

# Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment

## Tecumseh Hamlet Infrastructure Improvements Municipal Class Environmental Assessment

### Town of Tecumseh County of Essex, Ontario

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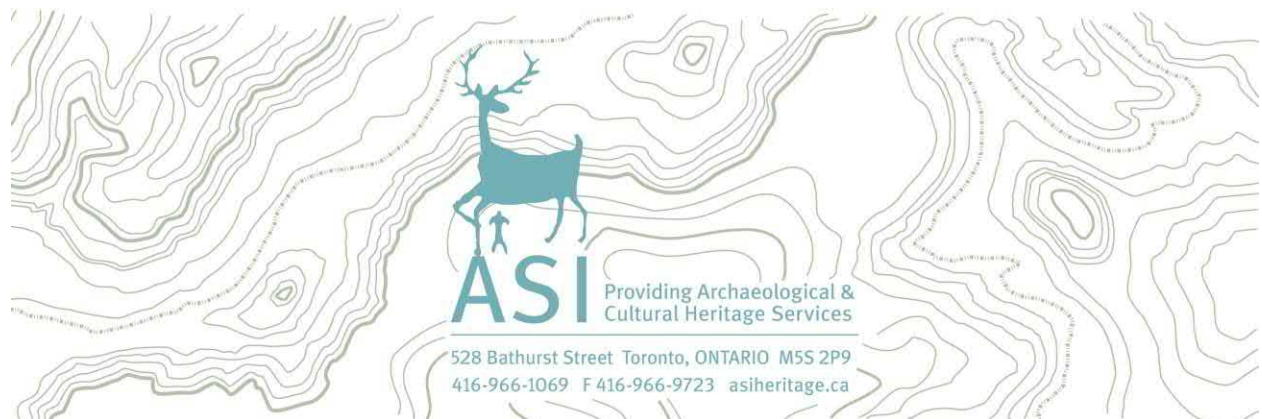
#### Draft Report

Prepared for:

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Archaeological Services Inc. File: 23CH-129

August 2023 (revised September and November 2023)



## Executive Summary

Archaeological Services Incorporated (A.S.I.) was contracted by Dillon Consulting Limited, on behalf of the Town of Tecumseh, to conduct a Cultural Heritage Report as part of the Tecumseh Hamlet Infrastructure Improvements Municipal Class Environmental Assessment. The Environmental Assessment involves infrastructure improvements associated with the future suburban redevelopment of the Tecumseh Hamlet Study Area including improvements to and construction of new transportation, watermain, wastewater, and stormwater management infrastructure. The project Study Area consists of a large tract of undeveloped lands generally bound by County Road 22 to the north, Banwell Road to the west, County Road 42 to the south, and County Road 19/Manning Road and Corbi Lane to the east.

The purpose of this report is to present an inventory of known and potential built heritage resources and cultural heritage landscapes, identify existing conditions of the project Study Area, provide a preliminary impact assessment, and propose appropriate mitigation measures.

The results of background historical research and a review of secondary source material, including historical mapping, indicate a Study Area with rural agricultural history dating back to the late eighteenth century. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there is one known cultural heritage landscape (C.H.L.) within the Study Area. Three additional potential C.H.L.s, one potential built heritage resource (B.H.R.), and one commemorative feature (C.F.) were identified within the Study Area during background research and field review.

Based on the results of the assessment, the following recommendations have been developed:

1. Construction activities and staging should be suitably planned and undertaken to avoid impacts to identified C.H.L.s, B.H.R., and C.F.



2. Suitable mitigation including establishing no-go zones with fencing and issuing instructions to construction crews to avoid identified C.H.L.s., B.H.R., and C.F should be considered to mitigate any unintended impacts during construction.
3. Where soil excavation, grading, and tree removals are anticipated, post-construction rehabilitation including planting with sympathetic plant species should be considered to mitigate any impacts. In this respect, post-construction rehabilitation is required for:
  - a. C.H.L. 1 (11945 Intersection Road) for the transportation improvements, as well as in New Trunk Watermain Alternative Design Concepts 1, 2, and 3; New Trunk Sewer Alternative Design Concepts 1 and 2; and drainage tunnel construction associated with the Lachance Pond if any of these are carried forward as the preferred.
  - b. C.H.L. 4 (Banwell Road) for the transportation improvements, in New Trunk Watermain Alternative Design Concept 3, and New Trunk Sewer Alternative Design Concept 1.
  - c. C.H.L. 2 (Banwell Cemetery) following construction associated with the South Hamlet Pond.
4. As the proposed South Hamlet Pond construction is directly adjacent to C.H.L. 2 (Banwell Cemetery), which is designated under Part IV of the *Ontario Heritage Act*, a resource-specific Heritage Impact Assessment (H.I.A.) is required as per section 3.4 of the Town of Tecumseh's Official Plan (Town of Tecumseh, 2021). The H.I.A. should be completed by a qualified heritage professional with recent and relevant experience as early in preliminary or detailed design as possible and be sent for review and comment to the Ministry of Citizenship and Multiculturalism, the Town of Tecumseh, and any other interested parties.
5. To ensure the structures and other identified heritage features are not adversely impacted during construction, a baseline vibration assessment



should be undertaken during preliminary or detailed design (timed appropriately to the relevant segment if construction is completed in stages). In this respect, baseline vibration assessment should be carried out for the following properties:

- a) C.H.L 1 (11945 Intersection Road) for the transportation improvements to Intersection Road, for New Trunk Sanitary Sewer Alternative Design Concept 1 (preferred), and due to drainage tunnel construction associated with the Lachance Pond;
  - b) B.H.R. 1 (2551 Banwell Road) for New Trunk Watermain Alternative Design Concept 3 (preferred); and
  - c) C.H.L. 2 (Banwell Cemetery) from the proposed stormwater management improvements
6. Should future work require an expansion of the Study Area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on B.H.R.s, C.H.L.s, and C.F.
  7. This report should be submitted by the proponent to heritage staff at the Town of Tecumseh, the Ministry of Citizenship and Multiculturalism, and any other relevant stakeholder with an interest in this project.



## Report Accessibility Features

This report has been formatted to meet the Information and Communications Standards under the *Accessibility for Ontarians with Disabilities Act, 2005* (A.O.D.A.). Features of this report which enhance accessibility include: headings, font size and colour, alternative text provided for images, and the use of periods within acronyms. Given this is a technical report, there may be instances where additional accommodation is required in order for readers to access the report's information. If additional accommodation is required, please contact Annie Veilleux, Manager of the Cultural Heritage Division at Archaeological Services Inc., by email at [aveilleux@asiheritage.ca](mailto:aveilleux@asiheritage.ca) or by phone 416-966-1069 ext. 255.



## Project Personnel

- **Senior Project Manager:** Lindsay Graves, M.A., C.A.H.P., Senior Cultural Heritage Specialist, Assistant Manager - Cultural Heritage Division
- **Project Coordinator:** Jessica Bisson, B.F.A. (Hon.), Cultural Heritage Technician, Project Administrator – Cultural Heritage Division
- **Project Manager:** John Sleath, M.A., Cultural Heritage Specialist, Project Manager - Cultural Heritage Division
- **Field Review:** Lindsay Parsons, M.M.St., M.P.L., Cultural Heritage Technician, Technical Writer and Researcher – Cultural Heritage Division
- **Report Production:** Leora Bebko, M.M.St., Cultural Heritage Technician, Technical Writer and Researcher – Cultural Heritage Division
- **Graphics Production:** Peter Bikoulis, P.h.D., Archaeologist, Geomatics Technician – Operations Division
- **Report Reviewer(s):** Lindsay Graves and John Sleath



## Qualified Persons Involved in the Project

**Lindsay Graves, M.A., C.A.H.P.**

**Senior Cultural Heritage Specialist, Assistant Manager - Cultural Heritage Division**

The Senior Project Manager for this Cultural Heritage Report is **Lindsay Graves** (M.A., Heritage Conservation), Senior Cultural Heritage Specialist and Assistant Manager for the Cultural Heritage Division. She was responsible for: overall project scoping and approach; development and confirmation of technical findings and study recommendations; application of relevant standards, guidelines and regulations; and implementation of quality control procedures. Lindsay is academically trained in the fields of heritage conservation, cultural anthropology, archaeology, and collections management and has over 15 years of experience in the field of cultural heritage resource management. This work has focused on the assessment, evaluation, and protection of built heritage resources and cultural heritage landscapes. Lindsay has extensive experience undertaking archival research, heritage survey work, heritage evaluation and heritage impact assessment. She has also contributed to cultural heritage landscape studies and heritage conservation plans, led heritage commemoration and interpretive programs, and worked collaboratively with multidisciplinary teams to sensitively plan interventions at historic sites/places. In addition, she is a leader in the completion of heritage studies required to fulfill Class Environmental Assessment processes and has served as Project Manager for over 100 heritage assessments during her time at Archaeological Services Inc. Lindsay is a member of the Canadian Association of Heritage Professionals.

**John Sleath, M.A.**

**Cultural Heritage Specialist, Project Manager - Cultural Heritage Division**

The Project Manager for this Cultural Heritage Report is **John Sleath** (M.A.), who is a Cultural Heritage Specialist and Project Manager within the Cultural Heritage Division with A.S.I. He was responsible for the day-to-day management activities, including scoping of research activities and site surveys and drafting of study



findings and recommendations. John has worked in a variety of contexts within the field of cultural heritage resource management for the past 14 years, as an archaeologist and as a cultural heritage professional. An exposure to both land-based and underwater archaeology and above ground cultural heritage assessments has provided John with a holistic understanding of heritage in a variety of contexts. In 2015 John began working in the Cultural Heritage Division researching and preparing a multitude of cultural heritage assessment reports and for which he was responsible for a variety of tasks including: completing archival research, investigating built heritage and cultural heritage landscapes, report preparation, historical map regression, and municipal consultation. Since 2018 John has been a project manager responsible for a variety of tasks required for successful project completion. This work has allowed John to engage with stakeholders from the public and private sector, as well as representatives from local municipal planning departments and museums. John has conducted hundreds of cultural heritage assessments across Ontario, with a focus on transit and rail corridor infrastructure including bridges and culverts.

