

**STAGE 1 ASSESSMENT OF THE LAUZON PARKWAY, COUNTY ROAD 17,
COUNTY ROAD 42, FUTURE EAST-WEST ARTERIAL ROAD FROM WALKER
ROAD TO COUNTY ROAD 17 CORRIDORS, AND THE SANDWICH SOUTH
SECONDARY PLAN, CITY OF WINDSOR, COUNTY OF ESSEX**

Original License Report

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EXECUTIVE SUMMARY

This report details the Stage 1 archaeological assessment of the Lauzon Parkway, County Road 17, County Road 42 corridors, and the Future East-West Arterial (Walker Road to County Road 17); these corridors total approximately 27 kilometres in length. In addition, this report includes the Stage 1 assessment for the Sandwich South Secondary Plan study. The study corridors are located in the City of Windsor, and in the Towns of Tecumseh and Lakeshore, in the County of Essex. The Stage 1 assessment involved historical and archaeological background research as well as a visual assessment of the corridors. Should any property be required outside of these corridors, a Stage 2 assessment will be required before construction commences.

Due to evidence of intensive and extensive disturbance within the current right of way of the majority of Lauzon Parkway, County Road 17, and County Road 42, the corridors have been determined to be disturbed. Therefore, it is recommended to the Ministry of Tourism, Culture and Sport that these areas are clear of any further archaeological concerns. The east side of Lauzon Parkway between County Road 42 and the E.C. Row Parkway does not appear to be disturbed; therefore a Stage 2 archaeological assessment is recommended. Stage 2 archaeological assessment is also recommended for the Future East-West Arterial study area. In addition, a Stage 2 archaeological assessment would be required for an extension of Lauzon Parkway on a new alignment from County Road 42 to Highway 3.

PROJECT PERSONNEL

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PROJECT CONTEXT: DEVELOPMENT

This report discusses the rationale, methods and results of the Stage 1 archaeological assessment of the Lauzon Parkway, Country Road 17, County Road 42, and the Future East-West Arterial (Walker Road to County Road 17), located in the City of Windsor, in the Geographic Townships of East Sandwich and Maidstone, now in the City of Windsor and Towns of Tecumseh and Lakeshore, in the County of Essex (Figures 1 and 2). The assessment was undertaken on behalf of McCormick Rankin Corporation, Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex as part of the Environmental Assessment of Lauzon Parkway and its extension to Highway 3, County Road 42, and the installation of the Future East-West Arterial from Walker Road to County Road 17. Permission to assess the property was granted by the McCormick Rankin Corporation and the County of Essex; the assessment was completed from publicly accessed roadways. The City of Windsor has an Archaeological Master Plan that was consulted for this assessment (Stewart, Fischer and Henderson 2005).

The MTO, the City of Windsor and the County of Essex have initiated the study which has the following main components:

- the environmental assessment study and preliminary design for:
 - Lauzon Parkway from E.C. Row Expressway to County Road 42;
 - Lauzon Parkway's extension to Highway 401; and
 - Lauzon Parkway's further extension to Highway 3.
- the environmental assessment study for:
 - County Road 42 from Walker Road to County Road 25; and
 - the Future East-West Arterial from Walker Road to County Road 17.
- the preparation and approval of a Secondary Plan for the remainder of the lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline north of the Windsor International Airport, Lauzon Parkway and the 8th Concession Road, and the City of Windsor boundary).

This study will follow the Ontario Environmental Assessment Act through the application of the Municipal Class Environmental Assessment (October 2000 as amended in May 2007). This study is also subject to the requirements of the Canadian Environmental Assessment Act and will refer to the Environmental Assessment for Provincial Transportation Facilities for potential highway improvements.

Assessment activities were conducted in accordance with the provisions of the *Ontario Heritage Act* (R.S.O. 1990, c.O. 18) in compliance with the *Standards and Guidelines for Consultant Archaeologists* (2010) under an archaeological consulting license (#P018) issued to Philip Woodley of New Directions Archaeology Ltd. The field notes, photos and related documents will be curated at the office of New Directions Archaeology Ltd.

PROJECT CONTEXT: HISTORICAL

The first European settlement in the Detroit-Windsor area took place in 1701 when Sieur De Lamothe Cadillac and approximately 100 military and civilian personnel arrived to found Fort Pontchartrain on the Detroit side of the river (Source: The City of Windsor Website). Settlement remained on the Detroit side of the river until 1748 when the Jesuit mission to the Huron was established on the south shore (Windsor area). Between 1748 and 1760, French agriculturalists settled along the south shore of the river, paralleling a similar settlement on the north side (Detroit). Fort Pontchartrain was surrendered to the British in 1760, and the Detroit side of the river was officially surrendered to the United States in 1783. The street pattern on both sides of the river still reflects the French method of agricultural land division of long narrow farms fronting the river.

