



REPORT

Cultural Heritage Assessment Report

Adelaide Street North Class Environmental Assessment, City of London, Ontario

Submitted to:

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Executive Summary

The executive summary highlights key points from the report only; for the complete information and finding the reader should examine the entire report.

In July 2018, Parsons Corporation retained Golder Associates Ltd. (Golder) on behalf of the City of London (the City) to conduct a Cultural Heritage Assessment Report (CHAR) as part of a Schedule 'C' Municipal Class Environmental Assessment (Class EA) for the proposed road widening of Adelaide Street North between Fanshawe Park Road East on the south and Sunningdale Road East on the north (the study area). To identify all cultural heritage resources potentially impacted by the project, the study area included the right-of-way and all adjacent parcels along the approximately 1.5 km long section of Adelaide Street North.

Following guidance provided by the Ministry of Tourism, Culture and Sport (MTCS), this CHAR provides: an overview of heritage legislation and policies in Ontario, an outline of the methods used to investigate and evaluate cultural heritage resources in the study area and a summary of the study area's historical development and existing conditions. This includes an inventory of all known and potential cultural heritage resources identified in the study area through background research, field investigations and preliminary evaluation using the criteria prescribed in *Ontario Regulation 9/06*. The report then identifies and assesses the potential direct and indirect impacts resulting from the proposed road expansion on known and potential cultural heritage resources and recommends whether mitigation or conservation measures to avoid or reduce any adverse effects.

From the results of background research and field investigations Golder identified in the study area:

- One protected heritage property at 660 Sunningdale Road East, designated under City By-law No. L.S.P.-3476-474 enabled by Part IV of the *Ontario Heritage Act*.

Currently, the boundaries of the protected heritage property are directly adjacent to the proposed works on Adelaide Street North, but efforts are underway to amend the designation to a smaller parcel around the property's two red tile barns.

Impact assessment conducted for this CHAR determined that:

- The proposed road widening will have a negligible impact through encroachment on the protected heritage property at 660 Sunningdale Road East, but will not adversely affect the property's built heritage resources; and,
- No conservation or mitigation measures are required.

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1.0 INTRODUCTION

In July 2018, Parsons Corporation retained Golder Associates Ltd. (Golder) on behalf of the City of London (the City) to conduct a Cultural Heritage Assessment Report (CHAR) as part of a Schedule 'C' Municipal Class Environmental Assessment (Class EA) for the proposed road widening of Adelaide Street North between Fanshawe Park Road East on the south and Sunningdale Road East on the north (the study area)(Figure 1). To identify all cultural heritage resources potentially impacted by the project, the study area included the right of way and all adjacent parcels along the approximately 1.5 km long section of Adelaide Street North.

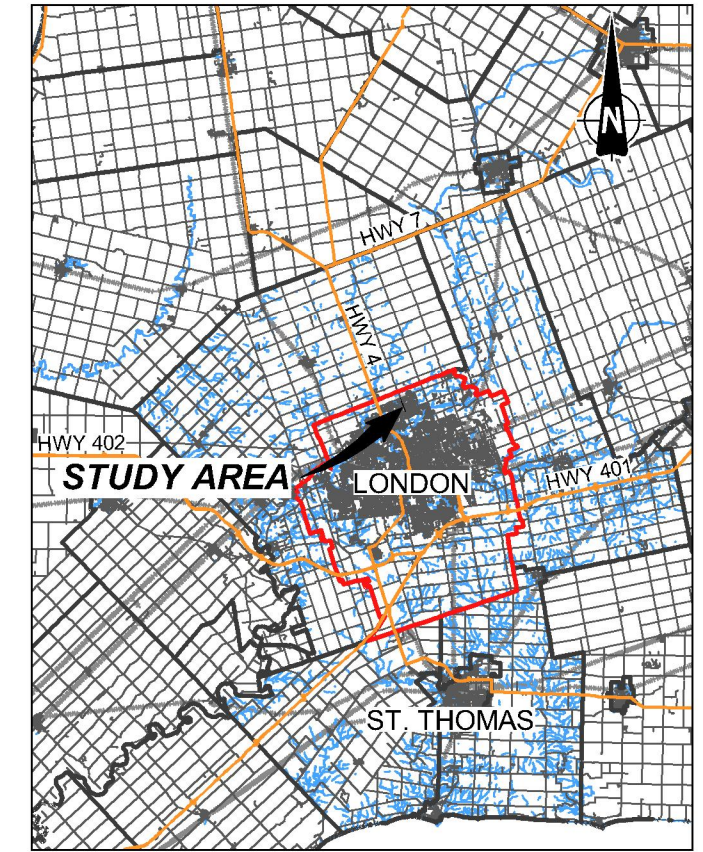
Following guidance provided by the Ministry of Tourism, Culture and Sport (MTCS), this CHAR provides:

- Background on the legislative framework, purpose and requirements of a CHAR and the methods that were used to investigate and evaluate cultural heritage resources in the study area;
- An overview of the study area's geographic and historic context;
- An inventory of all cultural heritage resources in the study area, including known properties of cultural heritage value or interest (CHVI) and those evaluated on a preliminary level to have potential CHVI based on a date of construction of 40 or more years old and whether it met one or more of the criteria prescribed in *Ontario Regulation 9/06*;
- A description of the proposed work and assessment of the direct and indirect impacts on known or potential cultural heritage resources in the study area; and,
- Recommendations to assist in the conservation of the heritage attributes of known or potential cultural heritage resources in the study area.

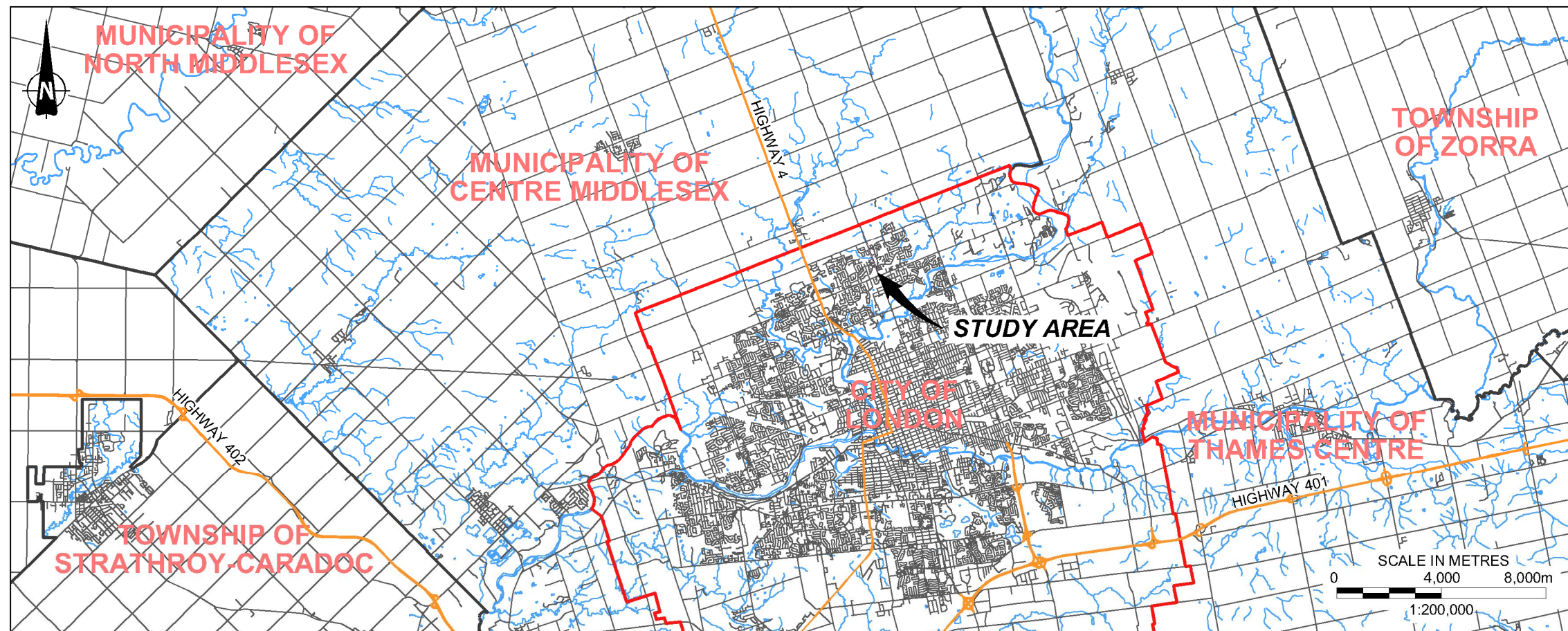
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BING AERIAL IMAGERY and OBM MAPPING



KEY PLAN



REGIONAL MAP

LEGEND

- APPROXIMATE STUDY AREA
- CITY OF LONDON BOUNDARY
- TOWNSHIP/MUNICIPALITY BOUNDARY
- LONDON** TOWNSHIP/MUNICIPALITY

REFERENCE

DRAWING BASED ON MNR LIO, OBTAINED 2017, PRODUCED BY GOLDER ASSOCIATES LTD UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2017; AND CANMAP STREETFILES V2008.4.

NOTES

THIS DRAWING IS SCHEMATIC ONLY AND IS TO BE READ IN CONJUNCTION WITH ACCOMPANYING TEXT.
 ALL LOCATIONS ARE APPROXIMATE.

