

**CULTURAL HERITAGE ASSESSMENT REPORT:
CULTURAL HERITAGE LANDSCAPES &
BUILT HERITAGE RESOURCES**

**LAUZON PARKWAY IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT:
LAUZON ROAD, ESSEX COUNTY ROAD 42 AND
FUTURE EAST/WEST ARTERIAL ROAD
GWP 3117-09-00**

**CITY OF WINDSOR, TOWN OF TECUMSEH
TOWN OF LAKESHORE, ESSEX COUNTY, ONTARIO**



November 2013

**Prepared for:
McCormick Rankin | A member of MMM Group**

Prepared by:



UNTERMAN McPHAIL ASSOCIATES
HERITAGE RESOURCE MANAGEMENT CONSULTANTS

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1.0 INTRODUCTION

1.1 Purpose of Report

McCormick Rankin, a member of MMM Group, retained Unterman McPhail Associates, Heritage Management Resource Consultants, to undertake a cultural heritage resource assessment for cultural heritage landscapes and built heritage resources as part of the Preliminary Design and Environmental Assessment for future improvements for the Lauzon Parkway. The study is multifaceted and includes the following main components;

- Lauzon Parkway from E.C. Row Expressway to Essex County Road 42 (CR42);
- Lauzon Parkway's extension from CR42 to Highway 3;
- Environmental Assessment Study for CR42 from Walker Road east to Essex County Road 25 (CR25)/Puce Road;
- Environmental Assessment Study for the East/West Arterial from Walker Road to Essex County Road 17 (CR17)/10th Concession Road; and
- Sandwich South Secondary Plan preparation and approval.

The study area traverses three municipalities, namely, the City of Windsor, the Town of Tecumseh and the Town of Lakeshore in the County of Essex (**Figure 1**). The City of Windsor and the Town of Tecumseh each comprise portions of the geographic Townships of Sandwich East and Sandwich South. The Town of Lakeshore encompasses the former Township of Maidstone.

The Ministry of Transportation Ontario (MTO), the City of Windsor and the County of Essex are undertaking this project jointly. The road improvements component of the study will follow the Ontario *Environmental Assessment Act* through the application of the *Municipal Class Environmental Assessment* (October 2000, as amended in 2007 and 2011). This study will refer to the *Environmental Assessment for Provincial Transportation Facilities* for potential highway improvements. The preparation of the Secondary Plan will follow the requirements of the *Ontario Planning Act*.

This Cultural Heritage Assessment Report (CHAR), including an impact analysis of the preferred alternatives, forms part of the Environmental Study Report (ESR), within the Class EA procedures, for the proposed Lauzon Parkway and associated road improvements. The recommended plan includes:

- widening the existing Lauzon Parkway from the E.C. Row Expressway to CR42 and extending Lauzon Parkway southerly across Highway 401 and continuing to Highway 3;
- widening CR42 from Walker Road to CR25/Puce Road from two to four lanes; and
- the construction of a new two-lane East/West Arterial Road from Walker Road to CR17/10th Concession Road.

Built heritage resources and/or cultural heritage landscapes may experience displacement, i.e., removal, if they are located within the right-of-way of the undertaking. There may also be potential for disruption, or indirect impacts, to cultural heritage resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and, or setting. Isolation of cultural heritage resources may occur due to severance of land for new roads. Isolation of a built heritage feature often leads to demolition due to neglect and/or vandalism.

The principal objectives of this CHAR are:

- to prepare an historical summary of the development of the study area through the review of both primary and secondary sources as well as historical mapping;
- to conduct a survey of the cultural heritage landscapes and built heritage resources found within the study area;
- to identify cultural heritage landscapes and built heritage resources within the study area through the analysis of major historical themes and activities, historic mapping and site review activities;
- to identify sensitivities for change; and
- to make general mitigation recommendations respecting the proposed endeavour.

Unterman McPhail Associates undertook a windshield survey in May 2011 to identify cultural heritage landscapes and built heritage resources within the study area. Additional site review in 2013 to confirm the earlier findings was not conducted. A description of the identified cultural heritage resource within the study area including built heritage resources and cultural heritage landscapes is contained in Table 1. The locations of the resources are mapped in Figures 2 and 3. Table 2 provides a summary of the potential impacts and mitigation recommendations. Historical maps are included in the Appendix.

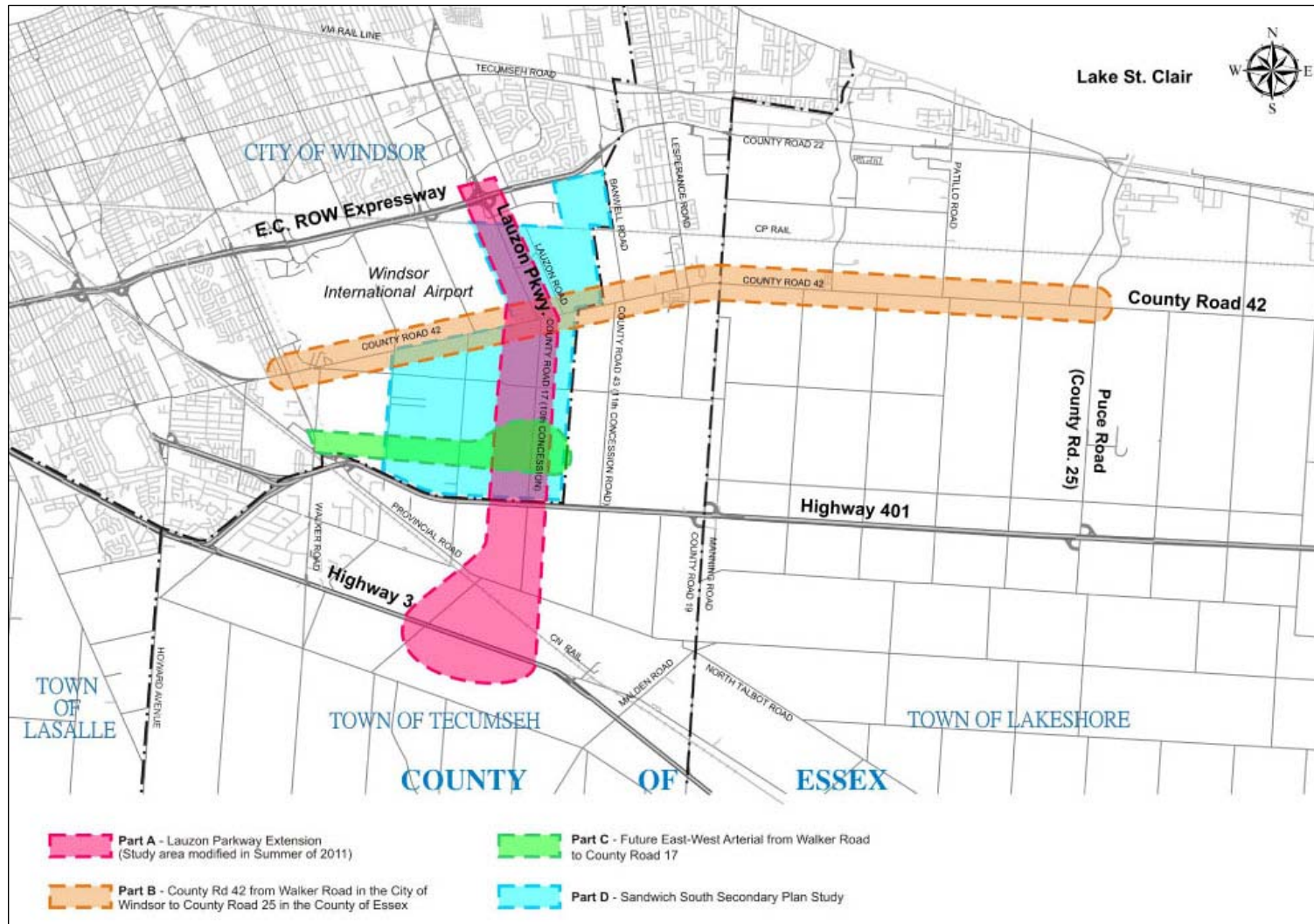


Figure 1. Study Area Map for the Lauzon Parkway Improvements Environmental Assessment, City of Windsor and Town of Tecumseh and Town of Lakeshore, County of Essex, GWP 3117-09-00 [MCR 2013].

2.0 ENVIRONMENTAL ASSESSMENT REQUIREMENTS & CULTURAL HERITAGE RESOURCES

The need for the identification, evaluation, management and conservation of Ontario's heritage is acknowledged as an essential component of environmental assessment and municipal planning in Ontario.

For the most part, the analysis of cultural heritage resources in the study area addresses those above-ground, person-made heritage resources of 40 years of age and older. The application of this rolling 40 year principle is an accepted federal and provincial practice for the preliminary identification of cultural heritage resources that may be of heritage interest or value. However, its application does not imply that all built heritage resources or cultural heritage landscapes that are over 40 years-old are worthy of the same levels of protection or preservation.

2.1 Environmental Assessment Act (EAA)

An environmental assessment provides a decision-making process used to promote good environmental planning by assessing the potential effects and benefits of certain activities on the environment. In Ontario, this process is defined and finds its authority in the *Environmental Assessment Act* (EAA). The purpose of the EAA is to provide for the protection, conservation, and wise management of Ontario's environment.

The EAA applies to all public activities. This includes projects originating from Ontario ministries and agencies, municipalities, public utilities, and Conservation Authorities. Projects subject to the Act are typically infrastructure developments and include such activities as: public roads and highways, transit facilities, waste management facilities, electrical generation and transmission facilities, and flood protection works. The analysis throughout the study process addresses EAA, subsection 1(c), which defines “*environment*” to include:

“...*cultural conditions that influence the life of humans or a community*”;

as well as,

“*any building, structure, machine or other device or thing made by humans*”.

Infrastructure work and its associated construction activities may potentially affect cultural heritage resources in a number of ways. The effects may include displacement through removal or demolition and/or disruption by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character of the cultural heritage resources and/or their setting.

2.1.1 Municipal Class Environmental Assessment (MCEA)

The *Municipal Class Environmental Assessment* (October 2000, as amended in 2007 and 2011) outlines a procedure whereby municipalities can comply with the requirements of the EAA. It identifies potential positive and negative effects of projects such as road improvements, facility expansions or to facilitate a new service. The process includes an evaluation of impacts on the natural and social environment including culture. The MCEA applies to municipal infrastructure projects including roads, water and wastewater projects.

Since projects undertaken by municipalities can vary in their environmental impact, such projects are classified in terms of schedules. Schedule 'A' generally includes normal or emergency operational and maintenance activities where the environmental effects are usually minimal, and therefore, these projects are pre-approved. A Schedule 'A+' activity is also pre-approved by the Ministry of the Environment, and therefore, work can proceed upon public notification of the project. Schedule 'B' generally includes improvements and minor expansions to existing facilities where there is the potential for some adverse environmental impacts, and therefore, the municipality is required to proceed through a screening process including consultation with those who may be affected. Schedule 'C' generally includes the construction of new facilities and major expansions to existing facilities, and these projects, proceed through a five phased environmental assessment planning process.

Part B.1.1 (4) for Municipal Road Projects refers to the identification of cultural environment that includes built heritage resources and cultural heritage landscapes. The Ministry of Tourism, Culture and Sport is responsible for the administration of the *Ontario Heritage Act* (OHA) and is responsible for determining policies, priorities and programs for the conservation, protection and preservation of Ontario's heritage, which includes cultural heritage landscapes and built heritage.

As well, Section B.1.1 (4) states significant cultural heritage features should be avoided, where possible. Where they cannot be avoided, then effects should be minimized where possible, and, every effort made to mitigate adverse impacts, in accordance with provincial and municipal policies and procedures. Cultural heritage features should be identified early in the process in order to determine significant features and potential impacts.

Section C.1.1 (4) defines built heritage resources and cultural heritage landscapes as follows.

Built heritage resources are defined as one or more significant buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic and military history and identified as being important to a community. These resources may be identified through designation or heritage

conservation easements under the OHA, or listed by local, provincial or federal jurisdictions.

Cultural heritage landscapes means a defined geographical area of heritage significance, which has been modified by human activities and is valued by a community. It involves grouping(s) of individual heritage features such as structures, spaces, archaeological sites, and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value.

2.2 Ontario Heritage Act (OHA) and the Standards and Guidelines for the Conservation of Provincial Heritage Properties

The OHA provides the framework for provincial and municipal responsibilities and powers in the conservation of cultural heritage resources. It gives the Ontario Ministry of Tourism, Culture and Sport (MTCS), the responsibility for the conservation, protection and preservation of Ontario's cultural heritage resources. Section 2 of the OHA charges the Minister with the responsibility to,

“...determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario.”

MTCS describes heritage buildings and structures, cultural heritage landscapes and archaeological resources as cultural heritage resources. Since cultural heritage resources may be impacted adversely by both public and private land development, it is incumbent upon planning and approval authorities to consider heritage resources when making planning decisions. Heritage attributes, in relation to a property, are defined in the OHA as the attributes of the property that cause it to have cultural heritage value or interest.

Individual properties may be designated of cultural heritage value under Part IV of the OHA by a municipality or the Minister of Tourism, Culture and Sport. In addition, municipalities may designate Heritage Conservation Districts under Part V of the legislation. As laid out in subsections 27 (1) and 39.2 (1) of the OHA, the municipal clerk is required to keep a current register of properties of cultural heritage value or interest located in the municipality. The municipal register must include all properties designated under Parts IV and V of the OHA by the municipality or under Part IV by the Minister of Culture. Designation of heritage resources publicly recognizes and promotes awareness of heritage properties, provides a process for ensuring that changes to a heritage property are appropriately managed and that these changes respect the property's heritage value. This includes protection from demolition.

The OHA subsection 27(2), also allows a property that is not designated, but considered to be of cultural heritage interest or value by the municipal council, to be placed on the

register. This is commonly referred to as “listing”. In many cases, listed (non-designated properties) are candidates for protection under section 29 of the OHA. Although, listing of non-designated properties does not offer any specific protection under the OHA, section 2 of the Provincial Policy Statement of the Planning Act acknowledges listed properties.

Provincial heritage properties are not subject to designation by municipalities or the Minister. Part III.1 of the OHA enables the Minister of MTCS, in consultation with the ministries and public bodies affected, to prepare standards and guidelines that set out the criteria and process for identifying provincial heritage properties and to set standards for their protection, maintenance, use, and disposal. In the development of the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (April 28, 2010), MTCS drew from existing standards, policies, and best practices currently in use by the Government of Ontario, the federal government, and leading international jurisdictions, and consulted with affected ministries, public bodies and the Ontario Heritage Trust.

The *Standards and Guidelines* apply to properties owned or controlled by the Government of Ontario that have cultural heritage value or interest, i.e., provincial heritage properties. They are issued under the authority of section 25.2 of the OHA and came into effect on July 1, 2010. They are mandatory for ministries and prescribed public bodies and have the authority of a Management Board of Cabinet directive. All Ontario government ministries and prescribed public bodies must comply with the *Standards and Guidelines* in the management of properties in their ownership or under their control.