An 1881 map of the East and West Sandwich Township and Maidstone Township in Essex County (Figure 3) indicates that the subject corridors pass through rural farmlands (H. Belden Co., 1881). The corridors are indicated on the map as transportation corridors. As well, a number of building markers are located within the study corridor, indicating that the possibility of locating historic cultural materials is quite high given the proximity to the historic roadway.

PROJECT CONTEXT: ARCHAEOLOGICAL

The northernmost edge of the study corridors lies approximately 5 kilometres south of Lake St. Clair, and a number of tributaries flow north towards the Lake and pass close to or through the subject corridors.

The study corridors are located in the St. Clair clay plains physiographic region. The clay plain covers nearly the whole of Essex, Kent, and Lambton Counties (Chapman and Putnam 1984: 147-149). Glacial Lake Whittlesey deeply covered this area, and Lake Warren, which subsequently covered nearly the whole area, did not leave deep stratified beds of sediment on the underlying clay till except in a few small areas. Within the subject corridors, the soils are essentially till plains overlying the Cincinnati Arch (which in this area is a low swell in the bedrock) smoothed by shallow deposits of lacustrine clay which settled in the depressions while the knolls were being lowered by wave action. The prevailing soil type is Brookston clay loam, a dark surfaced gleysolic soil developed under a swamp forest of elm, black and white ash, silver maple, and other moisture-loving trees. Most of the St. Clair clay plain has very poor drainage, requiring the use of dredged ditches and tile underdrains in order to provide satisfactory conditions for crop growth.

A search of the Ministry of Tourism, Culture and Sport archaeological site registry revealed that there are no registered archaeological sites within the subject corridors, nor are any sites located within one kilometer of the subject corridors. This is likely not a reflection of lack of sites within the area, but a lack of archaeological investigation.

RECORD OF FINDS

According to the Ministry of Tourism, Culture and Sport *Standards and Guidelines for Consultant Archaeologists* (2011), areas that are previously disturbed by construction activities are identified as having no further archaeological concerns. Most of the existing roadway corridors within this study area are identified as disturbed.

The major concerns for identifying archaeological potential and the recovery of archaeological material include all land within 100 metres of historic transportation routes, all property within 300 metres of water courses and within 300 metres of registered archaeological sites. Also, all areas of Euro-Canadian settlement require archaeological assessment.

Any areas of high topography, pockets of well-drained sandy soil, distinctive land formations, or food or medicinal plants, and areas designated historical property or having local information identifying an area as important will have to be assessed. None of these later indicators apply to the Lauzon Parkway and the associated corridors discussed in this report.

As previously discussed, no registered archaeological sites are located near the corridors. Given the potential, each corridor within this study will be discussed separately.

Lauzon Parkway (E.C. Row Parkway to County Road 42)

Most of the existing Lauzon Parkway (Plates 8 to 13) between County Road 42 and the E.C. Row Parkway is disturbed by roadside ditching and service installation, therefore it is recommended to the Ministry of Tourism, Culture and Sport that it is cleared of further archaeological concern. However, the east side of this corridor does not appear to be disturbed (e.g., Plates 8 and 9). Lauzon Parkway runs parallel to the historic Lauzon Road connects two historic roadways. A small creek also crosses Lauzon Parkway at the south end of the existing roadway. Any property required outside of the current Lauzon Parkway corridor will have potential and therefore will require Stage 2 assessment before construction commences.

Lauzon Parkway Extension (County Road 42 to Highway 3)

The proposed extension of Lauzon Parkway from County Road 42 to Highway 3 crosses farmland. Both Pike Creek and Little River are in the vicinity of this section of the study corridor

and both County Road 46 and Highway 3 are identified as historic transportation routes, therefore it is recommended that a Stage 2 archaeological assessment be required before construction commences.

County Road 17 (County Road 42 to County Road 46)

County Road 17 (Plates 1 to 7) is disturbed by roadside ditching from the pavement edge to the property line, therefore it is recommended to the Ministry of Tourism, Culture and Sport that it is cleared of further archaeological concern. Any property required outside of the County Road 17 corridor will have potential and therefore require a Stage 2 assessment before construction commences.

County Road 42 (Walker Road to Puce Road (County Road 25))

The County Road 42 corridor (Plates 14 to 29) is completely disturbed from the edge of pavement to the property line by ditching. Given this, it is recommended to the Ministry of Tourism, Culture and Sport that this corridor is clear of any further archaeological concerns. If any property is required outside of the County Road 42 corridor, it will have potential and therefore will require a Stage 2 assessment before construction commences.

Future East-West Arterial (Walker Road to County Road 17)

The Arterial Road from Walker Road to County Road 17 corridor (Plates 30 to 35) has some watercourses such as Little River and also crosses historic transportation routes (8th Concession Road, 9th Concession Road, and County Road 17). Given this, it is recommended that a Stage 2 archaeological assessment be required along this proposed corridor before construction commences.