PROJECT CULTURAL HERITAGE ASSESSMENT REPORT
 ADELAIDE STREET NORTH
 FANSHAWE PARK ROAD EAST TO SUNNINGDALE ROAD EAST
 CITY OF LONDON, ONTARIO

TITLE **LOCATION MAP**

	PROJECT No.	1898273	FILE No.	1898273-3000-R01001
	CADD	ZB	DATE	July 31/18
	CHECK	HCC	SCALE	AS SHOWN
				FIGURE 1

2.0 SCOPE AND METHOD

The study area was defined as the right of way and all adjacent parcels of an approximately 1.5 km long section of Adelaide Street North between Fanshawe Park Road East on the south to Sunningdale Road East in the north.

The scope of this CHAR was defined by guidance outlined in the MTCS *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes: A Checklist for the Non-Specialist* (2016; the MTCS *Checklist*). The MTCS Checklist provides a screening tool to identify all known or recognized cultural heritage resources in the study area, commemorative plaques, cemeteries, Canadian Heritage River watersheds, properties with buildings 40 or more years old, or potential cultural heritage landscapes.

Following the MTCS *Checklist*, Golder:

- Researched archival and published sources relevant to the historic and geographic context of the study area;
- Consulted federal, provincial and municipal heritage registers from July to August 2018, which included:
 - Canadian Register of Historic Places (www.historicplaces.ca);
 - Historic Sites and Monuments Board of Canada Directory of Federal Heritage Designations (http://www.pc.gc.ca/apps/dfhd/search-recherche_eng.aspx) and Directory of Heritage Railway Stations (<https://www.pc.gc.ca/en/culture/clmhc-hsmbc/pat-her/gar-sta/on>);
 - Ontario Heritage Trust Online Plaque Guide (<https://www.heritagetrust.on.ca/en/online-plaque-guide>) and List of Easement Properties (<http://www.heritagetrust.on.ca/en/property-types/easement-properties>);
 - Ontario Genealogical Society Cemeteries Database (<http://vitacollections.ca/ogscollections/2818458/data?grd=3157>);
 - Canadian Heritage River System list of designated heritage river systems (<https://chrs.ca/>);
 - The Ontario Heritage Bridge List in the Ontario Heritage Bridge Guidelines for Provincially Owned Bridges (Interim; Ministry of Transport 2008);
 - City of London Inventory of Heritage Resources (<https://www.london.ca/About-London/heritage/Documents/Inventory-of-Heritage-Resources-2006.pdf>); and,
 - Historical Topographic Map Digitization Project (Ontario Council of University Libraries, main page: <https://ocul.on.ca/topomaps/>).
- Consulted heritage planners at the City;
- Conducted field investigations to inventory and document all known and potential cultural heritage resources in the study area and to understand the wider built and landscape context;
- Completed screening-level evaluations of properties with structures over 40 or more years old and evaluated their potential CHVI using the criteria prescribed in *Ontario Regulation 9/06*; and,
- Assessed the risk of impact to properties of known and potential CHVI and recommended mitigation and conservation measures using MTCS and other guidance.

Primary and secondary sources, including historic maps, aerial imagery, photographs, research articles and heritage policy were accessed from the Library and Archives Canada, Archives of Ontario, and online sources.

The results of consultation undertaken for this CHAR are summarized in Table 1.

Table 1: Results of consultation.

Contact	Date of Contact	Response
Kyle Gonyou, Heritage Planner, City of London	July 18, 2018. Email: Requested a copy of the Notice of Intent to Designate (NOID) for 660 Sunningdale Road.	July 18, 2018. The City provided a copy of the NOID and further information on previous demolition applications for the property. The City also advised that the property be considered a protected heritage property.
	July 18, 2018. Email: Follow up to identify if there were plans to relocate the barns on 660 Sunningdale Road.	July 18, 2018. The City advised that the City wishes to retain the barns in their original location.
	July 31 st , 2018. Phone call for further clarification on the NOID.	July 31 st , 2018. Discussed confidential information related to project area.
	Nov. 12, 2018. Email: Followed up on the status of the NOID for 660 Sunningdale Road East	Nov. 12 & 13, 2018. Email: The City informed that the NOID was approved for the entire property. However, the City is currently working to amend the designating by-law to only include the area surrounding the barns.

Fieldwork was conducted by cultural heritage specialist Robyn Lacy on July 20, 2018, which involved photographing all properties within the study area and streetscapes from the public right-of-way using a Samsung Galaxy A5 smartphone. The descriptions of known and potential cultural heritage resources use terms provided by the City, Blumenson (1990), Ricketts *et al.* (2004), Hubka (2013), and the *Canadian Inventory of Historic Buildings* (Parks Canada 1980).

2.1 Archaeology

Stage 1 archaeological investigations were conducted by Golder under PIF# P457-0072-2018 in August 2018. The results of this study, which recommended no further archaeological assessment, will be provided to the MTCS in a separate report.

3.0 PLANNING, LEGAL, & REGULATORY CONTEXT

Cultural heritage resources are recognized, protected, and managed through several provincial and municipal planning and policy regimes. These policies have varying levels of authority, though generally all inform decision-making on how impacts of new development of heritage assets can be avoided or mitigated.

3.1 Provincial Heritage Policies

3.1.1 *Environmental Assessment Act* and Municipal Class Environmental Assessments

The *Environmental Assessment Act* (EAA) was legislated to ensure that Ontario's environment is protected, conserved, and wisely managed. Under the EAA, 'environment' includes not only natural elements such as air, land, water and plant and animal life, but also the 'social, economic and cultural conditions that influence the life of humans or a community', and 'any building, structure, machine or other device or thing made by humans'. To determine the potential environmental effects of a new development, the Environmental Assessment (EA) process was created to standardize decision-making. For municipal road, water, and wastewater projects this decision-making is streamlined in the Class EA process, which divides routine activities with predictable environmental effects into four 'schedules' (Government of Ontario 2014; MCEA 2015). The Project falls under the Schedule 'C' MCEA process since it involves construction of new facilities and major expansions to existing facilities.

The phases (up to five) and associated actions required for each of these schedules is outlined in the Ontario Municipal Engineers Association (MEA) Manual. Avoidance of cultural resources is the primary mitigation suggested in the manual, although other options suggested including: 'employing necessary steps to decrease harmful environmental impacts such as vibration, alterations of water table, etc.' and 'record or salvage of information on features to be lost' (MEA 2015: Appendix 2). In all cases, the 'effects should be minimized where possible, and every effort made to mitigate adverse impacts, in accordance with provincial and municipal policies and procedures.' Some of these policies —such as the *Planning Act*, *Provincial Policy Statement*, and *Official Plans* and *Secondary Plans*— are listed as 'Key Considerations' in the MEA Manual and are described below.

3.1.2 *Planning Act* and Provincial Policy Statement

The *Ontario Planning Act* (1990) and associated Provincial Policy Statement 2014 (PPS 2014) provide the legislative imperative for heritage conservation in land use planning. Both documents identify conservation of resources of significant architectural, cultural, historical, archaeological or scientific interest as a provincial interest. PPS 2014 recognizes that protecting cultural heritage and archaeological resources has economic, environmental and social benefits, and contributes to the long-term prosperity, environmental health and social well-being of Ontarians. The *Planning Act* serves to integrate this interest with planning decisions at the provincial and municipal level, and states that all decisions affecting land use planning 'shall be consistent with' PPS 2014.

The importance of identifying and evaluating built heritage and cultural heritage landscapes is recognized in two sections of PPS 2014:

- Section 2.6.1 – 'Significant built heritage resources and significant heritage landscapes shall be conserved'
- Section 2.6.3 – '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 has been demonstrated that the heritage attributes of the protected heritage property will be conserved.'

PPS 2014 defines significant as resources ‘determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people’, and this determination can either be based on the provincial criteria prescribed in *Ontario Regulation 9/06 (O. Reg. 9/06)* and *Ontario Regulation 10/06* or by ‘municipal approaches that achieve or exceed the same objective’. This definition also stresses that because not all resources may be ‘identified and inventoried by official sources’, the significance of some resources ‘can only be determined after evaluation.’

Conserved is defined in PPS 2014 as ‘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 of interest is retained under the *Ontario Heritage Act*.’ *Adjacent lands* are defined as ‘those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan’. Built heritage resources, cultural heritage landscapes, heritage attributes, and protected heritage property are also defined in the PPS:

- **Built heritage resources:** a building, structure, monument, installation or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Aboriginal [Indigenous] community. Built heritage resources are generally located on property that has been designated under Parts IV or V of the *Ontario Heritage Act*, or included on local, provincial and/or federal registers.
- **Cultural heritage landscapes:** a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal [Indigenous] community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the *Ontario Heritage Act*; villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site).
- **Heritage attribute:** the principal features or elements that contribute to a *protected heritage property’s* cultural heritage value or interest, and may include the property’s built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (including significant views or vistas to or from a *protected heritage property*).
- **Protected heritage property:** property designated under Parts IV, V or VI of the *Ontario Heritage Act*; property subject to a heritage conservation easement under Parts II or IV of the *Ontario Heritage Act*; property identified by the Province and prescribed public bodies as provincial heritage property under the *Standards and Guidelines for Conservation of Provincial Heritage Properties*; property protected under federal legislation, and UNESCO World Heritage Sites.

For municipalities, PPS 2014 is implemented through an ‘official plan’, which may outline further heritage policies.

