

# **Appendix F**

## **Built Heritage & Cultural Landscape Assessment**

**Built Heritage and Cultural Landscape Assessment**

**Banwell Road Improvements  
Class EA and Preliminary Design,  
CP Rail Line northerly to Tecumseh Road,  
City of Windsor, Ontario**

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ASI File 06EA-148

April 2007

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ENVIRONMENTAL ASSESSMENTS**

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# Built Heritage and Cultural Landscape Assessment

## Banwell Road Improvements Class EA and Preliminary Design, CP Rail Line northerly to Tecumseh Road, City of Windsor, Ontario

### 1.0 Introduction

Archaeological Services Inc. (ASI) was contracted by Giffels Associates, on behalf of the City of Windsor, to conduct a Built Heritage and Cultural Landscape assessment of Banwell Road Improvements Class EA and Preliminary Design from the Canadian Pacific Rail Line northerly to Tecumseh Road, City of Windsor, Ontario (Figure 1).

The assessment was conducted under the project direction of Mr. Robert Pihl, ASI. The field review and heritage assessment was conducted by Mary L. MacDonald, MA, CAPHC in accordance with the Ontario Heritage Act (2005) and Ministry guidelines. The purpose of this report is to present the Built Heritage and Cultural Landscape inventory for the study area and to assess the impact of proposed activities on above ground cultural heritage resources.