Sandwich South Secondary Plan Study Area

There are a number of watercourses and historic roadways within the study area. Anything within 300 metres of waterway and 100 metres of an historic roadway will require a Stage 2 assessment before construction commences, however the whole area will require closer inspection.

ADVICE ON COMPLIANCE WITH LEGISLATION

1. This report is submitted to the Minister of Tourism and Culture as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Tourism, Culture and Sport, a letter will be issued by the Ministry stating that there are no further concerns with regard to alteration to archaeological sites by the proposed development.
2. It is an offence under Sections 48 and 69 of the Ontario Heritage Act for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such times as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the Ontario Heritage Act.
3. Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48 (1) of the *Ontario Heritage Act* and may not be altered or have artifacts removed from them, except by a person holding an archaeological licence.
4. Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48 (1) of the Ontario Heritage Act.
5. The Cemeteries Act, R.S.O. 1990 c. C.4 and the Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33 (when proclaimed in force) require that any person

discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.

RECOMMENDATIONS

On the basis of the above information, the following recommendations can be made:

1. The corridor for the Future East-West Arterial from Walker Road to County Road 17 and the planned extension of the Lauzon Parkway corridor lie within 100 metres of historic transportation routes and cross modern watercourses, therefore it is recommended to the Ministry of Tourism, Culture and Sport that a Stage 2 archaeological assessment is required. Also, there are sections within the Sandwich South Secondary Plan study area that are within 300 metres of a watercourse and 100 metres of an historic roadway, and therefore it is recommended to the Ministry of Tourism, Culture and Sport that a Stage 2 archaeological assessment is required before construction can begin.
2. The east side of Lauzon Parkway from County Road 42 to the E.C. Row Parkway appears to be undisturbed, therefore a Stage 2 archaeological assessment is recommended for this corridor before construction can begin.
3. Given the intensive and extensive disturbance due to roadside ditching and service installation up to the property line along the majority of Lauzon Parkway, County Road 17, and County Road 42, no further archaeological assessment is required at these locations.
4. All of these roadways are identified on the historic maps, with the exception of the existing Lauzon Parkway corridor. Therefore, should any property be required outside of the existing roadways a Stage 2 assessment will be required.
5. Development should not proceed before receiving confirmation that the Ministry of Tourism, Culture and Sport has entered the report into the provincial register of reports. This report is filed with the Minister of Tourism, Culture and Sport in compliance with sec. 65 (1) of the Ontario Heritage Act. The Ministry reviews reports to ensure that the licensee has met the terms and conditions of the licence and archaeological resources have been identified and documented according to the standards and guidelines set by the Ministry, ensuring the conservation, protection and preservation of the heritage of Ontario.
6. Should previously unknown or unassessed deeply buried archaeological resources be uncovered during development, they may be a new archaeological site and therefore subject to Section 48 (1) of the Ontario Heritage Act. The proponent or person discovering the

archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the Ontario Heritage Act.

7. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services.

Contacts:

Heritage Operations Unit, Ministry of Culture: (416) 314-7148

Registrar of Cemeteries, Cemeteries Regulation Unit: Michael D'Mello (416) 326-8404 or (416)-326-8393

REFERENCES

Belden, H. & Co.

1881 *Essex supplement in Illustrated Atlas of the Dominion of Canada*. Toronto

Chapman, L.J. and D.F. Putnam

1984 *The Physiography of Southern Ontario, Third Edition*. Ontario Geological Survey Special Volume 2, Ontario Ministry of Natural Resources, Toronto.

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1990 *The Heritage Act RSO 1990*. Queen's Printer, Toronto.

1996 *Planning Act SO 1996*. Queen's Printer, Toronto.

Ministry of Tourism, Culture and Sport

1993 *Archaeological Assessment Technical Guidelines (Stages 1-3 & Reporting Format)*. Ministry of Culture, Tourism and Recreation, Cultural Programs Branch, Archaeology and Heritage Planning, Toronto.

2011 *Standards and Guidelines for Consulting Archaeologists*. Ministry of Tourism and Culture, Queen's Printer, Toronto.

Stewart, B, J. Fisher, H. Henderson

2005 *Archaeological Master Plan Study Report for the City of Windsor*. Submitted to the City of Windsor by the Cultural Resource Management Group Limited, Fisher Archaeological Consulting, Historic Horizon Inc. and Dillon Consulting Limited. CRM Group Project Number: 2000-004.