**Leora Bebko, M.M.St.**

**Cultural Heritage Technician, Technical Writer and Researcher - Cultural Heritage Division**

One of the Cultural Heritage Technicians for this project is **Leora Bebko** (M.M.St.), who is a Cultural Heritage Technician and Technical Writer and Researcher within the Cultural Heritage Division. She was responsible for preparing and contributing research and technical reporting. In Leora's career as a cultural heritage and museum professional she has worked extensively in public programming and education within built heritage spaces. Leora is particularly interested in the ways in which our heritage landscapes can be used to facilitate public engagement and interest in our region's diverse histories. While completing her Master of Museum Studies she was able to combine her interest in heritage architecture and museums by focusing on the historic house museum and the accessibility challenges they face. As a thesis project, Leora co-curated the award-winning exhibit *Lost & Found: Rediscovering Fragments of Old Toronto* on the grounds of Campbell House Museum. Since completing her degree she has worked as a





historical interpreter in a variety of heritage spaces, learning a range of traditional trades and has spent considerable time researching heritage foodways and baking in historic kitchens. In 2022, she joined ASI's Cultural Heritage team as a Cultural Heritage Technician.



## Glossary

### **Built Heritage Resource (B.H.R.)**

Definition: "...a building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or international registers" (Ministry of Municipal Affairs and Housing, 2020, p. 41).

### **Commemorative Feature (C.F.)**

A physical embodiment of 'commemoration', which is defined as "an intentional act of acknowledging the memory of people, places, events and ideas. It can include positive and honorific celebrations of the past and present, as well as acknowledgements of tragic, controversial and shameful dimensions of history and culture. Public commemorations – such as the naming of streets and properties, and representation in monuments and plaques – are one way that communities demonstrate what they believe is important to remember (City of Toronto, 2022).

### **Cultural Heritage Landscape (C.H.L.)**

Definition: "...a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act*, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms" (Ministry of Municipal Affairs and Housing, 2020, p. 42).



### **Known Built Heritage Resource or Cultural Heritage Landscape**

Definition: A known built heritage resource or cultural heritage landscape is a property that has recognized cultural heritage value or interest. This can include a property listed on a Municipal Heritage Register, designated under Part IV or V of the *Ontario Heritage Act*, or protected by a heritage agreement, covenant or easement, protected by the *Heritage Railway Stations Protection Act* or the *Heritage Lighthouse Protection Act*, identified as a Federal Heritage Building, or located within a U.N.E.S.C.O. World Heritage Site (Ministry of Tourism, Culture and Sport, 2016).

### **Impact**

Definition: Includes negative and positive, direct and indirect effects to an identified built heritage resource and cultural heritage landscape. Direct impacts include destruction of any, or part of any, significant heritage attributes or features and/or unsympathetic or incompatible alterations to an identified resource. Indirect impacts include, but are not limited to, creation of shadows, isolation of heritage attributes, direct or indirect obstruction of significant views, change in land use, land disturbances (Ministry of Tourism Culture and Sport, 2006b). Indirect impacts also include potential vibration impacts (See Section 2.5 for complete definition and discussion of potential impacts).

### **Mitigation**

Definition: Mitigation is the process of lessening or negating anticipated adverse impacts to built heritage resources or cultural heritage landscapes and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the cultural heritage landscape and/or built heritage resource if to be demolished or relocated (Ministry of Tourism Culture and Sport, 2006a).

### **Potential Built Heritage Resource or Cultural Heritage Landscape**

Definition: A potential built heritage resource or cultural heritage landscape is a property that has the potential for cultural heritage value or interest. This can include properties/project area that contain a parcel of land that is the subject of



a commemorative or interpretive plaque, is adjacent to a known burial site and/or cemetery, is in a Canadian Heritage River Watershed, or contains buildings or structures that are 40 or more years old (Ministry of Tourism, Culture and Sport, 2016).

### **Significant**

Definition: With regard to cultural heritage and archaeology resources, significant means “resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation” (Ministry of Municipal Affairs and Housing, 2020, p. 51).

### **Vibration Zone of Influence**

Definition: Area within a 50-metre buffer of construction-related activities in which there is potential to affect an identified built heritage resource or cultural heritage landscape. A 50-metre buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature (Carman et al., 2012; Crispino & D’Apuzzo, 2001; P. Ellis, 1987; Rainer, 1982; Wiss, 1981). This buffer accommodates the additional threat from collisions with heavy machinery or subsidence (Randl, 2001).



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## 1.0 Introduction

Archaeological Services Incorporated (A.S.I.) was contracted by Dillon Consulting Limited, on behalf of the Town of Tecumseh, to conduct a Cultural Heritage Report as part of the Tecumseh Hamlet Infrastructure Improvements Municipal Class Environmental Assessment (MCEA). The purpose of this report is to present an inventory of known and potential built heritage resources and cultural heritage landscapes, identify existing conditions of the project Study Area, provide a preliminary impact assessment, and propose appropriate mitigation measures.

### 1.1 Project Overview

The Tecumseh Hamlet Infrastructure Improvements MCEA involves infrastructure improvements associated with the future suburban redevelopment of the Tecumseh Hamlet Study Area (the Study Area) including improvements to and construction of new transportation<sup>1</sup>, watermain, wastewater, and stormwater management infrastructure. The Study Area consists of a large tract of undeveloped lands generally bound by County Road 22 to the north, Banwell Road to the west, County Road 42 to the south, and County Road 19/Manning Road and Corbi Lane to the east.

### 1.2 Description of Study Area

This Cultural Heritage Report will focus on the Study Area (Figure 1), which has been defined as inclusive of those lands that may contain built heritage resources or cultural heritage landscapes that may be subject to direct or indirect impacts as a result of the proposed undertaking. Properties within the Study Area are located in the Town of Tecumseh.

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<sup>1</sup> Note that portions of the proposed Transportation Alternatives that extend outside of the subject Study Area will be evaluated in a separate Environmental Assessment, and no comments on potential impacts to any known or potential cultural heritage resources outside of the Study Area are provided in this report.

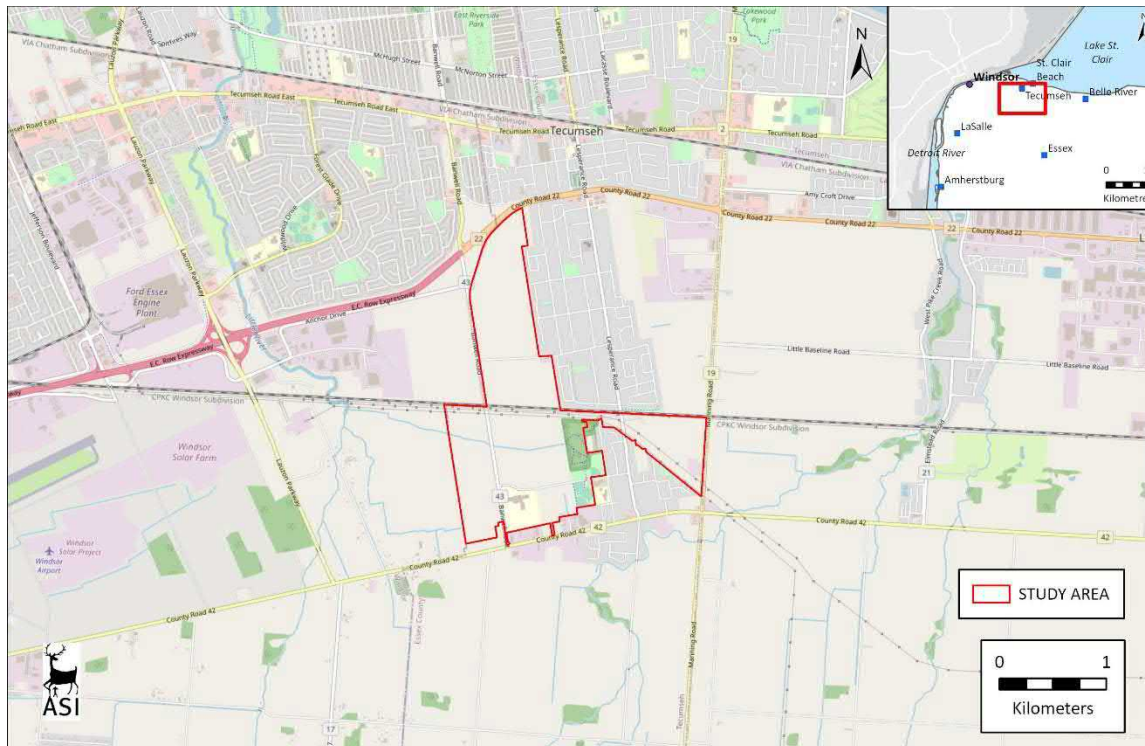


Figure 1: Location of the Study Area (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (C.C.-By-S.A.))

## 2.0 Methodology

The following sections provide a summary of regulatory requirements and municipal and regional heritage policies that guide this cultural heritage assessment. In addition, an overview of the process undertaken to identify known and potential built heritage resources and cultural heritage landscapes is provided, along with a description of how the preliminary impact assessment will be undertaken.

### 2.1 Regulatory Requirements

The *Ontario Heritage Act* (O.H.A.) (Ontario Heritage Act, R.S.O. c. O.18, 1990 [as Amended in 2021], 1990) is the primary piece of legislation that determines policies, priorities and programs for the conservation of Ontario's heritage. There are many other provincial acts, regulations and policies governing land use

planning and resource development that support heritage conservation, including:

- The *Planning Act* (Planning Act, R.S.O. 1990, c. P.13, 1990), which states that “conservation of features of significant architectural, cultural, historical, archaeological or scientific interest” is a “matter of provincial interest”. The *Provincial Policy Statement* (Ministry of Municipal Affairs and Housing, 2020), issued under the *Planning Act*, links heritage conservation to long-term economic prosperity and requires municipalities and the Crown to conserve significant built heritage resources and cultural heritage landscapes.
- The *Environmental Assessment Act* (Environmental Assessment Act, R.S.O. c. E.18, 1990), which defines “environment” to include cultural conditions that influence the life of humans or a community. Cultural heritage resources, which includes archaeological resources, built heritage resources and cultural heritage landscapes, are important components of those cultural conditions.