The *Standards and Guidelines* define **provincial heritage property** as,

“...real property, including buildings and structures on the property, that has cultural heritage value or interest and that is owned by the Crown in right of Ontario or by a prescribed public body; or that is occupied by a ministry or a prescribed public body if the terms of the occupancy agreement are such that the ministry or public body is entitled to make the alterations to the property that may be required under these heritage standards and guidelines.”

Section B: Identification and Evaluation, subsection B.2, *Standards and Guidelines* states an evaluation process to identify provincial heritage properties will consist of a description of the property, historical information, a determination of the cultural heritage value or interest, including potential provincial significance, based on the advice of qualified persons and with appropriate community input, a report outlining the historical research and evaluation process, and a Statement of Cultural Heritage Value with a description of its heritage attributes. This cultural heritage evaluation report shall be submitted to the MTCS for review and approval.

The *Standards and Guidelines of the Conservation of Provincial Heritage Properties* state Ministries and prescribed public bodies shall apply the Criteria for “Determining

Cultural Heritage Value of Interest” set out in the Ontario Regulation 9/06 under the OHA to determine the cultural heritage value or interest of a property. If the property meets the criteria in Ontario Regulation 9/06, it is a provincial heritage property. If deemed to be a provincial heritage property the “Criteria for Determining Cultural Heritage Value of Provincial Significance” set out in Ontario Regulation 10/06 to determine whether or not a property is of provincial significance are to be applied. If the property meets the criteria in Ontario Regulation 10/06, it is a provincial heritage property of provincial significance.

The *Standards and Guidelines* define **provincial heritage property of provincial significance** as,

“...provincial heritage property that has been evaluated using the criteria found in Ontario Heritage Act O.Reg. 10/06 and has been found to have cultural heritage value or interest of provincial significance.”

The *Standards and Guidelines* also provide advice on the conservation of provincial heritage properties and provincial heritage properties of provincial importance.

2.3 Ministry of Tourism, Culture and Sport (MTCS)

The Ministry is responsible for the administration of the OHA and is responsible for determining policies, priorities and programs for the conservation, protection and preservation of Ontario’s heritage, which includes cultural heritage landscapes, built heritage and archaeological resources.

MTCS guidelines assist in the assessment of cultural heritage resources as part of an environmental assessment. They are, *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (October 1992), and, *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1980). The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* state:

“When speaking of man-made heritage we are concerned with works of man and the effects of his activities in the environment rather than with moveable human artifacts or those environments that are natural and completely undisturbed by man.”

The guidelines state one may distinguish broadly between two basic ways of visually experiencing cultural heritage resources in the environment, that is, as cultural heritage landscapes and as built heritage. Cultural heritage landscapes are a geographical area perceived as a collection of individual person-made built heritage resources set into a whole such as historical settlements, farm complexes, waterscapes, roadscares, railways, etc. They emphasize the interrelationship of people and the natural environment and convey information about the processes and activities that have shaped a community.

Cultural heritage landscapes may be organically evolved landscapes as opposed to designed landscapes. Some are ‘continuing landscapes’, which maintain the historic use and continue to evolve, while others are ‘relict landscapes’, where the evolutionary process has come to an end but important landscape or built heritage resources from its historic use are still visible. Built heritage comprises individual, person-made or modified, parts of a cultural heritage landscape such as buildings or structures of various types including, but not limited to, residences, commercial, religious, institutional, industrial or agricultural buildings, bridges, etc.

The guidelines also describe the attributes necessary for the identification and evaluation of any discrete aggregation of person-made features or cultural heritage landscapes and built heritage resources.

2.4 Ministry of Transportation (MTO)

The Ministry of Transportation Ontario (MTO) is responsible for the transportation infrastructure in the province, the licensing and training vehicles and drivers and the policing of provincial roads. As part of the infrastructure component of its mandate, MTO establishes and maintains the provincial highway system. In the development of infrastructure projects, MTO is subject to the provisions of the *Environmental Assessment Act*. MTO developed the Class Environmental Assessment for Provincial Transportation Facilities, which was approved by Order in Council 1653/99 on October 6, 1999, as amended on July 14, 2000. It provides, in part, the following:

- classification of projects and activities;
- study stages and phases;
- transportation engineering and environmental protection principles;
- consultation principles and processes;
- documentation and "bump-up" principles and processes; and
- environmental clearance process.

The Class EA process can be conducted in such a way as to ensure that compliance with other environmental legislation may be achieved. The Class EA does not replace or exempt the formal processes of other applicable federal, provincial and municipal legislation and by-laws.

The MTO document *Environmental Reference for Highway Design (ERD)* (October 2006) addresses the environmental assessment issues relating to preliminary and detail design transportation projects. This document was developed in co-operation with various MTO Regional Environmental Offices and Environmental Regulatory Agencies. The ERD provides guidance to manage the environmental impacts of transportation projects in transportation project design, and it includes reference to built heritage and cultural heritage landscapes (Section 3.7 *Cultural Heritage – Built Heritage and Cultural Heritage Landscapes*). Additionally, MTO has produced guiding documents for built heritage and cultural heritage landscapes, namely:

- *Built Heritage and Cultural Heritage Landscapes: Environmental Protection Requirements for Transportation Planning and Highway Design. Construction, Operation and Maintenance* (October 2006);
- *Environmental Standards and Practices User Guide* (December 2006) with a Checklist for Built Heritage and Cultural Heritage Landscapes (Section 10); and,
- *Environmental Guide for Built Heritage And Cultural Heritage Landscapes* (February 2007), which supersedes MTO's *Environmental Reference Book 4B: Historical Resources* (1989); and
- *Ontario Heritage Bridge Guidelines* (January 2008).

Other MTO reference documents include, *Environmental Reference for Highway Design* (2002), *Environmental Protection Requirements for Transportation Planning and Highway Design, Construction, Operation and Maintenance* (2004) and *Aesthetic Guidelines for Bridges* (2004).

MTO is subject to the *Standards and Guidelines of the Conservation of Provincial Heritage Properties* and must comply in the management of properties in their ownership or under their control

3.0 ASSESSMENT METHODOLOGY

3.1 Introduction

Unterman McPhail Associates was retained in 2011 to undertake a cultural heritage resource survey of built heritage resources and cultural heritage landscapes on behalf of the Ministry of Transportation (MTO), the City of Windsor and the County of Essex. MTO, the City of Windsor and the County of Essex are proposing to undertake road improvements that will address future requirements of the Lauzon Parkway. The project is proceeding under the *Municipal Class Environmental Assessment* (October 2000, as amended in 2007 and 2011). This study will refer to the *Environmental Assessment for Provincial Transportation Facilities* for potential highway improvements.

For the purposes of this built heritage resource and cultural heritage landscape assessment Unterman McPhail Associates undertook the following tasks:

- the identification of major historical themes and activities of the study area in the former Townships of Sandwich East and Sandwich South (now within the boundaries of the City of Windsor and Town of Tecumseh) and the former Township of Maidstone (now within the boundaries of the Town of Lakeshore), through historical research and a review of topographic and historic mapping;
- a survey of lands within and adjacent to the existing Lauzon Parkway corridor, between E.C. Row Expressway and County Road 42, and its potential expansion to Highway 401 and Highway 3; the County Road 42 corridor between Walker

- the identification of cultural heritage landscapes and built heritage resources within the study area through the analysis of major historical themes and activities, historic mapping and site review activities;
- the identification of sensitivities for change to built heritage resources and cultural heritage landscapes through the review of the historical information, the results of the survey and the proposed changes to the rail network; and,
- the development of mitigation recommendations.

3.2 Heritage Recognition

The most recent changes to the Windsor Municipal Heritage Register were approved by City Council, June 4, 2013.¹ This Register confirms that four (4) cultural heritage resources identified in the study area are on the City of Windsor Municipal Heritage Register. The properties listed on the City of Windsor Municipal Heritage Register are,

- No. 4601 County Road 17 (10th Concession Road) (**Table 1: Site #11**);
- No. 4639 9th Concession Road (**Table 1: Site: #22**);
- No. 4799 9th Concession Road (**Table 1: Site #23**); and
- No. 5680 Baseline Road (**Table 1: Site #24**).

Consultation with the Town of Tecumseh in March 2013 confirms that none of the properties identified within and adjacent the study area are included on a municipal heritage inventory or included on a municipal heritage register as a listed or designated heritage property under the OHA.

Consultation with the Town of Lakeshore in March 2013 confirms that none of the properties identified within and adjacent to the study area are included in a municipal heritage inventory or included on the municipal heritage register as a listed or designated heritage property under the OHA. A report recommending municipal designation under the OHA for the Puce Cemetery (**Table 1: Site #49**) will be presented to Council by Town staff in April 2013.

The Minister of Tourism, Culture and Sport (MTCS) has not designated any of the identified cultural heritage resources. It confirms that none of the properties identified within and adjacent to the study area are designated under Part IV of the OHA. The Provincial Government's Ontario Heritage Bridge Guideline does not identify any road bridges within the study area. There are no identified Ontario Heritage Trust easement properties or federally recognized properties within, beside or abutting the road corridors within the study area.

¹ City of Windsor. For Residents, History of Windsor, Heritage, Windsor Municipal Heritage Register (Updated June 4, 2013). Access:--< <http://www.citywindsor.ca/residents/historyofwindsor/Heritage/Pages/Windsor-Municipal-Heritage-Register.aspx>> (July 2013).

4.0 HISTORICAL SUMMARY

4.1 County of Essex

In 1788, Lord Dorchester, Governor of Canada, divided the western part of the old province of Quebec into four administrative districts: Lunenburg, Mecklenburg, Nassau and Hesse. A judge and a sheriff were appointed for each one. The District of Hesse comprised the area west of a line drawn north from Long Point on Lake Erie. In 1791, the *Canada Act* was approved establishing the provinces of Upper and Lower Canada. John Graves Simcoe was appointed the first Lieutenant-Governor of Upper Canada. Simcoe renamed the four districts and subdivided them into 19 counties for the purposes of parliamentary representation and military organization. The County of Essex was included in the Western District, formerly the Hesse District.

The early settlement in Essex County in the late 1700s and early 1800s centred on the Detroit River with growth accommodated along the south shore of Lake St. Clair and the north shore of Lake Erie. Long narrow lots fronting on the water were laid out in a manner reminiscent of the Quebec seigniories. Lands in the interior of the county, surveyed in more standard shaped lots, were later to develop.

The initial growth of Essex County suffered from a lack of good transportation routes connecting the region with the rest of Upper Canada. However, through the first half of the 1800s, important roads were developed across the county (*Appendix*). An early road was opened between the mouth of the Thames River to Pike Creek by 1807. Known initially as Bordage Trail, and later as the Stage Road, this road crossed Maidstone Township to Tecumseh in Sandwich Township, close to Lake St. Clair. To avoid flooding the road was moved back from the lakeshore and officially named Tecumseh Road in 1840.

Large areas of Essex County came under the control of Colonel Thomas Talbot between 1802 and 1837. When the Talbot agency was transferred back to the Crown in 1837 much of the land remained unoccupied and unimproved. The settlement that had occurred focused on the Talbot Road. The Talbot Road was first surveyed in 1804 from Sayle's Mills (Waterford) in Norfolk County west to Port Talbot on Lake Erie. It was extended to Amherstburg in 1811. A branch line to the north was completed to Sandwich, the administrative and political centre of the Western District, by 1826. In Essex County, the road followed a natural ridge of glacial moraine from Point Pelee to Sandwich. In the mid 1800s, the Sandwich Street Plank Road Company undertook improvements to the Talbot Road from Sandwich to a short distance east of Essex in the Township of Maidstone. The road was constructed as a toll road with tollgates established at Oldcastle, Maidstone and Essex. The roadwork was completed and the first tolls were taken in 1856.² The

² Old Time Corner, "Toll Gates Razed", *Toronto Globe*, Saturday, July 25, 1896.
Access:--<http://oldtimecorner.ca/documents/toronto_globe_31_8_1896.html> (February 2013).

development of stagecoach connections along the Talbot Road improved communications within the interior of the Townships of Sandwich and Maidstone. The route remained a toll road until 1896 when residents destroyed the tollgates. The tollgates were not rebuilt and the route became a free road.

Under Colonel Talbot's directions, Colonel Mahlon Burwell prepared a survey in 1817 for a second settlement road in the area. The Middle Road, located to the north of the Talbot Road, was opened in 1828, although, it remained not much more than a line of blazed trees until the mid 1800s. It was announced in 1844 that the Middle Road would be planked; however this work was not undertaken until the mid 1850s. Lots were laid out to front on either side of the Talbot Road and the Middle Road. Roads that developed at the rear of the north lots at a later date were named the North Talbot Road and North Middle Road (North Rear Road), respectively. Although, the Talbot Road and the Middle Road improved access to the interior of Essex County, settlement remained sparse through the first half of the 1800s.

The railway boom of the mid 1800s developed key routes between Canada and the United States through Essex County, and provided the impetus for settlement in the interior of the county (*Appendix*). American interests recognized the shortest route from the American east to the mid-west was through southwestern Ontario. In the early 1850s there were roughly 60 miles of short lines in Canada.³ By 1860, there were over 2,000 miles of track, and railways were rivaling waterways as the dominant means of transportation. The Great Western Railway, originating at the Niagara River and running through London and Chatham and the northern part of Essex County, reached Windsor in 1854.

A second railway, the Canada Southern Railway, was constructed between the Niagara and Detroit Rivers in the early 1870s. It cut diagonally across central Essex County from Tilbury to Gordon, just north of Amherstburg, and opened up the interior of the county to lumbering operations and agricultural settlement. The Canada Southern Railway came under control of Cornelius Vanderbilt, owner of the New York Central and Michigan Central lines. Vanderbilt shifted the line to Windsor, with the Essex 'cut-off' constructed from Essex Centre to Windsor in 1883. The Canada Southern was added to the Michigan Central operations at this time.

In the 1880s, Hiram Walker built a local railway, the Lake Erie, Essex & Detroit River Railway, to serve his extensive business interests. It provided service from Walkerville in the north to the southern part of the Essex County. Development in specialized agricultural production such as perishable fruits and vegetables for which the soils of south Essex were well suited quickly followed the arrival of the railway. The railway was of great importance to the growth and prosperity of the communities of Harrow,

³ Railways of Eastern Ontario, Growth of Canadian Railways, Access:--<www.railwaybob.com/Overview/OverviewPage7.htm> (February 2013).

Kingsville, Ruthven and Leamington, as well as, contributing greatly to the development of Essex County. Settlers moved along the routes and into the country beside the rail lines. The railways created a demand for labourers and mechanics in construction, while lumbering benefited from the requirements of ties and fuel. As lands were cleared for agricultural purposes, settlements grew up at points along the rail lines.

The Canadian Pacific Railway (CPR) incorporated the Ontario and Quebec Railway (O&QR) to develop secondary and trunk lines in Ontario that would connect with the transcontinental main line. Construction commenced in 1887 and a line from London to Windsor was open for traffic in June 1890.