FIGURES

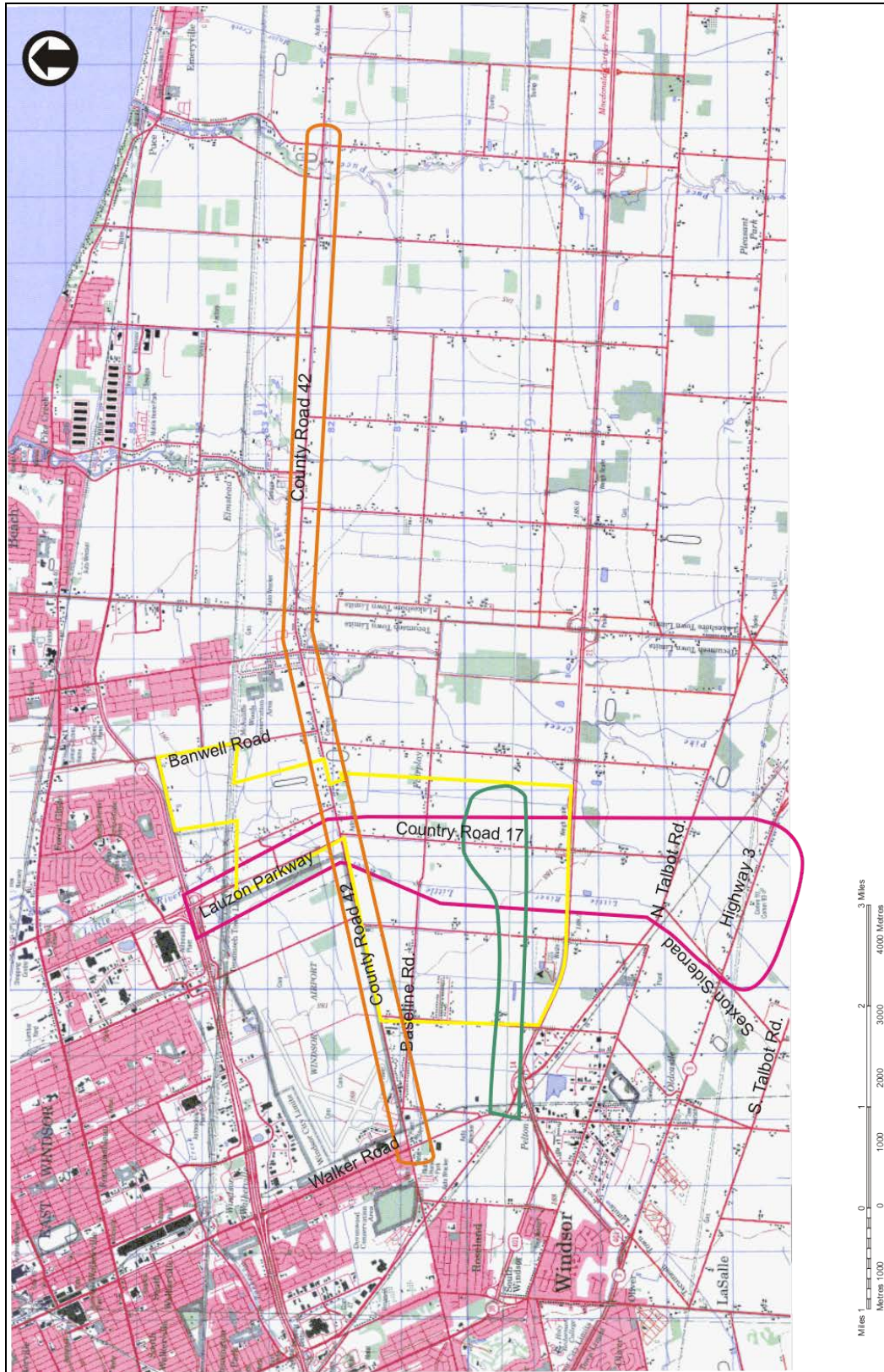


Figure 1: Subject corridor (topographic map 30 M/3 & 30M/6).

