CITY OF LONDON

STAGE 1
ARCHAEOLOGICAL ASSESSMENT
LONDON RAPID TRANSIT CORRIDOR

CITY OF LONDON, MIDDLESEX COUNTY, PROVINCE OF ONTARIO

Submitted to:
City of London, Purchasing and Supply
P.O. BOX 5035
London, Ontario N6A 4L9

REVISED REPORT      APRIL 14, 2016
June 2, 2017

City of London
300 Dufferin Avenue, PO Box 5035
London, Ontario
N6A 4L9

Attention: Mr. Doug MacRae, Division Manager, Transportation and Planning

Dear Mr. MacRae:

Subject: London Rapid Transit Project
Environmental Impact Study

IBI Group and WSP Canada Inc. (WSP) have been retained to develop a Rapid Transit Master Plan for the City of London. To inform planning, design and routing for the proposed RT system, WSP prepared a Stage 1 Archaeological Assessment Report and Built Heritage Overview (existing properties) which summarized available data from past studies and current field investigations to help understand the existing environmental conditions and potential constraints within the Study Area. This report, dated April 14, 2016, focused on cultural heritage features directly impacted by the preliminary transit corridors and was used in the determination of the preferred option.

The Rapid Transit (RT) corridors, as detailed in the Rapid Transit Master Plan and approved by London City Council on May 16, 2017, incorporate changes to the routes examined in the Stage 1 assessment and Built Heritage Overview. Additional Archaeological Assessments and Built Heritage and Cultural Heritage Landscapes Assessments will be completed as part of the Transit Project Assessment Process (TPAP) to address the areas that have changed. Particular focus will be given to areas where the proposed infrastructure is likely to extend beyond the existing road allowance into areas of archaeological potential and adjacent to (or impacting) properties containing cultural heritage value or interest. The existing conditions and potential for negative impacts associated with the approved RT corridors, will be described and assessed in the TPAP. Measures to avoid, minimize and/or mitigate identified impacts will be provided as part of the TPAP.

Yours sincerely,

Douglas Yahn, MES, CAHP
National Archaeology and Heritage Lead, Environment

DAY/ef
EXECUTIVE SUMMARY

WSP Canada Inc. was retained by the City of London to conduct a Stage 1 Archaeological Assessment without Property Inspection of the proposed Rapid Transit Corridor (RTC) location in the City of London, Province of Ontario.

This archaeological assessment has been triggered by the City of London’s intent to proceed with development. The City of London is the approval authority under the Planning Act. The approval process includes the requirement for an archaeological assessment as one of the conditions for development approval to ensure that the proponent meets their legal obligations under the Ontario Heritage Act.

Archaeological activities were carried out in accordance with the Standards and Guidelines for Consultant Archaeologists (Ministry of Tourism, Culture and Sport 2011). This study involved a review of documents pertaining to the property including historic maps, aerial photographs and local histories. A property inspection was conducted on September 18, 2015 to review ground conditions in the study area. Mapping represents an archaeological potential model.

Archaeological recommendations have been made based on the background historic research, locations of known or registered archaeological sites, previous archaeological assessments, indicators of archaeological potential, and property inspection. These recommendations include the following:

1) Areas of archaeological potential within the impact area requiring Stage 2 test pit survey are shown in Figures 3-2 to 3-18 (inclusive). For areas where potential exists for the presence of deeply buried sites, alternative strategies may be required (Section 2.1.7). No further archaeological assessment is recommended for the remainder of the impact area based on the design at the time of this report.

2) Stage 3 Archaeological Assessment is recommended for all lands to be impacted within 10m of cemetery boundaries. This assessment must be preceded by a Stage 2 survey as warranted, regardless of the level of disturbance noted in the area adjacent to the cemetery.

3) Should route design change to include property outside of the current impact area, Stage 2 assessment may be required. Route changes must be subjected to Stage 1 assessment to determine Stage 2 requirements.

4) Should previously undocumented archaeological resources be encountered during development, they may represent a new archaeological site. The proponent or person discovering the archaeological resources must cease alteration immediately and engage a consultant archaeologist to carry out archaeological fieldwork.
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1  PROJECT CONTEXT</td>
<td>1</td>
</tr>
<tr>
<td>1.1 OBJECTIVES</td>
<td>1</td>
</tr>
<tr>
<td>1.2 DEVELOPMENT CONTEXT</td>
<td>1</td>
</tr>
<tr>
<td>1.3 HISTORICAL CONTEXT</td>
<td>1</td>
</tr>
<tr>
<td>1.3.1 HISTORIC DOCUMENTATION</td>
<td>1</td>
</tr>
<tr>
<td>1.3.2 PRE-CONTACT PERIOD</td>
<td>1</td>
</tr>
<tr>
<td>1.3.3 THE POST CONTACT PERIOD</td>
<td>3</td>
</tr>
<tr>
<td>1.3.4 SUMMARY</td>
<td>4</td>
</tr>
<tr>
<td>1.4 ARCHAEOLOGICAL CONTEXT</td>
<td>4</td>
</tr>
<tr>
<td>1.4.1 CURRENT CONDITIONS</td>
<td>4</td>
</tr>
<tr>
<td>1.4.2 PHYSIOGRAPHY</td>
<td>4</td>
</tr>
<tr>
<td>1.4.3 PREVIOUS ARCHAEOLOGICAL ASSESSMENTS</td>
<td>5</td>
</tr>
<tr>
<td>1.4.4 REGISTERED ARCHAEOLOGICAL SITES</td>
<td>5</td>
</tr>
<tr>
<td>1.4.5 SUMMARY</td>
<td>9</td>
</tr>
<tr>
<td>1.5 BUILT HERITAGE AND CULTURAL HERITAGE LANDSCAPES</td>
<td>9</td>
</tr>
<tr>
<td>2  FIELD METHODS</td>
<td>9</td>
</tr>
<tr>
<td>2.1 PROPERTY INSPECTION</td>
<td>9</td>
</tr>
<tr>
<td>2.2 RECORD OF FINDS</td>
<td>16</td>
</tr>
<tr>
<td>2.3 INVENTORY OF DOCUMENTATION RECORDS</td>
<td>16</td>
</tr>
<tr>
<td>3  ANALYSIS AND CONCLUSIONS</td>
<td>17</td>
</tr>
<tr>
<td>3.1 ARCHAEOLOGICAL POTENTIAL</td>
<td>17</td>
</tr>
<tr>
<td>3.2 CONCLUSIONS</td>
<td>20</td>
</tr>
</tbody>
</table>
APPENDICES

Appendix A  Features Indicating Archaeological Potential
Appendix B  Photograph Locations
# Project Personnel

<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Manager/ Field Director</td>
<td>Douglas A. Yahn, M.E.S. (P365)</td>
</tr>
<tr>
<td>Field Director</td>
<td>Dale Langford, M.E.S. (R474)</td>
</tr>
<tr>
<td>Field Director Senior Archaeologist</td>
<td>Dale Langford</td>
</tr>
<tr>
<td>Intermediate Archaeologist</td>
<td>Dale Langford</td>
</tr>
<tr>
<td>Report Preparation</td>
<td>Douglas A. Yahn</td>
</tr>
<tr>
<td></td>
<td>Dale Langford</td>
</tr>
<tr>
<td>Mapping/GIS</td>
<td>Tanya Peterson</td>
</tr>
<tr>
<td>GIS Technician</td>
<td>Dale Langford</td>
</tr>
</tbody>
</table>
1 PROJECT CONTEXT

1.1 OBJECTIVES

The objective of a Stage 1 background study is to evaluate in detail the property's archaeological potential, which will support recommendations for Stage 2 survey for all or parts of the property and to recommend appropriate strategies for Stage 2 survey (if required). In support of the determination of archaeological potential, the Stage 1 will provide information about the property's geography, history, previous archaeological fieldwork and current land condition. The Stage 2 survey provides an overview of archaeological resources on the property and a determination of whether any of the resources may be artifacts and archaeological sites with cultural heritage value or interest.

1.2 DEVELOPMENT CONTEXT

WSP Canada Inc. was retained by the City of London to conduct a Stage 1 Archaeological Assessment without Property Inspection of the proposed Rapid Transit Corridor (RTC) location in the City of London, Province of Ontario.

This archaeological assessment has been triggered by the City of London’s intent to proceed with development. The City of London is the approval authority under the Planning Act. The approval process includes the requirement for an archaeological assessment as one of the conditions for development approval to ensure that the proponent meets their legal obligations under the Ontario Heritage Act.

This archaeological assessment was carried out during the pre-approval stage of the process; therefore proposed route design mapping was used for this assessment. The boundaries of the assessment correspond to maps developed during preliminary route design. The boundaries do not correspond to legally surveyed lots. The study area is located on publicly accessible lands, therefore no permissions to enter the property were required prior to property inspection.

The study area is defined as an approximately 500m wide corridor bounding the proposed RTC (Figures 2-2 to 2-28). The areas to be impacted by development have been determined to be contained within the existing road right-of-way (approximately 5m from edge of pavement) and form the basis for recommendations of Stage 2 survey (Figures 3-2 to 3-18).