4.2 Township of Sandwich

The Township of Sandwich, bounded by Maidstone to the east, Anderdon and Colchester to the south, the Detroit River to the west, and Lake St. Clair to the north, was one of the first areas of the county to be settled. The waterfront was included in the original French survey with narrow lots extending back from the shore. The British re-surveyed the township in 1790, 1800, and again in 1820, expanding its boundaries to the southeast. The former Township of Sandwich displays a remarkable variety of survey patterns that reflects its settlement history (*Appendix*). It was incorporated as a township on January 1, 1850, and dissolved in 1860 after its division into the Townships of Sandwich East and Sandwich West. In 1893, Sandwich South Township was separated from Sandwich East, and incorporated in the same year.

Smith's Canadian Gazetteer (1846) describes Sandwich Township in the northwest part of Essex County as being one of the oldest settled portions of Canada.⁴ For agricultural purposes, the land was considered rich and fertile. A sawmill was located on the Little River in the northeast part of the township and a grist mill was situated on Turkey Creek in the middle of the township. Smith notes that of the 51,476 acres of township land taken up, 10,797 acres were under cultivation. In 1844, most of Sandwich's 3,624 inhabitants were French-Canadian and their land was held under French land grants.

The community of Sandwich on the Detroit River was described in *Smith's Canadian Gazetteer* (1846) as being an old settlement, neatly set out with fine orchards and gardens.⁵ It served as the District Town of the Western District and was the location of the courthouse, jail and various administrative offices. Two churches, a newspaper, three grist mills, a tannery, six blacksmiths, and other professionals and trades provided services to the 450 residents of the community, as well as, the neighbouring agricultural lands. Sandwich became the county town with the formation of Essex County in 1850.

⁴ Wm. H. Smith, *Smith's Canadian Gazetteer* (Toronto: H. & W. Rowsell, 1846) 164.

⁵ *Ibid.*, 163.

The Township of Sandwich was divided into the Townships of Sandwich East and Sandwich West in 1861. The road allowance between Lots 86 and 87 to the north and Concessions 4 and 5 to the south [Howard Avenue], formed the boundary between the Townships Sandwich East and Sandwich West. The *Gazetteer and Directory of the Counties of Kent, Lambton, and Essex, 1866-7* indicates, Sandwich East had a population of 3,133 residents in 1861.⁶ Sandwich East with a sandy loam soil was drained by the Turkey Creek on the west and on the north and east by the Little River.

The Sandwich East and West Township map in the *Illustrated Historical Atlas of the County of Essex* (1881) shows a settled rural landscape with a well-developed network of local roads, numerous farms and scattered villages and hamlets with mills, schoolhouses and churches (*Appendix*). Early settlements in the Township of Sandwich East developed generally at the confluence of roads and railways. The community of Tecumseh grew up on the Tecumseh Road along the Great Western Railway. As the community became an important railway depot, hotels and other facilities developed to accommodate travellers. A post office opened in 1870 under the name of Ryegate was renamed Tecumseh in 1875.

Maidstone (Maidstone Cross) on the Talbot Road and the Canada Southern Railway was a notable community in the southern part of the township. The village was laid out in 1835; a Roman Catholic Church was built in 1836, and a hotel opened in 1837.⁷ A post office was established in 1850, and by 1866, the community of approximately 50 inhabitants featured several stores, two blacksmith shops, two hotels, a school and a sawmill to the west.

A small community known as Oldcastle developed along the Talbot Road in the southern part of the Township of Sandwich East in the mid 1800s. The tollgate on Talbot Road probably provided the impetus for the formation of the settlement. Oldcastle was a dispersed rural community that spread out along the road between the tollgate to the Talbot and Windsor Road [Walker Road] to the west. A post office opened in 1878 and the Lake Erie, Essex & Detroit River Railway, later the Pere Marquette Railway, was built through the settlement in the 1880s.

The Township of Sandwich South was separated from the Township of Sandwich East in 1893, and incorporated in the same year. A change in survey patterns at Division Road [County Road 42] marked the boundary between the Township of Sandwich East to the north and the Township of Sandwich South to the south. The administrative centre of the Township of Sandwich South was located in Oldcastle with a township hall built on the Talbot Road.

⁶ *Gazetteer and Directory of the Counties of Kent, Lambton, and Essex, 1866-7* (Toronto: McEnvoy & Co. Publishers, 1866) 327.

⁷ *Ibid.*, 333.

4.3 Township of Maidstone

Patrick McNiff laid out the Township of Maidstone on the south shore of Lake St. Clair in 1793. McNiff's initial survey of Maidstone focused on the lands on either side of Pike Creek, Puce River and the west bank of Belle River, as the swampy nature of the lands away from the waterways hampered the surveying activities.

Early settlers of Maidstone Township travelled south from Lake St. Clair along trails beside Pike Creek, Puce River and Belle River to their land. There is some evidence of French settlers on Lake St. Clair on the east side of Belle River as early as 1741; however, the interior county lands developed later. The earliest record of land ownership along the Puce River, Pike Creek, and the west bank of Belle River is a list dating to 1793-94. It is likely that most names on the list were absentee owners as land speculation was common at the time. John Askin, originally from Detroit and living in Sandwich, acquired 80 lots in the region from the late 1700s to the early 1800s. At one point Askin, possibly along with his son, also John Askin, owned more than 25% of the land in Maidstone Township. As well, surveyor Mahlon Burwell had built up extensive holdings in southwestern Ontario through the practice of accepting land in lieu of cash payment for his work.

Smith's Canadian Gazetteer (1846) indicates the Township of Maidstone was lightly settled. Smith notes that of the 16,184 acres of township land taken up, 1,525 acres were under cultivation.⁸ The Canada Company owned 2,500 acres of land in Maidstone, while 2,600 acres of Crown land were available for purchase. The soil was described as being good and the whole of the township was fit for cultivation.

The settlement of Maidstone proceeded rapidly and the township was incorporated as a municipal government under the *Baldwin Act* on January 1, 1850. The *Gazetteer and Directory of the Counties of Kent, Lambton, and Essex, 1866-7* reports the population of Maidstone Township had increased from 783 inhabitants in 1844 to 1,652 residents in 1861.⁹

The map of Maidstone Township in the *Illustrated Historical Atlas of the County of Essex* (1881) depicts the rural landscape with a network of roads, farmsteads and scattered settlements (*Appendix*). Tecumseh Road and the Great Western Railway follow the Lake St. Clair shoreline while the Middle Road, the Talbot Road and the Canada Southern Railway cut across the southern part of the township. Local roads, which developed beside Pike Creek, Puce River and Belle River in the north of the township attest to the importance of the waterways as early settlement routes.

⁸ Wm. H. Smith, 104.

⁹ *Gazetteer and Directory of the Counties of Kent, Lambton, and Essex, 1866-7*, 327

Dispersed rural settlement developed in conjunction with waterways, roadways and railways provided services to the residents of Maidstone Township in the 19th century. The largest community in the area was located along the Tecumseh Road on the east bank of Belle River in the Township of Rochester. The settlement received an economic boost with the arrival of the Great Western Railway. A village plot was laid out in 1852. A gristmill and a sawmill, which supported the farming region, were opened in the same year. A post office was established under the name of Rochester in 1854. By 1866, Rochester had a population of approximately 300 residents. The community of Rochester was incorporated as the Village of Belle River in 1874; the post office was renamed the same year.

Smaller settlements along the Tecumseh Road and the Great Western Railway in the northern part of Maidstone Township were located at Pike Creek and Puce River. Both communities were noted with hotels in 1881. A post office was established at Pike Creek in 1881 and operated until the formation of rural mail delivery in 1914. The post office at Puce River opened under the name of Patillo in 1874. The name was changed to Puce in 1893 and the postal station remained operational until 1913. In the south of Maidstone Township, Luttrell and Woodslee developed along the Middle Road. Essex Centre on the Talbot Road and the Canada Southern Railway were located just south of Maidstone in the northeast corner of North Colchester Township.

4.4 Twentieth Century Development

There was little expansion of the railway network in southwestern Ontario after 1900. Generally, the railway industry suffered from excess capacity, and during the Great Depression a policy of track abandonment and rationalization of service was pursued. Demand for rail transportation during World War II revived the industry temporarily, but retrenchment resumed upon the cessation of hostilities in 1945.

The Pere Marquette Railway acquired the interests of the Lake Erie, Essex & Detroit River Railway in 1903 and extended its service east to Niagara. The railway continued to provide local freight and passenger service in southwestern Ontario; however, of greater interest to the American operators, were the United States connections at either end of the line. Financiers that controlled the Chesapeake & Ohio Railway (C&O) obtained an interest in the Pere Marquette Railway in 1924, and increased to a controlling interest in 1929. The Pere Marquette Railway was merged into the C&O operations in 1947. Later corporate changes resulted in the former Pere Marquette tracks becoming part of the Chessie System Railroads in 1973 and CSX Transportation in 1980. The track from Walkerville via Oldcastle to Harrow was abandoned in 1991.

The Windsor Essex and Lake Shore Electric Railway, in operation from 1907 to 1932, ran over the Michigan Central tracks from Windsor as far as Maidstone before moving onto the Talbot Road right-of-way heading to Essex, Kingsville and Leamington. The Great Western Railway was part of the Grand Trunk Railway by 1899, later the Canadian

National Railway, and it is currently operated by VIA. The Canada Southern Railway/ Michigan Central Railway was leased to the New York Central Railway in 1929. Its successors, Penn Central formed in 1968, and Conrail formed in 1976, later exercised control. On April 30, 1985, the Canadian National Railway (CNR) and Canadian Pacific Railway (CPR) jointly purchased the former Canada Southern from Conrail in order to acquire the Windsor-Detroit Tunnel of the Michigan Central Railway.

Much of Essex County's historic road network was incorporated into the provincial highway system in the 20th century making it one of the most well serviced areas in Ontario. Tecumseh Road was designated King's Highway No. 39 in 1934. A road from Tilbury to Windsor was named Provincial Highway No. 2 in 1917, and the King's Highway No. 2 in 1930. Highway No. 2 was routed onto Highway No. 39 in 1970. The Talbot Road was designated Provincial Highway No. 3 in 1920, and King's Highway No. 3 in 1930; while, the Middle Road, paved in 1925, became King's Highway No. 2A, and in 1938, King's Highway No. 98. The Malden Road linking the Talbot and the Middle Road was designated Highway No. 114 from 1954 to 1970.

Topographic maps indicate Sandwich East Township and Sandwich South Township remained largely rural and in agricultural use through the first half of the 20th century (*Appendix*). The Town of Tecumseh was incorporated in 1921 with a population of 978 residents.¹⁰ Amalgamations in 1966 altered the municipal organization of the area. The Township of Sandwich East was dissolved in 1966 with land divided between the City of Windsor and the Township of Sandwich South. At the same time, some of the urbanized portions of Sandwich South became part of Windsor. In 1997, the municipalities of Sandwich South, Tecumseh and St. Clair Beach were amalgamated under the name "The Corporation of Sandwich South-Tecumseh-St. Clair Beach", renamed the Town of Tecumseh on January 1, 1999. Windsor subsequently annexed a portion of the land in the Town of Tecumseh in 2002 to accommodate future growth, particularly industrial development.

Topographic maps depict Maidstone Township as largely rural in character and in agricultural use throughout the 20th century (*Appendix*). The Township of Maidstone, along with the Town of Belle River and the Townships of Rochester, Tilbury North and Tilbury West were amalgamated to form the Town of Lakeshore on January 1, 1999.

¹⁰ Town of Tecumseh, History, Access: --<<http://www.tecumseh.ca/discover/history>> (February 2013).

5.0 IDENTIFICATION OF CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE RESOURCES

5.1 Introduction

For the purposes of cultural heritage landscape and built heritage resource identification, this section provides a brief description of the existing environment of the study area, i.e.,

- existing corridor of the Lauzon Parkway from the E.C. Row Expressway to Essex County Road 42 with extensions to Highway 401 and Highway 3;
- Essex County Road 42 from Walker Road east to Essex County Road 25 (Puce Road); and
- future east/west arterial from Walker Road east to Essex County Road 17 (10th Concession Road).

5.2 Description of the Existing Environment

The wave action of the glacial lakes that covered much of Essex County for a long time smoothed out the ridges of stony materials laid down by the glaciers. During this time considerable amounts of sediment and outwash materials were deposited. The bedrock underlying most of the county is limestone. Essex County generally comprises a smooth clay plain with low relief. The county is bounded on three sides by water and it connects by land only at the Municipality of Chatham-Kent to the east. The southerly latitude of Essex County and its proximity to the moderating influences of the Great Lakes give it the longest growing season in Ontario. The natural deciduous forest was removed with the arrival of settlers and the subsequent clearing of the land for agricultural use.

The first settlers, primarily French-Canadians, arrived about 1700 in the Sandwich area. Settlement of the county as a whole proceeded slowly until the second half of the 1800s. The “Ontario Agricultural Commission” of 1881 reported at that time lumbering was an important industry with two-thirds of the county still forested.¹¹ Large quantities of lumber and charcoal were exported to the United States from the 25 sawmills and 30 charcoal kilns operating in Essex County. The report noted large acreages under cultivation for commercial wheat growing. Unlike wheat, the corn produced was not exported but supplied to the local distilling industry. Horses were exported to the United States and Manitoba, beef cattle were shipped to England and pork packing was an important industry. Productively of large areas of low-lying land had already been improved by 1881 with artificial drainage. Essex was the centre of Ontario’s tobacco production from the late 1800s to the late 1920s at which time production shifted eastward to the sandier soils of Norfolk and adjoining counties.

¹¹ Material on the “Ontario Agricultural Commission” of 1881 is provided in the *Soil Survey of Essex County* (1949), 60 and 61.

The *Soil Survey of Essex County* (1949) notes the county was well serviced with roads and railways. Highway 2, Highway 3 (Talbot Road) and Highway 98 connected Sandwich East, Sandwich South and Maidstone Townships with the rest of the county and other parts of the province. The Canadian National and Canadian Pacific main rail lines ran through the northern part of the county while the Pere Marquette Railway and the Michigan Central Railway to the south supplied additional facilities for marketing the area's produce. Unlike most counties the rural population of Essex County increased after World War II. Much of the growth took place in the southern part of the county with the development of early vegetable and market gardening industry. The north half, while slightly cooler, intensely cultivated sugar beets, tobacco, seed corn, soy beans and canning crops.

5.3 Description of Identified Cultural Heritage Resources

Unterman McPhail Associates undertook a windshield survey in May 2011 to identify cultural heritage landscapes and built heritage resources within the study area. There was no provision for an additional site review in 2013 to confirm the earlier findings. A description of the identified cultural heritage resources, including cultural heritage landscapes (CHL) and built heritage resources (BHR), are mapped in **Figures 2 and 3** and are listed in the following **Table 1: Identified Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR)**. Table 1 includes site number, resource category, resource type, location, description, digital photograph and heritage recognition.

The following explanatory notes provide background material on the information contained in Table 1.

