Based on the 90% Detailed Design (Figure 3), the impacts to 1156 Dundas Street are limited to a small portion of land along the southern and eastern edges of the property (totalling 1994 m ² of the Subject Property), adjacent to the Dundas Street and Ashland Avenue rights-of-way. Although this portion of land will be acquired for the project and used for transit purposes, the acquisition will not impact any of the heritage attributes of the property and will not change the overall land use of the Subject Property.

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

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

7. Assessment of Mitigation Options

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

8. Conclusion and Recommendations

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

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

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

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

8.1 Vibration Impacts and Monitoring

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

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

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

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

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

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

9. Sources

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Appendix **A**

Photographs



Photograph 7:

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



Photograph 8:

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



Photograph 9:

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



Photograph 10:

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



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



Photograph 12:

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



Photograph 13:

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



Photograph 14:

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



Photograph 15:

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



Photograph 16:

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



Photograph 17:

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



Photograph 18:

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



Photograph 19:

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



Photograph 20:

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

Appendix **B**

Map of the 50% Detailed Design and the Subject Property



Legend

- Edge of Pavement
- Curb
- Lane Markings
- Sidewalk
- Platform
- Parcel Boundary
- Subject Property



HERITAGE IMPACT ASSESSMENT

1156 DUNDAS STREET

CITY OF LONDON RT - EAST LINK

Map of the 50% Detailed Design and the Subject Property

010203040

Meters

DATUM: NAD 1983 UTM Zone 17N

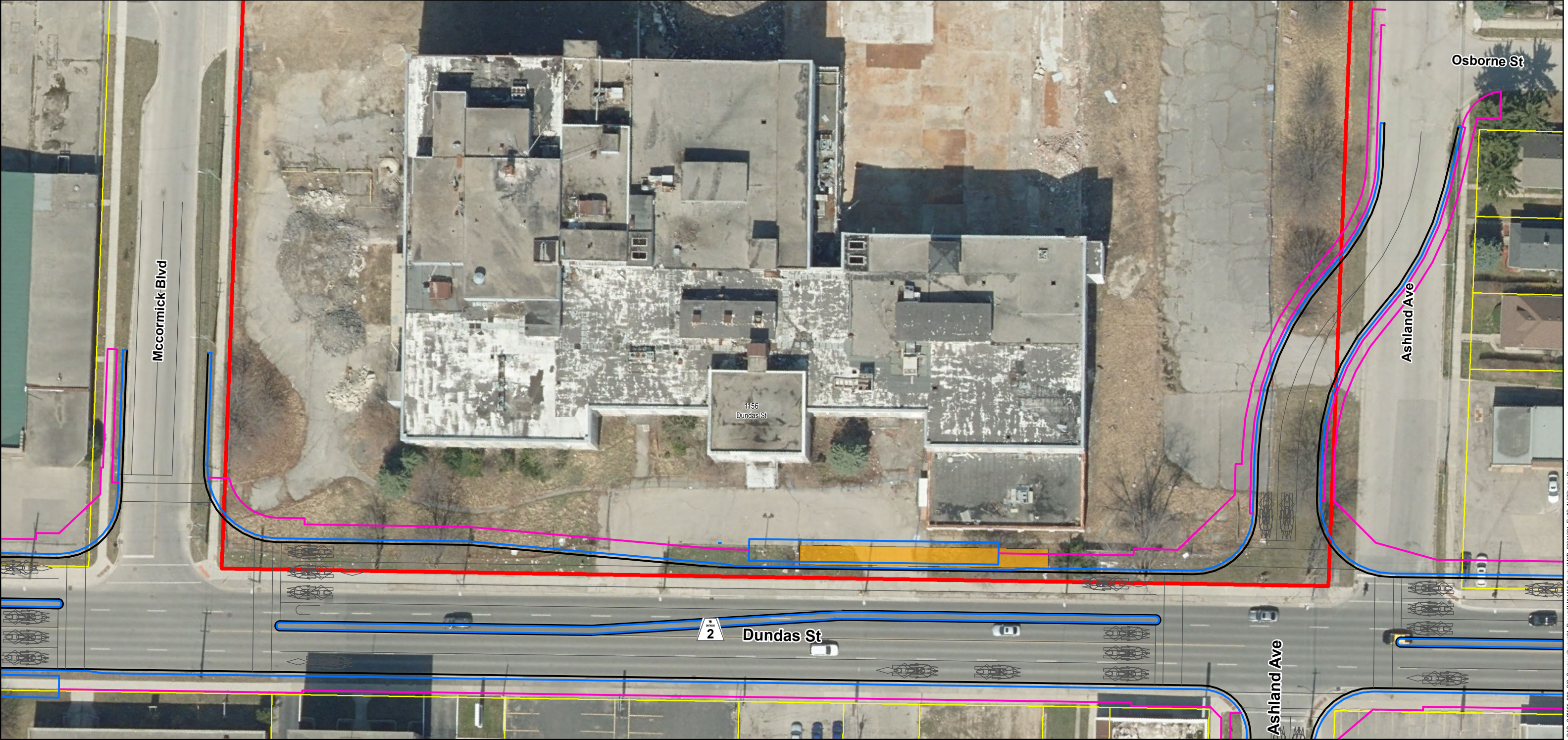
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Map Location