1.3 HISTORICAL CONTEXT

1.3.1 HISTORICAL DOCUMENTATION

The property is located in the City of London, County of Middlesex in the Province of Ontario. The City of London Archaeological Master Plan (1996) provides a starting point from which Stage 1 archaeological assessments can be based. This is then built upon by consulting historical documents (such as maps and land records) and conducting on-site property inspections to confirm ground conditions. The following sections will provide a brief synopsis of the pre-contact and post-contact development of the London area.

1.3.2 PRE-CONTACT PERIOD

Paleoindian period populations were the first to occupy what is now southern Ontario, moving into the region following the retreat of the Laurentide Ice Sheet approximately 11,000 years
before present (BP). The first Paleoindian period populations to occupy southern Ontario are referred to as Early Paleoindians (Ellis and Deller 1990:39).

Early Paleoindian period groups are identified by their distinctive projectile point morphologies, exhibiting long grooves, or ‘flutes’, that likely functioned as a hafting mechanism. These Early Paleoindian group projectile morphologies include Gainey (ca. 10,900 BP), Barnes (ca. 10,700), and Crowfield (ca. 10,500) (Ellis and Deller 1990:39-43). By approximately 10,400 BP Paleoindian projectile points transitioned to various un-fluted varieties such as Holocombe (ca. 10,300 BP), Hi-Lo (ca. 10,100 BP), and Unstemmed and Stemmed Lanceolate (ca. 10,400 to 9,500 BP). The morphologies were utilized by Late Paleoindian period groups (Ellis and Deller 1990:40).

Both Early and Late Paleoindian period populations were highly mobile, participating in the hunting of large game animals. Paleoindian period sites often functioned as small campsites (less than 200m²) where stone tool production and maintenance occurred (Ellis and Deller 1990).

By approximately 8,000 BP the climate of Ontario began to warm. As a result, deciduous flora began to colonize the region. With this shift in flora came new faunal resources, resulting in a transition in the ways populations exploited their environments. This transition resulted in a change of tool-kits and subsistence strategies recognizable in the archaeological record, resulting in what is referred to archaeologically as the Archaic period. The Archaic period in southern Ontario is divided into three phases: the Early Archaic (ca. 10,000 to 8,000 BP), the Middle Archaic (ca. 8,000 to 4,500 BP), and the Late Archaic (ca. 4,500 to 2,800 BP) (Ellis et al. 1990).

The Archaic period is differentiated from earlier Paleoindian populations by a number of traits such as: 1) an increase in tool stone variation and reliance on local tool stone sources, 2) the emergence of notched and stemmed projectile point morphologies, 3) a reduction in extensively flaked tools, 4) the use of native copper, 5) the use of bone tools for hooks, gorges, and harpoons, 6) an increase in extensive trade networks, and 7) the production of ground stone tools. Also noted is an increase in the recovery of large woodworking tools such as chisels, adzes, and axes (Ellis et al. 1990:65-66). The Archaic period is also marked by population growth. Archaeological evidence suggests that by the end of the Middle Archaic period (ca. 4,500 BP) populations were steadily increasing in size (Ellis et al 1990).

By the Late Archaic period (4,500 to 2,800 BP) populations were utilizing broader subsistence practice. From spring to fall, settlements would exploit lakeshore/riverine locations where a broad-based subsistence strategy could be employed, while the late fall and winter months would be spent at interior site where deer hunting was likely a primary focus with some wild edibles likely being collected (Ellis et al. 1990:114). This steady increase in population size and adoption of a more localized seasonal subsistence strategy eventually evolved into what is termed the Woodland period.

The Woodland period is characterized by the emergence of ceramic technology for the manufacture of pottery. Similar to the Archaic period, the Woodland period is separated into three primary timeframes: the Early Woodland (approximately 2,800 to 2,000 BP), the Middle Woodland (approximately 2,000 to 1,300/1,100 BP), and the Late Woodland (approximately 1,100 to 400 BP) (Spence et al. 1990; Fox 1990).

The Early Woodland period is represented in southern Ontario by two different cultural complexes: the Meadowood Complex (ca. 2,900 to 2,500 BP), and the Middlesex Complex (ca. 2,500 to 2,000 BP). During this period the life ways of Early Woodland population differed little from that of the Late Archaic with hunting and gathering representing the primary
subsistence strategies. The pottery of this period is characterized by its relatively crude construction and lack of decorations. These early ceramics exhibit cord impressions likely resulting from the techniques used during manufacture (Spence et al. 1990).

The Middle Woodland period is differentiated from the Early Woodland period by changes in lithic tool morphologies (projectile points) and the increased elaboration of ceramic vessels (Spence et al. 1990). In southern Ontario the Middle Woodland is observed in three different cultural complexes: the Point Peninsula Complex to the north and northeast of Lake Ontario, the Couture Complex near Lake St. Claire, and the Saugeen Complex throughout the remainder of southern Ontario. These groups can be identified by their use of either dentate or pseudo-scalloped ceramic decorations. It is by the end of the Middle Woodland period that archaeological evidence begins to suggest the rudimentary use of maize (corn) horticulture (Warrick 2000).

The adoption and expansion of maize horticulture during the Late Woodland period allowed for an increase in population size, density, and complexity among Late Woodland populations. As a result, a shift in subsistence and settlement patterns occurred, with the adoption of a more sedentary village life and reliance on maize horticulture, with beans, squash, and tobacco also being grown (Racher 2014). Nearing the end of the Late Woodland Period (approximately 600 AD) villages reached their maximum size. During this period, increased warfare resulted in the development of larger villages with extensive palisades.

Early contact with European settlers at the end of the Late Woodland, Late Ontario Iroquoian period resulted in extensive change to the traditional lifestyles of most populations inhabiting southern Ontario.

1.3.3 THE POST CONTACT PERIOD

The post-contact history of London began in 1793 when Lieutenant-Governor John Graves Simcoe set aside portions of land at the Forks of the Thames as the province of Ontario’s Capital. This plan would not come to fruition, as Toronto was later selected to be the province capital. Instead it was decided that London would serve as the administrative seat for the London District; Vittoria, which had until 1925 served this purpose, had become too removed from the clusters of villages and towns that were spreading north from Lake Erie.

In 1826 Colonel Talbot selected a location for the new government building (on the site of the Old Court House) and the area surveyed by Colonel Mahlon Burwell. With the government building complete, officials began to move into the area. With these officials came an influx of merchants, shopkeepers, and hostel keepers.

The start of the Mackenzie Rebellion in 1837 provided a significant stimulus for the growth of London. It was decided that a new military garrison would be constructed in the community, bringing with it increased military spending and population. The result of this growth was the incorporation of London as a town in 1840. The newly incorporated town continued to experience rapid growth, spurred on by the expansion of railway lines. By 1855 the Town had reached the point where it could be incorporated as a city.

The growth of the city continued throughout the remainder of the 19th century, stalling only briefly during a depression period in 1857. By the mid 1870’s, much of the downtown core had assumed the form it would maintain into the 1960’s. This growth would continue throughout the 20th century. The continued development of London has resulted in the mix of historic and modern architecture currently present within the city’s main downtown area. Figures 4-2 to 4-12 illustrate this development by comparing the 1881 (revised in 1888) fire insurance plan of London to modern satellite imagery while Figure 5-2 to 5-27 show comparisons with the 1912 (revised in 1922) fire insurance plans.
The location of a variety of businesses within the downtown area was commonplace in the late 1800’s. For example, the lands currently containing Budweiser Gardens had previously been the location of various hotels, warehouses, and a woolen mill. Today these lands consist primarily of paved lots and a sports complex. Throughout the downtown core the numerous small businesses, hotels, and schools that were once common have been replaced by high-rise buildings and parking lots.

This development highlights the transition from small-scale, regional business to that of larger provincial and national companies requiring operational headquarters and larger production and warehouse facilities located on open lands outside of city centres.

Today the City of London serves as one of Ontario’s major cities, being home to over a quarter of a million people, resulting in a growth that continues affect the evolution of the city.

1.3.4 SUMMARY

The city of London has a long history of human occupation spanning from initial migrations following the retreat of glacial ice, to the first contact between Aboriginal and Euro-Canadian peoples. The growth of the City of London following European settlement has resulted in a complex developmental and land-use history. Comparative mapping best illustrates this develop, which has resulted in a unique mix of historic and modern architecture.

1.4 ARCHAEOLOGICAL CONTEXT

1.4.1 CURRENT CONDITIONS

The study area consists of various paved roadways throughout the City of London. Many of these roadways exhibit heavy development along both sides, potential resulting in deep ground disturbance. Other less developed areas consist of manicured lawns, wooded lots, and scrub brush.

1.4.2 PHYSIOGRAPHY

Ecoregions are parts of an ecozone and are characterized by distinctive regional ecological factors including climate, flora, fauna, physiography, soil, water, and land usage.

The property lies in the Mixedwood Plains Ecozone, in the Lake Erie-Lake Ontario Ecoregion (Ecoregion 7E) (Crins et al. 2009). This Ecoregion covers approximately 2.2% of Ontario, spreading from Windsor and Sarnia east to the Niagara Peninsula and Toronto. Climatic and geological characteristics for this ecoregion are provided below, along with a brief description of dominant vegetation and wildlife species.

The climate is hot and moist in the summer and cool in the winter, with a mean annual temperature range of 6.3 to 9.4 degrees Celsius. Limestone bedrock of primarily Devonian and Silurian ages underlays the Ecoregion. Surface topography is generally flat and overlain with deep undulating ground moraine deposits. Historic lakes that once occupied the Ecoregion have left substantial glaciolacustrine deposits in many areas.