- Sites are numbered and mapped generally by municipality, including the City of Windsor, Town of Tecumseh and Town of Lakeshore.
- The relevant project component(s) is listed for each site. The following abbreviations are used in the table:
 - LP: Lauzon Parkway,
 - CR42 Windsor: Essex County Road 42 in the City of Windsor,
 - CR42 Essex: Essex County Road 42 in the County of Essex,
 - CR25: Essex County Road 25/Puce Road,
 - CR17: Essex County Road 17/10th Concession Road, and
 - E/W Arterial: Future East/West Arterial Road.
- Resources are identified by category: Cultural Heritage Landscape (CHL) or Built Heritage Resource (BHR), and by type: roadscape, residential subdivision, cemetery, bridge, residence, church, etc.
- The municipal address, when applicable, locates the identified cultural heritage resources. In addition, the identified cultural heritage resources are mapped on Figures 2 and 3.
- A brief description of the cultural heritage resource, e.g., notable landscape features, structures on the property, construction period(s), building materials, roof shape, number of storeys, important architectural details, architectural style

- or influence and alterations/additions, is based upon information gained from the public roadway. Known heritage value as identified through listing in a local inventory, designation under the OHA, recognition through a commemorative plaque and inclusion in the Ontario Heritage Bridge List is included in the description.
- Digital photographs with caption taken from the public roadway are supplied for each resource.

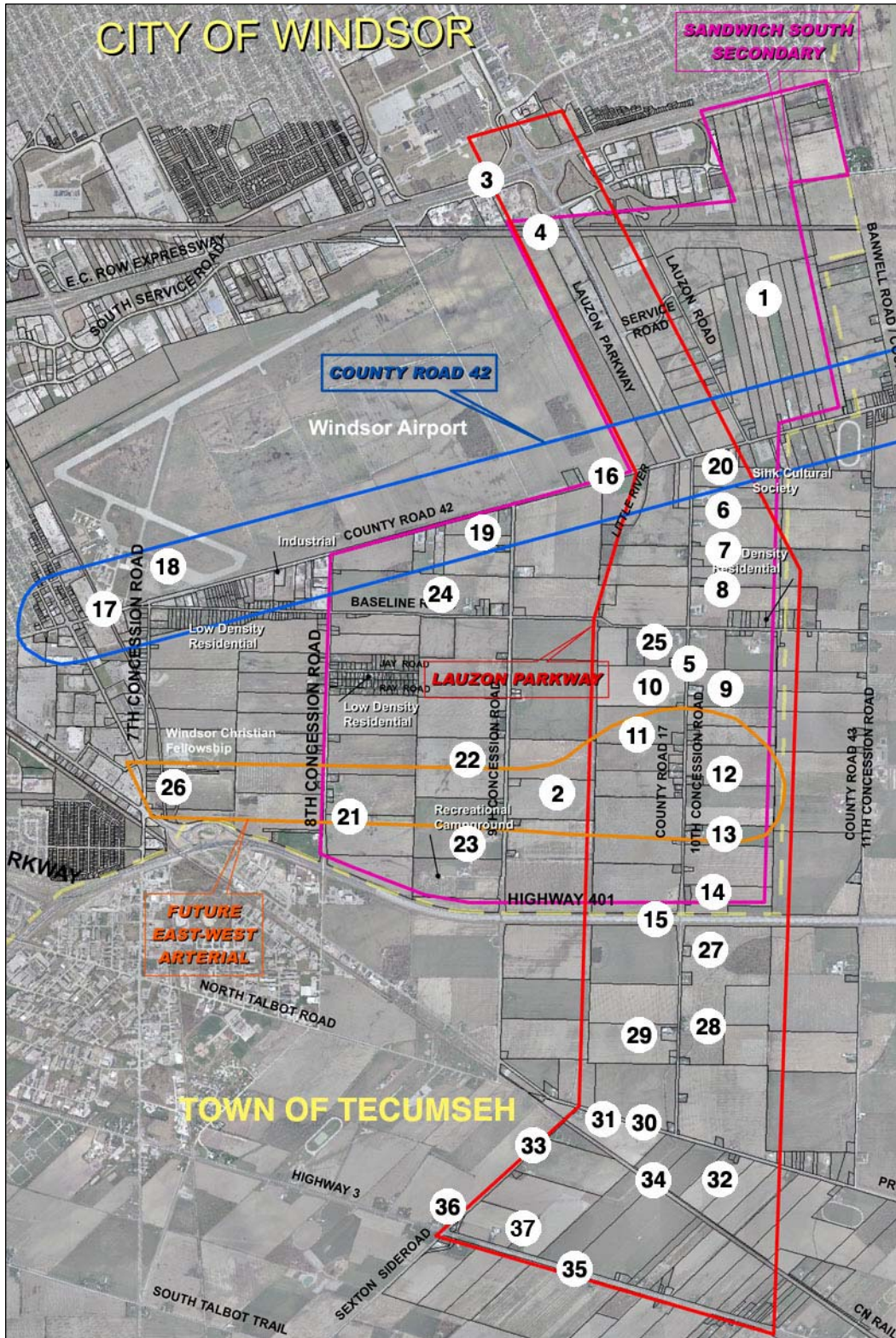


Figure 2. Identified Cultural Heritage Landscapes and Built Heritage Resources within the west half of the study area, City of Windsor and Town of Tecumseh [MRC 2011 as modified].

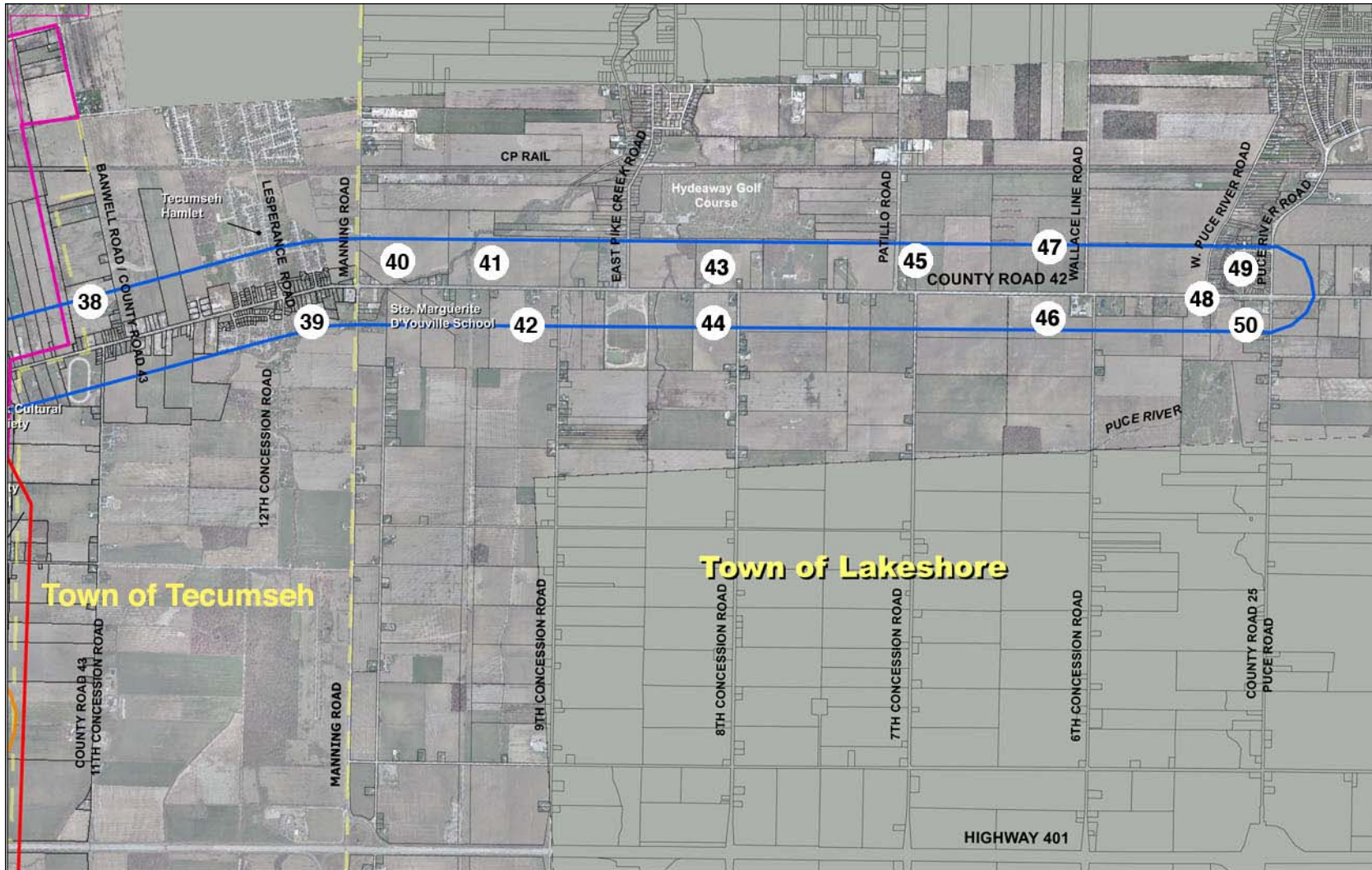


Figure 3. Identified Cultural Heritage Landscapes and Built Heritage Resources within the east half of the study area, Town of Tecumseh and Town of Lakeshore [MRC 2011 as modified].

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description of Resource/ Heritage Recognition	Digital Image/Map
1.	LP CR42 Windsor and Essex	CHL	Plan of survey	Geographic Township of Sandwich East City of Windsor and Town of Tecumseh	<p>Township of Sandwich East</p> <p>The survey of Sandwich Township used the French system with long and narrow lots fronting on the Detroit River and Lake St. Clair and running back three or four miles. Land in the interior of the county was surveyed in more typical lots. The Township of Sandwich was dissolved in 1860 and divided into the Townships of Sandwich East and Sandwich West. Sandwich South was separated from Sandwich East in 1893. A change in survey pattern between the French and grid layout marked the boundary between the townships. Portions of the geographic Township of Sandwich East retain the distinctive layout of narrow lots oriented northwest to southeast. The historic road network comprised concession roads running northeast to southwest and sidelines running between the lots. Walker, Pilette and Lauzon Roads are noted by name on the Sandwich South & East Townships map in the <i>Illustrated Historical Atlas of the County of Essex</i> (1881). Banwell and Lesperance Roads are depicted on the same map. Typically farm complexes and residences were oriented to the concession roads.</p>	 <p>A portion of the County of Essex map from the <i>Illustrated Historical Atlas of the County of Essex</i> (1881) depicts the layout of the narrow lots.</p>  <p>Lauzon Road runs along the east side of Lot 127, Concession 3. Lauzon Parkway to the west uses a similar orientation.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description of Resource/ Heritage Recognition	Digital Image/Map
2.	LP CR42 Windsor and Essex E/W Arterial	CHL	Township Survey	Geographic Township of Sandwich South City of Windsor and Town of Tecumseh	<p>Township of Sandwich South</p> <p>The survey of Sandwich Township used the French system with long and narrow lots fronting on the Detroit River and Lake St. Clair and running back three or four miles. Lands in the interior of the county, surveyed in more typical lots. The Township of Sandwich was dissolved in 1860 and divided into the Townships of Sandwich East and Sandwich West. Sandwich South was separated from Sandwich East in 1893. The change in survey patterns marked the boundary between Sandwich East and South Townships. The geographic Township of Sandwich South retains the grid layout of concession roads running north to south and lots extending east to west. The Talbot Road and the Middle Road, with lots laid out to either side, form a distinctive pattern across the central part of the geographic Township of Sandwich South. The topography is typically of low relief and man-made drains along the roads and concrete culverts providing access to the farm complexes and residences are characteristic features of the area. The Township of Sandwich South currently lies within the City of Windsor and the Town of Tecumseh.</p>	 <p>A portion of the County of Essex map from the <i>Illustrated Historical Atlas of the County of Essex</i> (1881) depicts the grid layout of the township broken by the Talbot Road and Middle Road.</p>  <p>A sizable drainage ditch parallels the west side of County Road 17.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description of Resource/ Heritage Recognition	Digital Image/Map
3.	LP	CHL	Transportation: Roadscape	Lots 126 & 127, Concessions 2 & 3, geographic Township of Sandwich East City of Windsor	E.C. Row Expressway The E.C. Row Expressway initially formed part of the Highway 2 corridor in the Windsor area. Plans were developed in the late 1960s and construction proceeded throughout the 1970s and into 1980s. In proximity to Lauzon Parkway, the expressway consists of two eastbound and two westbound lanes separated by a depressed grass median. The highway is named after Edgar Charles Row, the president of Chrysler Canada from 1951 to 1956.	 View east to the exit ramp at the Lauzon Parkway.
4.	LP	CHL	Transportation: Railway	Lots 126 & 127, Concession 3, geographic Township of Sandwich East City of Windsor	Canadian Pacific Railway (CP) The CP line from London to Windsor was opened for traffic in June 1890. The current right-of-way comprises three tracks that pass under the Lauzon Parkway to the south of the E.C. Row Expressway. A hydro corridor parallels the south side of the tracks.	 View west along the CP rail corridor from the Lauzon Parkway overhead.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description of Resource/ Heritage Recognition	Digital Image/Map
5.	LP CR42 Windsor E/W Arterial	CHL	Transportation: Roadscape	Lots 10-19, Concessions 9 & 10, geographic Township of Sandwich South City of Windsor and Town of Tecumseh	County Road 17 Also known as the 10 th Concession Road, County Road 17 developed in the mid 19 th century as a north-south road between Concessions 9 and 10 in the Township of Sandwich South. The two-lane paved road with a posted speed limit of 60 km/hr runs between County Road 42 (Division Road) and Provincial Road (County Road 46). It currently forms part of the regional road system. A drainage ditch and wood pole hydro line parallel the west side of the raised roadway.	 View south along County Road 17 with a drain located to the west.
6.	LP CR42 Windsor	CHL	Agricultural: Farm Complex	3850 County Road 17 Lot 18, Concession 10, geographic Township of Sandwich South City of Windsor	Farm Complex Farmhouse: This one and-a-half storey frame residence has a side gable roof and a three-bay front (west) elevation. It may date to c1860. The walls are clad in synthetic siding and a large addition extends to the rear. Outbuildings: one, contemporary. The property relates historically to the George Little farm noted in <i>Illustrated Historical Atlas of the County of Essex</i> (1881).	 View northeast to the farmhouse at No. 3850 County Road 17.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description of Resource/ Heritage Recognition	Digital Image/Map
7.	LP	BHR	Residential	3966 County Road 17 Lot 18, Concession 10, geographic Township of Sandwich South City of Windsor	Residence This one storey, frame building has a side gable roof and a rear extension. It is possibly associated historically with No. 3850 County Road 17. The modest building has been altered with siding and replacement doors and windows.	 <p>View southwest to the residence at 3966 County Road 17.</p>
8.	LP	BHR	Residential	4108 County Road 17 Lot 17, Concession 10, geographic Township of Sandwich South City of Windsor	Residence This one and-a-half storey brick residence dates to the first part of the 20 th century. This Bungalow style building has a large sloping roof with dormer that extends over the front porch and three-bay front (west) elevation.	 <p>West elevation of the 20th century residence at 4108 County Road 17.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description of Resource/ Heritage Recognition	Digital Image/Map
9.	LP	CHL	Agricultural: Farm Complex	4412 County Road 17 Lot 15, Concession 10, geographic Township of Sandwich South City of Windsor	Farm Complex Farmhouse: The building appears to be a contemporary structure, or possibly an earlier structure that has been much altered. Barn: One timber frame with gable roof and one contemporary metal. Silos: three, one tall and two short. Outbuildings: one driveshed.	 Southeast view to the farm complex at 4412 County Road 17.
10.	LP	BHR	Residential	4521 County Road 17 Lot 15, Concession 9, geographic Township of Sandwich South City of Windsor	Residence One and-a-half storey frame residence with 'L'-shaped plan and one and-a-half storey rear wing. The gable roof is clad in asphalt shingles and the walls are finished in contemporary siding.	 Southwest view to the large residence at 4521 County Road 17.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description of Resource/ Heritage Recognition	Digital Image/Map
11.	LP E/W Arterial	BHR	Residential	4601 County Road 17 Lot 15, Concession 9, geographic Township of Sandwich South City of Windsor	<p>Dolphice St. Louis House.</p> <p>This one and-a-half storey cobblestone residence dates to 1932. The Bungalow style building has a large sloping roof with dormer that extends over the front porch. The original roofing material and window sash have been replaced.</p> <p>Listed in the City of Windsor Municipal Heritage Register (2013).</p>	 <p>Northwest view to the Bungalow styled residence at 4601 County Road 17.</p>
12.	LP E/W Arterial	BHR	Residential	4732 County Road 17 Lot 14, Concession 10, geographic Township of Sandwich South City of Windsor	<p>Residence</p> <p>This one and-a-half storey frame residence dates to the first part of the 20th century. It has a hip roof and moulded concrete block foundation. The roof extends over a front porch. A shed roof wing extends to the rear (east). The porch columns and railing have been replaced.</p>	 <p>Southeast view to the residence at 4732 County Road 17.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description of Resource/ Heritage Recognition	Digital Image/Map
13.	LP E/W Arterial	CHL	Agricultural: Farm Complex	4800 County Road 17 Lot 13, Concession 10, geographic Township of Sandwich South City of Windsor (J. Wilson)	<p>Farm Complex</p> <p>Farmhouse: This one and-a-half storey frame, vernacular styled building has a gable roof, rectangular shaped openings and a rear wing. The ground floor window on the front (west) elevation features a stained glass transom light. The roof is clad in asphalt shingles and walls are finished in synthetic siding.</p> <p>Barn: One, timber framed with a gambrel roof clad in corrugated sheet metal.</p> <p>Outbuildings: three or more.</p> <p>Silos: one small, possibly more.</p> <p>Fields.</p>	 <p>Southeast view to residence at 4800 County Road 17.</p>  <p>The barn is located close to County Road 17 and the long west elevation is oriented to the roadway.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description of Resource/ Heritage Recognition	Digital Image/Map
14.	LP	CHL	Agricultural: Farm Complex	4876 County Road 17 Lot 13, Concession 10, geographic Township of Sandwich South City of Windsor	<p>Former Farm Complex</p> <p>Farmhouse: This one and-a-half storey brick structure has a moulded concrete block foundation, front gable roof with dormers and a one storey entry porch. The vernacular styled residence dates to the 20th century.</p> <p>Barn: This one storey, timber frame building is clad in vertical boards and has a gable roof.</p>	 <p>Northeast view to the farm complex at 4876 County Road 17.</p>  <p>Southeast view to the residence.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description of Resource/ Heritage Recognition	Digital Image/Map
15.	LP	BHR	Transportation: Road Bridge	Lot 12, Concessions 9 & 10, geographic Township of Sandwich South City of Windsor	County Road 17 Underpass, Highway 401, MTO Site No. 6-239 The bridge is a four-span, prestressed concrete girder structure that was completed in 1967 to carry County Road 17 over Highway 401.	 East side of the underpass.
16.	CR42 Windsor CR42 Essex	CHL	Transportation: Roadscape	Geographic Townships of Sandwich East, Sandwich South and Maidstone City of Windsor, Town of Tecumseh and Town of Lakeshore	County Road 42 County Road 42, also known as Division Road is an important east-west route across Essex County. The two-lane paved road with wide gravel shoulders follows a straight and flat alignment. Historically, it marked the boundary between Sandwich East Township to the north and Sandwich South Township to the south. It became part of the provincial highway system as Highway 2 in 1930.	 Northeast view along County Road 42.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)