3.1.3 Ontario Heritage Act and Ontario Regulation 9/06

The Province and municipalities are enabled to conserve significant individual properties and areas through the *Ontario Heritage Act (OHA)*. Under Part III of the *OHA*, compliance with the *Standards and Guidelines for the Conservation of Provincial Heritage Properties* is mandatory for Provincially-owned and administered heritage

properties and holds the same authority for ministries and prescribed public bodies as a Management Board or Cabinet directive.

For municipalities, Part IV and Part V of the *OHA* enables councils to ‘designate’ individual properties (Part IV), or properties within a heritage conservation district (HCD) (Part V), as being of ‘cultural heritage value or interest’ (CHVI). Evaluation for CHVI under the *OHA* is guided by *Ontario Regulation 9/06*, which prescribes the *criteria for determining cultural heritage value or interest*. The criteria are as follows:

- 1) The property has **design value or physical value** because it:
 - i) Is a rare, unique, representative or early example of a style, type, expression, material or construction method;
 - ii) Displays a high degree of craftsmanship or artistic merit; or
 - iii) Demonstrates a high degree of technical or scientific achievement.
- 2) The property has **historic value or associative value** because it:
 - i) Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community;
 - ii) Yields, or has the potential to yield information that contributes to an understanding of a community or culture; or
 - iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.
- 3) The property has **contextual value** because it:
 - i) Is important in defining, maintaining or supporting the character of an area;
 - ii) Is physically, functionally, visually or historically linked to its surroundings; or
 - iii) Is a landmark.

If a property meets one or more of these criteria, it may be eligible for designation under Part IV, Section 29 of the *OHA*.

Designated properties, which are formally described¹ and recognized through by-law, must then be included on a ‘Register’ maintained by the municipal clerk. At a secondary level, a municipality may ‘list’ a property on the register to indicate its potential CHVI. Importantly, designation or listing in most cases applies to the entire property, not only individual structures or features.

3.1.4 Provincial Heritage Guidance

As mentioned above, heritage conservation on provincial properties must comply with the *MTCS Standards and Guidelines for the Conservation of Provincial Heritage Properties*. This report also provides ‘best practice’ approaches for evaluating cultural heritage resources not under provincial jurisdiction. For example, the *Standards and Guidelines for the Conservation of Provincial Heritage Properties – Heritage Identification &*

¹ The *OHA* defines ‘heritage attributes’ slightly differently than PPS 2014; in the former, heritage attributes ‘means, in relation to real property, and to the buildings and structures on the real property, the attributes of the property, buildings and structures that contribute to their cultural heritage value or interest’.

Evaluation Process (MTCS 2014) provides detailed explanations of the *O. Reg. 9/06* and *10/06* criteria and its application, while *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* describes how to organize the sections of an HIA and the range of possible impacts and mitigation measures.

The Province, through the MTCS, has also developed a series of products to advise municipalities, organizations, and individuals on heritage protection and conservation. One product used primarily for EAs is the MTCS *Checklist*. The checklist helps to identify if a study area contains or is adjacent to known cultural heritage resources, provides general direction on identifying potential built heritage resources and cultural heritage landscapes, and aids in determining the next stages of evaluation and assessment.

One criterion listed on the MTCS *Checklist* is if a property contains buildings or structures 40 or more years old at the time of assessment. This 40-year criterion does not automatically assign cultural heritage value or interest or protection to buildings and structures older than 40 years, nor exclude those built in the last 40 years. Instead, it assumes that a property's heritage potential increases with age. If the criterion identifies potential cultural heritage resources in a study area, the MTCS *Checklist* advises that a Cultural Heritage Evaluation Report (CHER) be completed. If the MTCS *Checklist* further indicates that known or potential heritage resources will be impacted by the proposed development in a study area, investigation as part of a Heritage Impact Assessment (HIA) is usually necessary.

More detailed guidance on identifying, evaluating, and assessing impact to built heritage resources and cultural heritage landscapes is provided in the *Ontario Heritage Tool Kit* series. Of these, *Heritage Resources in the Land Use Planning Process* (MTCS 2006) provides an outline for the contents of a HIA, which it defines as:

'a study to determine if any cultural resources (including those previously identified and those found as part of the site assessment) ...are impacted by a specific proposed development or site alteration. It can also demonstrate how the cultural resource will be conserved in the context of redevelopment or site alteration. Mitigative or avoidance measures or alternative development or site alteration approaches may be recommended.'

For EAs, the *Ontario Heritage Tool Kit* partially, but not entirely, supersedes earlier MTCS advice. Criteria to identify cultural landscapes is provided in greater detail in the *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1980:7), while recording and documentation procedures are outlined in the *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992:3-7).

3.2 Municipal Heritage Policies

3.2.1 The London Plan

The City's new official plan, entitled *The London Plan*, was approved with modifications by the Province in 2016. The plan was implemented to guide the growth, preservation, and evolution of the City over the next 20 years and includes policies to guide the identification and conservation of cultural heritage properties and landscapes. Cultural heritage is referenced in several sections of *The London Plan* and in two of the key directions:

- Direction #3 – Celebrate and support London as a culturally rich, creative and diverse city
 - 4. Recognize and celebrate the contributions of Indigenous communities in our shared cultural heritage; and,
 - 7. Protect our built and cultural heritage to promote our unique identity and develop links to arts and eco-tourism in the London Region.

- Direction #7 – Build strong, healthy and attractive neighbourhoods for everyone
 - 5. Protect what we cherish by recognizing and enhancing our cultural identity, cultural heritage resources, neighbourhood character, and environmental features.

Central London, defined by Oxford Street, Adelaide Street and Thames River, is recognized in *The London Plan* as containing 'some of London's most significant cultural heritage resources' (Section 93), and similarly for the Thames Valley Corridor there is a commitment to 'Protect, enhance and restore the natural and cultural heritage of the corridor in all the planning we do' (Section 123.4). 'Main Streets' too are identified as 'some of London's most cherished historical business areas' and are specifically 'protected from development that may undermine the character and cultural heritage value of these corridors' (Section 131). In terms of 'Urban Regeneration', the conservation, restoration and appropriate use of cultural heritage resources will be encouraged, and community improvement plans may be used to encourage heritage conservation (Section 154.3 and 165).

In its 'City Building Policies' *The London Plan* states under 'Character' that the 'built form will be designed to have a sense of place and character consistent with the planned vision of the place type, by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials and cultural heritage' (Section 197, currently subject to appeal). Heritage conservation and promotion is also to be considered when designing public facilities and public spaces (Section 429 and 540), and in the City's objective to be a 'culturally rich and diverse city' (Section 525.6) and to be a regional cultural centre (Section 532).

The 'Cultural Heritage' section of *The London Plan* defines cultural heritage as:

'the legacy of both tangible and intangible attributes that our community has inherited from past generations, including buildings, monuments, streetscapes, landscapes, books, artifacts and art, folklore, traditions, language and knowledge (Section 551).

From this, the City's overall objectives for cultural heritage are to:

- Promote, celebrate and raise awareness and appreciation of London's cultural heritage resources.
- Conserve London's cultural heritage resources so they can be passed on to our future generations.
- Ensure that new development and public works are undertaken to enhance and be sensitive to our cultural heritage resources (Section 554).

How these will be achieved are then focused on three areas of cultural heritage planning:

- 1) General policies for the protection and enhancement of cultural heritage resources.
- 2) Specific policies related to the identification of cultural heritage resources including individual heritage resources, heritage conservation districts, cultural heritage landscapes and archaeological resources.
- 3) Specific policies related to the protection and conservation of these cultural heritage resources (Section 555).

The general policies are then discussed through Sections 556-571, the identification of cultural heritage resources through Sections 572-582, and the specific policies discussed through Sections 583-622. At the time of writing, Policy 594 (regarding heritage conservation districts) was under appeal.

3.2.2 2015-2019 Strategic Plan for the City of London

The City's *2015-2019 Strategic Plan for the City* adopted in 2014, aims to, 'protect and promote London's Thames Heritage River status and protect and celebrate London's heritage for current and future generations', and encourages investing in 'heritage restoration, brownfield remediation, urban regeneration, and community improvement projects through community improvement plans and the London Plan'. The goals of the *Strategic Plan* are largely implemented through other plans, studies, policies and documents.

3.2.3 Transportation Master Plan

In 2013, the City of London developed *A New Mobility Transportation Master Plan for London: 2030 Transportation Master Plan: SmartMoves*. Several heavily travelled corridors were identified as operating at or over capacity by 2030, including Adelaide Street North. These corridors were identified as areas for 'capacity optimization' and/or transit priority corridors to assist in managing delays and travel times (City of London 2013).

Table 14 of the Plan identifies the proposed improvements for Adelaide Street North, which includes 2 to 4 through lanes to be completed within 5 to 10 years. Optimization of the street from Fanshawe Park Road to Hamilton Road is recommended to take place within 10 to 15 years. Adelaide Street North from Grenfell Drive to Sunningdale Road is identified as having 2 to 4 through lanes to be completed within 5-10 years.

3.2.4 Guidelines for the Identification of Cultural Heritage Landscapes in London

In 2003, the City adopted the *Guidelines for the Identification of Cultural Heritage Landscapes in London* as a guideline document to the *Official Plan* (1989). Although these guidelines predate the update to the *OHA* and *PPS* 2014, they remain a useful tool for assessing heritage attributes of potential cultural heritage landscapes in the City.