The Ministry of Citizenship and Multiculturalism (hereafter “The Ministry”) is charged under Section 2.0 of the O.H.A. with the responsibility to determine policies, priorities, and programs for the conservation, protection, and preservation of the heritage of Ontario. The *Standards and Guidelines for Conservation of Provincial Heritage Properties* (Ministry of Tourism Culture and Sport, 2010) (hereinafter “*Standards and Guidelines*”) apply to properties the Government of Ontario owns or controls that have “cultural heritage value or interest” (C.H.V.I.). The *Standards and Guidelines* provide a series of guidelines that apply to provincial heritage properties in the areas of identification and evaluation; protection; maintenance; use; and disposal. For the purpose of this report, the *Standards and Guidelines* provide points of reference to aid in determining potential heritage significance in identification of built heritage resources and cultural heritage landscapes. While not directly applicable for use in properties not under provincial ownership, the *Standards and Guidelines* are



regarded as best practice for guiding heritage assessments and ensure that additional identification and mitigation measures are considered.

Similarly, the *Ontario Heritage Tool Kit* (Ministry of Culture, 2006) provides a guide to evaluate heritage properties. To conserve a built heritage resource or cultural heritage landscape, the *Ontario Heritage Tool Kit* states that a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development.

## 2.2 Municipal/Regional Heritage Policies

The Study Area is located within the Town of Tecumseh, in the County of Essex. Policies relating to built heritage resources and cultural heritage landscapes were reviewed from the following sources:

- *Town of Tecumseh Official Plan* (Town of Tecumseh, 2021)
- *County of Essex Official Plan*

## 2.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes

This Cultural Heritage Report follows guidelines presented in the *Ontario Heritage Tool Kit* (Ministry of Culture, 2006) and *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (Ministry of Tourism, Culture and Sport, 2016). The objective of this report is to present an inventory of known and potential built heritage resources and cultural heritage landscapes, and to provide a preliminary understanding of known and potential built heritage resources and cultural heritage landscapes located within areas anticipated to be directly or indirectly impacted by the proposed project.

In the course of the cultural heritage assessment process, all potentially affected built heritage resources and cultural heritage landscapes are subject to



identification and inventory. Generally, when conducting an identification of built heritage resources and cultural heritage landscapes within a study area, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of built heritage resources and cultural heritage landscapes in a geographic area: background research and desktop data collection; field review; and identification.

Background historical research, which includes consultation of primary and secondary source research and historical mapping, is undertaken to identify early settlement patterns and broad agents or themes of change in a study area. This stage in the data collection process enables the researcher to determine the presence of sensitive heritage areas that correspond to nineteenth- and twentieth-century settlement and development patterns. To augment data collected during this stage of the research process, federal, provincial, and municipal databases and/or agencies are consulted to obtain information about specific properties that have been previously identified and/or designated as having cultural heritage value. Typically, resources identified during these stages of the research process are reflective of particular architectural styles or construction methods, associated with an important person, place, or event, and contribute to the contextual facets of a particular place, neighbourhood, or intersection.

A field review is then undertaken to confirm the location and condition of previously identified built heritage resources and cultural heritage landscapes. The field review is also used to identify potential built heritage resources and cultural heritage landscapes that have not been previously identified on federal, provincial, or municipal databases or through other appropriate agency data sources.

During the cultural heritage assessment process, a property is identified as a potential built heritage resources or cultural heritage landscape based on research, the Ministry screening tool, and professional expertise and best practice. In addition, use of a 40-year-old benchmark is a guiding principle when



conducting a preliminary identification of built heritage resources and cultural heritage landscapes. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this benchmark provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from having cultural heritage value or interest.

## 2.4 Background Information Review

To make an identification of previously identified known or potential built heritage resources and cultural heritage landscapes within the Study Area, the following sections present the resources that were consulted as part of this Cultural Heritage Report.

### 2.4.1 Review of Existing Heritage Inventories

A number of resources were consulted in order to identify previously identified built heritage resources and cultural heritage landscapes within the Study Area. These resources, reviewed on 7 July 2023, include:

- The County of Essex's Heritage Register (County of Essex, 2021);
- The Town of Tecumseh Municipal Register of Cultural Heritage Properties Designated Property (Town of Tecumseh, n.d.);
- Windsor Municipal Heritage Register (City of Windsor, 2022);
- Historical maps (including historical atlases, topographic maps, and aerial photography);
- The *Ontario Heritage Act Register* (Ontario Heritage Trust, n.d.c);
- The *Places of Worship Inventory* (Ontario Heritage Trust, n.d.d);
- The inventory of Ontario Heritage Trust easements (Ontario Heritage Trust, n.d.b);
- The Ontario Heritage Trust's *An Inventory of Provincial Plaques Across Ontario*: a PDF of Ontario Heritage Trust Plaques and their locations (Ontario Heritage Trust, 2018);





- The Ontario Heritage Trust's *An Inventory of Ontario Heritage Trust-owned properties across Ontario*: a PDF of properties owned by the Ontario Heritage Trust (Ontario Heritage Trust, 2019);
- Inventory of known cemeteries/burial sites in the Ontario Genealogical Society's online databases (Ontario Genealogical Society, n.d.);
- Canada's Historic Places website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels (Parks Canada, n.d.a);
- Directory of Federal Heritage Designations: a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses (Parks Canada, n.d.b);
- Canadian Heritage River System: a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage (Canadian Heritage Rivers Board and Technical Planning Committee, n.d.); and,
- United Nations Educational, Scientific and Cultural Organization (U.N.E.S.C.O.) World Heritage Sites (U.N.E.S.C.O. World Heritage Centre, n.d.).

## 2.4.2 Review of Previous Heritage Reporting

Additional cultural heritage studies undertaken within parts of the Study Area were also reviewed. These include:

- Stage 1 Archaeological Assessment County Road 43/Banwell Road Improvements (Archaeological Services Incorporated, 2011)
- Essex County Road 42, from the City of Windsor boundary to the Pike Creek Bridge east of Essex County Road 19, and Essex County Road 43 (Banwell Road) diversion from the Canadian Pacific Railway, north of Shields Avenue, to County Road 43 (11th Concession) - Preliminary and Detailed Design - Archaeological Stage 2 Assessment Additional Areas (Fisher Archaeological Consulting, 2023).





### 2.4.3 Community Information Gathering

The following individuals, groups, and/or organizations were contacted to gather information on known and potential built heritage resources and cultural heritage landscapes, active and inactive cemeteries, and areas of identified Indigenous interest within the Study Area:

- Chad Jeffery, Manager Planning Services and Local Economic Development, Town of Tecumseh (email communication 4 August 2023). Email correspondence confirmed the location of known built heritage resources and cultural heritage landscapes and provided information on a potential cemetery east of County Road 43. Additional consultation with Dillon Consulting Limited confirmed that an archaeological assessment for this site was completed. The assessment determined that there was no cemetery in this location nor were there any remnant built heritage features. As such, this potential feature was not included in this report (Fisher Archaeological Consulting, 2023).
- The Ministry (email communication 24 July 2023). Email correspondence confirmed that there are no properties designated by the Minister and they were not aware of any Provincial Heritage Properties within the Study Area.
- The Ontario Heritage Trust (email communication 24 July 2023). A response indicated that there are no conservation easements or Trust-owned properties within the Study Area.
- At project start-up in July 2023, A.S.I. made a request to the proponent that any engagement with Indigenous communities undertaken as part of this project include a discussion about known or potential built heritage resources or cultural heritage landscapes that are of interest to the respective communities. A number of Indigenous Communities were notified as of project commencement; however, no responses were received at the time of report submission. The Caldwell First Nation and the Chippewas of the Thames First Nation participated in a field survey of the land between County Road 22 and the Canadian Pacific Railway line for a Stage 2 Archaeological Assessment carried out as part of the Tecumseh



Hamlet Infrastructure Improvements Municipal Class Environmental Assessment.

## 2.5 Preliminary Impact Assessment Methodology

To assess the potential impacts of the undertaking, identified built heritage resources and cultural heritage landscapes are considered against a range of possible negative impacts, based on the *Ontario Heritage Tool Kit InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (Ministry of Tourism Culture and Sport, 2006b). These include:

Direct impacts:

- Destruction of any, or part of any, significant heritage attributes or features; and
- Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance.

Indirect impacts:

- Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
- Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces; and
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.

Indirect impacts from construction-related vibration have the potential to negatively affect built heritage resources and cultural heritage landscapes



depending on the type of construction methods and machinery selected for the project and proximity and composition of the identified resources. Potential vibration impacts are defined as having potential to affect an identified built heritage resources and cultural heritage landscapes where work is taking place within 50 metre of features on the property. A 50 metre buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature and direction provided from the Ministry (Carman et al., 2012; Crispino & D'Apuzzo, 2001; P. Ellis, 1987; Rainer, 1982; Wiss, 1981). This buffer accommodates any additional or potential threat from collisions with heavy machinery or subsidence (Randl, 2001).

Several additional factors are also considered when evaluating potential impacts on identified built heritage resources and cultural heritage landscapes. These are outlined in a document set out by the Ministry of Culture and Communications (now Ministry of Citizenship and Multiculturalism) and the Ministry of the Environment entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992). While this document has largely been superseded in some respects by more current policies and legislation, the guidance provided that continues to be of relevance to this specific project includes the following definitions:

- Magnitude: the amount of physical alteration or destruction which can be expected;
- Severity: the irreversibility or reversibility of an impact;
- Duration: the length of time an adverse impact persists;
- Frequency: the number of times an impact can be expected;
- Range: the spatial distribution, widespread or site specific, of an adverse impact; and
- Diversity: the number of different kinds of activities to affect a heritage resource.

The proposed undertaking should endeavor to avoid adversely affecting known and potential built heritage resources and cultural heritage landscapes and



interventions should be managed in such a way that identified features are conserved. When the nature of the undertaking is such that adverse impacts are unavoidable, it may be necessary to implement alternative approaches or mitigation strategies that alleviate the negative effects on identified built heritage resources and cultural heritage landscapes. Mitigation is the process of lessening or negating anticipated adverse impacts and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the built heritage resource or cultural heritage landscape if to be demolished or relocated.