Site #	Project Component	Resource Category	Resource Type	Location	Description of Resource/ Heritage Recognition	Digital Image/Map
17.	CR42 Windsor E/W Arterial	CHL	Transportation: Railway	Lots 97 & 98, Concession 3, geographic Township of Sandwich East City of Windsor	<p>Lake Erie, Essex & Detroit River Railway</p> <p>In the 1880s, Hiram Walker built the Lake Erie, Essex & Detroit River Railway (LEE&DRR) to the southern part of the county. The Pere Marquette Railway acquired the LEE&DRR in 1903 and extended service to Niagara. The line came under control of the Chesapeake & Ohio Railway (C&O) in the 1920s, the Chessie System Railroads in 1973 and CSX Transportation in 1980. Although, the track was largely abandoned between Walkerville and Harrow in 1994, a section between CP to the north and CN Caso Sub to the south remains in service.</p>	 <p>South view along the rail right-of-way.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description of Resource/ Heritage Recognition	Digital Image/Map
18.	LP CR42 Windsor	CHL	Transportation: Airport	3200 County Road 42 Lots 98-126, Concession 3, geographic Township of Sandwich East City of Windsor	<p>Windsor Airport</p> <p>The Windsor International Airport comprises a terminal building and two runways that handle a mixture of scheduled airline and corporate flights. The airport opened in 1928 as the Walker Airfield, named after Hiram Walker. The No. 7 Elementary Flying Training School under the British Commonwealth Air Training Plan operated out of facilities on the west side of the airport during World War II.</p> <p>Windsor Airport Hangar 401 is listed in the City of Windsor Municipal Heritage Register (2013).</p>	 <p>View northwest to the terminal building at the Windsor International Airport.</p>
19.	CR42 Windsor	CHL	Agricultural: Farm Complex	5855 & 5865 County Road 42 Lot 18, Concession 8, geographic Township of Sandwich South City of Windsor	<p>Farm Complex</p> <p>Farmhouse: One and-a-half storey frame structure with moulded concrete block foundation, gambrel roof with belcast eaves, dormers and enclosed one storey sunporch. The vernacular style residence dates to the first part of the 20th century.</p> <p>Barn: one, gambrel roof.</p>	 <p>Southeast view to the residence at 5855 County Road 42.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description of Resource/ Heritage Recognition	Digital Image/Map
20.	LP CR42 Windsor	BHR	Residential	7405 County Road 42 Lots 18 & 19, Concession 10, geographic Township of Sandwich South City of Windsor	Residence This one and-a-half storey brick residence has a moulded concrete block foundation, aside gable roof and one storey enclosed entry porch. Soldier courses of brick highlight the top and the bottom of the walls. The building dates to the first half of the 20 th century.	 South view to the detached residence on the southeast corner of County Road 42 and County Road 17.
21.	E/W Arterial	CHL	Agricultural: Farm Complex	4804 8 th Concession Road Lot 13, Concession 8, geographic Township of Sandwich South City of Windsor	Farm Complex Farmhouse: This two storey frame building has a truncated hip roof and is designed in the Four Square style. It dates to the first part of the 20 th century. The front entry porch has been enclosed and an addition projects beyond the rear wall. Barn: none. Silo: one. Fields.	 Northeast view to the farmhouse at 4804 8 th Concession Road.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description of Resource/ Heritage Recognition	Digital Image/Map
22.	E/W Arterial	CHL	Agricultural: Farm Complex	4639 9 th Concession Road Lot 14, Concession 8, geographic Township of Sandwich South City of Windsor	<p>John Hayes House, Hayes Farmstead. Residence: This two and-a-half storey Edwardian style residence dates to 1914. The building features a hip roof, one storey wraparound verandah, south side porch and four over one window sash. Outbuildings: Contemporary, metal sheds. Fields, fence at road and numerous red maples.</p> <p>Listed in the City of Windsor Municipal Heritage Register (2013).</p>	 <p>East elevation of the residence at 4639 9th Concession Road.</p>
23.	E/W Arterial	CHL	Agricultural: Farm Complex	4791 & 4799 9 th Concession Road Lot 13, Concession 8, geographic Township of Sandwich South City of Windsor	<p>Hayes Farmstead. Farmhouse: This one and-a-half storey building is 'L'-shaped and features a one storey verandah. The window sashes have been replaced and the walls are clad in synthetic siding. Outbuildings: contemporary metal shed. Fields.</p> <p>The Patrick Hayes House at No. 4799 9th Concession Road is listed in the City of Windsor Municipal Heritage Register (2013).</p>	 <p>Southwest view to the residence at 4791 & 4799 9th Concession Road.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description of Resource/ Heritage Recognition	Digital Image/Map
24.	CR 42	CHL	Agricultural: Farm Complex	5680 Baseline Road Lot 17, Concession 8, geographic Township of Sandwich South City of Windsor	<p>Ure Farmstead</p> <p>This century farm was established in 1853.</p> <p>Farmhouse: This one and-a-half storey frame building dates to 1875. It has been altered with new siding, a verandah and windows.</p> <p>Barn: one, gable roof, timber frame (obscured by vegetation)</p> <p>Silos: four (obscured by vegetation).</p> <p>Outbuildings: number unknown.</p> <p>Fields.</p> <p>Listed in the City of Windsor Municipal Heritage Register (2013).</p>	 <p>North view to the farmhouse at 5680 Baseline Road.</p>
25.	LP	CHL	Agricultural: Farm Complex (former)	7295 Baseline Road Lot 16, Concession 9, geographic Township of Sandwich South City of Windsor	<p>Farm Complex</p> <p>Farmhouse: This vernacular, one and-a-half storey frame building has a moulded concrete foundation and a T'-shaped floor plan with a cross gable roof. The structure dates to the first part of the 20th century.</p> <p>Barns: none.</p> <p>Most recently the property has been in commercial use with two contemporary buildings.</p>	 <p>Southwest view to the residence at 7295 Baseline Road.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description of Resource/ Heritage Recognition	Digital Image/Map
26.	E/W Arterial	BHR	Residential	4590 Walker Road Lot 16, Concession 7, geographic Township of Sandwich South City of Windsor	Residence This one and-a-half storey 20 th century building is a vernacular interpretation of the picturesque Tudor Revival style. It features steeply pitched cross gable roof, combinations of window openings with three over one sash and brick banding at the top and bottom of the walls.	 West elevation of the residence at 4590 Walker Road.
27.	LP	BHR	Residential	4948 County Road 17 Lot 12, Concession 10, geographic Township of Sandwich South Town of Tecumseh	Residence This vernacular style, one and-a-half storey frame structure has a clipped gable roof and moulded concrete block foundation. The building possibly dates to the 1920s. The residence is likely a former farmhouse, although, no agricultural buildings remain on the property. The wall cladding has been replaced with synthetic siding.	 View north to the residence at 4948 County Road 17.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description of Resource/ Heritage Recognition	Digital Image/Map
28.	LP	CHL	Agricultural: Farm Complex	5176 & 5184 County Road 17 Lot 11, Concession 10, geographic Township of Sandwich South Town of Tecumseh	<p>Farm Complex</p> <p>Farmhouse #1: This one storey frame residence has a front gable roof and enclosed porch.</p> <p>Farmhouse #2: This one and-a-half storey frame structure has a front gable roof and moulded concrete block foundation.</p> <p>Barn: none.</p> <p>Outbuildings: contemporary, large garage, small garage and two sheds.</p> <p>Silo: none.</p> <p>Associated fields</p>	 <p>Southeast view to the farm complex at 5176 & 5184 County Road 17.</p>
29.	LP	CHL	Agricultural: Farm Complex	5201 County Road 17 Lot 11, Concession 9, geographic Township of Sandwich South Town of Tecumseh	<p>Farm Complex</p> <p>Farmhouse: This vernacular style, one and-a-half storey brick structure has a clipped gable roof and moulded concrete block foundation. The building possibly dates to the 1920s.</p> <p>Barn: contemporary metal structure.</p> <p>Silos: four metal silos, one concrete.</p> <p>Associated fields.</p> <p>The property may be associated with the Robert Watson farm noted in <i>Illustrated Historical Atlas of the County of Essex</i> (1881).</p>	 <p>Southwest view to the residence at 5201 County Road 17.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description of Resource/ Heritage Recognition	Digital Image/Map
30.	LP	CHL	Transportation: Roadscape	Lots 9 & 10, Concessions 9 & 10 & Lots 297- 299 NTR, geographic Township of Sandwich South Town of Tecumseh	Provincial Road/County Road 46 Originally known as Middle Road or North Talbot Road, Colonel Burwell completed the survey of this route in 1817 and it was opened in 1828. Lots were laid out to front on the south side of the road. The road became part of the provincial highway system in 1929 as Highway 2A, running from Windsor to Tilbury. It was re-designated Highway 98 in 1938. The highway was decommissioned in 1970 after the completion of Highway 401. It forms part of the regional road network as County Road 46.	 View northwest along Provincial Road.
31.	LP	CHL	Agricultural: Farm Complex (former)	6703 & 6715 Provincial Road Lot 299 NTR, geographic Township of Sandwich South Town of Tecumseh	Farm Complex Farmhouse: Two storey frame structure with cross gable roof and concrete foundation. The vernacular style building possibly dates to the first part of the 20 th century. The walls are clad in synthetic siding. Barn: None. Outbuildings: Two, contemporary metal sheds. Silos: None.	 Southwest view to the former farm complex at 6703 & 6715 Provincial Road.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description of Resource/ Heritage Recognition	Digital Image/Map
32.	LP	CHL	Agricultural: Farm Complex (former)	8559 Provincial Road Lot 298 NTR, geographic Township of Sandwich South Town of Tecumseh	Farm Complex Farmhouse: This one and-a-half storey frame structure has a moulded concrete block foundation and is much altered with additions and replacement siding and windows. Barn: one, traditional timber frame with gambrel roof clad in corrugated metal.	 South view to the barn at 8559 Provincial Road.
33.	LP	CHL	Transportation: Roadscape	Lots 299 & 300 NTR & STR, geographic Township of Sandwich South Town of Tecumseh	Sexton Sideroad The Sexton Sideroad forms the road allowance between Lots 299 and 300 that were laid out on either side of the Talbot Road (Highway 3) in the early 1800s. The two-lane rural road is lightly travelled with local traffic. The road is named after an early settling family of the Maidstone area of Sandwich South Township.	 View north along Sexton Sideroad.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description of Resource/ Heritage Recognition	Digital Image/Map
34.	LP	CHL	Transportation: Railway (former)	Lots 297-299 NTR, geographic Township of Sandwich South Town of Tecumseh	Canadian National Railway (CN) The “Essex Cutoff” of the Michigan Central Railway (MCR) was constructed from Essex Centre to Windsor in 1883. The Windsor Essex and Lake Shore Electric Railway operated from 1907 to 1932 over the MCR tracks in Sandwich South Township. CN and Canadian Pacific Railway jointly purchased the line in 1985 to acquire the Windsor-Detroit Tunnel. CN sold its share in the tunnel in 2001. The rail right-of-way comprises two lines.	 View southeast along the CN rail corridor.
35.	LP	CHL	Transportation: Roadscape	Lots 297-299 NTR & STR, geographic Township of Sandwich South Town of Tecumseh	Highway 3 (Talbot Road) The Talbot Road, an early settlement road, was extended to the community of Sandwich on the Detroit river by 1828. Lots fronting on the road were laid out to either side. The development of the route stimulated settlement in the interior of the Township of Sandwich, later Sandwich South. The historic route was absorbed into the provincial highway system as Highway 3 in 1920. Within the study area, Highway 3 has been widened to two EBL and 2 WBL with a centre turning lane and wide gravel shoulders. It has a posted speed limit of 80 km/hr.	 View southeast along Highway 3 from Sexton Sideroad.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description of Resource/ Heritage Recognition	Digital Image/Map
36.	LP	BHR	Education: Schoolhouse (former)	5412 Highway 3 Lot 299 NTR, geographic Township of Sandwich South Town of Tecumseh	URCSS #7 (St. Mary's or 'Ragtown') A schoolhouse is noted on the northeast corner of the Talbot Road and the Sexton Sideroad on the topographic map (1913). This one and-a-half storey structure has a gable roof. The owner reports the former Separate School was constructed on land donated by McCarthy, who owned the farm on the east part of the lot. The frame school was built c1901 with an addition in 1918. It was decommissioned c1960 and was converted to a residence.	 Southeast view to the former schoolhouse at 5412 Highway 3.
37.	LP	CHL	Agricultural: Farm Complex	5676 & 5680 Highway 3 Lot 299 NTR, geographic Township of Sandwich South Town of Tecumseh	Farm Complex Farmhouse: This 20 th century, one and-a-half storey structure has brick on the ground floor and stucco on the upper level, a cross gable roof and a one storey wing to the rear (north). Barn: walls are possibly timber frame and gambrel roof with shed dormers clad in corrugated sheet metal. Outbuildings: three including garage and possibly an earlier house on the property.	 West view to the farm complex at 5676 & 5680 Highway 3.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description of Resource/ Heritage Recognition	Digital Image/Map
38.	CR42 Essex	CHL	Agricultural: Farm Complex	2551 Banwell Road (County Road 43) Lot 143, Concession 3, geographic Township of Sandwich South Town of Tecumseh	Farm Complex Farmhouse: This one and-a-half storey frame structure has a cross gable roof and moulded concrete block foundation. A one-storey verandah features turned wood columns. The vernacular style residence dates to the first part of the 20 th century. The walls are clad in synthetic siding and the window sash have been replaced. Barn: One, gable roof and timber frame with vertical plank cladding. Not in use. Silo: One, concrete, ruin. Fields.	 Northeast view to the farm complex at 2551 Banwell Road.
39.	CR42 Essex	BHR	Residential	12501 County Road 42 Lot 20, Concession 12, geographic Township of Sandwich South Town of Tecumseh	Residence This one and-a-half storey frame structure with clipped gable roof and dormer and moulded concrete block foundation. The walls are clad in stucco and the gable ends feature wood shingles. The building possibly dates to the 1920s.	 Southeast view to the residence at 12501 County Road 42.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description	Digital Image
40.	CR42 Essex	CHL	Township Survey	Geographic Township of Maidstone Town of Lakeshore	<p>Maidstone Township</p> <p>The northern part of Township of Maidstone was surveyed in 1793. The balance of the township was surveyed in stages resulting in a variety of grid layouts resulting in differences in road allowances and lot shape and size. Early settlement focused on the south shore of Lake St. Clair followed by waterways, such as Pike Creek and Puce River. The township was incorporated in 1850. The Tecumseh Road crosses the north part of the township and the Talbot Road and Middle Road extend across the south. County Road 42, also known as Division Road follows between surveys of the north and central parts of the township. As a result, the concession roads to the north do not connect with those to the south. The topography is almost level and man-made drains and concrete culverts providing access to properties are characteristic features of the area. The former Township of Maidstone, with the Town of Belle River and Townships of Rochester, Tilbury North and Tilbury West were amalgamated into the Town of Lakeshore on January 1, 1999.</p>	 <p>A portion of the County of Essex map in the <i>Illustrated Historical Atlas of the County of Essex</i> (1881) depicts the layout of Maidstone Township.</p>  <p>Flat and straight roads bordered by drainage ditches, hydro lines and rural land use are typical of the central part of the former Maidstone Township.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description	Digital Image
41.	CR42 Essex	CHL	Agricultural: Farm Complex (former)	114 County Road 42 Lot 10, West Pike Creek, geographic Township of Maidstone Town of Lakeshore	Farm Complex Farmhouse: One and-a-half storey frame structure that dates to the first part of the 20 th century. The vernacular style building has elements of the Bungalow style including a large sloping roof that extends over the front porch. The porch piers and foundation feature moulded concrete block. Barn: none. Silo: one, concrete. Outbuilding: one, timber frame with vertical plank siding and gable roof.	 Northwest view to the former farm complex at 114 County Road 42.
42.	CR42 Essex	CHL	Agricultural: Farm Complex	175 County Road 42 Lot 11, Concession 9, geographic Township of Maidstone Town of Lakeshore (Moise Chauvin)	Farm Complex Farmhouse: This is a contemporary building. Barn: timber frame with gambrel roof and concrete foundation. Silos: one concrete silo and one metal silo. Outbuildings: three. Associated fields.	 Southeast view to the farm complex at 175 County Road 42.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description	Digital Image
43.	CR42 Essex	CHL	Agricultural: Farm Complex	390 County Road 42 Lot 10, East Pike Creek, geographic Township of Maidstone Town of Lakeshore	<p>Max. P. Gagnon & Son, Poultry and Dairy Farm</p> <p>Farmhouse: This one and-a-half storey frame building has a concrete block foundation and gable roof.</p> <p>Barn: concrete block foundation and gambrel roof clad in corrugated sheet metal with flared eaves. The lettering on the barn roof is visible from County Road 42.</p> <p>The buildings form a terminal axis along Lakeshore Road 103 (8th Concession Road).</p>	 <p>View north along Lakeshore Road 103 to 390 County Road 42.</p>  <p>The shape of the barn roof and lettering are distinctive features.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description	Digital Image
44.	CR42 Essex	CHL	Agricultural: Farm Complex	371 County Road 42 Lot 11, Concession 8, geographic Township of Maidstone Town of Lakeshore 42 (P. Maitre)	Maitre Homestead Farmhouse: This one and-a-half storey frame structure has a side gable roof, one storey verandah and rear wing. Barn: timber frame with gable roof. Silo: ruin. Associated fields, concrete culvert over drain at road.	 Southeast view to the farm complex at 371 County Road 42.
45.	CR42 Essex	BHR	Residential	552 County Road 42 Block C, Gore, geographic Township of Maidstone Town of Lakeshore	Residence This one and-a-half storey frame residence has a gable roof and concrete block foundation. Cobblestone piers highlight an enclosed porch. A low stone wall with piers at the drive extends along County Road 42. The residence may date to the 1920s.	 Northwest view to the residence on the northeast corner of County Road 42 and Patillo Road.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)