4.0 GEOGRAPHIC & HISTORICAL CONTEXT

4.1 Geographic Context

The study area is in southwest Ontario, approximately 43 km north of Lake Erie and 75 km east of Lake Huron. It is within the within the Stratford Till Plain physiographic region, described by Chapman & Putnam (1984:133) as:

...broad clay plain of 1,370 square miles, extending from London in the south to Blyth and Listowel in the north with a projection toward Arthur and Grand Valley. It is an area of ground moraine interrupted by several terminal moraines. The moraines are more closely spaced in the southwestern portion of the region; consequently, that part resembles the Mount Elgin Ridges... Throughout the area the till is fairly uniform, being a brown calcareous silty clay whether on the ridges or the more level ground moraine. It is a product of the Huron ice lobe. Some of the silt and clay is calcareous rock flour, probably a good deal of it coming from previously deposited varved clays of the Lake Huron Basin.

Soils in the northern portion of the study area consist of Brant silt loams and Bryanston silt loams that are well-to-imperfectly drained and are some of the most productive soils in Middlesex County (Hagerty and Kingston 1992). The topography of the study area is flat and sits at 250 m above sea level (ASL) at the south end, gently sloping up to approximately 265 m ASL in the north. A ridge rising to approximately 270 m ASL lies southwest-northeast across the Sunningdale Road East and Adelaide Street North in the northwest portion of the study area. The closest water sources are several branches of Stoney Creek, which flow through various parts of the study area. Stoney Creek is a tributary of the north branch of the Thames River and part of the Stoney Creek sub-watershed.

The study area lies within the Mixed-wood Plains ecozone of Ontario (The Canadian Atlas Online 2015). Although largely altered by recent human activity, this ecozone once supported a wide variety of deciduous trees, such as various species of ash, birch, chestnut, hickory, oak, and walnut, as well as a variety of birds and small to large land mammals, such as raccoon, red fox, white tailed deer, and black bear.

In relation to cultural boundaries, the study area is in the City's Ward 5, approximately 7 km north of downtown London and 700 m south of the City's north boundary with the Municipality of Middlesex Centre.

4.2 Historical Context

4.2.1 Middlesex County and London Township

The Indigenous history of the area spanning at least 10,000 years up to the end of the French colonial regime is summarized in Golder's Stage 1 archaeological assessment for the project. The historical summary below begins at the British colonial administration, when the districts, counties and townships —some of which are retained today— were established.

Following the Toronto Purchase of 1787, today's southern Ontario was within the old Province of Quebec and divided into four political districts: Lunenburg, Mecklenburg, Nassau, and Hesse. These became part of the Province of Upper Canada in 1791, and renamed the Eastern, Midland, Home, and Western Districts, respectively. The study area was within the former Hesse District, then later the Western District, which originally included all lands west of an arbitrary line running north from the end of Long Point on Lake Erie to the southernmost point of Georgian Bay. Each district was further subdivided into counties and townships. The study area was originally within London Township in the County of Middlesex.

Official interest in the area dates to 1792 and 1793, when Lieutenant-Governor for Upper Canada John Graves Simcoe and his wife Elizabeth visited the Forks of the Thames during an overland journey from Niagara to Detroit

and back (Macleod 1972:155). For Simcoe, the area was natural strategic and administrative centre for the colony; equidistant from Detroit and Niagara and well inland from the hostile US border, it could support nearby naval bases on three of the Great Lakes and be easily defended in the event of American attack (Macleod 1972:156). He subsequently ordered the lands of the Thames River basin be surveyed for European habitation and with the Chippewa Nation negotiated a land surrender called London Township Treaty No. 6 for what would become Middlesex County. The treaty, witnessed on September 7, 1796 read:

NOW KNOW YE, that we the said principal Chiefs, Warriors and People of the Chippewa Nation for and in consideration of the sum of twelve hundred pounds Quebec currency value in goods estimated according to the Montreal price now delivered to us...beginning at a certain station on the north bank of the said river about nineteen miles above the Delaware [sic] Village following the windings of the said river and about twelve miles distant from the said village in a direct northerly course, being about two miles above a lime stone rock and spring on the said river which station will be more perfectly found by a line run from the main or lower fork at London six miles on a course south, sixty-eight degrees thirty miles; thence north sixty-eight degrees thirty minutes east twelve miles' thence south twenty-one degrees thirty minutes east till it intersects a right line running from the upper forks of the said river at Oxford to the main or lower forks of the said river at London; thence along the said line to the said upper forks on a course north sixty-eight degrees thirty minutes east; thence down the said River Thames following the several winding and courses with the stream to the place of beginning. (Indigenous & Northern Affairs Canada 2016)

Two years later, London District was formed from parts of the Home and Western Districts, with the district town established at is now Turkey Point.

In 1801, Simcoe's former private secretary Colonel Thomas Talbot sold his commission to promote British settlement of the area, and hired surveyor Colonel Mahlon Burwell, who began his work in 1810 (Brunger 2019; Gentilcore & Donkin 1973). However, as early as 1808, a 'non-progressive' squatter named Joshua Applegarth had built a cabin at the Forks near today's Blackfriar's Bridge and attempted to grow rope hemp on the river flats (Stott 1999:13-14).

Both the surveys and settlement would be disrupted by the War of 1812, which came to the London area in 1813. After advancing up the Thames, American forces faced a combined British regular, militia, and First Nation force at Moraviantown. In the ensuing Battle of the Thames, the widely respected First Nation leader Tecumseh was killed, and the British force was routed (Troughton & Quinlan 2009:43-44). During the 1814 campaign season, the American again met the British on the Thames, and the latter were again defeated at a skirmish on the Longwoods Road, also known as 'Battle Hill' (Troughton & Quinlan 2009:44).

After the war, settlers began arriving in Middlesex County in numbers, concentrating first in the Township of Delaware, near the Thames River, then spreading to Westminster Township and London Township. The history of London Township is described below.

4.2.2 London Township and City of London

Burwell's surveys of London Township would not be complete until the late-1820s and it was bound on the north by the townships of McGillivray and Biddulph, on the west by Lobo Township, on the south by the Delaware and Westminster townships, and on the east by the Township of Nissouri West (Goodspeed 1889). London Township is the largest of the Middlesex townships, covering approximately 96,000 acres (H.R. Page & Co. 1876), and its earliest 'official' settlement dates to 1818, when Talbot granted land to several Irish families. Poor roads to the area prevented all but modest growth, but this changed dramatically in 1827 when London was made capital of

Western District and the site for the district courthouse, which had been erected by 1829 (Troughton & Quinlan 2009:47; Stott 1999:15). Three years later the population numbered around 400 and despite an outbreak of Asiatic cholera had recovered by 1835 to boast over 1,000 inhabitants, surpassing the population of neighbouring towns such as St. Thomas, Port Stanley, and Delaware. During the 1837 Rebellion, London was selected as permanent garrison for the British 32nd Regiment and continued to grow, surpassing 1,800 people in 1840 when it reached police village status. The population of the township, exclusive of the Village of London, reached 3,955 people by 1842 (Stott 1999:15; H.R. Page & Co. 1878).

The first of two devastating fires swept through a large portion of Dundas Street in 1844 while a second fire the following year, known as 'The Great Fire', burned a substantial portion of the village. These led to a by-law defining boundaries in the village where no wooden structures could be erected (H.R. Page & Co. 1878). Industries in the township at this time included three grist and six saw mills (Smith 1846).

In 1847 London incorporated as a Town and by 1850 the township's population had reached 6,034 people. London's incorporation as a city came into effect on January 1, 1855 when its population surpassed 10,000 (Smith 1850), a rapid growth spurred by arrival of the Great Western Railway in 1853 and later supported by the London-Port Stanley Railway in 1856. Two years later the township was considered fully settled, and throughout the 1870s London continued to see steady growth owing to its rich agricultural land, as well as manufacturing in industries such as brewing, oil, carriage manufacture, and foodstuffs such as confectionary (Department of Agriculture 1880). London had also experienced an 'oil fever' between 1862 to 1865, but overproduction soon drove the price down.

London Township's population had grown to 9,645 inhabitants by 1880, with several small hamlets including Birr, Elginfield, Denfield, Ilderton, Vanneck, Bryanston, and Kensington (Brock and Moon 1972: 520-522). The City by then was divided into seven wards and had several suburbs, including Kensington, Petersville, Westminster, and London East (Page and Co. 1878). In the 1880s, London annexed London East, London South, and London West, followed by Pottersburg, Ealing, and Chelsey Green in 1912 (Tourism London 2019). In 1892 the *London City and Middlesex County Directory* listed the City's population as 15,983 people (Might's Directory Co. 1892).

The City continued to grow into the first two decades of the 20th century as its industrial base developed and the Ontario shifted to an increasingly urban economy (Troughton & Quinlan 2009:54). This was stifled by the Great Depression in 1929, and in 1937 the Thames River flooded, killing one and leaving hundreds homeless (Troughton & Quinlan 2009:54; Tourism London 2019). London's manufacturing industries contributed to the war effort through 1939-1945, but agriculture dropped precipitously in the post war years while other economic activities, such as the automotive industry, diversified and expanded (Troughton & Quinlan 2009:56-58). London reached nearly a quarter of a million residents by 1976 primarily by annexing surrounding communities beginning in 1961. In 1993, London had annexed nearly all the Town of Westminster and by 2016, the population of the City had expanded to 494,069, making it one of the largest urban municipalities in Ontario (Statistic Canada 2016).