Various works associated with infrastructure improvements have the potential to affect built heritage resources and cultural heritage landscapes in a variety of ways, and as such, appropriate mitigation measures for the undertaking need to be considered.

## **3.0 Summary of Historical Development Within the Study Area**

This section provides a brief summary of historical research. A review of available primary and secondary source material was undertaken to produce a contextual overview of the Study Area, including a general description of physiography, Indigenous land use, and Euro-Canadian settlement.

### **3.1 Physiography**

The Study Area is situated within the St. Clair Clay Plain physiographic region of southern Ontario (Chapman & Putnam, 1984). The Study Area is situated within the St. Clair Clay Plains physiographic region of southern Ontario (Chapman & Putnam, 1984). This region is characterized by extensive low-lying clay plains between Lake St. Clair in Essex and Kent Counties and the St. Clair River in Lambton County, except for a moraine at Ridgetown and Blenheim. Deposits are deep except near Amherstburg, where a dome of limestone comes to the surface. Part of this limestone comes to the surface in Kent County, but the majority of



bedrock is black shale. The very flat tract of land east of Lake St. Clair was submerged after the disappearance of Glacial Lake Warren in a correlative of Early Lake Algonquin and received a deeper covering of stratified clay and silt. The Study Area contains regions of sand and clay plain. Historically, this area supported a swamp forest of elm, black ash, white ash and silver or red maple (Chapman & Putnam, 1984). The drainage in the area generally flows into Lake St. Clair, and includes three major rivers, the St. Clair, the Sydenham and the Thames Rivers.

## 3.2 Indigenous Land Use and Settlement

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years ago, or 11,000 Before the Common Era (B.C.E.) (Ferris, 2013).<sup>2</sup> During the Paleo period (c. 11,000 B.C.E. to 9,000 B.C.E.), groups tended to be small, nomadic, and non-stratified. The population relied on hunting, fishing, and gathering for sustenance, though their lives went far beyond subsistence strategies to include cultural practices including but not limited to art and astronomy. Fluted points, beaked scrapers, and gravers are among the most important artifacts to have been found at various sites throughout southern Ontario, and particularly along the shorelines of former glacial lakes. Given the low regional population levels at this time, evidence concerning Paleo-Indian period groups is very limited (C. J. Ellis & Deller, 1990).

Moving into the Archaic period (c. 9,000 B.C.E. to 1,000 B.C.E.), many of the same roles and responsibilities continued as they had for millennia, with groups generally remaining small, nomadic, and non-hierarchical. The seasons dictated the size of groups (with a general tendency to congregate in the spring/summer and disperse in the fall/winter), as well as their various sustenance activities,

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<sup>2</sup> While many types of information can inform the precontact settlement of Ontario, such as oral traditions and histories, this summary provides information drawn from archaeological research conducted in southern Ontario over the last century.



including fishing, foraging, trapping, and food storage and preparation. There were extensive trade networks which involved the exchange of both raw materials and finished objects such as polished or ground stone tools, beads, and notched or stemmed projectile points. Furthermore, mortuary ceremonialism was evident, meaning that there were burial practices and traditions associated with a group member's death (C. J. Ellis et al., 2009; C. J. Ellis & Deller, 1990).

The Woodland period (c. 1,000 B.C.E. to 1600 C.E.) saw several trends and aspects of life remain consistent with previous generations. Among the more notable changes, however, was the introduction of pottery, the establishment of larger occupations and territorial settlements, incipient horticulture, more stratified societies, and more elaborate burials. Later in this period, settlement patterns, foods, and the socio-political system continued to change. A major shift to agriculture occurred in some regions, and the ability to grow vegetables and legumes such as corn, beans, and squash ensured long-term settlement occupation and less dependence upon hunting and fishing. This development contributed to population growth as well as the emergence of permanent villages and special purpose sites supporting those villages. Furthermore, the socio-political system shifted from one which was strongly kinship based to one that involved tribal differentiation as well as political alliances across and between regions (Birch et al., 2021; Dodd et al., 1990; C. J. Ellis & Deller, 1990; Williamson, 1990).

The arrival of European trade goods in the sixteenth century, Europeans themselves in the seventeenth century, and increasing settlement efforts in the eighteenth century all significantly impacted traditional ways of life in Southern Ontario. Over time, war and disease contributed to death, dispersion, and displacement of many Indigenous peoples across the region. The Euro-Canadian population grew in both numbers and power through the eighteenth and nineteenth centuries and treaties between colonial administrators and First Nations representatives began to be negotiated.



The Study Area is within the lands of Treaty 2, the McKee Treaty. In 1790, the McKee Treaty was signed between the Crown and the Odawa, Chippewa, Potawatomi, and Huron of Detroit (Crown-Indigenous Relations and Northern Affairs, 2013). This treaty was one of the earliest and was specifically undertaken to open lands for settlement for Loyalist refugees. The area between Lakes Erie and St. Clair had already been surveyed for townships in 1785 and 1789, and there was already illegal squatting by settlers. The treaty was negotiated for £1,200 worth of goods and a promise that reserve lands be set aside along the Detroit River, known as the Anderdon and Huron Church reserves which McKee noted were existing village sites (Morin, 2010).

### **3.3 Historical Euro-Canadian Township Survey and Settlement**

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Indigenous pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls and convenient access, by means of the various waterways and overland trails, into the hinterlands. Early transportation routes continued the use of existing Indigenous trails that typically followed the highlands adjacent to various creeks and rivers (Archaeological Services Inc., 2006). Early European settlements occupied similar locations as Indigenous settlements as they were generally accessible by trail or water routes and would have been in locations with good soil and suitable topography to ensure adequate drainage.

Historically, the Study Area is located in the Former Township of Sandwich, County of Essex in parts of Lots 144-148 and 156, Concession 1 Petite Cote and Lots 142-158, Concession 3 Petite Cote.





### 3.3.1 Township of Sandwich

The first European to travel down the Detroit River was Jolliet in 1669. The French maintained control over the region that would become the Township of Sandwich for the first half of the eighteenth century until the Seven Years War (1756-1763), when the area was ceded to the British. In 1792, it became part of the Western District of Upper Canada which contained the Counties of Essex, Kent, and Suffolk and included the site of the present-day city of Detroit (City of Windsor, n.d.).

Following the American War of Independence and the ceding of the land north of the Detroit River to the Americans in 1796, the legislative seat of government for the Western District was moved to the Village of Sandwich, which was laid out the following year (City of Windsor, n.d.).

The Township of Sandwich was established in 1800. Portions of the Township changed hands several times during the War of 1812 which caused considerable devastation to the township, particularly to the Village of Sandwich which was torched by American General William Henry Harrison upon his order to retreat. Following the war many settlers returned to the area and were compensated for their losses by the government resulting in a relatively quick economic recovery for the township (City of Windsor, n.d.).

Prior to the 1833 Emancipation Act, slavery was legal and not uncommon in Sandwich Township, but following the abolition of slavery in the British Colonies, Sandwich became an important stop on the Underground Railroad. It was here that many people escaping enslavement took their first steps as free men and women. A number of these formerly enslaved individuals stayed and settled in the area (City of Windsor, n.d.).

In 1854, the Great Western Railway arrived in the newly incorporated Village of Windsor and the subsequent population boom had Windsor soon overtaking the Village of Sandwich in population and importance. The Township of Sandwich was divided into the Townships of East and West Sandwich in 1861 just in time for a four-year economic boom as the residents of both townships provided goods to





the Americans throughout the duration of the American Civil War (City of Windsor, n.d.).

The Township continued to prosper throughout the late 1800s and, in 1893, the Township of East Sandwich was further divided into East Sandwich and South Sandwich. Salt mining, fruit growing, and canning industries were established in the early 1900s and continue to be major industries in the region today. In stages, throughout the twentieth century the various Sandwich Townships and the Town of Sandwich were amalgamated with neighbouring towns and townships to form the City of Windsor and the Town of Tecumseh (City of Windsor, n.d., n.d.).

### **3.3.2 Town of Tecumseh**

The Town of Tecumseh is named for the Shawnee Chief Tecumseh who fought with the British in the War of 1812 as it is believed he stopped at the site of the settlement during his campaign. In 1838, the Tecumseh Trail, which had previously followed the shoreline of the Detroit River was shifted further inland, becoming the Tecumseh Road. In the 1850s, a community began to develop around the intersection of Tecumseh Road and the Great Western Railroad line, which would eventually become the Town of Tecumseh, though it was originally called Ryegate. The village quickly became an important centre of commerce in the area, providing stock pens and storage facilities for stock and goods waiting to be shipped on the railway and hosting a number of hotels for travelers (Mika & Mika, 1983; Ontario Heritage Trust, n.d.-a).

The first church was Catholic, built before 1859, to serve the predominately French, Roman Catholic residents. The first post office opened in 1872. By the early 1900s, the growing of tomatoes and fruit canning began to develop into major industries that are still important in the region today. In 1921, Tecumseh incorporated as a town with a population of 978. By 1980 the population had grown to 6,109 (Mika & Mika, 1983; Ontario Heritage Trust, n.d.-a). In 1999, the Town of Tecumseh, the Village of St. Clair Beach, and the Township of Sandwich



South amalgamated to form the new Town of Tecumseh, a suburb of the City of Windsor (Town of Tecumseh, 2022).

### **3.3.3 The Banwell Road Area Black Settlement**

From the 1830s onwards, more than 30 Black families fleeing enslavement and oppression in the United States settled in the area around Banwell Road in the Township of Sandwich. Many of these families were able to purchase 10 or 25-acre plots of land through the Colored Industrial Society, which was a mission belonging to the African Methodist Episcopal (A.M.E.) Church, and the Refugee Home Society, an organization founded by abolitionists in Ontario and Michigan to assist people fleeing enslavement in the purchase of land. A 25-acre parcel of land west of Banwell Road was held by the A.M.E. Church in trust for the construction of a church and a school to serve the community. The lot was often described in records of the period as “Negro Lot 143”. This plot of land included the present-day site of the Banwell Road Black Cemetery, also known as the Smith Cemetery, the Smith Black Cemetery, or the Banwell Cemetery. This cemetery is all the remains of the Banwell Road Area Black Settlement (African Canadian Community, n.d.-b, n.d.-a; Ontario Heritage Trust, 2015).