Site #	Project Component	Resource Category	Resource Type	Location	Description	Digital Image
46.	CR42 Essex	CHL	Industrial: Grain Dealer	735 County Road 42 Lot 11, Concession 6, geographic Township of Maidstone Town of Lakeshore	Maidstone Farming Ltd. This commercial agrifed operation comprises a residence, a store and a grouping of silos of various heights and contemporary metal buildings. The complex is a physical landmark within the flat and open landscape.	 Southeast view to the Maidstone Farming Ltd. at 735 County Road 42.
47.	CR42 Essex	CHL	Agricultural: Farm Complex	539 Wallace Line Road Block D, geographic Township of Maidstone Town of Lakeshore	Farm Complex Farmhouse: This vernacular style, one and-a-half storey frame residence has a moulded concrete block foundation, a cross gable roof and a one storey verandah. It dates to the first part of the 20 th century. Barn: timber frame with gable roof and horizontal wood siding. Outbuildings: one contemporary shed.	 Northwest view to the farmhouse at 539 Wallace Line.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)




Site #	Project Component	Resource Category	Resource Type	Location	Description	Digital Image
48.	CR42 Essex	BHR	Transportation: Road Bridge	Lot 7, East & West Puce River & Lot 11, Concession 5, geographic Township of Maidstone Town of Lakeshore	Puce River Bridge The County of Essex reports this one-span concrete rigid frame bridge was built in 1931 and rehabilitated in 2002. The current bridge replaced an earlier metal structure at approximately the same location.	 North side of the Puce River Bridge.
49.	CR42 Essex	CHL	Funerary: Cemetery	898 County Road 42 Lot 7, East Puce River, geographic Township of Maidstone Town of Lakeshore	Puce Memorial Cemetery The cemetery is situated on the east side of the Puce River near the Puce River Road. A plaque on the cemetery gates indicates it was established in 1850. The oldest stone located dates to 1865. The site is associated with early settlement of the Puce River area. The <i>Illustrated Historical Atlas of the County of Essex</i> (1881) notes Wm Somerville [William Sommerville] owned the neighbouring land. Municipal staff will present a recommendation for Part IV designation under the OHA to Town Council in April 2013.	 View north to the Puce Memorial Cemetery at 898 County Road 42.

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES (BHR)

Site #	Project Component	Resource Category	Resource Type	Location	Description	Digital Image
50.	CR42 Essex	CHL	Residential	895, 897 & 899 County Road 42 Lot 11, Concession 5, geographic Township of Maidstone Town of Lakeshore	Residences A grouping of three detached buildings is located east of the Puce River. The modest structures are frame, one or one and-a-half storeys in height with gable roofs. They are located across the road from the Puce Memorial Cemetery may relate to settlement along the Puce River.	 <p>View south to the residences at 895 and 897 County Road 42.</p>

6.0 POTENTIAL EFFECTS OF UNDERTAKING ON CULTURAL HERITAGE RESOURCES

6.1 Introduction

This section provides a preliminary assessment of the potential adverse effects of the proposed Lauzon Parkway improvements within the City of Windsor and the Town of Tecumseh and Town of Lakeshore in the County of Essex. The conservation of cultural heritage resources in planning is considered to be a matter of public interest.

Generally, road improvement projects such as the introduction of a new roadway or the widening of an existing roadway have the potential to adversely affect cultural heritage landscapes and built heritage resources by displacement and/or disruption during, as well as after construction. Cultural heritage landscapes and/or built heritage resources may experience displacement, or direct impacts, i.e., removal, if they are located within the right-of-way of the undertaking. There may also be potential for disruption, or indirect impacts, to cultural heritage resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and/or setting.

The Government of Canada, the Province of Ontario, the City of Windsor and the County of Essex are working together to implement a number of projects to improve traffic efficiency and reduce congestion between Windsor and Detroit. The Windsor-Detroit Gateway is Canada's largest border crossing, comprising Ambassador Bridge, Windsor-Detroit Tunnel, Detroit-Windsor Truck Ferry and Central Michigan Rail Tunnel. The "Let's Get Windsor Essex Moving" strategy, announced in April 2005, has identified several projects for improving traffic flow, including improvements to and expansion of the Lauzon Parkway within the regional road network.

The recommended plan for the Lauzon Parkway includes:

- widening the existing Lauzon Parkway from the E.C. Row Expressway to CR42 from two lanes to four lanes (six lane ultimate);
- extending Lauzon Parkway southerly from CR42 to Highway 401 to follow the Little River and from Highway 401 to CR46 through the middle of Concession 9 and continuing to Highway 3 along Sexton Sideroad;
- widening CR42 from Walker Road to CR25/Puce Road from two to four lanes; and
- introducing a new two-lane East/West Arterial Road from Walker Road to CR17/10th Concession Road.

The potential direct impacts (displacement) and indirect impacts (disruption) of this project are principally associated with the construction of new road rights-of-way and the widening of existing roadways. The Display Boards and Technically Preferred Plans prepared by McCormick Rankin and presented at the PIC #2 (October 22, 2012) were used to identify and assess the potential impacts to cultural heritage resources identified

within the study area (*see Table 1*). Heather Templeton, Project Manager provided additional details on the proposed road intersections and railway crossings.¹² The direct and indirect impacts are discussed in Section 6.1 and Section 6.2, respectively.

6.2 Direct Impacts

One (1) potential direct impact in respect to cultural heritage resources was identified for the proposed expansion of the Lauzon Parkway to Highway 3:

- Site #36: URCSS #7, 5412 Highway 3, Town of Tecumseh.

Two (2) direct impacts, i.e., removal or demolition, in respect to cultural heritage resources were identified for the proposed widening of CR42 to four lanes:

- Site #43: 390 CR 42, Town of Lakeshore (residence removed); and
- Site #48: Puce River Bridge, CR 42, Town of Lakeshore.

6.3 Indirect Impacts

The principal impacts for the Lauzon Parkway Improvements are indirect. They can be grouped into the following categories: modifications to the existing transportation network, land acquisition and general construction, and operational impacts relating to increased traffic and higher noise levels as a result of the road improvements.

Modifications to the existing transportation network

- Site #16: County Road 42, City of Windsor, Town of Tecumseh and Town of Lakeshore,
- Site #17: Lake Erie, Essex & Detroit River Railway, City of Windsor,
- Site #30: Provincial Road, County Road 46, Town of Tecumseh,
- Site #33: Sexton Sideroad, Town of Tecumseh,
- Site #34: Canadian National Railway, Town of Tecumseh, and
- Site #35: Highway 3 (Talbot Road), Town of Tecumseh.

Land acquisition

- Site #19: 5855 & 5865 County Road 42, City of Windsor,
- Site #22: 4639 9th Concession Road, City of Windsor,
- Site #31: 6703 & 6715 Provincial Road, Town of Tecumseh,
- Site #39: 12510 County Road 42, Town of Tecumseh,
- Site #41: 114 County Road 42, Town of Lakeshore, and
- Site #45: 552 County Road 42, Town of Lakeshore.

¹² Email communication from Heather Templeton, McCormick Rankin to Barbara McPhail, Unterman McPhail Associates on March 5, 2013.

General construction and operational impacts

- Site #18: 3200 County Road 42, City of Windsor,
- Site #20: 7405 County Road 42, City of Windsor,
- Site #31: 6703 & 6715 Provincial Road, Town of Tecumseh,
- Site #35: Highway 3 (Talbot Road), Town of Tecumseh,
- Site #42: 175 County Road 42, Town of Lakeshore,
- Site #44: 371 County Road 42, Town of Lakeshore,
- Site #46: 735 County Road 42, Town of Lakeshore,
- Site #49: Puce Memorial Cemetery, 898 County Road 42, Town of Lakeshore,
and
- Site #50: 895, 897 & 899 County Road 42, Town of Lakeshore.