4.2.3 Study Area

The study area was historically located on the east boundary of Lot 13 Concession 5 and the west boundary of Lot 12 Concession 5 in the historical St. Patrick's Rural Ward in London Township, Middlesex County.

The 1819 Patent Plan of the Township of London indicates that the Lots were divided into north and south portions of approximately 100 acres. The south portion of Lot 13, Con. 5 was owned by 'Richard' [illegible last name], and the owner of the north portion is also illegible on the map. Lot 12, Con. 5 was owned by Edward

[illegible last name] for the south portion and Robert [or Ralph] in the north portion of the lot. There are no structures identified in the plan.

By the time of the 1862 Tremaine map, the properties had changed ownership and Lot 13 had been further subdivided. The north portion of Lot 13, Con. 5 was owned by the William Geary Estate, the southwest portion was owned by John Haskett, and the southeast portion was owned by J. G. Luard. The north portion of Lot 12, Con. 5 was owned by Robert Ralph, and the south portion owned by Thomas Foster. The only structure within the study area at this time was a house in the southeast corner of Lot 13. To the northwest of the study area, the south half of Lot 13, Con. 6 is shown to have been owned by Edward Talbot (Figure 2).

By 1878, most of Lot 13 was owned by the Geary family, with R. Geary residing on the southwest portion of the Lot and Jonathan Geary in the north half. The heirs of T. Burk owned the southeast portion with two structures (H.R. Page and Co 1878; Figure 2). R. Geary's property indicates that there was a structure and garden in the southern extent of the property, and two structures were also present on the north half of the Lot near the east extent. On Lot 12, the north portion remained under the ownership of Robert Ralph, and a house and farm are identified in the northwest corner of the lot. The south portion also remained under the ownership of Thomas Foster, with a house and farm on the centre of the west side of the plot of land.

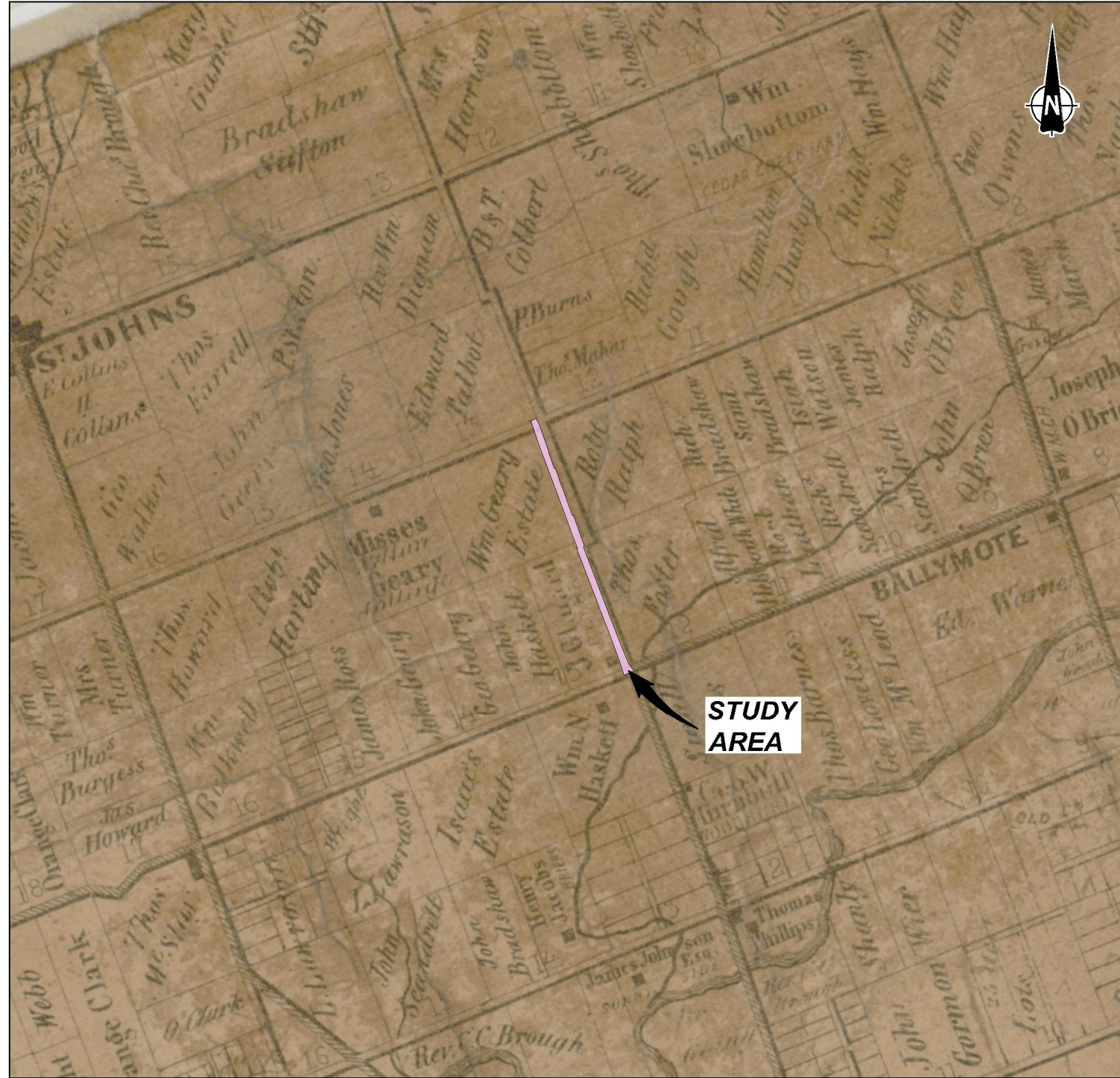
The 1915 map labels the area 'Geary's Corner' and indicates a masonry house northwest of the intersection of Fanshawe Park Road East and Adelaide Street North, and a small wood house in Lot 12, just north of the northeast corner of the intersection (Department of Militia and Defence 1915; Figure 3). At the north end of Lot 12, another wood house is present, and a small bridge is drawn in the middle of the road between Lots 12 and 13. By 1930, the label 'Geary Corners' is still used, and the houses illustrated on the 1915 map now have outbuildings; however, the bridge is no longer depicted (Department of National Defence 1930).

A 1962 topographic map indicates no major developments along Adelaide Street North except for several structures built within the study area near the road and a residential street to the west called 'Stoneybrook Heights' (Department of Energy, Mines and Resources 1962). Several structures near the middle of Lot 12 had been demolished by 1973, and a sports track had been laid in the southwest corner of Lot 12 (Department of Energy, Mines and Resources 1973).

Several residences can be seen in the southwest corner of Lot 12 on a 1982 aerial photo (Department of Energy, Mines and Resources 1982) (Figure 4). At the west side of the study area in the southeast corner of Lot 13 is a farm with woodlot, and open fields cover the south half of both Lot 12 and 13. By 1989, the property north of the sports arena had been developed with a residential subdivision and two large apartment buildings were built adjacent to the roadway (Northway Map Technology Limited 1989 – image not reproduced in this report). Another subdivision was developed between 1982 and 1989 in the north half of the south portion of Lot 13, but the southeast corner of Lot 13 remained as a farm.

Aerial imagery indicates that by 2003 the sports arena had been replaced with a subdivision, and the farm west of the study area was now a commercial property with large grocery store and parking lot. The north half of each lot was not developed until 2009.