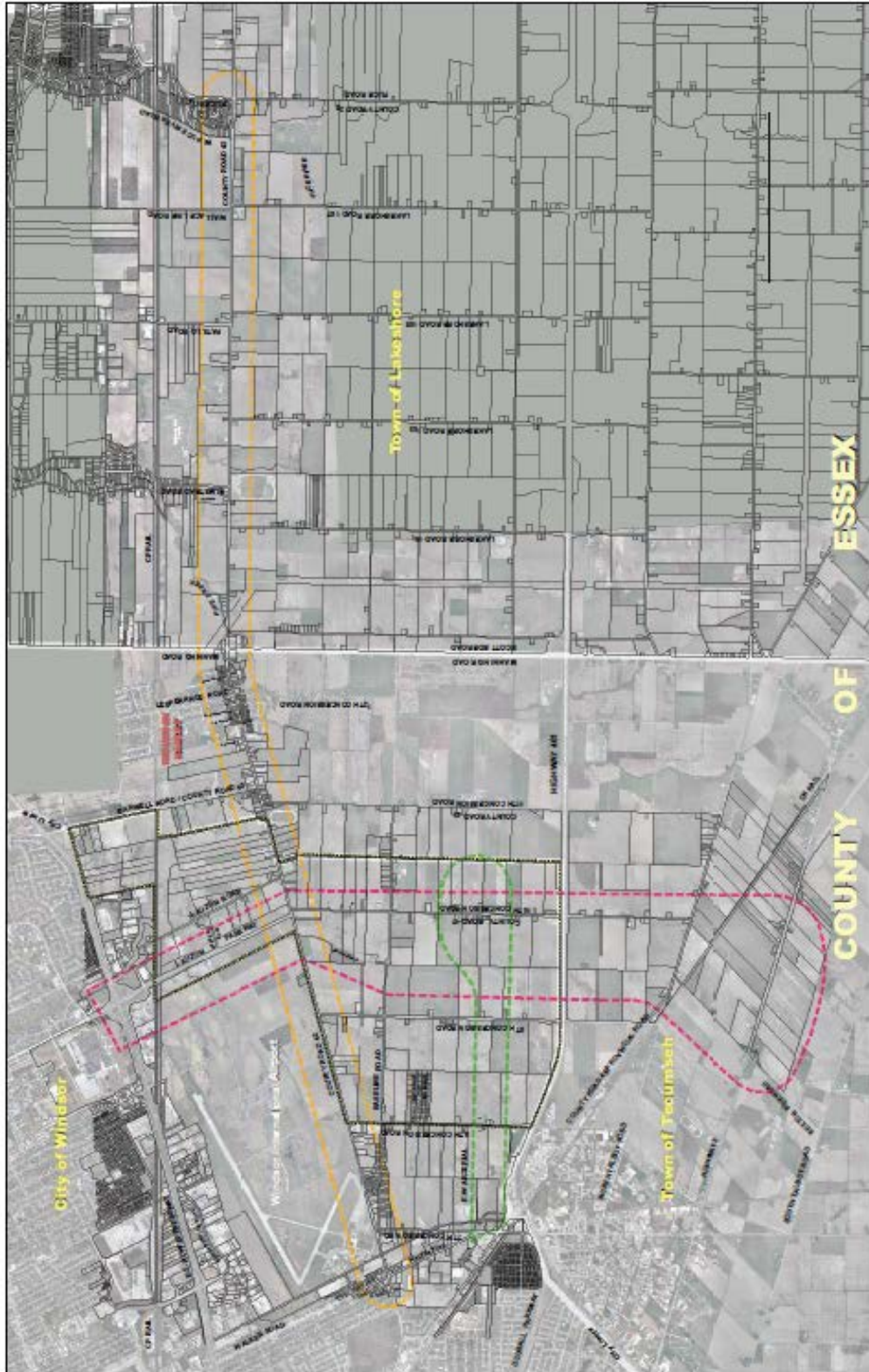


Figure 2: Aerial photograph showing the location of the study area.