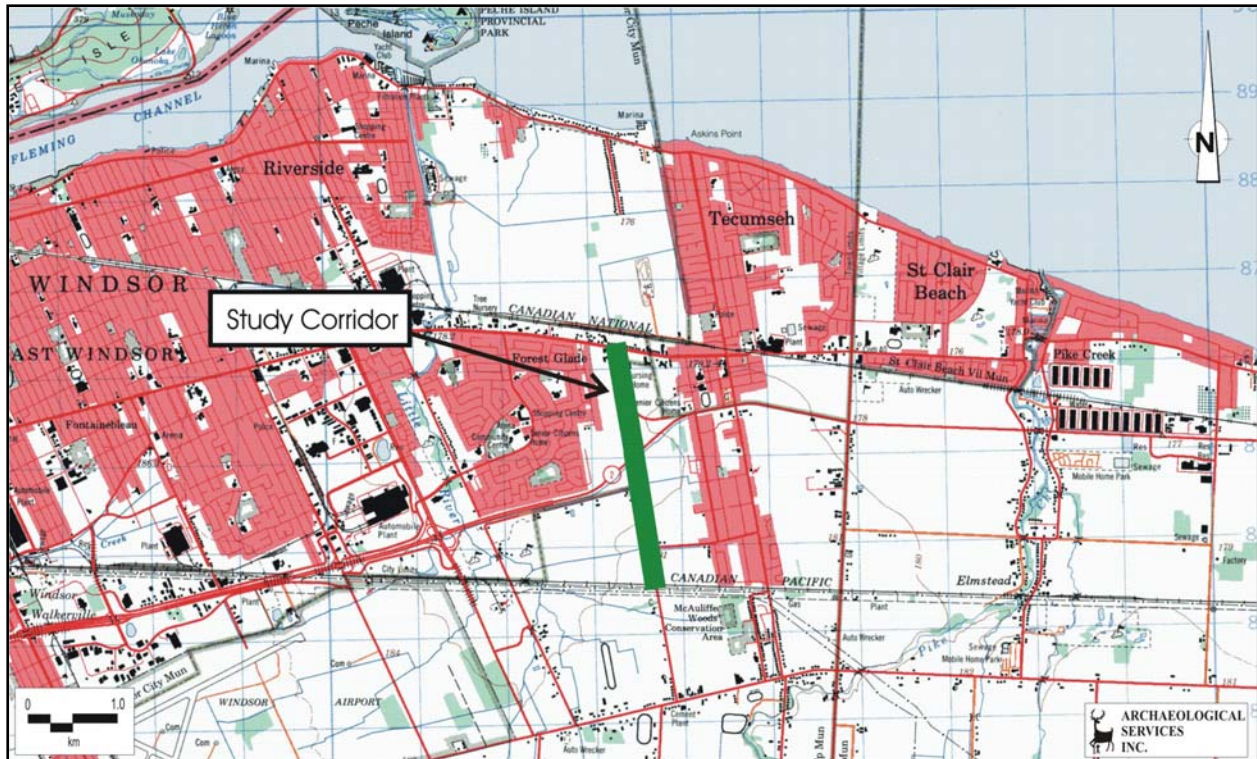


Figure 1: Location of the study corridor. (NTS map 40 J/6, Windsor)

## **2.0 BUILT HERITAGE AND CULTURAL LANDSCAPE ASSESSMENT CONTEXT**

### **2.1 Approach and Methodology**

This cultural heritage assessment considers cultural heritage resources in the context of improvements to specified areas, pursuant to the *Environmental Assessment Act*. This assessment addresses above ground cultural heritage resources over 50 years old.

The proposed Banwell Road has the potential to affect cultural heritage resources in a variety of ways. These include the loss or displacement of resources through removal or demolition and the disruption of resources by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.

For the purposes of this assessment, the term cultural heritage resources was used to describe both cultural landscapes and built heritage features. A cultural landscape is perceived as a collection of individual built heritage features and other related features that together form farm complexes, roadscape and nucleated settlements. Built heritage features are typically individual buildings or structures that may be associated with a variety of human activities, such as historical settlement and patterns of architectural development.

The analysis throughout the study process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines. Under the *Environmental Assessment Act* environment is defined in Subsection 1(c) to include:

- cultural conditions that influence the life of man or a community, and;
- any building, structure, machine, or other device or thing made by man.

The Ministry of Culture is charged under Section 2 of the *Ontario Heritage Act* with the responsibility to determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario and has published two guidelines to assist in assessing cultural heritage resources as part of an environmental assessment: *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992), and *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1980). Accordingly, both guidelines have been utilized in this assessment process.

The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* states the following:

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

In addition, environment may be interpreted to include the combination and interrelationships of human artifacts with all other aspects of the physical environment, as well as with the social, economic and cultural conditions that influence the life of the people and communities in Ontario. The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* distinguish between two basic ways of visually experiencing this heritage in the environment, namely as cultural landscapes and as cultural features.

Within this document, cultural landscapes are defined as the following:

The use and physical appearance of the land as we see it now is a result of man's activities over time in modifying pristine landscapes for his own purposes. A cultural landscape is perceived as a collection of individual man-made features into a whole. Urban cultural landscapes are sometimes given special names such as townscapes or streetscapes that describe various scales of perception from the general scene to the particular view. Cultural landscapes in the countryside are viewed in or adjacent to natural undisturbed landscapes, or waterscapes, and include such landuses as agriculture, mining, forestry, recreation, and transportation. Like urban cultural landscapes, they too may be perceived at various scales: as a large area of homogeneous character; or as an intermediate sized area of homogeneous character or a collection of settings such as a group of farms; or as a discrete example of specific landscape character such as a single farm, or an individual village or hamlet.

A cultural feature is defined as the following:

...an individual part of a cultural landscape that may be focused upon as part of a broader scene, or viewed independently. The term refers to any man-made or modified object in or on the land or underwater, such as buildings of various types, street furniture, engineering works, plantings and landscaping, archaeological sites, or a collection of such objects seen as a group because of close physical or social relationships.

Additionally, the *Planning Act* and related Provincial Policy Statement make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

- 2(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;...

This provides the context not only for discrete planning activities detailed in the *Act* but also for the foundation of policy statements issued under Section 3 of the *Act*.

In Part IV of the Policy Statement it is mandated that:

These policies are to be applied in dealing with planning matters. Official Plans will integrate all applicable provincial policies and apply appropriate land use designations and policies. Since the policies focus on end results, the official plan is the most important vehicle for the implementation of the Policy Statement.