1862 TREMAINE



1878 H.R. PAGE AND CO.



LEGEND

APPROXIMATE LOCATION OF STUDY AREA

REFERENCE

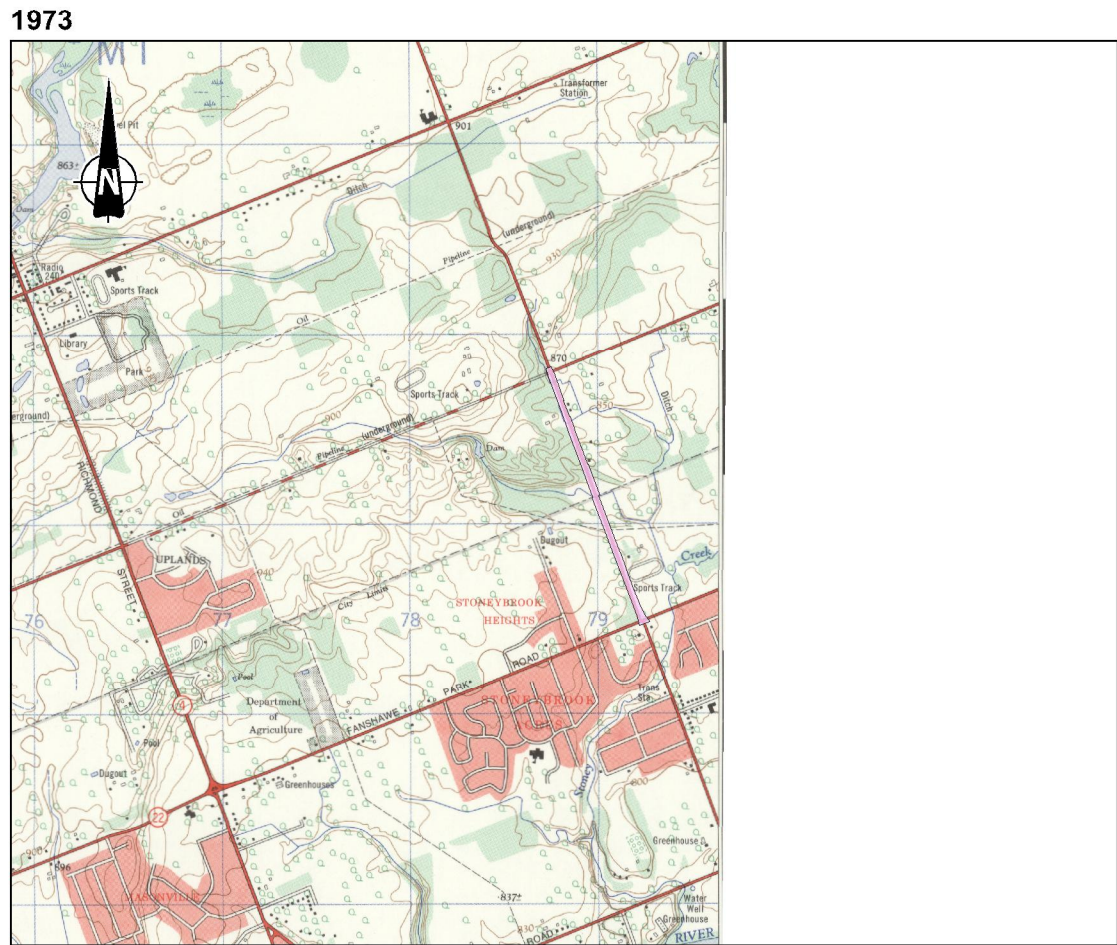
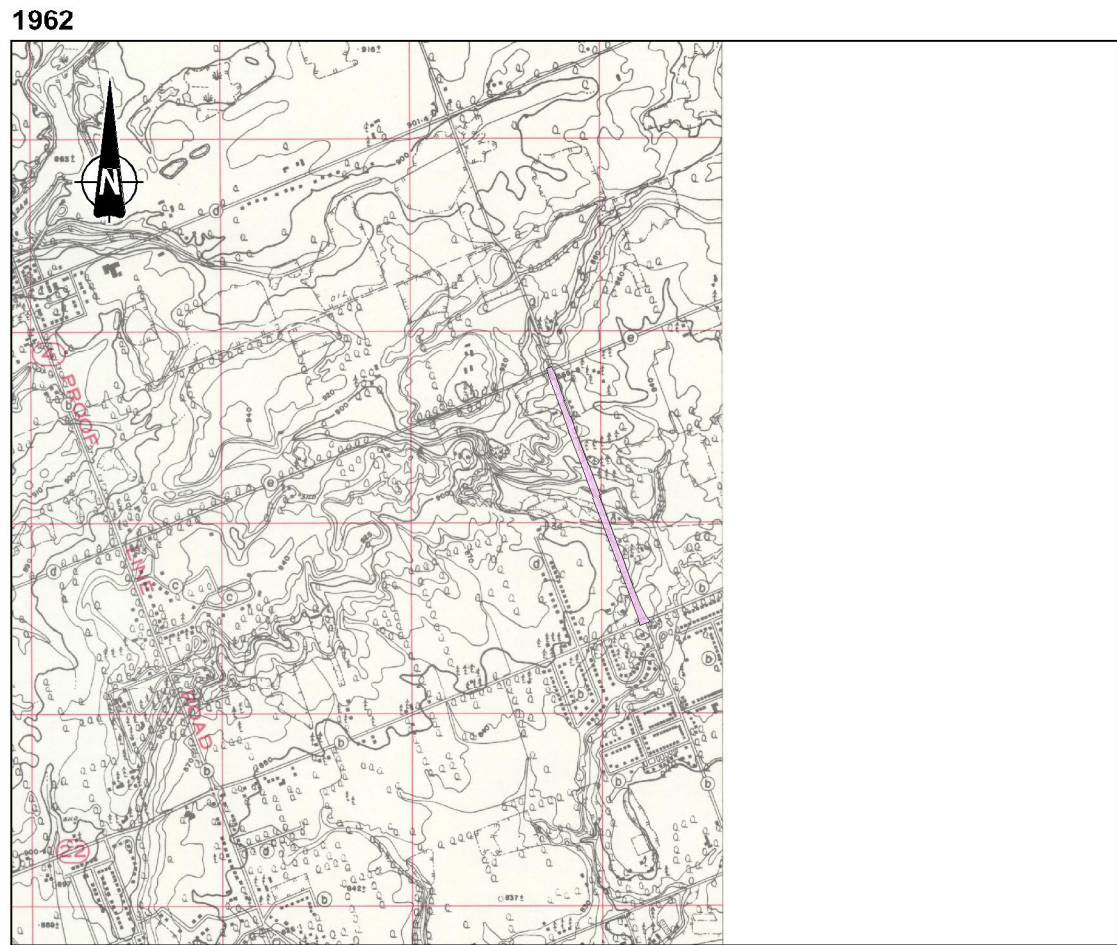
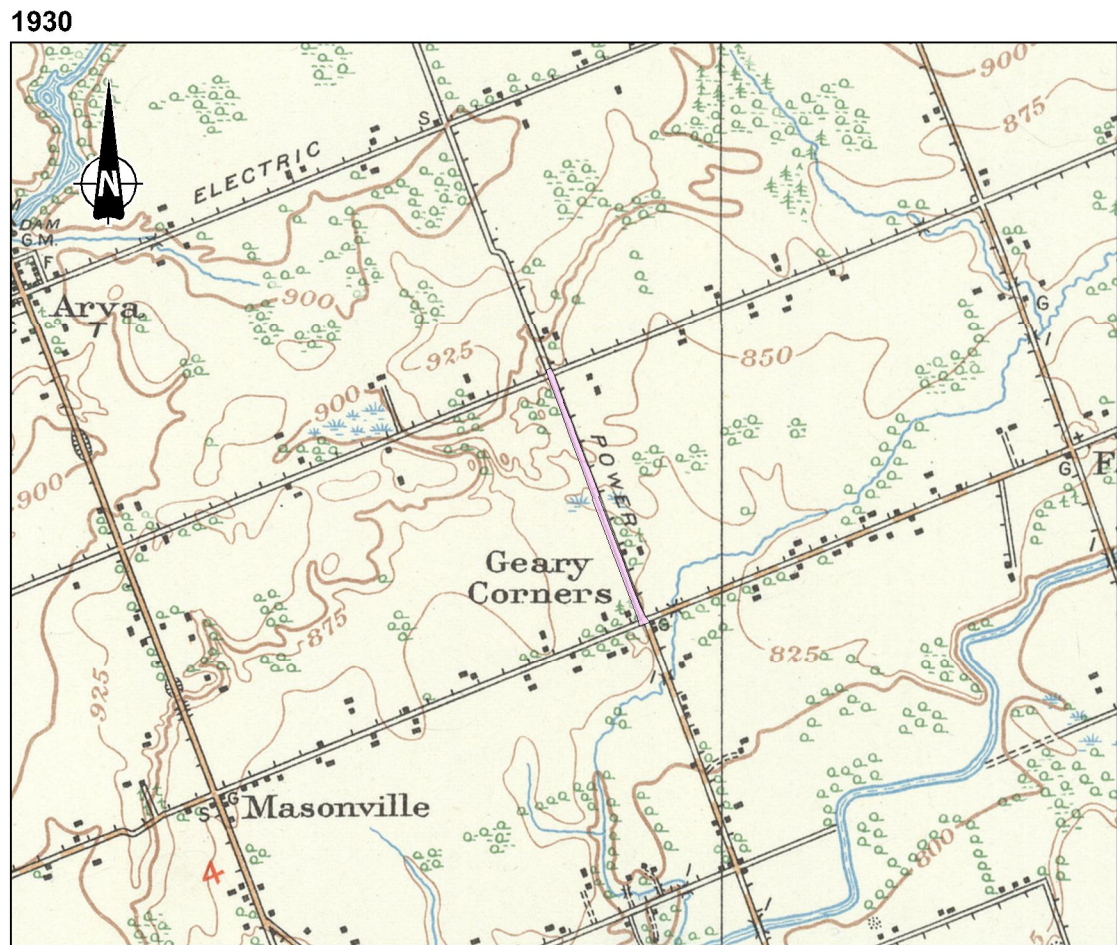
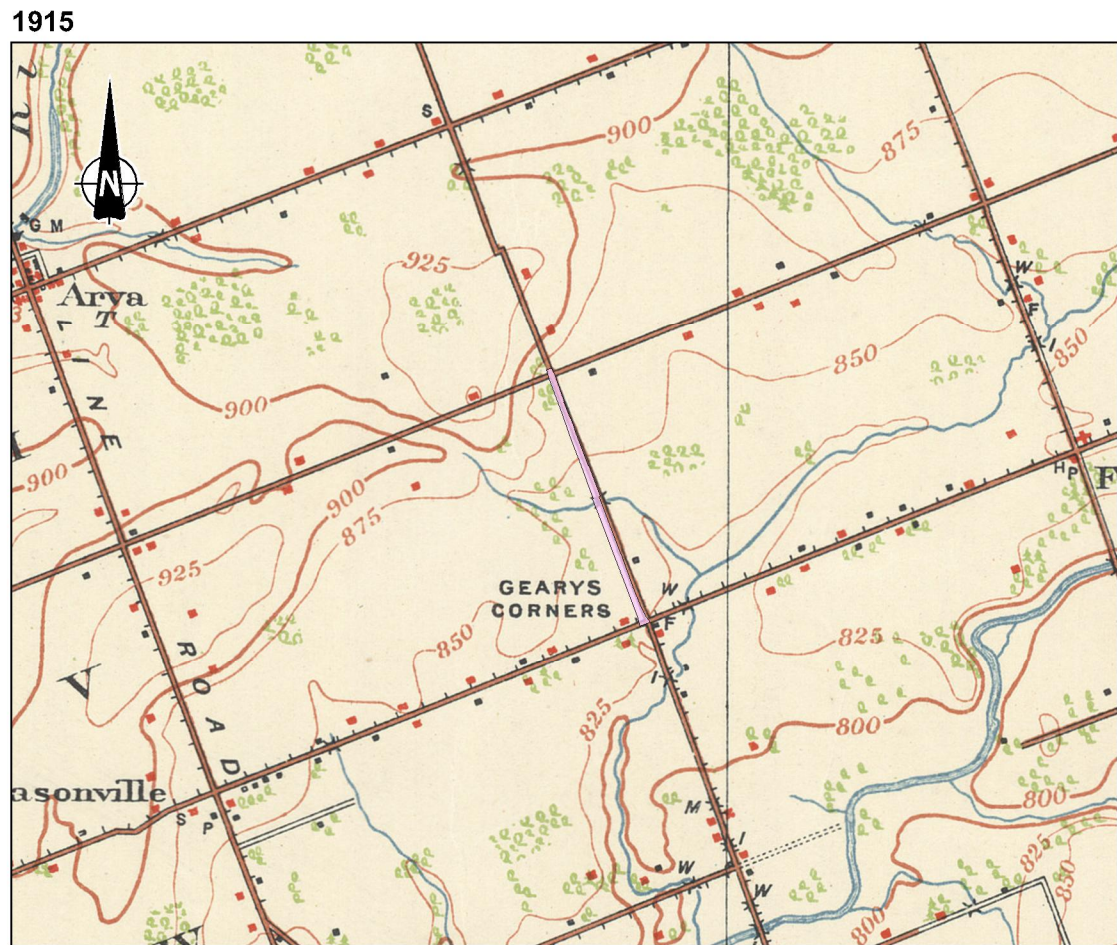
TREMAINE GEORGE R., 1862, TREMAINE'S MAP OF THE COUNTY OF MIDDLESEX. GEORGE C. TREMAINE., TORONTO.
PAGE, H.R. AND CO., 1878, ILLUSTRATED HISTORICAL ATLAS OF MIDDLESEX COUNTY, TORONTO.