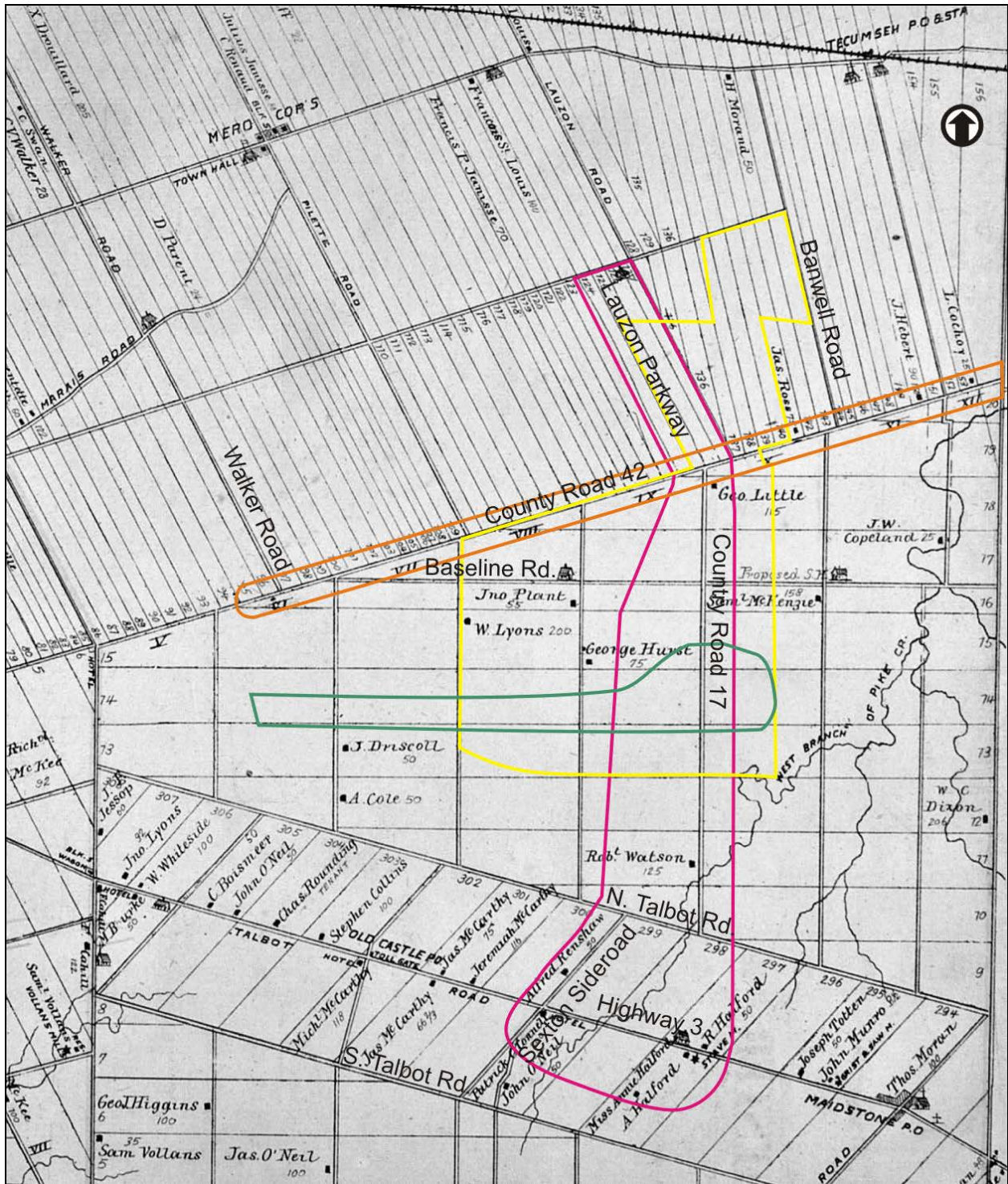


Figure 3: 1881 Historic Map of East and West Sandwich Township in Essex County (H. Belden Co., 1881), not to scale.