### **3.3.4 Canadian Pacific Railway/Ontario and Quebec Railway**

In 1885 the Canadian Pacific Railway (C.P.R.) was completed, linking west and east Canada. The C.P.R. was intended to link British Columbia with the east coast, and to bring it into the Canadian Confederacy. A condition of British Columbia for joining the Confederacy in 1868 was the construction of a ‘transcontinental wagon road’ within two years of their admission. However, a range of setbacks and issues with policy and funding, including dependency on American interests, delayed the construction of the C.P.R. until the early 1880s. On October 21, 1880, the contract for the construction of the railroad was signed. The C.P.R. was given Royal Assent on February 15th, 1881, and a Royal Charter shortly after. In May 1885 the final spike was set within the eastern section of the C.P.R., and on



November 8th of the same year the last spike in the transcontinental railway was driven in (Churcher, 2013).

There are various segments of the C.P.R. line through southern Ontario connecting the main line to high-traffic areas. One of these is the Ontario and Quebec Railway, incorporated in 1871 and reincorporated in 1881 under perpetual lease to the C.P.R., which travelled between Perth and Toronto via Tweed, Havelock, Peterborough, Agincourt, Leaside and North Toronto. By 1888 the line had been extended several times to connect Montreal in the east to the Detroit River in the west (Canadian Pacific, 2020; Kennedy, 2005).

### 3.4 Review of Historical Mapping

The 1881 *Illustrated Historical Atlas of the Counties of Essex and Kent* (Belden, 1881) was examined to determine the presence of historical features within the Study Area during the nineteenth century (Figure 2). Historically, the Study Area is located in the Former Township of Sandwich, County of Essex in parts of Lots 144-148 and 156, Concession 1 Petite Cote and Lots 142-158, Concession 3 Petite Cote.

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases. For instance, they were often financed by subscription limiting the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases. The use of historical map sources to reconstruct or predict the location of former features within the modern landscape generally begins by using common reference points between the various sources. The historical maps are geo-referenced to provide the most accurate determination of the location of any property on a modern map. The results of this exercise can often be imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including differences of scale and resolution, and distortions introduced by reproduction of the sources.



The 1881 *Illustrated Historical Atlas* shows the Study Area to be within a rural agricultural context. The land within the Study Area has been divided into lots, however only two lots (150 and 153) have listed owners and there are no structures indicated within the Study Area. Banwell Road, Lesperance Road, County Road 19, and County Road 42 are historically surveyed Lot and Concession roads. Banwell Road, in this mapping, appears to be west of its present alignment, though this is likely an inconsistency in the mapping rather than an indication that the roadway has been moved since its original construction.

In addition to nineteenth-century mapping, historical topographic mapping and aerial photographs from the twentieth century were examined. This report presents maps and aerial photographs from 1920, 1954, 1975, and 1994 (Figure 3 to Figure 6). These do not represent the full range of maps consulted for the purpose of this study but were judged to cover the full range of land uses that occurred in the area during this period.

The 1920 topographic map (Figure 3) shows a small amount of development within the Study Area, though it remains rural agricultural. Intersection Road is depicted in this mapping following its present alignment, as is the Canadian Pacific Railway which bisects the Study Area. There are a few structures depicted, scattered along both sides of Banwell Road, particularly toward the south end of the Study Area and one structure at the middle of Intersection Road, on the south side, in the approximate location of the Lachance Farm. County Roads 19 and 42 are both depicted as township boundaries. County Road 42 and Lesperance Road are both metalled Roads. While little detail is visible in the 1954 aerial photograph (Figure 4), it shows that the rural agricultural character of the Study Area carried over into the mid-twentieth century. East of the northern part of the Study Area, some development is discernable extending down from the Town of Tecumseh toward Intersection Road.

The 1975 topographic map (Figure 5) shows a small amount of development within the Study Area, namely the addition of a Hydro corridor along the south side of the rail line. Banwell Road and Intersection Road are depicted as loose or



stabilized surface, all-weather roads of two or more lanes. County Roads 19 and 42 and Lesperance Road are hard surface, all-weather roads of two lanes or more. This mapping shows considerable development east of the northern part of the Study Area with many structures depicted along the roadways. The northern tip of the Study Area extends to just below the new Highway 2, which is labeled as the boundary of the Township of Sandwich South.

The 1994 topographic map (Figure 6) shows a large suburban development north of the railway and east of the Study Area, however, the Study Area remains rural agricultural with few structures depicted within it. The Smith Cemetery (Smith Black Cemetery) is shown in this mapping west of Banwell Road and south of the railway. The only significant change within the Study Area is the addition of the McAuliffe Woods Conservation Area on the east side of the southwest part of the Study Area. East of the conservation area, outside the Study Area, there appears to be another suburban development which includes a school. A small collection of structures labeled “auto wrecker” is depicted on the west side of County Road 19. All of the roadways within the Study Area are hard surface, all-weather roads with two or more lanes. A gas line runs parallel to the Hydro lines with a control valve marked at the southwest corner of County Road 19 and the rail line.





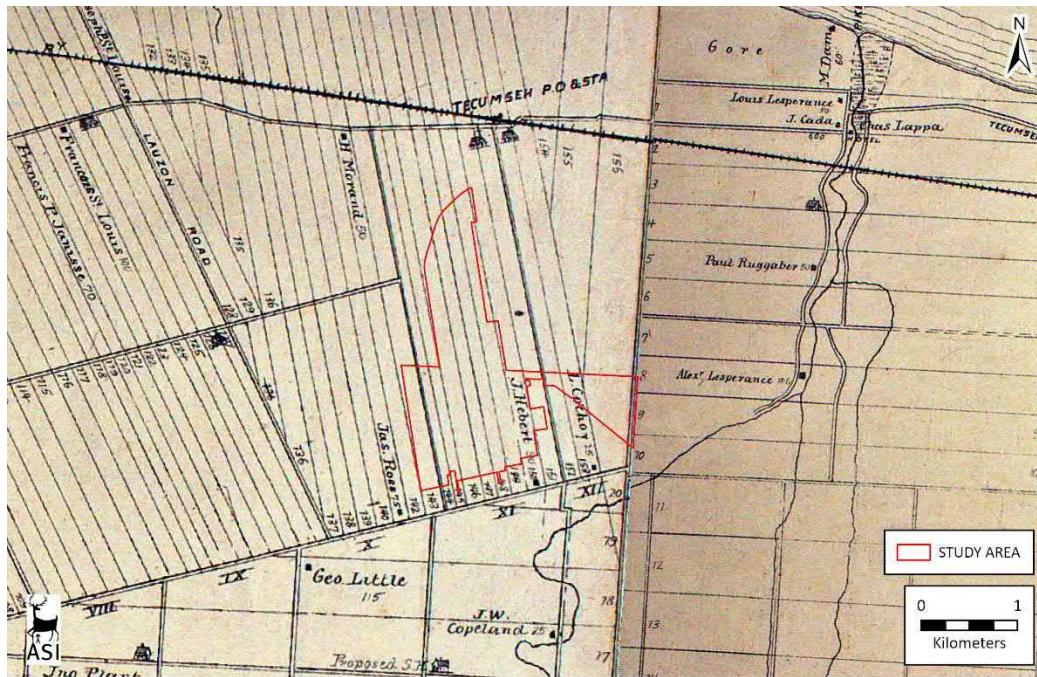


Figure 2: The Study Area overlaid on the 1881 Illustrated Historical Atlas of the Counties of Essex and Kent (Base Map: Belden, 1881).

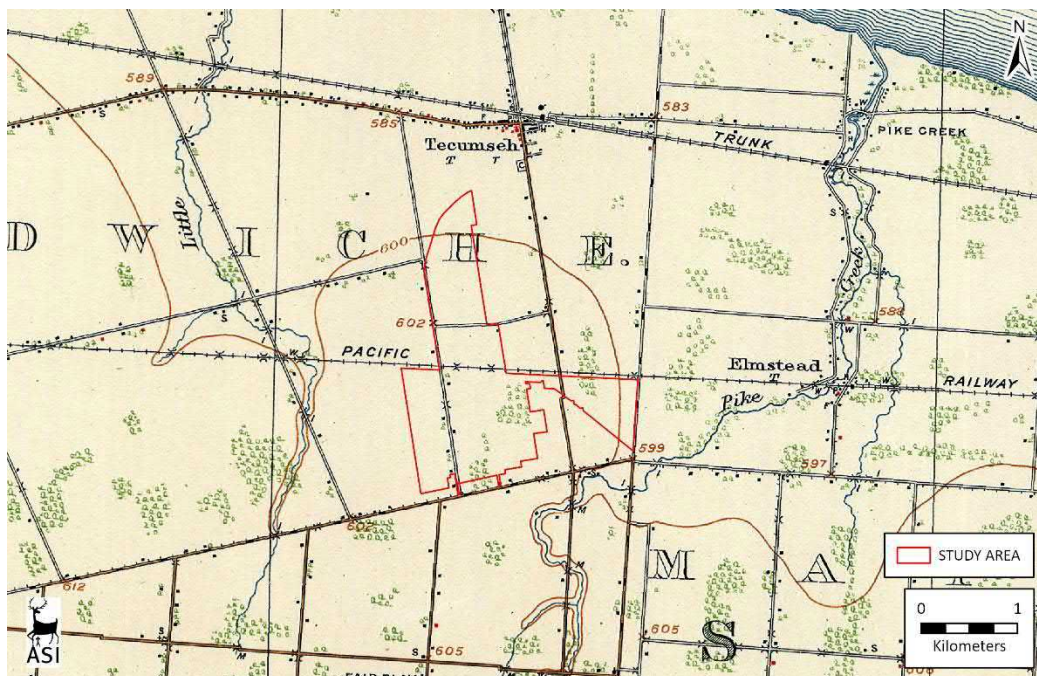


Figure 3: The Study Area overlaid on the 1920 topographic map of Belle River (Base Map: Department of Militia and Defence, 1920).





Figure 4: The Study Area overlaid on the 1954 aerial photograph (Base Map: Ontario Department of Lands and Forests, 1954).