Those policies of particular relevance for the conservation of heritage features are contained in Section 2-Resources, wherein Subsection 2.5- Cultural Heritage and Archaeological Resources, makes the following provisions:

- 2.5.1 Significant built heritage resources and cultural heritage landscapes will be conserved.

A number of definitions that have specific meanings for use in a policy context accompany the policy statement. These definitions include built heritage resources and cultural heritage landscapes.

*Built heritage resources* mean one or more buildings, structures, monuments, installations, or remains associated with architectural, cultural, social, political, economic, or military history, and identified as being important to a community.

*Cultural heritage landscapes* mean a defined geographical area of heritage significance that has been modified by human activities. Such an area is valued by a community, and is of significance to the understanding of the history of a people or place.

In addition, the term “significant” is also more generally defined. It is assigned a specific meaning according to the subject matter or policy context, such as wetlands or ecologically important areas. As cultural heritage landscapes and built heritage resources may be considered another matter, the following definition of significant applies:

...in regard to other matters, important in terms of amount, content, representation or effect.

Accordingly, the foregoing guidelines and relevant policy statement were used to guide the scope and methodology of the cultural heritage analysis for the assessment of the proposed road improvements in the study area.

## **2.2 Data Collection**

For the purposes of the cultural heritage assessment of the proposed road improvements to Banwell Road, all potentially affected cultural heritage resources within the study area were subject to inventory. A short form name was applied to each resource type (e.g. barn, residence), and the locations were plotted on area maps. Building interiors were not subject to survey. Historical research was also conducted for the purposes of identifying broad agents or themes of historical change in the area, while historic mapping was consulted to reveal cultural landscape development in the area. The results of historical research are contained in Section 3.0.

Built heritage features and cultural landscapes were inventoried according to a consistent typology of units based upon Ministry of Culture guidelines and past experience (see Table 1).

The following definitions of typical cultural landscapes units were used:

*Farm complex:* comprise two or more buildings, one of which must be a farmhouse or barn, and may include a tree-lined drive, tree windbreaks, fences, domestic gardens and small orchards.

*Roadscapes:* generally two-lanes in width with absence of shoulders or narrow shoulders only, ditches, tree lines, bridges, culverts and other associated features.

*Waterscapes:* waterway features that contribute to the overall character of the cultural heritage landscape, usually in relation to their influence on historic development and settlement patterns.

*Railsapes:* active or inactive railway lines or railway rights-of-way and associated features.



*Historical settlements:* groupings of two or more structures with a commonly applied name.

*Historical agricultural landscapes:* generally comprises a historically rooted settlement and farming pattern that reflects a recognizable arrangement of fields within a lot and may have associated agricultural outbuildings and structures.

*Cemeteries:* land used for the burial of human remains.

Results of the field survey are contained in Section 3.0, while Sections 4.0 and 5.0 contain conclusions and recommendations with respect to all identified heritage resources.

### **3.0 BUILT HERITAGE AND CULTURAL LANDSCAPE ASSESSMENT**

#### **3.1 Introduction**

This section provides the results of historical research and a description of above ground cultural heritage resources that may be affected by proposed road improvements to Banwell Road from the Canadian Pacific Railway line to Tecumseh Road.