7.0 MITIGATION RECOMMENDATIONS

A proposed undertaking should not adversely affect cultural heritage resources. Intervention should be managed in such a way that its impact is sympathetic with the value of the resources. When the nature of the undertaking is such that adverse impacts are unavoidable it may be necessary to implement management or mitigation strategies that alleviate the deleterious effects to cultural heritage resource. Mitigation is the process of causing lessening or negating anticipated adverse impacts to cultural heritage resources and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, documentation of the cultural heritage landscape and/or built heritage resource if to be demolished or relocated, salvage of building materials.

Mitigation measures and best management practices will be implemented to address potential impacts. Identified mitigation strategies will be carried through the detailed design as applicable. Refinements and enhancements to the mitigation recommendations will be made as warranted throughout all phases of the project.

Table 2: Potential Impacts and Mitigation Recommendations provides a summary of potential impacts and recommended mitigation measures for each of the identified cultural heritage sites along the road corridors. As well, it includes some commitments to complete cultural heritage evaluation work for those properties of 40 or more years old where direct or indirect impacts have been identified. For properties in private, municipal or county ownership, the Cultural Heritage Evaluation Reports (CHERs), as needed, will follow the evaluation criteria set out under the Ontario Regulation 9/06, which were developed for the purpose of identifying and evaluating the cultural heritage value or interest of a property proposed for protection under Section 29 of the OHA. For properties owned or controlled by the Government of Ontario, the CHERs will follow the process set out in Section B, Identification and Evaluation of the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (April 28, 2010), and will

be submitted to MTCS for review and approval. Conservation recommendations based on the results of the cultural heritage evaluation will be included in the report.

During the site review process, a commemorative plaque was noted on the Little River Bridge, Bridge No. 6-336, on the Lauzon Parkway. The bridge, dating to 1981, is less than 40 years old, and therefore, is not considered to be a potential cultural heritage resource. Nevertheless, the plaque on the bridge is of interest and should be retained and incorporated into the design of the new structure at this location.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
1	CHL	Township Survey	Geographic Township of Sandwich East City of Windsor and Town of Tecumseh	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.
2	CHL	Township Survey	Geographic Township of Sandwich South City of Windsor and Town of Tecumseh	Indirect: The introduction of new road right-of-way will alter the existing rural landscape.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.
3	CHL	Transportation: Roadscape	E.C. Row Expressway Lots 126 & 127, Concessions 2 & 3, geographic Township of Sandwich East City of Windsor	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.
4	CHL	Transportation: Railway	Canadian Pacific Railway (CP) Lots 126 & 127, Concession 3, geographic Township of Sandwich East City of Windsor	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.
5	CHL	Transportation: Roadscape	County Road 17 Lots 10-19, Concessions 9 & 10, geographic Township of Sandwich South City of Windsor and Town of Tecumseh	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
6	CHL	Agricultural: Farm Complex	3850 County Road 17 Lot 18, Concession 10, geographic Township of Sandwich South City of Windsor	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.
7	BHR	Residential	3966 County Road 17 Lot 18, Concession 10, geographic Township of Sandwich South City of Windsor	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.
8	BHR	Residential	4108 County Road 17 Lot 17, Concession 10, geographic Township of Sandwich South City of Windsor	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.
9	CHL	Agricultural: Farm Complex	4412 County Road 17 Lot 15, Concession 10, geographic Township of Sandwich South City of Windsor	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.
10	BHR	Residential	4521 County Road 17 Lot 15, Concession 9, geographic Township of Sandwich South City of Windsor	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.
11	BHR	Residential	Dolphice St. Louis House 4601 County Road 17 Lot 15, Concession 9, geographic Township of Sandwich South City of Windsor	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated for the listed property.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
12	BHR	Residential	4732 County Road 17 Lot 14, Concession 10, geographic Township of Sandwich South City of Windsor	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.
13	CHL	Agricultural: Farm Complex	4800 County Road 17 Lot 13, Concession 10, geographic Township of Sandwich South City of Windsor	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.
14	CHL	Agricultural: Farm Complex	4876 County Road 17 Lot 13, Concession 10, geographic Township of Sandwich South City of Windsor	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.
15	BHR	Transportation: Road Bridge	County Road 17, Underpass at Highway 401 Lot 12, Concessions 9 & 10, geographic Township of Sandwich South City of Windsor	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.
16	CHL	Transportation: Roadscape	County Road 42 Geographic Townships of Sandwich East, Sandwich South and Maidstone City of Windsor, Town of Tecumseh and Town of Lakeshore	Indirect: The widening of the existing roadway and introduction of roundabout intersections will result in changes to the character of the rural roadway.	Review during detailed design to confirm design has not changed in this area. Prepare a photographic documentation report for CR42.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
17	BHR	Transportation: Railway	Lake Erie, Essex & Detroit River Railway Lots 97 & 98, Concession 3, geographic Township of Sandwich East City of Windsor	Indirect: Land acquisition.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.
18	CHL	Transportation: Airport	Windsor Airport 3200 County Road 42 Lots 98-126, Concession 3, geographic Township of Sandwich East City of Windsor	Indirect: General construction and operational impacts related to the road improvements.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated for the listed property.
19	CHL	Agricultural: Farm Complex	5855 & 5865 County Road 42 Lot 18, Concession 8, geographic Township of Sandwich South City of Windsor	Indirect: Land acquisition and introduction of a roundabout intersection at CR42 and 9 th Concession Road.	Review during detailed design to confirm design has not changed in this area. Prepare a CHER.
20	BHR	Residential	7405 County Road 42 Lots 18 & 19, Concession 10, geographic Township of Sandwich South City of Windsor	Indirect: General construction and operational impacts related to the road improvements.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.
21	CHL	Agricultural: Farm Complex	4804 8 th Concession Road Lot 13, Concession 8, geographic Township of Sandwich South City of Windsor	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
22	CHL	Agricultural: Farm Complex	John Hayes House, Hayes Farmstead 4639 9 th Concession Road Lot 14, Concession 8, geographic Township of Sandwich South City of Windsor	Indirect: Land acquisition and introduction of a roundabout intersection at E/W Arterial and 9 th Concession Road.	Review during detailed design to confirm design has not changed in this area. Prepare a CHER for the listed property.
23	CHL	Agricultural: Farm Complex	Hayes Farmstead 4791 & 4799 9 th Concession Road Lot 13, Concession 8, geographic Township of Sandwich South City of Windsor	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated for the listed property.
24	CHL	Agricultural: Farm Complex	Ure Farmstead 5680 Baseline Road, Lot 17 Concession 8, geographic Township of Sandwich South City of Windsor	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated for the listed property.
25	CHL	Agricultural: Farm Complex (former)	7295 Baseline Road Lot 16, Concession 9, geographic Township of Sandwich South City of Windsor	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.
26	BHR	Residential	4590 Walker Road Lot 16, Concession 7, geographic Township of Sandwich South City of Windsor	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
27	BHR	Residential	4948 County Road 17 Lot 12, Concession 10, geographic Township of Sandwich South Town of Tecumseh	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.
28	CHL	Agricultural: Farm Complex	5176 & 5184 County Road 17 Lot 11, Concession 10, geographic Township of Sandwich South Town of Tecumseh	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.
29	CHL	Agricultural: Farm Complex	5201 County Road 17 Lot 11, Concession 9, geographic Township of Sandwich South Town of Tecumseh	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.
30	CHL	Transportation: Roadscape	Provincial Road/County Road 46 Lots 9 & 10, Concessions 9 & 10 & Lots 297-299 NTR, geographic Township of Sandwich South Town of Tecumseh	Indirect: The widening of the existing roadway and introduction of an at-grade intersection will result in changes to the character of the rural roadway.	Review during detailed design to confirm design has not changed in this area. Prepare a photographic documentation for CR46.
31	CHL	Agricultural: Farm Complex	6703 & 6715 Provincial Road Lot 299 NTR, geographic Township of Sandwich South Town of Tecumseh	Indirect: General construction and operational impacts related to the road improvements	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.
32	CHL	Agricultural: Farm Complex (former)	8559 Provincial Road Lot 298 NTR, geographic Township of Sandwich South Town of Tecumseh	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
33	CHL	Transportation: Roadscape	Sexton Sideroad Lots 299 & 300 NTR & STR, geographic Township of Sandwich South Town of Tecumseh	Indirect: The road allowance will be incorporated into the Lauzon Parkway extension to Highway 3.	Review during detailed design to confirm design has not changed in this area. Prepare a photographic documentation report for Sexton Sideroad.
34	CHL	Transportation: Railway (former)	Canadian National Railway (CN) Lots 297-299 NTR, geographic Township of Sandwich South Town of Tecumseh	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.
35	CHL	Transportation: Roadway	Highway 3 (Talbot Road) Lots 297-299 NTR & STR, geographic Township of Sandwich South Town of Tecumseh	Indirect: General construction and operational impacts related to the road improvements.	Review during detailed design to confirm design has not changed in this area. No mitigation anticipated.
36	CHL	Educational: Schoolhouse (former)	URCSS #7 (St. Mary's or 'Ragtown') 5412 Highway 3 Lot 299 NTR, geographic Township of Sandwich South Town of Tecumseh	Direct: The former schoolhouse will be displaced as a result of the extension of Lauzon Parkway to Highway 3 along Sexton Sideroad.	Review during detailed design to confirm design has not changed in this area. Prepare a CHER.
37	BHR	Agricultural: Farm Complex	5676 & 5680 Highway 3 Lot 299 NTR, geographic Township of Sandwich South Town of Tecumseh	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation is anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
38	CHL	Agricultural: Farm Complex	2551 Banwell Road (County Road 43) Lot 143, Concession 3, geographic Township of Sandwich South Town of Tecumseh	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation is anticipated.
39	BHR	Residential	12501 County Road 42 Lot 20, Concession 12, geographic Township of Sandwich South Town of Tecumseh	Indirect: Land acquisition.	Review during detailed design to confirm design has not changed in this area. Prepare a CHER.
40	CHL	Township Survey	Geographic Township of Maidstone Town of Lakeshore	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation is anticipated.
41	CHL	Agricultural: Farm Complex (former)	114 County Road 42 Lot 10, West Pike Creek, geographic Township of Maidstone Town of Lakeshore	Indirect: Land acquisition.	Review during detailed design to confirm design has not changed in this area. Prepare a CHER.
42	CHL	Agricultural: Farm Complex	175 County Road 42 Lot 11, Concession 9, geographic Township of Maidstone Town of Lakeshore	Indirect: General construction and operational impacts related to the road improvements.	Review during detailed design to confirm design has not changed in this area. No mitigation is anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
43	CHL	Agricultural: Farm Complex	Max. P. Gagnon & Son, Poultry and Dairy Farm 390 County Road 42 Lot 10, East Pike Creek, geographic Township of Maidstone Town of Lakeshore	Direct: Under a revised design, property acquisition for widening CR42 will result in the removal of the residence on this site, isolation of the barn structure and changes to the associated cultural heritage landscape. Therefore is it s direct impact.	Under a revised design, the residence on this site will be removed.. Prepare a CHER of the property.
44	CHL	Agricultural: Farm Complex	371 County Road 42 Lot 11, Concession 8, geographic Township of Maidstone Town of Lakeshore 42 (P. Maitre)	Indirect: General construction and operational impacts related to the road improvements.	Review during detailed design to confirm design has not changed in this area. No mitigation is anticipated.
45	BHR	Residential	552 County Road 42 Block C, Gore, geographic Township of Maidstone Town of Lakeshore	Indirect: Property acquisition and introduction of a roundabout intersection.	Review during detailed design to confirm design has not changed in this area. Prepare a CHER.
46	CHL	Industrial” Grain Dealer	Maidstone Farming Ltd. 735 County Road 42 Lot 11, Concession 6, geographic Township of Maidstone Town of Lakeshore	Indirect: General construction and operational impacts related to the road improvements.	Review during detailed design to confirm design has not changed in this area. No mitigation is anticipated.
47	CHL	Agricultural: Farm Complex	539 Wallace Line Road Block D, geographic Township of Maidstone Town of Lakeshore	No identified impacts.	Review during detailed design to confirm design has not changed in this area. No mitigation is anticipated.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS

Site #	Resource Category	Resource Type	Location	Impact	Mitigation
48	BHR	Transportation: Road Bridge	Puce River Bridge Lot 7, East & West Puce River & Lot 11, Concession 5, geographic Township of Maidstone Town of Lakeshore	Direct: It is anticipated the existing concrete rigid frame structure dating to 1931 will be replaced as part of the road widening.	Review during detailed design to confirm design has not changed in this area. Prepare a CHER.
49	CHL	Funerary: Cemetery	Puce Memorial Cemetery 898 County Road 42 Lot 7, East Puce River, geographic Township of Maidstone Town of Lakeshore	Indirect: General construction and operational impacts related to the road improvements.	Review during detailed design to confirm design has not changed in this area. Ensure cemetery lands are not disturbed including the existing gate posts with signage.
50	CHL	Residential	895, 897 & 899 County Road 42 Lot 11, Concession 5, geographic Township of Maidstone Town of Lakeshore	Indirect: General construction and operational impacts related to the road improvements.	Review during detailed design to confirm design has not changed in this area. No mitigation is anticipated.

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Maps

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40 J/7 Belle River, 1920, 1957 and 2000.

40 J/2 Essex, 1920, 1957 and 1994.

Municipal Contacts

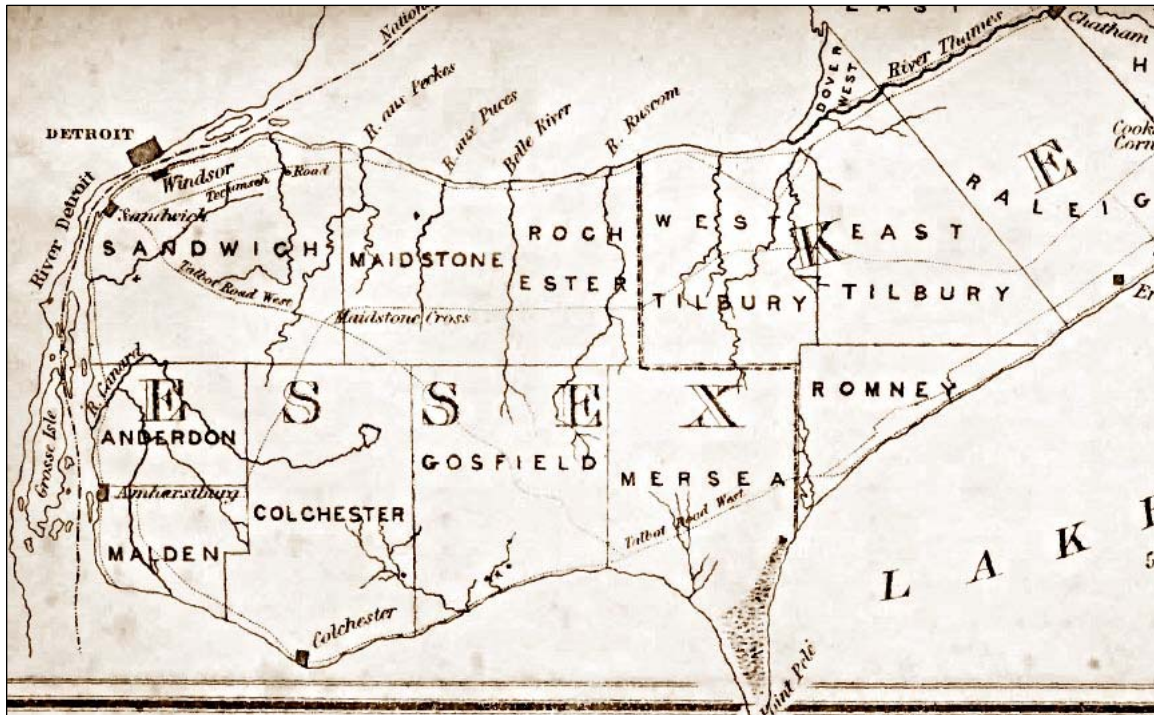
Rita Arsenault, Manager of Special Projects, Liaison to Heritage Committee, Town of Lakeshore, March 2013.