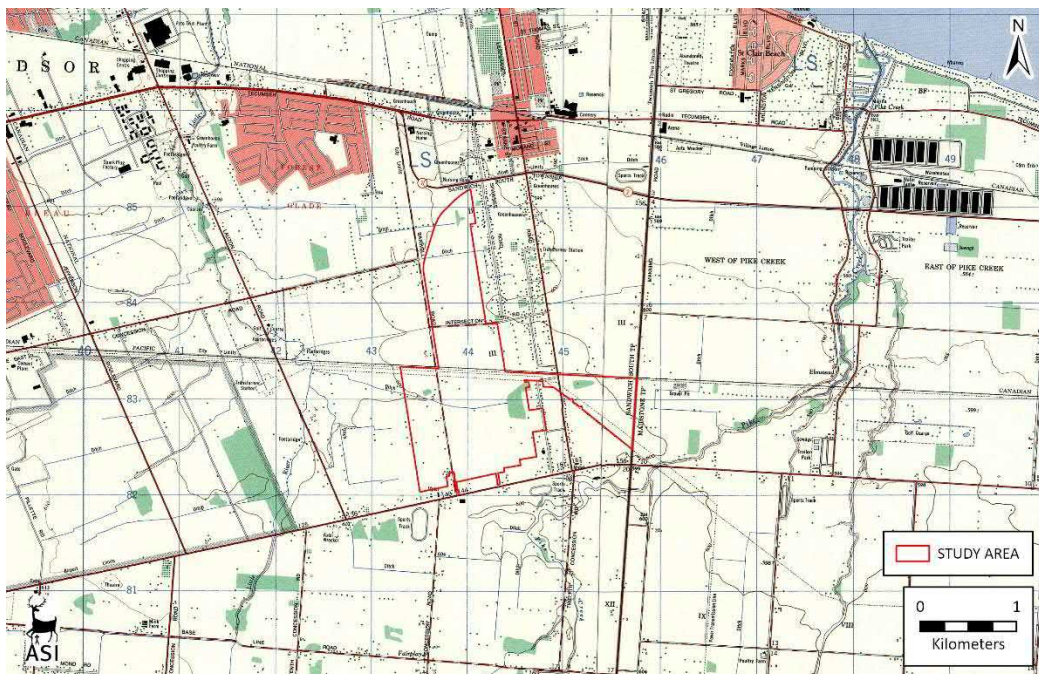


Figure 5: The Study Area overlaid on the 1975 topographic map of Belle River (Base Map: Department of Energy, Mines and Resources, 1975).

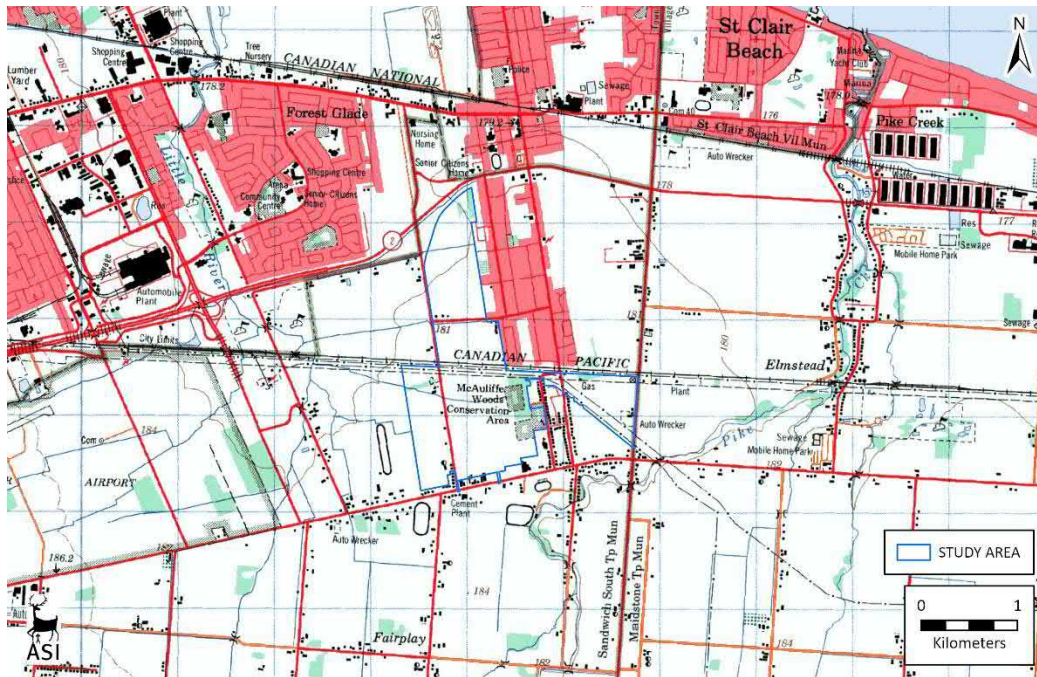


Figure 6: The Study Area overlaid on the 1994 topographic map of Belle River (Base Map: Energy, Mines and Resources Canada, 1994).

## 4.0 Existing Conditions

A field review of the Study Area was undertaken by Lindsay Parsons of A.S.I., on 12 July 2023 to document the existing conditions of the Study Area from existing rights-of-way. The existing conditions of the Study Area are described below and captured in Plate 1 to Plate 16

### 4.1 Description of Field Review

The Tecumseh Hamlet Infrastructure Improvements MCEA Study Area is generally made up of agricultural fields and is bordered on the east side by suburban subdevelopments.

The northern portion of the Study Area is generally bound by County Road 22 in the north, Banwell Road in the west, the Canadian Pacific (C.P.) rail line in the south, and the rear of a suburban housing development in the east. Intersection Road bisects this portion of the Study Area approximately 420 metres north of the



C.P. rail line. This section of the Study Area is comprised of active agricultural fields which are often divided by lines of mature trees and shrubbery. County Road 22 is a four-lane, divided highway with gravel shoulders which follows a southwest-northeast alignment at the northern end of the Study Area (Plate 1). Banwell Road, in this northern portion of the Study Area is a two-lane rural road with gravel shoulders (Plate 2). At the time of field review there was ongoing construction on the west side of the road with NexStar Energy EV Plant under construction near the intersection with Intersection Road. The east side is occupied by agricultural fields with a small group of detached residences at the northeast corner of the intersection with Intersection Road (Plate 3 and Plate 4). Banwell Road crosses the C.P. rail line in an active level crossing with barriers and warning lights (Plate 5 and Plate 6). Intersection Road terminates at Banwell Road in a T-intersection controlled by a stop sign. A small culvert crosses under Banwell Road, just south of this intersection. Intersection Road is a two-lane road with gravel shoulders. It follows an east-west alignment and is bounded by a mixture of agricultural fields and some residential properties (Plate 7).

The south-western portion of the Study Area 's western boundary is approximately 380 metres west of Banwell Road, it is also generally bounded on the south side by the rear of the commercial developments on County Road 42, on the east side by the limits of McAuliffe Park, and by the C.P. rail line in the north. Within this portion of the Study Area, Banwell Road continues to be a two-lane rural road with gravel shoulders. There are farm properties and agricultural fields on both sides with a few smaller residential properties (Plate 8). On the west side of Banwell Road, just south of the C.P. rail line is the Smith Black Cemetery (Plate 9). At the southeast corner of the intersection with Shields Avenue is Tecumseh Vista Academy Secondary School with sizeable school grounds (Plate 10). Shields Avenue is a two-lane roadway that provides access to the school property (Plate 11). McAuliffe Park and McAuliffe Woods Conservation Area and St. Alphonse Street are at the eastern boundary of this portion of the Study Area. The park and conservation area contain a variety of public amenities including baseball diamonds, tennis courts, and walking trails. St. Alphonse Street



is a residential street which runs in a north-south alignment (Plate 12 and Plate 13).

The southeastern portion of the Study Area is roughly triangular and is bound by the C.P. rail line, County Road 19/Manning Road, and the ends of a suburban development. This portion of the Study Area consists of agricultural fields and a farm property. A Hydro corridor runs through this portion of the Study Area in a northwest-southeast alignment (Plate 14). County Road 19/Manning Road is a two-lane, rural road with gravel shoulders that follows a generally north south alignment. The road is generally bounded on both sides by agricultural properties. There is an auto wrecker property on the west side of the road (Plate 15). The roadway crosses the C.P. rail line in an active level crossing with barriers and signals (Plate 16).



Plate 1: County Road 22, looking east from the intersection with Banwell Road (Google Earth, 2022).



Plate 2: Banwell Road, looking southeast from the intersection with County Road 22 (Google Earth, 2022).



Plate 3: Banwell Road, looking north from the intersection with Intersection Road. Active construction is visible on the left (A.S.I., 2023).





Plate 4: Banwell Road, looking north toward Intersection Road (A.S.I., 2023).



Plate 5: looking south toward the level crossing on Banwell Road (A.S.I., 2023).



Plate 6: C.P. rail line, looking east from Banwell Road (A.S.I., 2023).

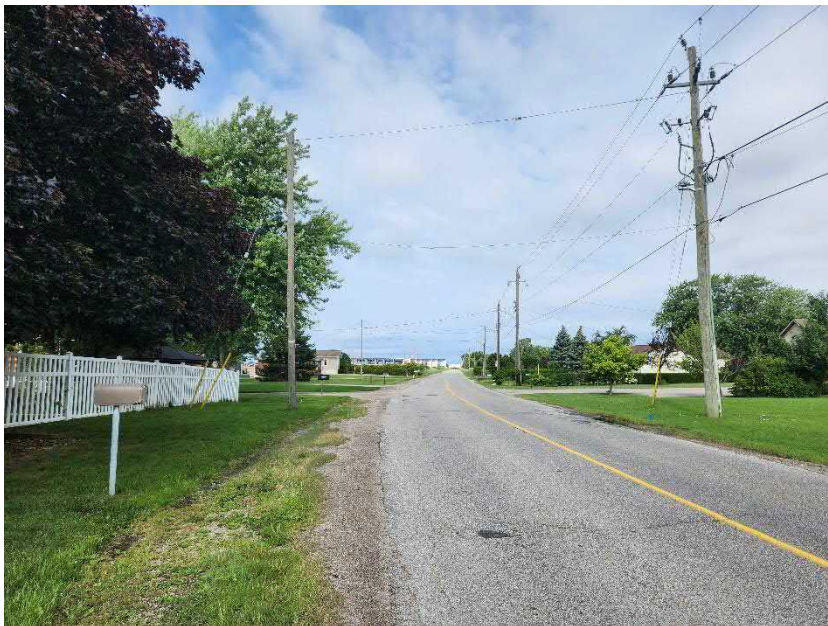


Plate 7: Intersection Road, looking west toward Banwell Road (A.S.I., 2023).