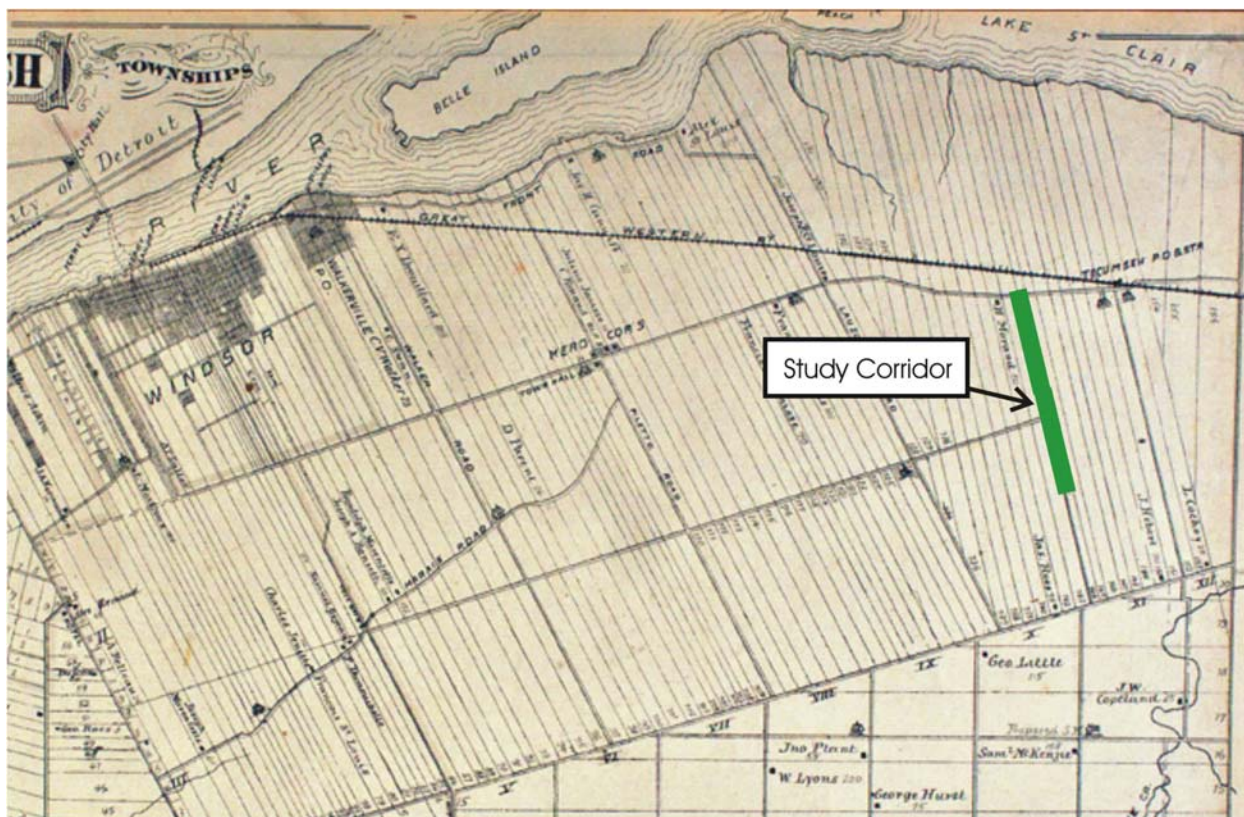
#### **3.2 Historical Land Use Summary**

The study corridor forms part of the side road allowance between Lots 143 and 144, Concessions II and III, in the former Township of Sandwich, County of Essex (Figure 2).

The first European settlement in the Detroit-Windsor area occurred in the year 1701 when the Sieur De Lamothe Cadillac and approximately 100 military and civilian personnel arrived to found Fort Pontchartrain on the Detroit side of the river. European settlement remained largely on the Detroit side until 1748 when the Jesuit mission to the Huron Indians was established on the south shore near the foot of the present Huron Church Road and the Ambassador Bridge. From 1748 to 1760, a French agricultural settlement developed in this area paralleling a similar settlement across the water.

Although Fort Pontchartrain surrendered to the British in 1760 and the Detroit side of the river was again officially surrendered to the United States in 1783, both sides remained under British control until 1796, when U.S. forces took up actual occupation of Detroit. During this period, the settlement continued to grow but remained predominantly French in population. Few buildings from the period of French settlement have survived, although the street pattern of the City and the remaining agricultural lands in the surrounding area still reflect the French method of agricultural land division i.e. long narrow farms and seigniorial system style lots. In 1797, the original townsite of *Sandwich* was established to accommodate persons of both French and British origin from the U.S. who wished to remain under British rule following American occupation of Detroit. This constituted the first urban settlement in what is now the City of Windsor, and also the first significant migration of English speaking people into the Windsor area. Sandwich developed over the following decades as the seat of government and the courts for the County of Essex.