NOTES

THIS DRAWING IS SCHEMATIC ONLY AND IS TO BE READ IN CONJUNCTION WITH ACCOMPANYING TEXT.

ALL LOCATIONS ARE APPROXIMATE ONLY.

PROJECT			
CULTURAL HERITAGE ASSESSMENT REPORT ADELAIDE STREET NORTH FANSHAW PARK ROAD EAST TO SUNNINGDALE ROAD EAST CITY OF LONDON, ONTARIO			
TITLE			
HISTORICAL MAPS 1862 TREMAINE MAP AND 1878 H.R. PAGE AND CO. MAP			
PROJECT No.	1898273	FILE No.	1898273-3000-R01002
CADD	ZJB	DATE	July 31/18
CHECK	HCC	SCALE	N.T.S. REV.
GOLDER		FIGURE 2	



LEGEND

APPROXIMATE LOCATION OF STUDY AREA

REFERENCE

- Department of Militia and Defence, 1915, Lucan, Ontario. 1:63,360. Map Sheet 040P03 [ed.1].
- Department of Militia and Defence, 1930, Lucan, Ontario. 1:63,360. Map Sheet 040P03 [ed.4].
- Department of Militia and Defence, 1962, Lucan, Ontario. 1:25,000. Map Sheet 040P03C [ed.2].
- Department of Militia and Defence, 1915, Lucan, Ontario. 1:25,000. Map Sheet 040P03C [ed.3].

NOTES

THIS DRAWING IS SCHEMATIC ONLY AND IS TO BE READ IN CONJUNCTION WITH ACCOMPANYING TEXT.

ALL LOCATIONS ARE APPROXIMATE ONLY.

PROJECT	CULTURAL HERITAGE ASSESSMENT REPORT ADELAIDE STREET NORTH FANSHAWE PARK ROAD EAST TO SUNNINGDALE ROAD EAST CITY OF LONDON, ONTARIO		
TITLE	TOPOGRAPHICAL MAPS 1915, 1930, 1962 AND 1973		
PROJECT No.	1898273	FILE No.	1898273-3000-R01002
CADD	ZJB	DATE	July 31/18
CHECK	HCC	SCALE	N.T.S. REV.
GOLDER		FIGURE 3	



Figure 4: Aerial Imagery of the study area, 1982.

5.0 EXISTING CONDITIONS & IDENTIFIED CULTURAL HERITAGE RESOURCES

5.1 Existing Conditions

The two-lane Adelaide Street North has medians and sidewalks on either side, and ranges from three to four meters to nine and a half meters wide (Figure 5). Overall, the study area can be characterized as mixed-use: a developed urban environment with a mix of commercial properties, subdivision developments, condos, and single-detached homes, as well as several undeveloped parcels.

Traffic is consistent within the south half of the study area. North of the Adelaide Street North and Fanshawe Park Road East intersection the roadway is two lanes on each side, with bike lanes on either side of the road adjacent to the sidewalks. North of the Phillbrook Drive/Grenfell Drive intersection the road reduces to one lane on either side. A construction zone is located to the southwest corner of this intersection (Figure 6), while multi-unit housing developments occupy the northwest and southeast corner, while two 10-storey apartment buildings are located at the northeast corner (Figure 7). As the road continues north there is a gradual drop in elevation toward a marshy area with concrete culvert (Figure 8); north of this marsh, the elevation rises again to level out south of the intersection of Adelaide Street North and Sunningdale Road East.

The majority of the private properties and housing developments within the study area are hidden from the road by fences and noise attenuation walls along the public right of way, with the exception of the apartment buildings at the south of the study area (Figure 9). Near the northeast end of the study area are several single detached houses.

The property at 1786 Adelaide Street North has a one-storey, brick and rubble clad side-gable residence with a covered front porch that is set back from the road and surrounded by vegetation (Figure 10). At the end of the driveway is a small, one-storey wood garage with medium-gable roof. Continuing north, at 1796 Adelaide Street North is a one-storey, late 20th to early 21st century structure and just southwest of the intersection of Sunningdale Road East and Adelaide Street North is a Tim Hortons and gas station (Figure 11). To the northeast and northwest of the intersection are open fields and a forested area. At the edge of the northwest corner of the intersection is a small sculpture garden with concrete animals and abstract shapes or objects (Figure 12).

To the northwest of the Sunningdale Road East intersection is the protected heritage property at 660 Sunningdale Road East (Figure 13). It includes a residence and two red-tile barns and is surrounded by trees and fields. The barns' roofs are only partially visible from the intersection (Figure 14).



Figure 5: View north from the intersection of Adelaide Street North and Phillbrook Drive / Grenfell Drive, showing the apartment at the northeast of the intersection, the bike lane and sidewalk, and wide grass median (July 20, 2018).



Figure 6: View north past a construction project on the west side of Adelaide Street North, south of intersection with Phillbrook Drive / Grenfell Drive (July 20, 2018).



Figure 7: View south on Adelaide Street North, north of 1600 Adelaide Street North apartments (July 20, 2018).



Figure 8: View north northwest from the west side of the culvert. Note the reeds, pond, and undeveloped land (July 20, 2018).



Figure 9: View south along the west side of Adelaide Street North, showing one of the fences on the right-of-way separating the housing developments from the road (July 20, 2018).



Figure 10: 1786 Adelaide Street east, facing northeast (July 20, 2018).



Figure 11: Intersection of Sunningdale Road East and Adelaide Street North, facing south (July 20, 2018).



Figure 12: View north northwest of concrete sculpture garden at the Sunningdale Road East and Adelaide Street North intersection (July 20, 2018).



Figure 13: View east towards the north intersection from the edge of 660 Sunningdale Road East (July 20, 2018).



Figure 14: View northwest from Sunningdale Road East towards the protected heritage property at 660 Sunningdale Road East (July 20, 2018).

5.2 Identified Cultural Heritage Resources

Known and potential cultural heritage resources were identified within the study area based on the MTCS *Checklist*, which was supplemented by historical research and field investigations. Properties with structures 40 or more years old were field documented, then screened for potential CHVI based on whether it met one or more of the criteria prescribed in *Ontario Regulation 9/06*.

Within the study area is:

- One protected heritage property designated under Part IV of the *Ontario Heritage Act* (660 Sunningdale Road East);
- One property with structures 40 or more years old evaluated not to have CHVI (1786 Adelaide Street North)

These are described below in order from south to north.

5.2.1 1786 Adelaide Street North

Based on topographic mapping, the residence at 1786 Adelaide Street North was constructed after 1930 and prior to 1961 (Department of National Defence 1930, Department of Energy, Mines and Resources 1962). This period of construction is supported by MPAC, which provides a date of 1955.