The area is comprised primarily of land converted for pasture and agricultural uses (~78%) and urban/developed land (~7%). Forest cover in the remaining areas consists primarily of dense deciduous (10.3%), sparse deciduous (1.0%), and mixed deciduous forest. This limited forest cover means that forest fires are rare and small within the ecoregion.

The flora and fauna of Ecoregion 7E are the most diverse in Canada. Characteristic mammals, birds, reptiles and fish include white-tailed deer, northern racoon, striped skunk,
Virginia opossum, green heron, Virginia rail, Cooper’s hawk, eastern kingbird, willow flycatcher, brown thrasher, yellow warbler, common yellowthroat, northern cardinal, savannah sparrow, red-backed salamander, American toad, eastern Gartersnake, Midland painted turtle, longnose gar, channel catfish, smallmouth bass, yellow perch, walleye, northern hog sucker, banded killifish, and spot tail shiner. Ecoregion 7E also contains the majority of Ontario’s species at risk due to the vast urbanization and habitat loss.

Species at risk in Ecoregion 7E include the Acadian flycatcher, king rail, prothonotary warbler, hooded warbler, spiny softshell turtle, blue racer, and smallmouth salamander.

1.4.3 PREVIOUS ARCHAEOLOGICAL ASSESSMENTS

Two archaeological assessments have been conducted within 50m of the current study area (Table 1). These investigations consisted of one Stage 1 assessment and one Stage 1-2 assessment, both completed by Timmins Martelle Heritage Consultants Inc. (TMHC). A request was submitted for the two reports. At the time of writing this report only one assessment report had been made available (Timmins Martelle Heritage Consultants Inc. 2015). A request to the MTCS for the second report is pending.

A Stage 1 archaeological assessment was conducted on lands north of the impact area in July 2014. The results of this assessment indicated that the study area exhibited archaeological potential and that Stage 2 testing was required for all undisturbed lands within the study area.

<table>
<thead>
<tr>
<th>Year</th>
<th>Title</th>
<th>Researcher</th>
<th>Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>Stage 1 &amp; 2 Archaeological Assessment, Queens Park Improvements, Part of Lot 11, Concession C, Geographic Township of London, City of London, Middlesex County, Ontario</td>
<td>Timmins Martelle Heritage Consultants Inc.</td>
<td>Not Available</td>
</tr>
<tr>
<td>2015</td>
<td>Stage 1 Archaeological Assessment 710 Proudfoot Lane Part of Lot 20, Concession 2 Geographic Township of London Former County of Middlesex now Parts 5 &amp; 6 of Registered Plan 216(C) Now City of London, Ontario</td>
<td>Timmins Martelle Heritage Consultants Inc.</td>
<td>Stage 2 required for manicured lawn area</td>
</tr>
</tbody>
</table>

1.4.4 REGISTERED ARCHAEOLOGICAL SITES

A total of 59 registered archaeological sites are located within 1km of the study area. This includes site of both pre-contact and post-contact cultural affiliation. No registered archaeological sites are located within the impact area.

A summary of registered sites within 1km of the study area can be found in Table 2.
<table>
<thead>
<tr>
<th>Borden Number</th>
<th>Cultural Affiliation</th>
<th>Site Type</th>
<th>Researcher</th>
</tr>
</thead>
<tbody>
<tr>
<td>AfHh-13</td>
<td>Unknown Pre-Contact</td>
<td>Campsite</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AfHh-14</td>
<td>Unknown Pre-Contact</td>
<td>Campsite</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AfHh-62</td>
<td>Late Archaic</td>
<td>Find Spot</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology) 1983</td>
</tr>
<tr>
<td>AgHh-72</td>
<td>Euro-Canadian</td>
<td>Unknown</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-74</td>
<td>Early Woodland</td>
<td>Find Spot</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-86</td>
<td>Unknown Pre-Contact</td>
<td>Find Spot</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AfHh-23</td>
<td>Unknown Pre-Contact</td>
<td>Campsite</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AfHh-230</td>
<td>Unknown Pre-Contact</td>
<td>Find Spot</td>
<td>London Museum of Archaeology</td>
</tr>
<tr>
<td>AfHh-231</td>
<td>Unknown Pre-Contact</td>
<td>Find Spot</td>
<td>London Museum of Archaeology</td>
</tr>
<tr>
<td>AfHh-232</td>
<td>Unknown Pre-Contact</td>
<td>Unknown</td>
<td>London Museum of Archaeology</td>
</tr>
<tr>
<td>AfHh-233</td>
<td>Late Woodland Iroquoian</td>
<td>Campsite</td>
<td>London Museum of Archaeology, Timmins Martelle Heritage Consultants</td>
</tr>
<tr>
<td>AfHh-238</td>
<td>Late Woodland Iroquoian</td>
<td>Campsite</td>
<td>London Museum of Archaeology, Timmins Martelle Heritage Consultants</td>
</tr>
<tr>
<td>AgHh-85</td>
<td>Late Woodland Iroquoian</td>
<td>Lithic Scatter</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AfHh-239</td>
<td>Unknown Pre-Contact</td>
<td>Find Spot</td>
<td>London Museum of Archaeology</td>
</tr>
<tr>
<td>AgHh-14</td>
<td>N/A</td>
<td>N/A</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AfHh-245</td>
<td>Unknown Pre-Contact</td>
<td>Find Spot</td>
<td>N/A</td>
</tr>
<tr>
<td>AgHh-88</td>
<td>Late Archaic Broad Point</td>
<td>Find Spot</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-89</td>
<td>Middle Woodland</td>
<td>Find Spot</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>ID</td>
<td>Period</td>
<td>Feature</td>
<td>Museum</td>
</tr>
<tr>
<td>------</td>
<td>---------------------------------</td>
<td>--------------------</td>
<td>-------------------------------------------</td>
</tr>
<tr>
<td>AgHh-90</td>
<td>Middle Woodland</td>
<td>Find Spot</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-91</td>
<td>Middle Woodland</td>
<td>Find Spot</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-83</td>
<td>Unknown Pre-Contact</td>
<td>Lithic Scatter / Cabin</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-87</td>
<td>Unknown Pre-Contact</td>
<td>Unknown</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-92</td>
<td>Middle Woodland</td>
<td>Campsite</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-93</td>
<td>Unknown Pre-Contact</td>
<td>Find Spot</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-94</td>
<td>Late Woodland, Early Iroquoian</td>
<td>Campsite</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-8</td>
<td>N/A</td>
<td>Find Spot</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AfHh-244</td>
<td>Euro-Canadian</td>
<td>Military</td>
<td>D.R. Poulton &amp; Associates Inc.</td>
</tr>
<tr>
<td>AfHh-298</td>
<td>Unknown Pre-Contact</td>
<td>Lithic Scatter</td>
<td>Jim Wilson</td>
</tr>
<tr>
<td>AfHh-363</td>
<td>Euro-Canadian</td>
<td>Midden</td>
<td>Frank Dieterman, Timmins Martelle Heritage Consultants Inc.</td>
</tr>
<tr>
<td>AfHh-321</td>
<td>Euro-Canadian</td>
<td>Foundations</td>
<td>Archaeologix Inc.</td>
</tr>
<tr>
<td>AfHh-208</td>
<td>Unknown Pre-Contact</td>
<td>Find Spot</td>
<td>London Museum of Archaeology</td>
</tr>
<tr>
<td>AfHh-22</td>
<td>N/A</td>
<td>N/A</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AfHh-224</td>
<td>Unknown Pre-Contact</td>
<td>Find Spot</td>
<td>London Museum of Archaeology</td>
</tr>
<tr>
<td>AfHh-234</td>
<td>Euro-Canadian</td>
<td>Homestead, Industrial</td>
<td>Archaeologix Inc.</td>
</tr>
<tr>
<td>AfHh-251</td>
<td>Woodland</td>
<td>Lithic Scatter, Ceramic Scatter</td>
<td>Archaeologix Inc.</td>
</tr>
<tr>
<td>AgHh-75</td>
<td>Unknown Pre-Contact</td>
<td>Find Spot</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-77</td>
<td>Late Woodland, Neutral</td>
<td>Ossuary Burial</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-10</td>
<td>Late Woodland, Iroquoian, Neutral</td>
<td>House, Hamlet</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>ID</td>
<td>Description</td>
<td>Type</td>
<td>Location</td>
</tr>
<tr>
<td>--------</td>
<td>------------------------------------------</td>
<td>-------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>AfHh-17</td>
<td>Unknown Pre-Contact Campsite</td>
<td></td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AfHh-182</td>
<td>Euo-Canadian Cemetery, Commercial Building</td>
<td></td>
<td>D.R. Poulton &amp; Associates Inc.</td>
</tr>
<tr>
<td>AgHh-58</td>
<td>Late Woodland, Iroquoian, Neutral Hamlet</td>
<td></td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-64</td>
<td>Late Woodland, Iroquoian, Neutral Hamlet</td>
<td></td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-65</td>
<td>Archaic, Euro-Canadian Find Spot</td>
<td></td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-78</td>
<td>Unknown Pre-Contact, Euro-Canadian Unknown, School</td>
<td></td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-84</td>
<td>Late Woodland, Iroquoian, Neutral Camp, Lithic Scatter, Midden</td>
<td></td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-15</td>
<td>Late Archaic, Early Archaic Campsite</td>
<td></td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-16</td>
<td>Late Woodland, Iroquoian Campsite</td>
<td></td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-19</td>
<td>Unknown Pre-Contact Campsite</td>
<td></td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-20</td>
<td>N/A</td>
<td>Find Spot</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-22</td>
<td>N/A</td>
<td>N/A</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-23</td>
<td>Late Woodland, Iroquoian, Neutral Campsite</td>
<td></td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-24</td>
<td>Late Archaic, Early Woodland N/A</td>
<td></td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-33</td>
<td>N/A</td>
<td>N/A</td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-37</td>
<td>Unknown Pre-Contact Find Spot</td>
<td></td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AgHh-40</td>
<td>Late Archaic, Early Archaic, Late Woodland Campsite</td>
<td></td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
<tr>
<td>AfHh-15</td>
<td>Unknown Pre-Contact Campsite</td>
<td></td>
<td>Museum of Indian Archaeology (now the London Museum of Archaeology)</td>
</tr>
</tbody>
</table>
1.4.5 SUMMARY
A large portion of the project area has been heavily impacted by the growth and development of the City of London. Various infrastructure and property development projects have resulted in the removal of archaeological potential due to deep and extensive ground disturbance. This development has also resulted in the identification of a number of archaeological sites in close proximity to the project area.