Plate 8: Banwell Road, looking south from the Smith Black Cemetery (A.S.I., 2023).



Plate 9: The Smith Black Cemetery on Banwell Road (visible on the right) (A.S.I., 2023).



Plate 10: Banwell Road, looking north from Secondary School (Visible on the right) (A.S.I., 2023).



Plate 11: Shields Avenue, looking west toward Banwell Road (A.S.I., 2023).





Plate 12: Looking east from western edge of McAuliffe Park (A.S.I., 2023).



Plate 13: At the eastern boundary of this portion of the Study Area, looking north on St. Alphonse Street. McAuliffe Park is on the left (A.S.I., 2023).





Plate 14: Agricultural fields west of County Road 19/Manning Road (A.S.I., 2023).



Plate 15: County Road 19/Manning Road, looking south from south of the rail line (A.S.I., 2023).




Plate 16: County Road 19/Manning Road, looking north toward the level crossing (A.S.I., 2023).


## 4.2 Identification of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes

Based on the results of the background research and field review, one known C.H.L., three potential C.H.L.s, one potential B.H.R., and one C.F. were identified within the Study Area. A detailed inventory of known and potential B.H.R.s, C.H.L.s, and C.F. within the Study Area is presented below in Table 1 with locational mapping provided in Figure 7.





Table 1: Inventory of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes within the Study Area


Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
C.H.L. 1	Farmstead  Lachance Farm	11945 Intersection Road	Potential C.H.L. – Identified for inclusion by Municipality in Public Information Session (April 13, 2023)	<p>This C.H.L. is located on the south side of Intersection Road west of Shawnee Road.</p> <p>The C.H.L. contains a two-storey residence, barn, several outbuildings, and active agricultural fields. Potential heritage attributes include the two-and-a-half-storey brick residence with a rectangular footprint, hipped dormer roof, and verandah; barn; outbuildings; circulation routes; agricultural fields, and mature trees.</p>	 <p>Plate 17: The farmscape at 11945 Intersection Road, looking southeast (A.S.I., 2023).</p>

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
C.H.L. 2	Cemetery  Smith Cemetery; Smith Black Cemetery; Banwell Cemetery	Concession 3, North Part Lot 143, Plan 65 Pt Lot 10  West side of Banwell Road south of the Canadian Pacific Railway corridor	Known C.H.L. – Designated under Part IV of the <i>Ontario Heritage Act</i> ; Identified for inclusion by Municipality in Public Information Session (April 13, 2023)	<p>The C.H.L. is located on the west side of Banwell Road, south of the Canadian Pacific Railway line.</p> <p>The C.H.L. contains the Smith Cemetery (alternatively known as the Smith Black Cemetery or the Banwell Cemetery). The cemetery was designated under Part IV of the <i>Ontario Heritage Act</i> in 2013 (by-law: 2013-20). Known heritage attributes include five original headstones, a re-dedication marker (circa the early 1990s), the watercourse that crosses the property, the woodlot, and historical associations with the Banwell Road Area Black Settlement and the settlement of escaped enslaved and free Black people in Canada in the nineteenth century. For a full description of the cemetery’s cultural heritage value or interest, see the designation by-law in Appendix A.</p>	 <p>Plate 18: Headstones at the Smith Cemetery visible from Banwell Road (A.S.I., 2023).</p>




Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
C.H.L. 3	Railway	Former Ontario and Quebec Railway  Now operated by the Canadian Pacific Railway	Potential C.H.L. – Identified during background research/field review	<p>This C.H.L. is a rail line that bisects the Study Area in a generally east-west alignment.</p> <p>The C.H.L. is historical railway line constructed by the Ontario and Quebec Railway in 1890 connecting the American border at Windsor to Toronto and as far east as Montreal. The line remains in operation under Canadian Pacific Railways (Canadian Pacific, 2020; Kennedy, 2005). Potential heritage attributes include the railway’s continuous use for over 130 years and the line’s contextual links with industrial development and international trade in Southern Ontario in the nineteenth century.</p>	 <p>Plate 19: The Canadian Pacific Railway line (formerly the Ontario and Quebec Railway) from Banwell Road (A.S.I., 2023).</p>

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
C.H.L. 4	Streetscape	Banwell Road	Potential C.H.L. – Identified during background research/field review	<p>This C.H.L. is comprised of Banwell Road, which follows a north-south alignment at the western end of the Study Area.</p> <p>Banwell Road is a historically surveyed concession road that has remained within a rural agricultural context since its construction in the 1850s. Potential heritage attributes include its continual use as a rural road for approximately 180 years, viewscales of surrounding agricultural fields in use since the early nineteenth century, and its historical associations with the Banwell Road Area Black Settlement.</p>	 <p>Plate 20: Banwell Road, looking south from Intersection Road (A.S.I., 2023).</p>

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
B.H.R. 1	Residence	2551 Banwell Road	Potential B.H.R. – Identified during background research/field review	<p>This B.H.R. is located on the west side of Banwell Road, north of County Road 42.</p> <p>The B.H.R. is a two-storey residence with an L-shaped footprint. Potential heritage attributes include the structure’s height, massing, fenestration, cross-gable roof, and verandah.</p>	<div></div> <p>Plate 21: The residence at 2551 Banwell Road (A.S.I., 2023).</p>



Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
C.F. 1	Provincial Plaque	West side of Banwell Road, south of rail line (Smith Cemetery)	Commemorative Plaque – Included in Ontario Heritage Trust’s Inventory of Provincial Plaques Across Ontario	<p>The C.F. is located on the west side of Banwell Road in front of the Smith Cemetery.</p> <p>The provincial plaque commemorates the former Banwell Road Area Black Settlement which includes the Smith Cemetery. The settlement began in the 1830s when some thirty families fleeing enslavement in the United States settled in the Sandwich area. Many of these families were able to purchase land through the Colored Industrial Society and the Refuge Home Society. The land on which the cemetery and plaque are located are part of land which once belonged to the African Methodist Episcopal Church.</p>	<div><p>Plate 22: The provincial plaque on Banwell Road commemorating the Banwell Road Area Black Settlement (A.S.I., 2023).</p></div>



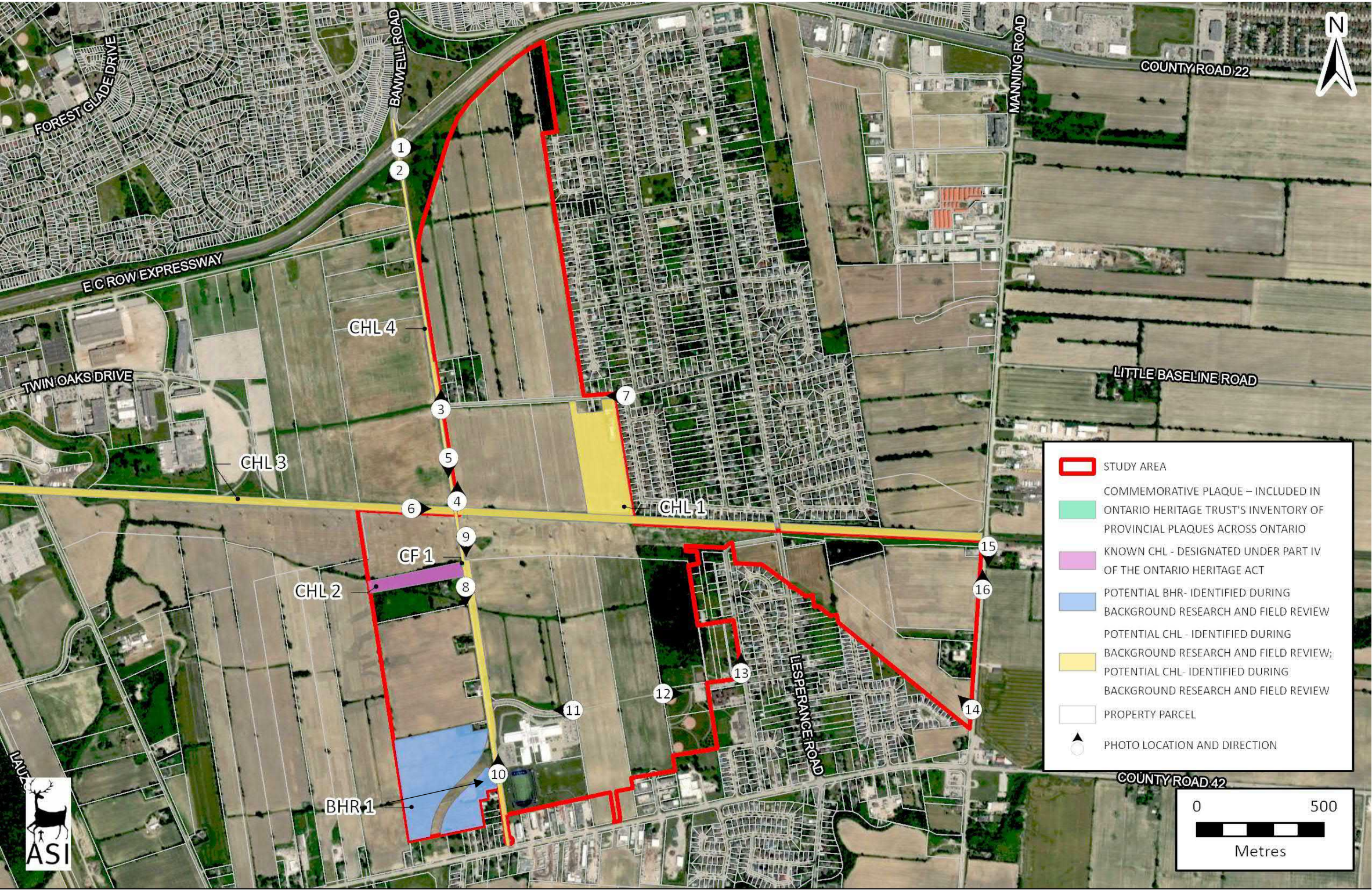


Figure 7: Location of identified B.H.R., C.H.L.s, and C.F. in the Study Area.