As the chief port-of-entry to the region opposite Detroit, the *Town of Windsor* (now the downtown area) was already catching up to Sandwich, in terms of population, when the Great Western Railway chose Windsor as its termination point in 1854. The arrival of the railway also marked the beginning of significant industrial development in Windsor and growing settlements in Sandwich Township, including



**Figure 2:** Study corridor superimposed on the map of the Township of Sandwich in the Essex County supplement of the 1881 *Illustrated Atlas of the Dominion of Canada*.

Tecumseh. Tecumseh, originally known as Ryegate, grew out of a small settlement of three families in 1792 to become a prosperous community. It was renamed in 1912 in honour of Tecumseh, leader of the Shawnee Tribe who was killed at battle in the War of 1812.

The creation of Tecumseh Road as well as the establishment of the Great Western Railway opened up the area for settlement. The original settlers of Tecumseh were largely French, with the majority of them descendants of earlier French settler who had established their seigniorial land holdings along the banks of the river in the 1700s. The first post office was located on the northeast corner of Tecumseh and Lesperance and other businesses included a lumber mill; a grocery store; a cheese factory on Banwell Road operated by Joseph Breault; a bakery; three butcher shops; a canning factory, a brewery and numerous taverns and hotels that had been established near the railway station.

In 1921 it was felt that Tecumseh was not getting its fair share of improvements in proportion to the taxes paid to the municipality of Sandwich East. A group of people headed by Malcolm Clapp petitioned the legislature to separate from the township and incorporate as the Town of Tecumseh with a population of 978. Dr. Paul Poisson was appointed as the first mayor of the town. The Smith Black Cemetery on Banwell Road, in the area described as “Negro Lot 143,” attests to a diverse history in the study area. The oldest stone is that of James F Ross born 1866 died 1908. The most recent is that of Amanda J. Wray (Smith) died 1952.




### 3.3 Existing Conditions

Mary MacDonald completed a field survey in August 2006.

The study area is comprised of a two lane road with gravel shoulders and ditches of variable depth. Between the CP Rail line and Tecumseh Road, the road has been recently improved with new pavements. Provisions exist for turning movements at E.C. Row Expressway and Tecumseh Road. Hydro lines run on the west side of the road.

The area is largely rural in character south of the E.C. Row Expressway (CLU 1). North of this point to Tecumseh Road, the original road allowance has shifted approximately 60m east. The original ROW was closed per By-Law WIN 123-1998 and WIN 15-2002. A number of housing subdivisions and residential enclaves currently exist or are under construction north of the E.C. Row.

Table 1 provides information on the only feature of heritage interest within the study corridor and Figure 3 shows its general location.

<b>Table 1:</b> Built Heritage Features (BHF) and Cultural Landscape Units (CLU) Located within the Banwell Road Study Corridor	
	<p><b>Cultural Landscape Unit:</b> CLU 1  <b>Location:</b> Banwell Road, north of the CPR tracks to E.C. Row</p> <p><b>CLU Type:</b> Roadscape</p> <p><b>Heritage Associations:</b> Early Township survey and settlement</p> <p><b>Description:</b> The road has been recently improved with new pavement.</p>

### 4.0 CONCLUSIONS

Historic research revealed that the study area has origins in eighteenth and nineteenth-century survey and settlement and it has remained largely rural in character until recently. It was anticipated that field survey would yield a small collection of cultural heritage resources adjacent to the right of way. There are no designated structures under Part IV of the *Ontario Heritage Act* within the study corridor.

Field survey conducted in August 2006 confirmed an altered agricultural landscape that maintains some of its rural heritage character. Only one cultural heritage resource was identified (CLU 1). CLU 1 is of heritage interest as an early roadscape, but is of no greater significance beyond this fact and should not hinder any preferred infrastructure proposals.