1.5 BUILT HERITAGE AND CULTURAL HERITAGE LANDSCAPES
Concurrent with the Archaeological Assessment, a Screening for Impacts to Built Heritage and Cultural Heritage Landscapes was conducted for as part of the Environmental Assessment (EA) process. The evaluation was prepared in accordance with Ministry of Tourism, Culture and Sport requirements and included contacting the municipality regarding listed or inventoried properties within the site area or known heritage sensitivities based on provincial interest or significance. Listed and inventories properties are shown on Figures 2-1 to 2-28. At the time of this report, it is understood that a Heritage Impact Assessment (HIA) or Cultural Heritage Evaluation Reports (CHERs) are not necessarily required. Should a Heritage Impact Assessment (HIA) or Cultural Heritage Evaluation Report (CHER) be required, it will constitute an additional report. Identified heritage properties and heritage districts form a component of this archaeological assessment.

2 FIELD METHODS
In order to effectively address archaeological potential within the project area, the preferred RTC routes were segmented into 27 zones (Figure 2-1). These zones were then reviewed for archaeological potential by combining the City of London’s Archaeological Potential Masterplan (1996), known archaeological sites (with 1km buffer), Heritage Conservation Districts, and buildings listed in London’s Built Heritage Inventory with a base map of the preferred RTC routes (Figures 2-2 to 2-28). A property inspection was then conducted in order to gain first-hand knowledge of its geography, topography, and current condition and to evaluate the archaeological potential identified in mapping.

2.1 ARCHAEOLOGICAL MAPPING REVIEW AND PROPERTY INSPECTION
Property inspection was conducted on September 18, 2015. Conditions during the inspection were clear, sunny and approximately 18 degrees Celsius allowing for full visibility of all land features. The following provides a summary of archaeological mapping and field observations by study zone (Figures 2-2 to 2-28).

Zone 2-2
Zone 2-2 runs along Oxford Street West from Wonderland Road North to mid-way between Proudfoot Lane and Beaverbrook Avenue. Archaeological potential for this zone occurs due
to the study areas proximity to a primary water source, registered archaeological sites, early cemeteries, and early historic transportation routes. Areas of potential are located along the north and the south of Oxford Street West (Figure 2-2).

Property inspection indicated that the western end of this subzone now contains various shopping complexes and stores, confirming that no archaeological potential exists for this area (Image 1).

East of this are three cemeteries. These include Restmount Cemetery (est. 1933), Or Shalom Cemetery (est. 1888), and Oakland Cemetery (est. 1855). While Restmount and Or Shalom are located close to Oxford Rd. W. and clearly visible, Oakland Cemetery is located further back with a row of trees shielding it from view (Image 2).

Near the eastern edge of this zone is a small creek running adjacent to the roadway (Image 3). The relationship between this stream and Oxford Street West suggests that the original watercourse may have been modified slightly during road early construction. Unfortunately the full extent of this modification and original watercourse is not clear as historic mapping indicates that the watercourse meandered along the roadway similar to its current course. This area is considered to maintain archaeological potential. While not indicated in potential mapping,

Three archaeological sites are located within 1km of zone 2-2. Only one site is within close enough proximity affect modifications to Oxford Street West.

Zone 2-3

Zone 2-3 consists of a portion of Oxford Street West from mid-way between Proudfoot Lane and Beaverbrook Avenue to Cherryhill Boulevard. Archaeological potential in this zone is triggered by the study areas proximity to a primary water source, registered archaeological sites, early cemeteries, and early historic transportation routes. Areas of potential are located along the north and the south of Oxford Street West (Figure 2-3).

Property inspection confirmed archaeological potential for areas north of Oxford Street West in an area overgrown with vegetation (Image 4). This area has had some surficial disturbance along the road right-of-way resulting in grading. Potential along the south of Oxford Street West is present for Oakland and Mount Pleasant cemeteries.

Zone 2-4

Zone 2-4 consists of a portion of Oxford Street West from Cherryhill Boulevard to Rathnally Street (Figure 2-4). This zone contains limited archaeological potential near the preferred roadway, with potential contained to a cluster of residential yards to the south of Oxford Street West and a paved lot to the north. Modern development has resulted in the removal of archaeological potential along the roadway.

Zone 2-5

Zone 2-5 is located along Oxford Street west from Rathnally Street to the west bank of the North Thanes River, and along Warncliffe Road North from McDonald Avenue to Paul Street. Archaeological potential for this zone is derived from its proximity to early historic transportation routes, a primary water source (West Thames River), and a municipal heritage conservation district (Blackfriars-Petersville).
The majority of this potential, however, is either not located within the areas to be impacted by road modifications associated with RTC construction or was observed to hold low archaeological potential following property inspection due to recent disturbance (Images 5-7). Areas identified as holding low archaeological potential following property inspection include the lands immediately adjacent to the railway and sections of the Blackfriars-Petersville Heritage Conservation District. Property inspection confirmed that the zone has been subjected to disturbance associated with road construction and infrastructure.

**Zone 2-6**

Zone 2-6 is located along Warncliffe Road North from Blackfriars Street to Mount Pleasant Avenue. The majority of this study area is contained within the Blackfriars-Petersville Heritage Conservation District. Archaeological potential has been removed for the majority of the property due to modern disturbance.

**Zone 2-7**

Zone 2-7 is located along Warncliffe Road North from Mount Pleasant Avenue to Riverside Drive, and along Riverside Drive to Ridout Street North (via Queens Avenue and Dundas Street). Archaeological potential for this zone is very high due to its proximity to the forks of the Thames River, historically significant properties (Old Court House and Jail), registered archaeological sites (AfHh-182), and the Blackfriars-Petersville and Downtown Heritage Conservation Districts.

Property inspection confirmed that archaeological potential has been removed for the intersection of Warncliffe Road North and Riverside Drive due to modern construction. While a number of parking lots and pathways have been installed along the eastern bank of the Thames River, it is possible that deeply buried archeological resources may exist (Images 8-13). This is especially true for the south side of Riverside Drive, west of the Thames, where historic mapping indicate a number of houses/structures that have since been removed (Figure 5-5).

**Zone 2-8**

Zone 2-8 consists of a large portion of the downtown London area, with proposed RTC routes including: King Street (from Ridout Street North to Wellington Street), Richmond Street (from King Street to Dufferin Avenue), and Clarence Street (from King Street to Dufferin Avenue). This area is part of the Downtown Heritage Conservation District and contains a number of structures listed on the City of London’s Built Heritage Inventory. The historical significance of many of these structures in regards to the development of the City of London gives this area significant archaeological potential (See Figures 4-2 to 4-4 and 5-7 to 5-9). Unfortunately decades of development has resulted in substantial site disturbance resulting from new construction or paving activities (Images 14 and 15). Property inspection conducted for the downtown area was unable to identify whether archaeological potential had been entirely removed for many of these areas, suggesting that some potential may remain for the recovery of deeply buried or covered archaeological deposits.

Some areas exhibit only minor landscaping resulting in high archaeological potential due to their proximity to historic structures, early historic transportation routes, and registered archaeological sites. This includes the lawn areas of St Paul’s Cathedral and St. Peters Cathedral Basilica. Also included in this is the southwest corner of Victoria Park.

Further archaeological potential in the study area is present due to the proximity of 3 registered archaeological sites (AfHh-182, AfHh-234, and AfHh-244). These sites are associated with the early Euro-Canadian occupation of London.
Zone 2-9

Zone 2-9 consist of portions of the Downtown and West Woodfield Heritage Conservation Districts. The proposed RTC route however does not run through these areas being contained to King Street (from Wellington Street to Maitland Street), Waterloo Street (from King Street to Dundas Street), and Dundas Street (from Waterloo Street to Maitland Street).