The four-bay and single-storey house on the property has a side-gable plan and its brick and random rubble is most likely cladding a wood balloon frame. Based on its massing and side-gable plan it can be identified as a Minimal Traditional style house popular between 1920 and 1980 (Hubka 2013:58). The single-bay, single-storey and gable front garage is also minimalist in style. The property was evaluated not to have CHVI because it does not demonstrate:

- Design or physical value
 - The structure is built in a residential architectural style or form common across the area and is executed in widely available materials with no high level of craftsmanship. Additionally, there are no rare, unique, or representative property features associated with each building or structure.
- Historical or associative value
 - Based on background historical research, the property was not found to be directly associated with significant themes, events, beliefs, persons, organizations, or institutions, nor has potential to contribute to understanding of the community of culture.
- Contextual value
 - The property does not define nor support the character of the area, is not physically, functionally, visually, or historically linked to its surroundings, nor would be considered a landmark.

5.2.2 660 Sunningdale

Only one known cultural heritage resource was identified in the study area.

660 Sunningdale Road East	
 <p><i>'Barn 2' (photograph from De Bono 2018).</i></p>	 <p><i>'Barn 3' in 2017 (from City of London 2018)</i></p>
<p>Heritage Status: Designated through City of London, By-law No. L.S.P.-3476-474, enabled under Part IV of the <i>Ontario Heritage Act</i>.</p> <p>Only the Part 1 (as shown on Plan 33R-20149) of the property that includes the red clay tile barns was intended to be designated. However, since Part 1 is not a separate parcel, the designating by-law was registered against the entire property. To enable development of the property, the heritage designating by-law must be removed from the title to the lands that are now in the first phase of the subdivision (Plan 33M-749). Efforts are currently underway to amend the heritage designating by-law so that the designation can be registered against the appropriate property where the red clay tile barns are located (City of London 2018b).</p>	
<p>Description: The property has two, one-storey barns of similar size with gable roofs with projecting purlins and metal roof gable ventilators. They are timber-frame structures clad in cement and red-tile and are unique to the area. The red-tile barns were constructed around 1925.</p>	
<p>CHVI (excerpted from City of London By-Law No. L.S.P.-3476-474):</p> <p>The two red clay tile barns located at 660 Sunningdale Road East are of cultural heritage value or interest because of their physical or design values and contextual values. The significance of the barns located at 660 Sunningdale Road East comes from their use of the red clay tile material, the intersection of a material more typically found in industrial structures but applied here in an agricultural form, and their setting. These materials and forms are authentically displayed in their built form which has significance particularly the rarity of its materials used in this form.</p> <p>The use of materials and construction method is rare for barns. The red clay tiles, used as the primary cladding material for the barns, is rare and not found elsewhere in the City of London. The use of concrete piers in the construction of the barns is also rare, where barns more typically have concrete or stone foundations rather</p>	

660 Sunningdale Road East

than concrete piers, with a timber frame. The application of these materials is more commonly found in industrial applications, such as factory buildings, which makes the barns rare examples of this expression not seen elsewhere in London.

The barns display a degree of craftsmanship in the material qualities of the clay tile. While the variety in grooving, cutting, and colour of the tiles could suggest little regard for the appearance of the building, or the use of seconds, this contributes to the rustic qualities of the barn and well suited to their rural context.

The barns represent technical achievement in their combination of industrial materials in an agricultural form that is not seen elsewhere in London.

Contextually, the location and arrangement of the barns on the property, and the relationship between barns contributes with the property's physical, functional, visual, and historical links to its surroundings.

Heritage Attributes (excerpted from City of London By-Law No. L.S.P.-3476-474):

Two barns with:

- The application of typically industrial materials in an agricultural form;
- Existing location of the two barns on the property;
- Physical relationship between the two barns; and,
- Materials, construction, and form of the two barns including: red clay tiles, protruding concrete piers, roof trusses with projecting purlins of the roof structure, multi-pane windows with a five-over-five fenestration pattern, and metal gable roof with ventilators.

6.0 IMPACT ASSESSMENT

6.1 General Description of Proposed Undertaking

As recommended in the London 2030 *Transportation Master Plan*, and as part of the implementation strategy of transportation infrastructure needs for the Adelaide Street North corridor, the City identified necessary improvements to Adelaide Road North between Fanshawe Parke Road East and Sunningdale Road East. The objective of these improvements is to improve traffic flow along the corridor and consider future growth within the area.

The following changes are proposed for the study area:

- Widening Adelaide Street North by approximately 10 m on either side to accommodate 4 lanes.

6.2 Impact Assessment

When determining the effects a development or site alteration may have on known or potential built heritage resources or cultural heritage landscapes, the MTCS *Heritage Resources in the Land Use Planning Process* advises that the following direct and indirect adverse impacts be considered:

- Direct impacts
 - *Destruction* of any, or part of any, significant heritage attributes, or features;
 - *Alteration* that is not sympathetic or is incompatible, with the historic fabric and appearance;
- Indirect Impacts
 - *Shadows* created that alter the appearance of a heritage attribute or change the viability 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 within, from, or of built and natural features; or
 - *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.

Other potential direct impacts associated with the undertaking have also been considered. Historic structures, particularly those built in masonry, are susceptible to damage from vibration caused by pavement breakers, plate compactors, utility excavations, and increased heavy vehicle travel in the immediate vicinity. There is no standard approach or threshold for assessing construction or traffic vibration impact to historic buildings but works within 60 m of a historic building is generally accepted to require precondition surveys, regular monitoring of the structures for visible signs of vibration damage, and traffic or construction separation (Carman *et al.* 2012:31). Like any structure, they are also threatened by collisions with heavy machinery or subsidence from utility line failures (Randl 2001:3-6).

An analysis of impacts resulting from the proposed project on the protected heritage property at 660 Sunningdale Road East is presented in Table 2.

Table 2: Impact analysis and mitigation recommendations

Resource Type & Civic Address	Analysis of Impact	Conservation / Mitigation Recommendations
<p>Protected heritage property: 660 Sunningdale Road East</p>	<p>As currently proposed, the road widening will encroach on the east corner of the property by a maximum of 10 m. This will result in permanent, direct and indirect impacts to the protected heritage property as currently defined through alteration and a change in land use. However, the extent of these impacts is negligible as there will be no effect on the design or physical value, nor contextual value, of the two red-tile barns.</p> <p>Although the road widening will result in increased traffic volume directly adjacent to the property, and further change the character of the road from a rural route to an urban street, this transition has already occurred to a significant degree since the late 20th century and is not related to the contextual value of the property, which is the 'location and arrangement of the barns on the property, and the relationship between barns'.</p> <p>Activities during construction and operation will not affect the design or physical value of either barn, as they are approximately 400 m from the proposed works and beyond the 60-m buffer area typically monitored for potential vibration impacts (Carman et al. 2012:31). At this distance the proposed road widening will also not introduce any shadows that will adversely impact the barns, nor affect significant views identified for the property (the inter-visibility of the barns contributes to their contextual value). Finally, it will not isolate the barns and their heritage attributes from any significant relationship with the surrounding environment.</p> <p>Direct and indirect impact to the real property of the protected heritage property will be entirely removed once the designation is amended to only include Part 1 (as shown on Plan 33R-20149) of the property that includes the red clay tile barns.</p>	<ul style="list-style-type: none"> ■ No conservation or mitigation measures are required during construction or operation.

7.0 SUMMARY STATEMENT & RECOMMENDATIONS

In July 2018, Parsons Corporation retained Golder Associates Ltd. (Golder) on behalf of the City of London (the City) to conduct a Cultural Heritage Assessment Report (CHAR) as part of a Schedule 'C' Municipal Class Environmental Assessment (Class EA) for the proposed road widening of Adelaide Street North between Fanshawe Park Road East on the south and Sunningdale Road East on the north (the study area). To identify all cultural heritage resources potentially impacted by the project, the study area included the right-of-way and all adjacent parcels along the approximately 1.5 km long section of Adelaide Street North.

Following guidance provided by the Ministry of Tourism, Culture and Sport (MTCS), this CHAR provides: an overview of heritage legislation and policies in Ontario, an outline of the methods used to investigate and evaluate cultural heritage resources in the study area and a summary of the study area's historical development and existing conditions. This includes an inventory of all known and potential cultural heritage resources identified in the study area through background research, field investigations and preliminary evaluation using the criteria prescribed in *Ontario Regulation 9/06*. The report then identifies and assesses the potential direct and indirect impacts resulting from the proposed road expansion on known and potential cultural heritage resources and recommends whether mitigation or conservation measures to avoid or reduce any adverse effects.

From the results of background research and field investigations Golder identified in the study area:

- One protected heritage property at 660 Sunningdale Road East, designated under City By-law No. L.S.P.-3476-474 enabled by Part IV of the *Ontario Heritage Act*.

Currently, the boundaries of the protected heritage property are directly adjacent to the proposed works on Adelaide Street North, but efforts are underway to amend the designation to a smaller parcel around the property's two red tile barns.

Impact assessment conducted for this CHAR determined that:

- The proposed road widening will have a negligible impact through encroachment on the protected heritage property at 660 Sunningdale Road East, but will not adversely affect the property's built heritage resources; and,
- No conservation or mitigation measures are required.

8.0 REFERENCES

Blumenson, John

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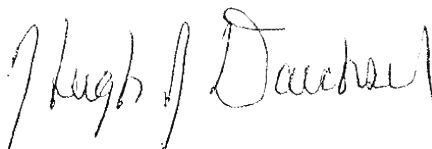
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