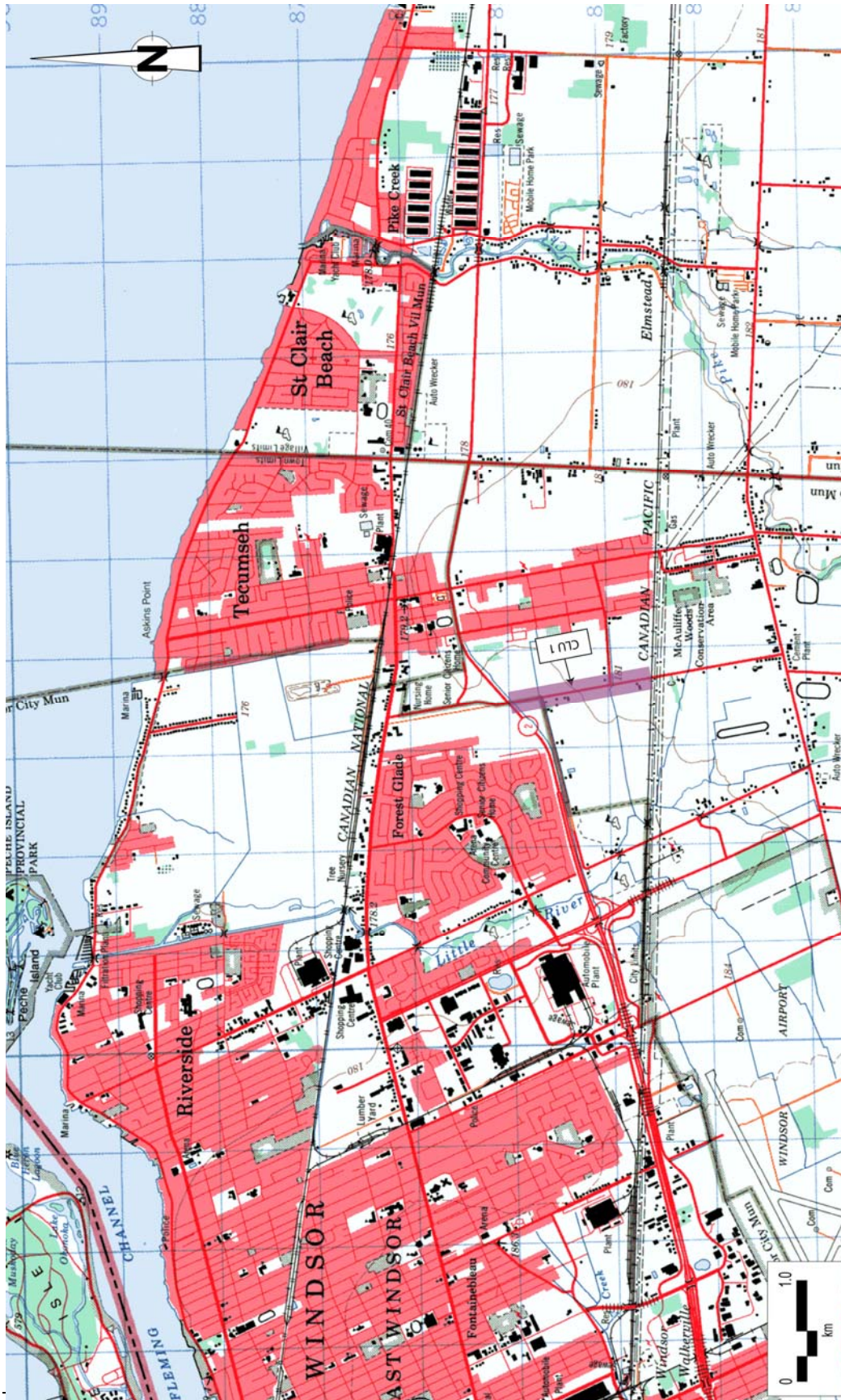


Figure 3: Location of heritage features within the study corridor.



## **5.0 RECOMMENDATIONS**

The Banwell Road study corridor from the Canadian Pacific Rail Line northerly to Tecumseh Road is of no heritage concern.

## **6.0 REFERENCES**

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