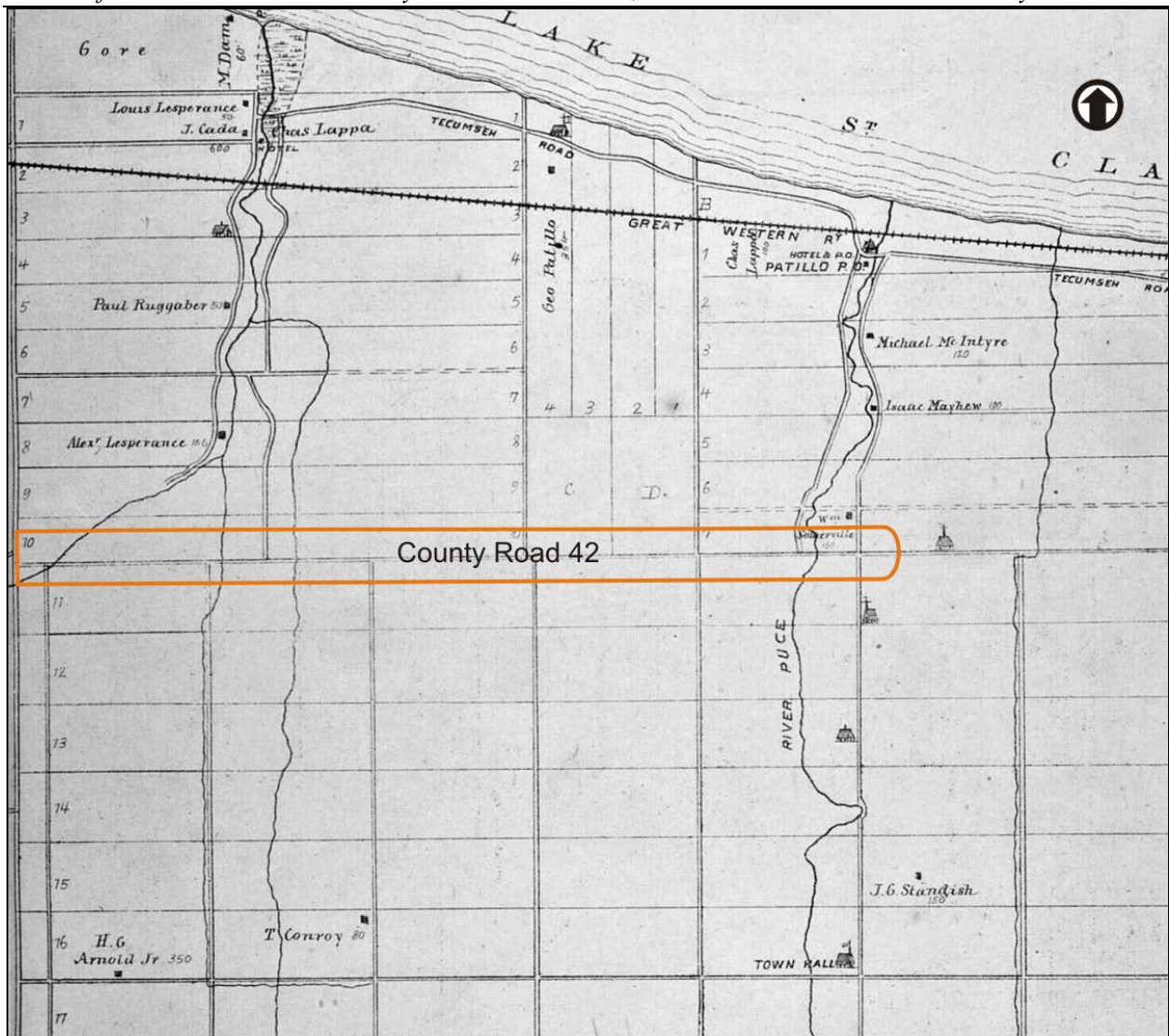


Figure 4. 1881 Historic Map of Maidstone Township in Essex County (H. Belden Co., 1881), not to scale.