Cultural Heritage Assessment Report (CHAR)
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Lauzon Road, Essex County Road 42 and Future East/West Arterial Road
City of Windsor, Town of Tecumseh and Town of Lakeshore, Essex County, Ontario

John Calhoun, Heritage Planner, City of Windsor, March 2013.

Enrico DeCecco, Junior Planner, Town of Tecumseh, March 2013.

Appendix: Historical Maps



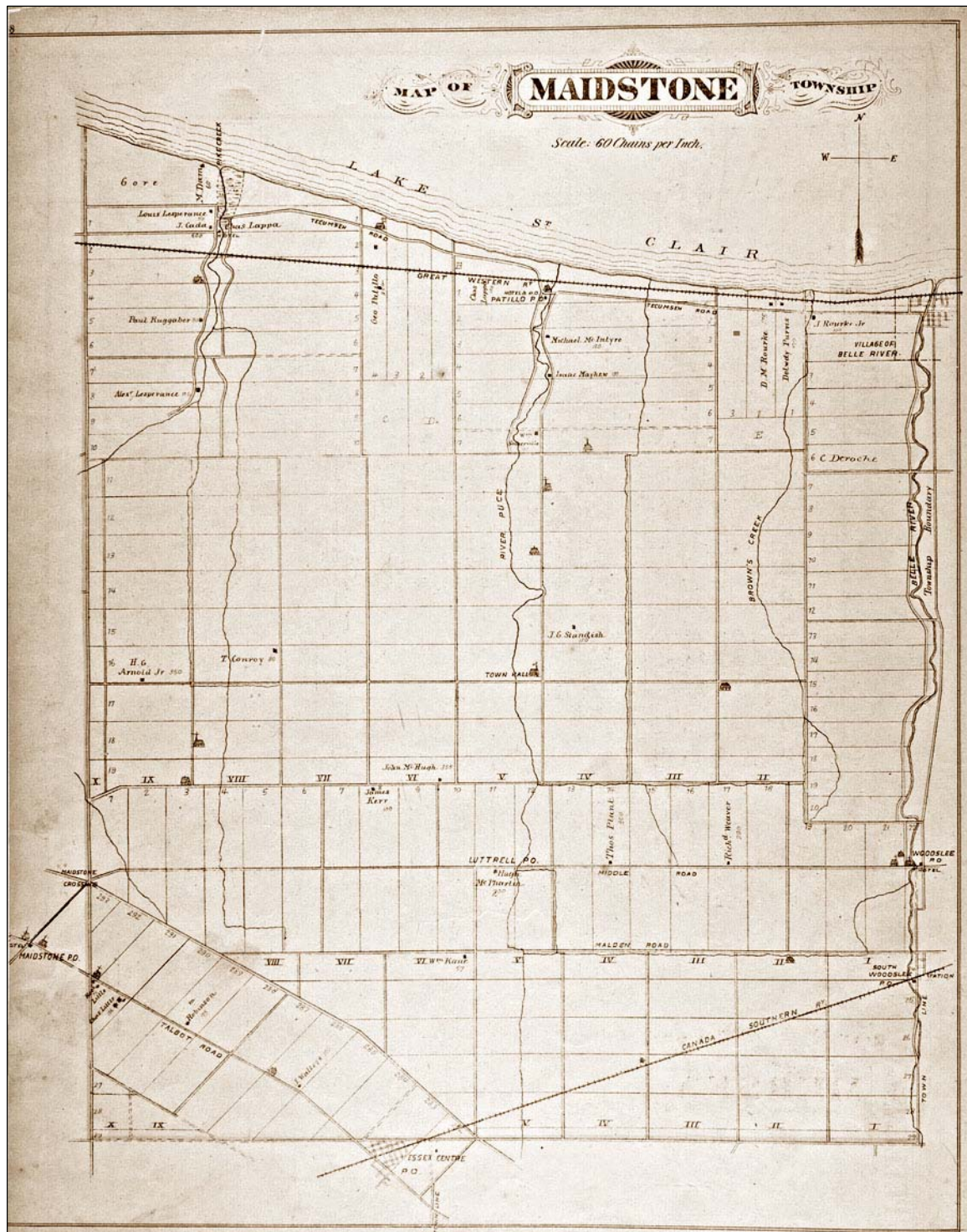
A map of Essex County (c1850) depicts the Talbot Road and the Tecumseh Road extending across the county to connect with the rest of Upper Canada [Canada Past, Present and Future, Vol. I].

A map of Essex County (1899) shows the extensive railway network that had developed by the end of the 19th century [DRHC: The Canadian Dominion Survey].





The East and West Sandwich Township map in the *Illustrated Historical Atlas of the County of Essex* (1881) shows the complex survey patterns of the former Township of Sandwich. Lauzon Road is noted as an open road allowance in Concessions 1, 2 and 3 in the northeast part of East Sandwich Township.

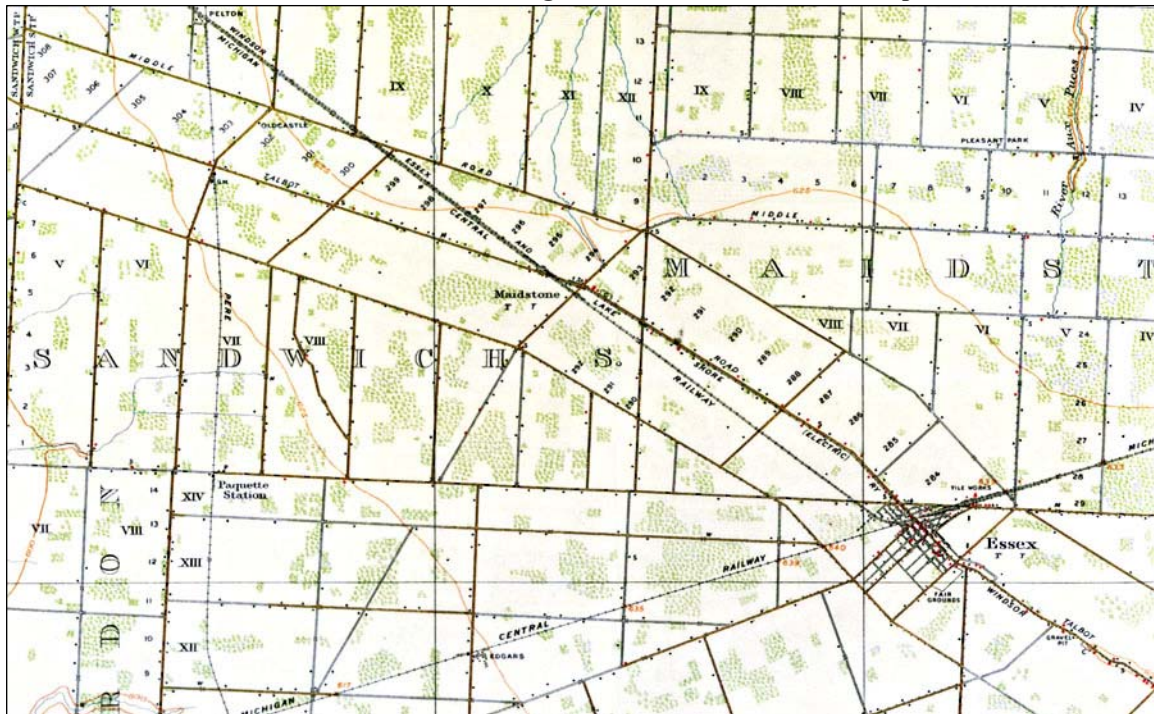


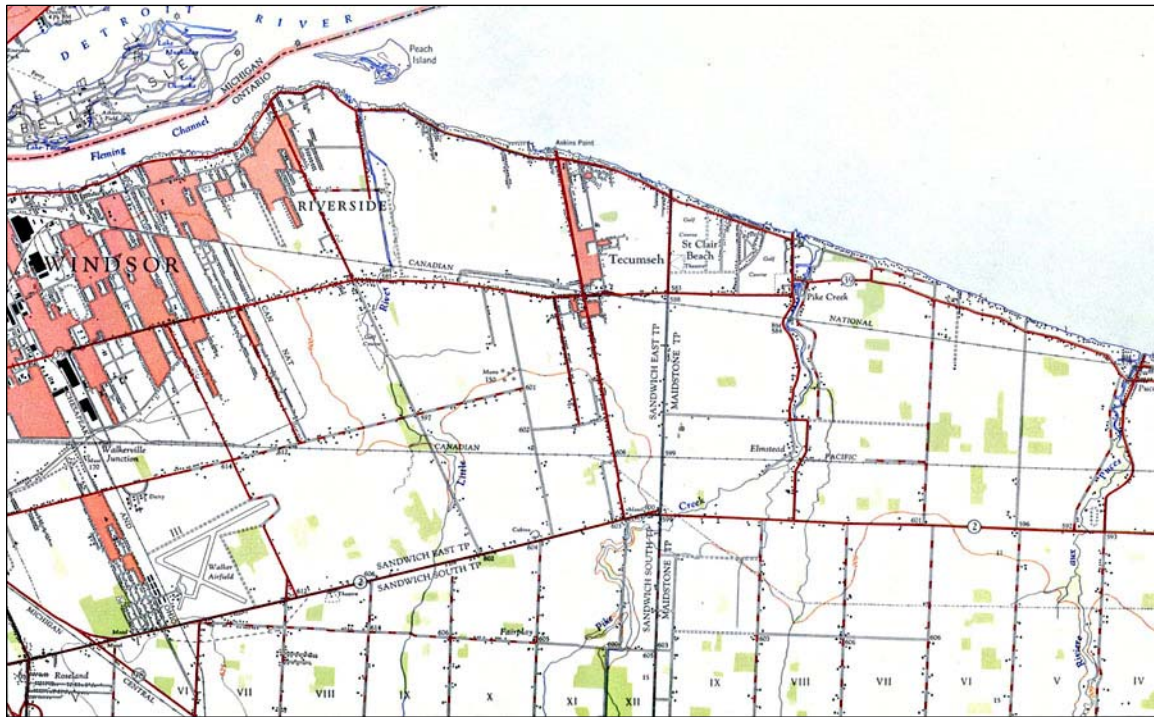
The Maidstone Township map in the *Illustrated Historical Atlas of the County of Essex* (1881) depicts the survey pattern of the township with lots fronting on important transportation routes including waterways and roadways.



The NTS map 40 J/7 Belle River (1920) shows County Road 42, the boundary between Sandwich East and Sandwich South Townships, as an important east-west road extending into Maidstone Twp.

The NTS map 40 J/2 Essex (1920) illustrates the rural landscape with a well-developed network of local roads, numerous farms and scattered villages in Sandwich South Township.

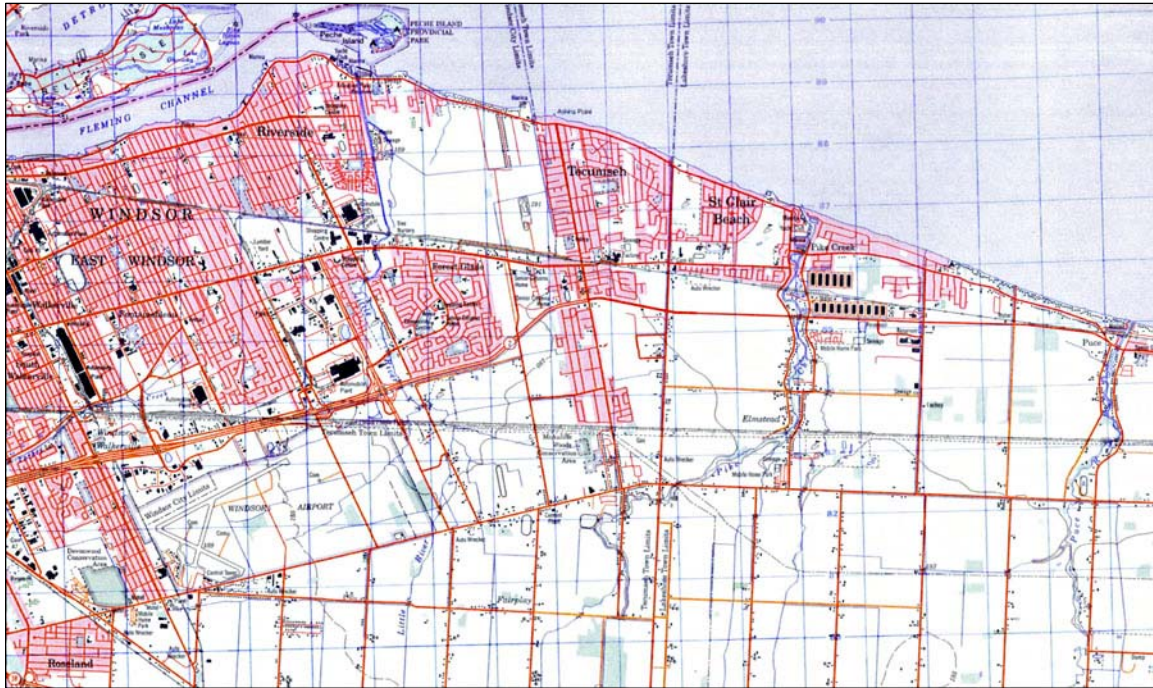




The NTS map 40 J/7 Belle River (1957) depicts the urban expansion of Windsor and Tecumseh into the former rural lands of Sandwich East Township.

The NTS map 40 J/2 Essex (1957) indicates little change in the agricultural landscape in the southern part of Sandwich South and Maidstone Townships in the first half of the 20th century.





The NTS map 40 J/7 Belle River (2000) illustrates the continued growth of the City of Windsor through the second half of the 1990s.

The NTS map 40 J/2 Essex (1999) continues to depict a largely rural landscape, primarily in agricultural use in the former Townships of Sandwich South and Maidstone.