A number of properties listed in the City of London’s Built Heritage Inventory. However, these properties are interpreted as holding limited archaeological potential based on the City of London’s Archaeological Master Plan (1996). This was confirmed during property inspection as recent development has resulted in significant ground disturbance.

Zone 2-10

The proposed RTC route located in zone 2-10 runs along King Street and Dundas Street from Maitland Street to Lyle Street. These proposed routes do not intersect any areas of archaeological potential. This was confirmed during property inspection which indicated that the proposed route has been impacted by recent development resulting in most areas having been paved or covered in concrete.

Zone 2-11

Zone 2-11 is located along Dundas Street from Lyle Street to Quebec Street, and King Street from Lyle Street to Ontario Street. A number of properties listed in the City of London’s Built Heritage Inventory. However, these properties are interpreted as holding limited archaeological potential based on the City of London’s Archaeological Master Plan (1996).

The City of London’s Archaeological Master Plan (1996) indicates that two sections of property hold archaeological potential. This includes the landscaped portions of the Wester Fair Raceway (Images 16 and 17) along Dundas Street and a paved lot at the corner of King Street and Rectory Street.

Zone 2-12

Zone 2-12 is located along Dundas Street from Quebec Street to McCormick Boulevard. Archaeological potential for this zone is limited to the landscaped portions of the Western Fair Raceway. Property inspection confirmed that the remainder of this zone has been heavily impacted by recent development.

Zone 2-13

Zone 2-13 is located along Dundas Street from McCormick Boulevard to Highbury Avenue North, and 500m north along Highbury Avenue North from Dundas Street. This zone has been heavily impacted by recent development, removing archaeological potential.

Zone 2-14

Zone 2-14 is located along Highbury Avenue North to Oxford Street East, and along Oxford Street East from Highbury Avenue to mid-way between Second Street and Third Street. While the City of London’s Archaeological Master Plan (1996) does not identify archaeological potential, the proximity of the proposed RTC route to early Euro-Canadian structures and transportation routes suggests archaeological potential for all undisturbed sediments in this zone.
Zone 2-15

Zone 2-15 is located along Oxford Street East from mid-way between Second and Third Street and Clarke Road. Archaeological potential for this zone is present due to the proximity of primary water source (re-routed stream visible on historic mapping), early transportation routes, and historic Euro-Canadian Settlements. Property inspection identified a number of areas where recent development has resulted in extensive ground disturbance. These areas no longer exhibit archaeological potential.

Zone 2-16

Zone 2-16 is located along Richmond Street from Fanshawe Park Road to Western Road. This area holds archaeological potential due to the proximity of numerous archaeological sites of both early contact period Euro-Canadian and pre-contact First Nation origin. Property inspection identified a number of areas where recent development has resulted in extensive ground disturbance. These areas no longer exhibit archaeological potential. The remainder of the undisturbed sediments for this zone hold archaeological potential and will require Stage 2 testing (Image 18).

Zone 2-17

Zone 2-17 is located along Western Road from Richmond Street to 200m south of Windermere Road. Potential in the north of the zone is present due to the proximity of registered archaeological sites and early historic transportation routes. To the south, potential is derived from the proximity of a primary water source, historic Euro-Canadian structures, and early historic transportation routes.

Property inspection indicated that sediments along Western Road from Richmond Street to Windermere Road have been impacted by modern disturbance.

Zone 2-18

Zone 2-18 is located along Elgin Road and Middlesex Drive, running through the University of Western Ontario to University Drive. The majority of this zone holds low archaeological potential due to modern ground disturbance. Undisturbed sediments to the north and south of the zone exhibit potential due to the proximity of a registered archaeological site (AgHh-74) and proximity to the Thames River respectively.

Property inspection confirmed potential along the Thames River, however a large portion of this area exhibits some landscaping and grading to allow for the construction of the current bridge abutments (Images 19-21). In addition to this, the banks along this section of the river are extremely steep limiting archaeological potential.

Zone 2-19

Zone 2-19 is located along University Drive from the Thames River to Richmond Street, and along Richmond Street from University Drive to mid-way between Regent Street and Sherwood Avenue. Archaeological potential for Zone 2-19 is present due to its proximity to a registered archaeological site (AgHh-72). This site, located at the southwest corner of University Drive and Richmond Street, is believed to be the remains of a late 19th century tavern or hotel.

Potential exists for the remainder of the undisturbed sediments along the proposed route due to the proximity of historic Euro-Canadian structures and early historic transportation routes.
Property inspection indicated that the majority of land along Richmond Street has been impacted by development.

**Zone 2-20**

Zone 2-20 is located along Richmond Street from mid-way between Regent Street and Sherwood Avenue to Grosvenor Street. The south of Zone 2-20 exhibits archaeological potential due to the proximity of a registered archaeological site (AgHh-94).

A number of properties listed in the City of London’s Built Heritage Inventory. However, these properties are interpreted as holding limited archaeological potential based on the City of London’s Archaeological Master Plan (1996). Undisturbed sediments in Zone 2-20 hold archaeological potential due to the proximity of historic Euro-Canadian structures, early historic transportation routes, and registered archaeological sites (Image 22).

**Zone 2-21**

Zone 2-21 is located along Richmond Street from Grosvenor Street to 50m south of Oxford Street East. Archaeological potential for the zone is present in the north of the zone near Grosvenor Street due to the proximity of a registered archaeological site (AgHh-94). Additional archaeological potential is present for the zone due to the proximity of historic Euro-Canadian structures and early historic transportation routes.

Property inspection indicated the archaeological potential has been removed near the intersection of Richmond Street and Oxford Street East due to extensive development in the area. As such no archaeological potential is present in Zone 2-21 south of Sydenham Street. Potential has also been removed for the majority of the roadway north of Sydenham Street with the exception of lands located along the east side of Richmond Street between Sydenham and St. James Street.

**Zone 2-22**

Zone 2-22 is located along Richmond Street from 50m north of Piccadilly Street to Kent Street, and along Clarence Street from Central Avenue to 20m north of Dufferin Avenue. Archaeological potential is present due to the proximity of known archaeological sites (AfHh-239 and AfHh-244), historic Euro-Canadian structures, and early historic transportation routes.

Along the east of Richmond Street is the West Woodfield Heritage Conservation District. A number of structures identified in the City of London’s Built Heritage Inventory are located along the proposed RTC route.

Property inspection indicated that the majority of this zone has been impacted by recent development resulting in the property being comprised of primarily asphalt and concrete (Image 23 and 24). Of significance is Victoria Park which exhibits a manicured lawn with limited modern disturbance.

Further archaeological potential is noted south of Angel Street in the parking lots of Saint Peter’s Cathedral Basilica (City of London Archaeological Potential Master Plan 1996). Historic mapping indicates that this area once held a hotel (pre-1888), parish hall (post-1892), Roman Catholic school, the First Church of Jesus Science, and other miscellaneous structures. It is possible that foundations associated with these structures may be present under these paved lots (Figures 4-4, 5-9, and 5-10).
Zone 2-23

Zone 2-23 is located along Wellington Road from King Street to 50m south of Simcoe Street. Archaeological potential is present due to the proximity of historic Euro-Canadian structures and historic transportation routes. Property inspection indicated that the lands adjacent to Wellington Street have been heavily impacted by modern development. This has resulted in the removal of archaeological potential.

Zone 2-24

Zone 2-24 is located along Wellington Road from 70m north of Grey Street to Front Street. Archaeological potential for this zone is derived from the proximity of historic Euro-Canadian structures, historic transportation routes, and a primary water source (Thames River).

Located along Wellington Road are numerous structures listed in the City of London’s Built Heritage Inventory. Property inspection indicated that the majority of Wellington Street has been subjected to deep ground disturbance resulting in the removal of archaeological potential. Only the areas located along the banks of the Thames River continue to hold archaeological potential. These areas however have been impacted by grading and development resulting in some loss of archaeological potential (Image 25-Image 28).

Zone 2-25

Zone 2-25 is located along Wellington Road from Front Street to Bond Street. Archaeological potential is present due to the proximity of historic Euro-Canadian structures, historic transportation routes, and a primary water source (Thames River). In addition to this, four houses listed in the City of London’s Built Heritage Inventory are located along the proposed RTC route. Property inspection indicated that, with the exception of areas north of Kennon Place, the majority of Zone 2-25 exhibited sediments disturbed by recent development.

Zone 2-26

Zone 2-26 is located along Wellington Road from Bond Street to Commissioners Road East. Archaeological potential in this zone is triggered by the proximity of early historic transportation routes and historic Euro-Canadian structures. Property inspection confirmed that the majority of Zone 2-26 has been disturbed by modern development, with the exception of the northeast corner of the intersection of Commissioners Road East and Wellington Road which maintains some potential beyond areas impacted by grading associated with road construction (Image 29).

Zone 2-27

Zone 2-27 is located along Wellington Road from Commissioners Road East to 70m north of Creston Avenue. One registered archaeological site (AfHh-298) is located in close proximity to the proposed RTC route. This site represents a small lithic scatter of Onondaga flakes. Further archaeological potential is present along the east side of Wellington Road (Images 30-32) due to the proximity of historic transportation route (Commissioners Road East) and primary water source (Walkers Pond and Westminster Pond – Image 36).

Of note was the identification of historic structural debris east of Wellington Road, west of Walker’s pond (Image 33-35). This find spot consisted of concrete and stone foundations with yellow brick. No cultural materials were visible during property inspection.