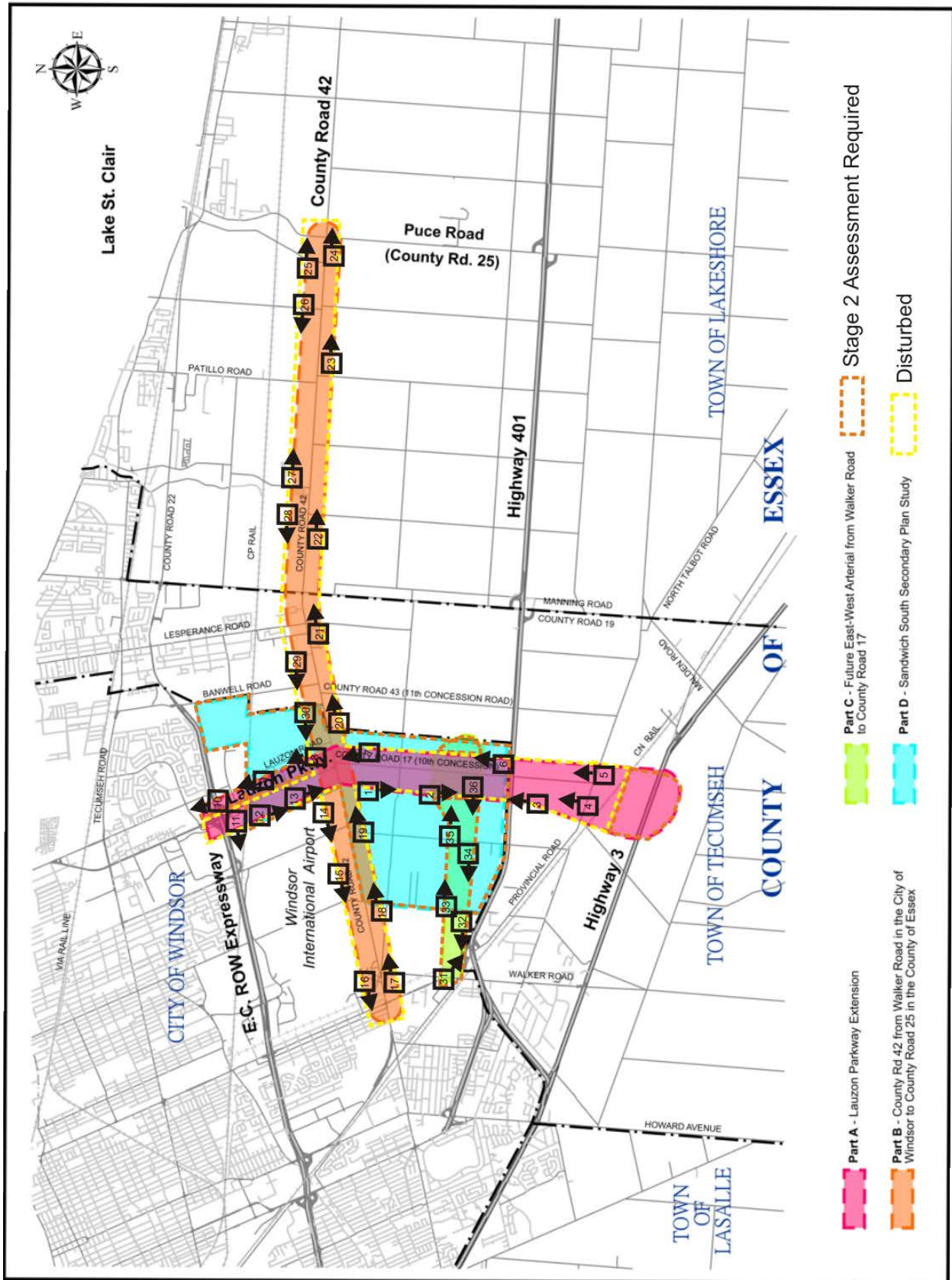


Figure 5: Property plan indicating photograph locations.

PLATES



Plate 1: County Road 17 facing south, note disturbance due to ditching up to property line.



Plate 4: County Road 17 facing north, note disturbance due to ditching up to property line.



Plate 2: County Road 17 facing south, note disturbance due to ditching and service installation up to property line.



Plate 5: County Road 17 facing north, note disturbance due to ditching up to property line.



Plate 3: County Road 17 facing south, note disturbance due to ditching up to property line.



Plate 6: County Road 17 facing north, note disturbance due to ditching up to property line



Plate 7: County Road 17 facing north, note disturbance due to ditching up to property line.



Plate 10: Lauzon Parkway facing north.



Plate 8: Lauzon Parkway facing north.



Plate 11: Lauzon Parkway facing west, note disturbance due to railway and construction yard.



Plate 9: Lauzon Parkway facing north.



Plate 12: Lauzon Parkway facing south, note disturbance due to ditching and stripping up to property line.



Plate 13: Lauzon Parkway facing south, note disturbance due to sanitary sewer construction ditching and stripping up to property line.



Plate 16: County Road 42 facing west, note disturbance due to roadway construction.



Plate 14: County Road 42 facing west, note disturbance due to ditching up to property line.



Plate 17: County Road 42 facing east, note disturbance due to ditching up to property line.



Plate 15: County Road 42 facing west, note disturbance due to ditching up to property line.



Plate 18: County Road 42 facing east, note disturbance due to ditching and roadway construction up to property line.



Plate 19: County Road 42 facing east, note disturbance due to ditching and roadway construction up to property line



Plate 22: County Road 42 facing east, note disturbance due to ditching up to property line.



Plate 20: County Road 42 facing east, note disturbance due to ditching and roadway construction up to property line.



Plate 23: County Road 42 facing east, note disturbance due to ditching up to property line.



Plate 21: County Road 42 facing east, note disturbance due to ditching up to property line.



Plate 24: County Road 42 facing west, note disturbance due to ditching and services up to property line.



Plate 25: County Road 42 facing east, note disturbance due to ditching and services up to property line.



Plate 28: County Road 42 facing west, note disturbance due to roadway construction up to property line.



Plate 26: County Road 42 facing west, note disturbance due to ditching and roadway construction up to property line.



Plate 29: County Road 42 facing west, note disturbance due to ditching up to property line.

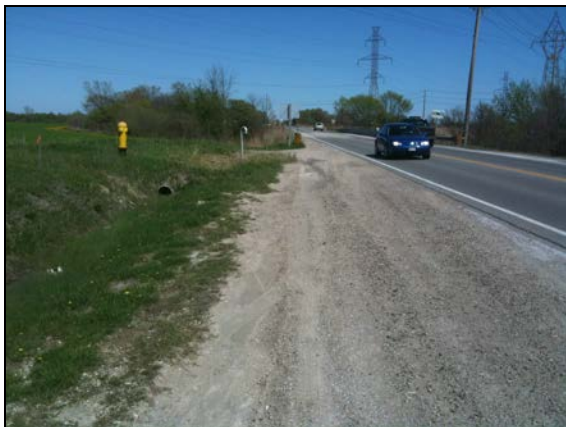


Plate 27: County Road 42 facing east, note disturbance due to ditching and services up to property line.



Plate 30: 8th Concession Road, facing west, cultivated fields of the planned East-West Arterial from Walker Road to County Road 17.



Plate 31: Walker Road, facing southeast, cultivated fields of the Future East-West Arterial from Walker Road to County Road 17.



Plate 33: 8th Concession Road, facing east, cultivated fields of the Future East-West Arterial from Walker Road to County Road 17.



Plate 32: 9th Concession Road, facing west, cultivated fields of the Future East-West Arterial from Walker Road to County Road 17.



Plate 34: 10th Concession Road, facing west, cultivated fields of the Future East-West Arterial from Walker Road to County Road 17.



Plate 35: 9th Concession Road, facing east, cultivated fields of the Future East-West Arterial from Walker Road to County Road 17

APPENDIX I: SITE PLAN