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Legend

- Edge of Pavement
- Curb
- Lane Markings
- Sidewalk
- Platform
- Parcel Boundary
- Subject Property



HERITAGE IMPACT ASSESSMENT

1156 DUNDAS STREET

CITY OF LONDON RT - EAST LINK

Map of the 50% Detailed Design and the Subject Property

0 5 10 20 30 40

Meters

DATUM: NAD 1983 UTM Zone 17N

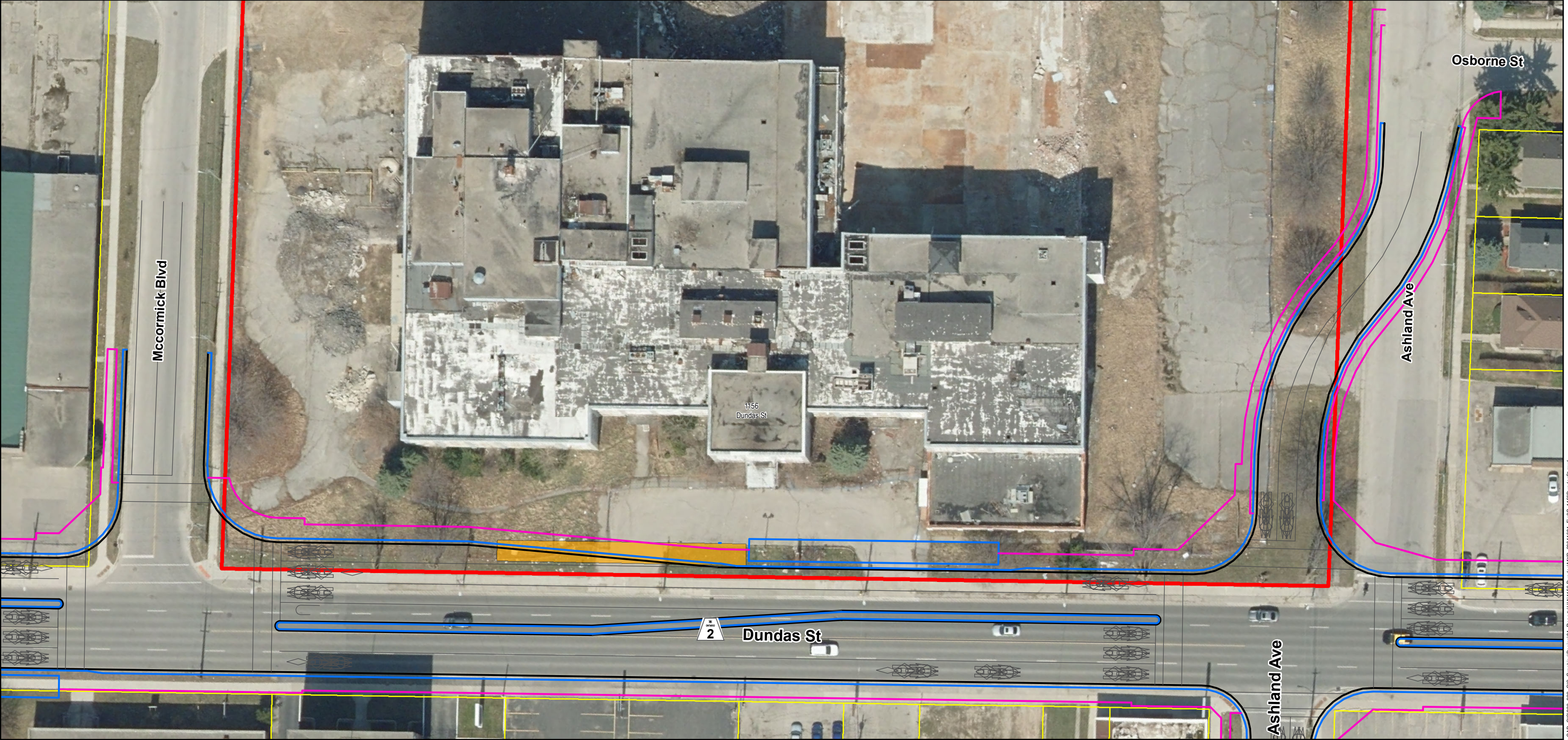
June 2022	1:600 * when printed 11"x17"	Source: MNRFP 2020 Image: City of London 2021, Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User
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Legend

- Edge of Pavement
- Curb
- Lane Markings
- Sidewalk
- Platform
- Parcel Boundary
- Subject Property



HERITAGE IMPACT ASSESSMENT

1156 DUNDAS STREET

CITY OF LONDON RT - EAST LINK

Map of the 50% Detailed Design and the Subject Property

010203040

Meters

DATUM: NAD 1983 UTM Zone 17N

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Liam Ryan, MES
Cultural Heritage Planner
liam.ryan@aecom.com

Jeremy Parsons, MA, CAHP
Cultural Heritage Specialist
jeremy.parsons@aecom.com

Tara Jenkins, MA, GPCertCHS, CAHP
Cultural Heritage Specialist
D +1-226-377-2838
tara.jenkins@aecom.com

AECOM Canada Ltd.
410 – 250 York Street, Citi Plaza
London, ON N6A 6K2
Canada

T: 519.673.0510
F: 519.673.5975
www.aecom.com