Property inspection also confirmed that the west side of Wellington Road has been heavily impacted by modern development resulting in the removal of archaeological potential.
Zone 2-28

Zone 2-28 is located along Wellington Road from 70m north of Creston Avenue to Bradley Avenue. No archaeological potential exists for the majority of the zone, with the majority of sediments consisting of recently developed lands.

2.2 RECORD OF FINDS

Stage 1 archaeological assessment does not include excavation or collection of archaeological resources.

2.3 INVENTORY OF DOCUMENTATION RECORDS

The following list represents all the documentation taken in the field relating to this project and is being retained by WSP Canada Inc.:

- 5 pages of field notes collected during property inspection
- 36 digital photographs in JPG format of the subject area
- GPS readings of Photo Locations taken during the property inspection (Appendix B)
- A Screening for Built Heritage and Cultural Heritage Landscapes was completed concurrent to the Stage 1 archaeological assessment (Appendix C)
3 ANALYSIS AND CONCLUSIONS

3.1 ARCHAEOLOGICAL POTENTIAL

A number of factors are employed in determining archaeological potential. Features indicating archaeological potential can be found in Appendix A.

Criteria for pre-contact archaeological potential is focused on physiographic variables that include distance from the nearest source of water, the nature of the nearest source/body of water, distinguishing features in the landscape (e.g. ridges, knolls, eskers, wetlands), the types of soils found within the area of assessment and resource availability. Also considered in determining archaeological potential are known archaeological sites within or in the vicinity of the study area. Historic research provides the basis for determining historic archaeological potential. Land registry records, historical maps and aerial photographic evidence and a property inspection of the project area all assist in determining historic archaeological potential. Additionally, the proximity to historic transportation corridors such as roads, rail and water courses also affect the historic archaeological potential.

<table>
<thead>
<tr>
<th>Zone</th>
<th>Summary of Built Heritage Features and Archaeological Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-2</td>
<td>Undisturbed sediments north and south of Oxford Street hold archaeological potential due to the study areas proximity to a primary water source, registered archaeological sites, early cemeteries, and early historic transportation routes. Stage 2 Archaeological Assessment is required.</td>
</tr>
<tr>
<td>2-3</td>
<td>Undisturbed sediments north and south of Oxford Street hold archaeological potential due to the study areas proximity to a primary water source, registered archaeological sites, early cemeteries, and early historic transportation routes. Stage 2 Archaeological Assessment is required.</td>
</tr>
<tr>
<td>2-4</td>
<td>Low archaeological potential. No further Archaeological Assessments required.</td>
</tr>
<tr>
<td>2-5</td>
<td>Undisturbed sediments for this zone hold archaeological potential due to proximity to early historic transportation routes, a primary water source (West Thames River), and a municipal heritage conservation district (Blackfriars-Petersville). Stage 2 Archaeological Assessment is required.</td>
</tr>
<tr>
<td>2-6</td>
<td>Low archaeological potential. No further Archaeological Assessments required.</td>
</tr>
<tr>
<td>2-7</td>
<td>Archaeological potential for this zone is very high due to its proximity to the fork of the Thames River, historically significant properties (Old Court House and Jail), registered archaeological sites (AfHh-182), and the Blackfriars-Petersville and Downtown Heritage Conservation Districts. Stage 2 Archaeological Assessment is required for all undisturbed sediments.</td>
</tr>
<tr>
<td>2-8</td>
<td>Archaeological potential exists due to the proximity of historic structures associated with the Downtown and West Woodfield Heritage Conservation Districts registered archaeological sites (AfHh-182, AfHh-234, and AfHh-244). Stage 2 Archaeological Assessment is required for all undisturbed sediments.</td>
</tr>
<tr>
<td>2-9</td>
<td>Some archaeological potential is present due to the proximity of Built Heritage structures. However these sediments have been documented as disturbed following property inspection. No further Archaeological Assessments required.</td>
</tr>
<tr>
<td>2-10</td>
<td>Some archaeological potential is present due to the proximity of Built Heritage structures. However these sediments have been documented as disturbed following property inspection. No further Archaeological Assessments required.</td>
</tr>
<tr>
<td>2-11</td>
<td>Some archaeological potential is present due to the proximity of Built Heritage structures. However these sediments have been documented as disturbed following property inspection. Two areas of archaeological potential are identified for Zone 2-11, including the landscaped portions of the Wester Fair Raceway along Dundas Street and a paved lot at the corner of King Street and Rectory Street. Stage 2 Archaeological Assessment is required for all undisturbed sediments.</td>
</tr>
<tr>
<td>2-12</td>
<td>Archaeological potential for this zone in limited to the landscaped portions of the Western Fair Raceway due to its proximity to early Euro-Canadian structures and transportation routes. Stage 2 Archaeological Assessment is required for all undisturbed sediments.</td>
</tr>
<tr>
<td>2-13</td>
<td>Low archaeological potential. No further Archaeological Assessments required.</td>
</tr>
<tr>
<td>2-14</td>
<td>Archaeological potential is present for all undisturbed sediments due to the proximity of early Euro-Canadian settlement and historic transportation routes. Stage 2 Archaeological Assessment is required.</td>
</tr>
<tr>
<td>2-15</td>
<td>Undisturbed sediments hold archaeological potential due to the study areas proximity to a primary water source (historic stream), early historic transportation routes, and historic Euro-Canadian settlements. Stage 2 Archaeological Assessment is required.</td>
</tr>
<tr>
<td>2-16</td>
<td>Undisturbed sediments hold archaeological potential due to the study areas proximity to numerous registered archaeological sites. Stage 2 Archaeological Assessment is required.</td>
</tr>
<tr>
<td>2-17</td>
<td>Undisturbed sediments along Western Road, south of Windermere Road, hold archaeological potential due to the proximity of a primary water source, historic Euro-Canadian structures, and early historic transportation</td>
</tr>
<tr>
<td>2-18</td>
<td>Undisturbed sediments to the north and south of the zone exhibit potential due to the proximity of a registered archaeological site (AgHh-74) and proximity to the Thames River respectively. Stage 2 Archaeological Assessment is required for all undisturbed sediments.</td>
</tr>
<tr>
<td>2-19</td>
<td>Archaeological potential is present due to the proximity of a registered archaeological site (AgHh-72), historic Euro-Canadian structures, and early historic transportation routes. Stage 2 Archaeological Assessment is required for all undisturbed sediments.</td>
</tr>
<tr>
<td>2-20</td>
<td>Archaeological potential is present due to the proximity of a registered archaeological site (AgHh-94), historic Euro-Canadian structures, and early historic transportation routes. Stage 2 Archaeological Assessment is required for all undisturbed sediments.</td>
</tr>
<tr>
<td>2-21</td>
<td>Archaeological potential is present in the north of the zone (intersection of Grosvenor Street and Richmond Street) due to the proximity of a registered archaeological site (AgHh-94). Further potential for the zone is present due to proximity to historic Euro-Canadian structures, and early historic transportation routes. Stage 2 Archaeological Assessment is required for all undisturbed sediments north of Sydenham Street.</td>
</tr>
<tr>
<td>2-22</td>
<td>Archaeological potential is present due to the proximity of a registered archaeological site (AfHh-239 and AfHh-244), historic Euro-Canadian structures, and early historic transportation routes. This is especially important for the areas of Victoria Park and the parking lot of Saint Peter's Cathedral Basilica. Stage 2 Archaeological Assessment is required for all undisturbed sediments.</td>
</tr>
<tr>
<td>2-23</td>
<td>Archaeological potential is present due to the proximity of historic Euro-Canadian structures and historic transportation routes. Property inspection indicated that the lands adjacent to Wellington Street have been heavily impacted by modern development. No further archaeological assessments required.</td>
</tr>
<tr>
<td>2-24</td>
<td>Archaeological potential is present due to the proximity of historic Euro-Canadian structures, historic transportation routes, and primary water sources (Thames River). Property inspection indicated that the majority of lands adjacent to Wellington Street have been heavily impacted by modern development. No further archaeological assessments required for these areas. Undisturbed sediments located adjacent to the Thames River maintain archaeological potential. Stage 2 Archaeological assessment is required for all undisturbed sediments.</td>
</tr>
<tr>
<td>2-25</td>
<td>Archaeological potential is present due to the proximity of historic Euro-Canadian structures, historic transportation routes, and primary water sources (Thames River). Property inspection indicated that the majority of lands adjacent to Wellington Street from Kennon Place to Bond Street have been heavily impacted by modern development. No further archaeological</td>
</tr>
</tbody>
</table>
### 2-26
Undisturbed sediments to the northeast of Commissioners Road East and Wellington Road exhibit potential due to the proximity of a historic transportation route. Stage 2 Archaeological Assessment is required for all undisturbed sediments.

### 2-27
Undisturbed sediments to the east of Wellington Road exhibit archaeological potential due to the proximity of one registered archaeological site, historic transportation route, primary water source, and early historic structure (identified structural remains). Stage 2 Archaeological Assessment is required.

### 2-28
No archaeological potential exists for Zone 2-28. No further archaeological assessments required.

## 3.2 CONCLUSIONS

It is evident that a large portion of the project area has been heavily impacted by the growth and development of the City of London (Figures 4-2 to 4-10). Various modern infrastructure and property development projects have resulted in the removal of archaeological potential due to deep and extensive ground disturbance, especially in the downtown core area. However, numerous sections of the preferred route still exhibit archaeological potential and will require Stage 2 testing. Areas of archaeological potential were determined based on the City of London Archaeological Potential Master Plan (1996), historical mapping review, and the location of registered archaeological sites. A property inspection was conducted on September 18, 2015 to review this potential.

As a result Stage 2 archaeological assessment is required for all undisturbed sediments to be impacted by the undertaking (impact area) located within areas of archaeological potential indicated on Figures 2-2 to 2-28. Areas requiring Stage 2 assessment are outlined in Figures 3-2 to 3-28. For areas where potential exists for the presence of deeply buried sites, alternative strategies may be required (Section 2.1.7).

As per the Ministry of Tourism, Culture, and Sport frequently asked questions, Stage 3 archaeological assessment is required for all lands to be impacted by development within 10m of cemetery boundaries. This assessment must be preceded by a Stage 2 archaeological assessment as necessary, regardless of the level of disturbance noted in the area adjacent to the cemetery.

While a number of areas have been identified as being heavily impacted by recent development, it is possible that deeply buried or covered archaeological resources may be present. Should previously undocumented archaeological resources be encountered during development, they may represent a new archaeological site. The proponent or person discovering the archaeological resources must cease alteration immediately and engage a consultant archaeologist to carry out archaeological fieldwork.
4 RECOMMENDATIONS

Archaeological activities were carried out in accordance with the Standards and Guidelines for Consultant Archaeologists (Ministry of Tourism, Culture and Sport 2011).

This study involved a review of documents pertaining to the property including historic maps, aerial photographs and local histories. A property inspection was conducted on September 18, 2015 to review ground conditions in the study area. Mapping represents an archaeological potential model.

Archaeological recommendations have been made based on the background historic research, property inspection, locations of known or registered archaeological sites, previous archaeological assessments, and indicators of archaeological potential. These recommendations include the following:

1) Areas of archaeological potential within the impact area requiring Stage 2 test pit survey are shown in Figures 3-2 to 3-18 (inclusive). For areas where potential exists for the presence of deeply buried sites, alternative strategies may be required (Section 2.1.7). No further archaeological assessment is recommended for the remainder of the impact area based on the design at the time of this report.

2) Stage 3 Archaeological Assessment is recommended for all lands to be impacted within 10m of cemetery boundaries. This assessment must be preceded by a Stage 2 survey as warranted, regardless of the level of disturbance noted in the area adjacent to the cemetery.

3) Should route design change to include property outside of the current impact area, Stage 2 assessment may be required. Route changes must be subjected to Stage 1 assessment to determine Stage 2 requirements.

4) Should previously undocumented archaeological resources be encountered during development, they may represent a new archaeological site. The proponent or person discovering the archaeological resources must cease alteration immediately and engage a consultant archaeologist to carry out archaeological fieldwork.
5 ADVICE ON COMPLIANCE WITH LEGISLATION

This report is submitted to the Minister of Tourism and Culture as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c. O.18. The report is reviewed to ensure that it complies with the Standards and Guidelines for Consultant Archaeologists (2011a) that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Tourism, Culture and Sport, a letter will be issued by the Ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.

It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeological Reports referred to in Section 65.1 of the *Ontario Heritage Act*.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the *Ontario Heritage Act*.

The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 requires that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.
6 BIBLIOGRAPHY AND SOURCES

Ellis, C.J. and D.B. Deller

Ellis, C.J., I.T. Kenyon, and M.W. Spence

Fox, W.

Ontario Geological Survey

Ontario Geological Survey
2010  *Surficial Geology of Southern Ontario*.

Rowe, J.S.
1972  *Forest Regions of Canada*. Department of the Environment Canada Forestry Services, Ottawa.

Spence, M.W., R.H. Pihl, and C. Murphy

Warrick, G.

Wilson, J and M. Horne
Image 1: View towards recent development resulting in disturbance along proposed route.

Image 2: View along Oxford Street West with cemetery south of tree line.

Image 3: View E along Oxford Street West showing creek running along roadway.

Image 4: View N down into tree covered area north of Oxford Street West. Slight slope is visible in foreground extending from roadway.
Image 5: View NE showing build-up around CNR railway.

Image 6: View W along side of CNR railway showing disturbed gravel and build-up.

Image 7: View along Oxford Street West showing recent disturbance associated with infrastructure.

Image 8: View E towards the Thames River showing some grading near sidewalk edge.
Image 9: View across Thames River showing pathways and roads.

Image 10: View across Thames River showing rocky shoreline built out from retaining wall.

Image 11: View E showing impacts of modern pathways and roads to shoreline.

Image 12: View W showing modifications to the shoreline of the Thames River.
Image 13: View NW across grounds of the Old Court House.

Image 14: View E showing modern disturbance and build-up of the downtown London area.

Image 15: View NW showing modern disturbance and build-up of the downtown London area.

Image 16: View SW along lawn adjacent to London Western Fair grounds.
Image 17: View SW along lawn adjacent to London Western Fair grounds.

Image 18: View SW from Richmond road showing conditions of lawns associated with residential areas.

Image 19: View west along path towards Thames River showing extent of recent landscaping disturbance.

Image 20: View towards west bank of Thames River showing sloped shoreline.
Image 21: View towards east bank of Thames River showing shoreline and sloped bank.

Image 22: View SE along Richmond Street showing roadside conditions in residential areas containing built heritage structures.

Image 23: View S showing extent of paved areas, likely removing archaeological potential.

Image 24: View S showing extent of paved areas, likely removing archaeological potential.
Image 25: View N towards Thames River showing paved lots, paths, and grading.

Image 26: View SE to shore of Thames River showing sloped shore.

Image 27: View E from Wellington Street along Thames River showing pathway and utilities along with minor landscaping.

Image 28: View SE along path adjacent to Thames River showing slope from pathway indicating that some grading has occurred.
Image 29: View N along Wellington Street showing sloped grading adjacent to roadway.

Image 30: View SE across relatively undisturbed field.

Image 31: View S across lawn adjacent to Wellington Street showing some minor landscaping.

Image 32: View E into forest area with wetland behind.
Image 33: Foundation materials east of Wellinton Road in overgrown area near wetland associated with Walkers Pond.

Image 34: Yellow brick and concrete east of Wellinton Road in overgrown area near wetland associated with Walkers Pond.

Image 35: Overgrown foundation materials located east of Wellinton Road in overgrown area near wetland associated with Walkers Pond.

Image 36: View E into wetland associated with Walkers Pond.
FIGURES
LEGEND

RAPID TRANSIT ROUTE
RAPID TRANSIT STUDY AREA
BUILT HERITAGE INVENTORY (CITY OF LONDON)
KNOWN ARCHAEOLOGICAL SITES WITHIN AREA
ARCHAEOLOGICAL POTENTIAL (CITY OF LONDON)
HERITAGE CONSERVATION DISTRICTS

BISHOP HELLMUTH (2003)
BLACKFRIARS-PETERSVILLE
DOWNTOWN (2012)
EAST WOODFIELD (1993)
OLD EAST VILLAGE (2006)
WEST WOODFIELD (2008)

CULTURAL HERITAGE CONSTRAINTS

CULTURAL HERITAGE CONSTRAINTS MAP
LONDON BUS RAPID TRANSIT EA

DATE: JULY 2015
SCALE: 1:2500
FILE NO.: 141-21085-00 F2

WSP
LEGEND

- RAPID TRANSIT ROUTE
- RAPID TRANSIT STUDY AREA
- BUILT HERITAGE INVENTORY (CITY OF LONDON)
- KNOWN ARCHAEOLOGICAL SITES WITHIN AREA
- ARCHAEOLOGICAL POTENTIAL (CITY OF LONDON)

HERITAGE CONSERVATION DISTRICTS

- BISHOP HELLMUTH (2003)
- BLACKFRIARS-PETERSVILLE
- DOWNTOWN (2012)
- EAST WOODFIELD (1993)
- OLD EAST VILLAGE (2006)
- WEST WOODFIELD (2008)

LEGEND

- RAPID TRANSIT ROUTE
- RAPID TRANSIT STUDY AREA
- BUILT HERITAGE INVENTORY (CITY OF LONDON)
- KNOWN ARCHAEOLOGICAL SITES WITHIN AREA
- ARCHAEOLOGICAL POTENTIAL (CITY OF LONDON)

HERITAGE CONSERVATION DISTRICTS

- BISHOP HELLMUTH (2003)
- BLACKFRIARS-PETERSVILLE
- DOWNTOWN (2012)
- EAST WOODFIELD (1993)
- OLD EAST VILLAGE (2006)
- WEST WOODFIELD (2008)

Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

CULTURAL HERITAGE CONSTRAINTS

CULTURAL HERITAGE CONSTRAINTS MAP
LONDON BUS RAPID TRANSIT EA

DATE: JULY 2015
SCALE: 1:2500
PROJECT: 141-21085-00 210
FILE NO.: 141-21085-00 F-4

WSP
CULTURAL HERITAGE CONSTRAINTS

CULTURAL HERITAGE CONSTRAINTS MAP
LONDON BUS RAPID TRANSIT EA

DATE: JULY 2015
SCALE: 1:2500
PROJECT: 141-21085-00 210
FILE NO.: 141-21085-00 FS

LEGEND
- RAPID TRANSIT ROUTE
- RAPID TRANSIT STUDY AREA
- BUILT HERITAGE INVENTORY
  (CITY OF LONDON)
- KNOWN ARCHAEOLOGICAL SITES
  WITHIN AREA
- ARCHAEOLOGICAL POTENTIAL
  (CITY OF LONDON)

HERITAGE CONSERVATION DISTRICTS
- BISHOP HELLMUTH (2003)
- BLACKFRIARS-PETERSVILLE
- DOWNTOWN (2012)
- EAST WOODFIELD (1993)
- OLD EAST VILLAGE (2006)
- WEST WOODFIELD (2008)

LEGEND

RAPID TRANSIT ROUTE
RAPID TRANSIT STUDY AREA
BUILT HERITAGE INVENTORY (CITY OF LONDON)
KNOWN ARCHAEOLOGICAL SITES WITHIN AREA
ARCHAEOLOGICAL POTENTIAL (CITY OF LONDON)

HERITAGE CONSERVATION DISTRICTS

BISHOP HELLMUTH (2003)
BLACKFRIARS-PETERSVILLE
DOWNTOWN (2012)
EAST WOODFIELD (1993)
OLD EAST VILLAGE (2006)
WEST WOODFIELD (2008)

CULTURAL HERITAGE CONSTRAINTS

CULTURAL HERITAGE CONSTRAINTS MAP LONDON BUS RAPID TRANSIT EA

DATE: JULY 2015
SCALE: 1:2500
PROJECT: 141-2108S-00 210
FILE NO.: 141-2108S-00 P.2.11

Data Source: Ministry of Natural Resources, City of London. Heritage Plan, City of London.
LEGEND

- RAPID TRANSIT ROUTE
- RAPID TRANSIT STUDY AREA
- BUILT HERITAGE INVENTORY
  (CITY OF LONDON)
- KNOWN ARCHAEOLOGICAL SITES
  WITHIN AREA
- ARCHAEOLOGICAL POTENTIAL
  (CITY OF LONDON)

HERITAGE CONSERVATION DISTRICTS

- BISHOP HELLMUTH (2003)
- BLACKFRIARS-PETERSVILLE
- DOWNTOWN (2012)
- EAST WOODFIELD (1993)
- OLD EAST VILLAGE (2006)
- WEST WOODFIELD (2008)


CULTURAL HERITAGE CONSTRAINTS MAP
LONDON BUS RAPID TRANSIT EA

DATE: JULY 2015
SCALE: 1:2500
PROJECT NO.: 141-21085-00 210
FILE NO.: 141-21085-00 F 2-12

FIGURE 2-12
LEGEND

- Rapid Transit Route
- Rapid Transit Study Area
- Built Heritage Inventory (City of London)
- Known Archaeological Sites Within Area
- Archaeological Potential (City of London)

Heritage Conservation Districts:
- Bishop Hellmuth (2003)
- Blackfriars-Petersville
- Downtown (2012)
- East Woodfield (1993)
- Old East Village (2006)
- West Woodfield (2008)


Cultural Heritage Constraints Map
London Bus Rapid Transit EA

Date: July 2015
Project: 141-21085-00 210
File No.: 141-21085-00 F 2-13

Figure 2-13
LEGEND
- RAPID TRANSIT ROUTE
- RAPID TRANSIT STUDY AREA
- BUILT HERITAGE INVENTORY
  (CITY OF LONDON)
- KNOWN ARCHAEOLOGICAL SITES
  WITHIN AREA
- ARCHAEOLOGICAL POTENTIAL
  (CITY OF LONDON)

HERITAGE CONSERVATION DISTRICTS
- BISHOP HELLMUTH (2003)
- BLACKFRIARS-PETERSVILLE
- DOWNTOWN (2012)
- EAST WOODFIELD (1993)
- OLD EAST VILLAGE (2006)
- WEST WOODFIELD (2008)

Data Source: Ministry of Natural Resources,
Ontario Base Mapping, March 2014. Heritage Data,
City of London.

CULTURAL HERITAGE CONSTRAINTS

CULTURAL HERITAGE CONSTRAINTS MAP
LONDON BUS RAPID TRANSIT EA

DATE: JULY 2015
SCALE: 1:5000
PROJECT: 141-21085-00 210
FILE NO.: 141-21085-00 F2-14

FIGURE 2-14
CULTURAL HERITAGE CONSTRAINTS MAP
LONDON BUS RAPID TRANSIT EA

DATE: July 2015  SCALE: 1:3500

PROJECT: 141-21085-00 210  FILE NO.: 141-21085-00 F 2-15

Data Source: Ministry of Natural Resources,
Greater London Mapping, March 2014. Heritage Data,
City of London.
CULTURAL HERITAGE CONSTRAINTS MAP
LONDON BUS RAPID TRANSIT EA

DATE: JULY 2015
SCALE: 1:3000
PROJECT: 141-21085-00 210
FILE NO.: 141-21085-00 2-16

LEGEND
- RAPID TRANSIT ROUTE
- RAPID TRANSIT STUDY AREA
- BUILT HERITAGE INVENTORY
  (CITY OF LONDON)
- KNOWN ARCHAEOLOGICAL SITES
  WITHIN AREA
- ARCHAEOLOGICAL POTENTIAL
  (CITY OF LONDON)
- HERITAGE CONSERVATION DISTRICTS
  - BISHOP HELLMUTH (2003)
  - BLACKFRIARS-PETERSVILLE
  - DOWNTOWN (2012)
  - EAST WOODFIELD (1993)
  - OLD EAST VILLAGE (2006)
  - WEST WOODFIELD (2008)

Data Source: Ministry of Natural Resources,
Ontario Base Mapping, March 2014. Heritage Data,
City of London.
**CULTURAL HERITAGE CONSTRAINTS**

**LEGEND**

- **RAPID TRANSIT ROUTE**
- **RAPID TRANSIT STUDY AREA**
- **BUILT HERITAGE INVENTORY**
  - **(CITY OF LONDON)**
- **KNOWN ARCHAEOLOGICAL SITES**
  - **WITHIN AREA**
- **ARCHAEOLOGICAL POTENTIAL**
  - **(CITY OF LONDON)**

**HERITAGE CONSERVATION DISTRICTS**

- **BISHOP HELLMUTH (2003)**
- **BLACKFRIARS-PETERSVILLE**
- **DOWNTOWN (2012)**
- **EAST WOODFIELD (1993)**
- **OLD EAST VILLAGE (2006)**
- **WEST WOODFIELD (2008)**

LEGEND

- RAPID TRANSIT ROUTE
- RAPID TRANSIT STUDY AREA
- BUILT HERITAGE INVENTORY (CITY OF LONDON)
- KNOWN ARCHAEOLOGICAL SITES WITHIN AREA
- ARCHAEOLOGICAL POTENTIAL (CITY OF LONDON)
- HERITAGE CONSERVATION DISTRICTS
  - BISHOP HELLMUTH (2003)
  - BLACKFRIARS-PETERSVILLE
  - DOWNTOWN (2012)
  - EAST WOODFIELD (1993)
  - OLD EAST VILLAGE (2006)
  - WEST WOODFIELD (2008)

CULTURAL HERITAGE CONSTRAINTS MAP
LONDON BUS RAPID TRANSIT EA

DATE: JULY 2015
SCALE: 1:3500
PROJECT: 141-21085-00 210
FILE NO.: 141-21085-00 F.2.18

Data Sources:
- Ministry of Natural Resources,
  Ontario Base Mapping, March 2014
- Heritage Data, City of London.

LEGEND

- RAPID TRANSIT ROUTE
- RAPID TRANSIT STUDY AREA
- BUILT HERITAGE INVENTORY (CITY OF LONDON)
- KNOWN ARCHAEOLOGICAL SITES WITHIN AREA
- ARCHAEOLOGICAL POTENTIAL (CITY OF LONDON)
- HERITAGE CONSERVATION DISTRICTS
  - BISHOP HELLMUTH (2003)
  - BLACKFRIARS-PETERSVILLE
  - DOWNTOWN (2012)
  - EAST WOODFIELD (1993)
  - OLD EAST VILLAGE (2006)
  - WEST WOODFIELD (2008)

CULTURAL HERITAGE CONSTRAINTS
CULTURAL HERITAGE CONSTRAINTS MAP
LONDON BUS RAPID TRANSIT EA

DATE: JULY 2015
SCALE: 1:3500
PROJECT: 141-21085-00 210
FILE NO.: 141-21085-00 F.2.18

LEGEND

- RAPID TRANSIT ROUTE
- RAPID TRANSIT STUDY AREA
- BUILT HERITAGE INVENTORY (CITY OF LONDON)
- KNOWN ARCHAEOLOGICAL SITES WITHIN AREA
- ARCHAEOLOGICAL POTENTIAL (CITY OF LONDON)
- HERITAGE CONSERVATION DISTRICTS
  - BISHOP HELLMUTH (2003)
  - BLACKFRIARS-PETERSVILLE
  - DOWNTOWN (2012)
  - EAST WOODFIELD (1993)
  - OLD EAST VILLAGE (2006)
  - WEST WOODFIELD (2008)