## 5.0 Preliminary Impact Assessment

The following sections provide more detailed information regarding the proposed project undertaking and analysis of the potential impacts on identified built heritage resources, cultural heritage landscapes, and commemorative feature.

### 5.1 Description of Proposed Undertaking

The proposed undertaking for the Tecumseh Hamlet Infrastructure Improvements (MCEA) Study Area consists of infrastructure improvements associated with the future suburban redevelopment of the Tecumseh Hamlet Study Area including transportation, watermain, wastewater, and stormwater management infrastructure improvements. Transportation improvements include the extension of Gouin Street, Maisonneuve Street, and Shields Street to Banwell Road; Intersection Road reconstruction from a rural cross-section to an urban cross-section; and a new collector roadway from Shields Street to County Road 42<sup>3</sup>. The MCEA also includes the addition of trunk watermains and trunk sanitary sewers and stormwater management through the addition of stormwater management ponds, pump stations, and upstream trunk storm sewer infrastructure. The proposed watermain, wastewater, and stormwater Alternative Design Concepts are outlined in Figure 8 to Figure 11.

### 5.2 Analysis of Potential Impacts

Potential impacts to identified cultural heritage landscapes (C.H.L.s), and the built heritage resource (B.H.R.) and commemorative feature (C.F.) in the proposed transportation, water, wastewater, and stormwater management improvements are included in Table 2 to Table 5.

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<sup>3</sup> Note that portions of the proposed roads that extend outside of the subject study area will be evaluated in a separate Environmental Assessment, and no comments on potential impacts to any known or potential cultural heritage resources outside of the study area are provided in this report.





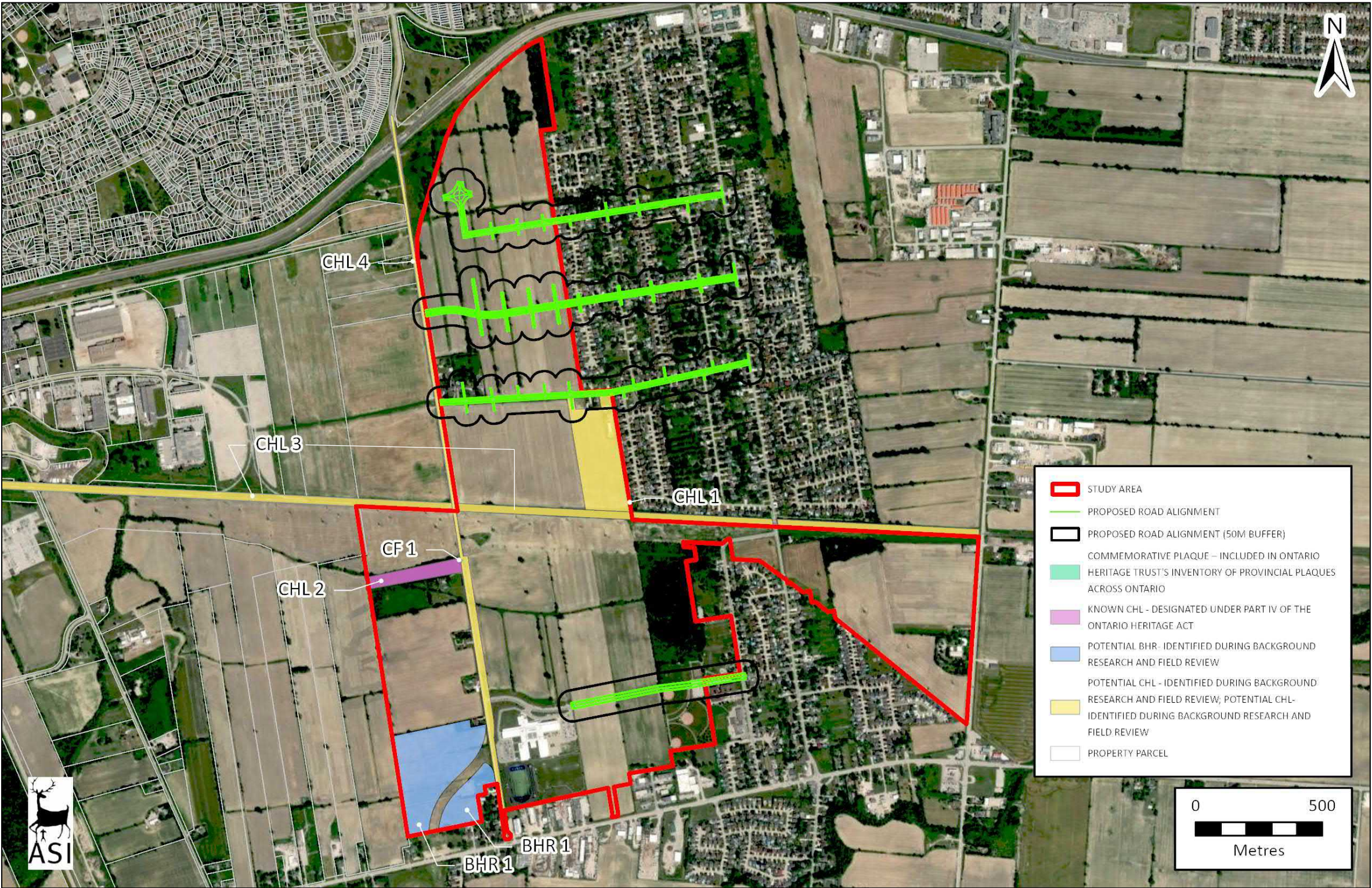


Figure 8: The proposed transportation improvements for Tecumseh Hamlet Study Area.



Table 2: Preliminary Impact Assessment and Recommended Mitigation Measures Transportation Improvements

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.L. 1	11945 Intersection Road  Lachance Farm	Potential C.H.L. – Identified for inclusion by Municipality in Public Information Session (April 13, 2023)	<p>No direct or indirect adverse impacts are anticipated as a result of the proposed extensions of Gouin Street, Maisonneuve Street, and Shields Street.</p> <p>It is understood that the proposed improvements to Intersection Road will be limited to the existing right of way. The proposed improvements also include an intersection with a future north-south roadway at the northwestern corner of the property at 11945 Intersection Road.</p> <p>Direct impacts to the property may include property encroachment and the removal of mature trees and vegetation. These impacts are not expected to adversely impact the identified heritage attributes of the property.</p> <p>Indirect adverse impacts from construction related vibration are possible as several structures on the property are located within 50 metres of the proposed work.</p>	<p>Where feasible, the removal of mature trees and vegetation on the subject property should be avoided. Where this is not possible, the project should include implementing post construction rehabilitation with sympathetic plantings where disruptions to vegetation and/or tree removals are required.</p> <p>Suitable mitigation measures may also include establishing no-go zones with fencing, and issuing instructions to construction crews to avoid the identified heritage attributes of the C.H.L.</p> <p>To address the potential for indirect impacts due to construction related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts.</p>
C.H.L. 2	Part Lot 143, Concession 3 Petite Cote	Known CHL - Designated under Part IV of the <i>Ontario Heritage Act</i>	No adverse direct or indirect impacts to the C.H.L. are anticipated as a result of the proposed Gouin Street, Maisonneuve Street, and Shields Street extensions or the improvements to Intersection Road as it is understood that none of the proposed work is within 50 metres of the boundary of the C.H.L.	No further work required.



Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.L. 3	Canadian Pacific (C.P.) Rail Line	Potential CHL - Identified during background research and field review	No adverse direct or indirect impacts to the C.H.L. are anticipated as a result of the proposed Gouin Street, Maisonneuve Street, and Shields Street extensions or the improvements to Intersection Road as it is understood that none of the proposed work is within 50 metres of the boundary of the C.H.L.	No further work required.
C.H.L. 4	Banwell Road	Potential CHL - Identified during background research and field review	<p>Direct impacts to the C.H.L. are anticipated as a result of the proposed Maisonneuve Street extension and the improvements to Intersection Road. It is understood that the proposed work will be limited to the right of way of the extension of Maisonneuve Street and the existing Intersection Road right of way. The work will also extend into the Banwell Road right of way at the sites of the proposed intersection with Maisonneuve Street and at the existing intersection with Intersection Road.</p> <p>Direct impacts to the roadway are anticipated at the proposed intersection sites of Banwell Road with the proposed extension of Maisonneuve Street and the intersection of Banwell Road with Intersection Road. Direct impacts may include road resurfacing and other works associated with the construction of an intersection. These proposed intersections are not anticipated to significantly alter the rural agricultural setting of the area if suitable post-construction mitigation is employed.</p> <p>While the roadway is within the 50-metre vibration buffer for the proposed work, construction-related vibration is not anticipated to be significant enough to impact the structure of the road.</p>	Mitigation measures may include establishing no-go zones with fencing, issuing instructions to construction crews to avoid the C.H.L., and implementing post construction rehabilitation where vegetation and/or tree removals are required.



Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
			No direct or indirect adverse impacts are anticipated as a result of the Shields Street or Gouin Street extensions as it is understood that the proposed work will not be within 50 metres of the C.H.L.	
B.H.R. 1	2551 Banwell Road	Potential BHR- Identified during background research and field review	No adverse direct or indirect impacts to the B.H.R. are anticipated as a result of the proposed Gouin Street, Maisonneuve Street, and Shields Street extensions or the improvements to Intersection Road as it is understood that none of the proposed work is within 50 metres of the boundary of the B.H.R.	No further work required.
C.F. 1	West side of Banwell Road, south of rail line (Smith Cemetery)	Commemorative Plaque – Included in Ontario Heritage Trust's Inventory of Provincial Plaques Across Ontario	No adverse direct or indirect impacts to the C.F. are anticipated as a result of the proposed Gouin Street, Maisonneuve Street, and Shields Street extensions or the improvements to Intersection Road as it is understood that none of the proposed work is within 50 metres of the boundary of the C.F.	No further work required.





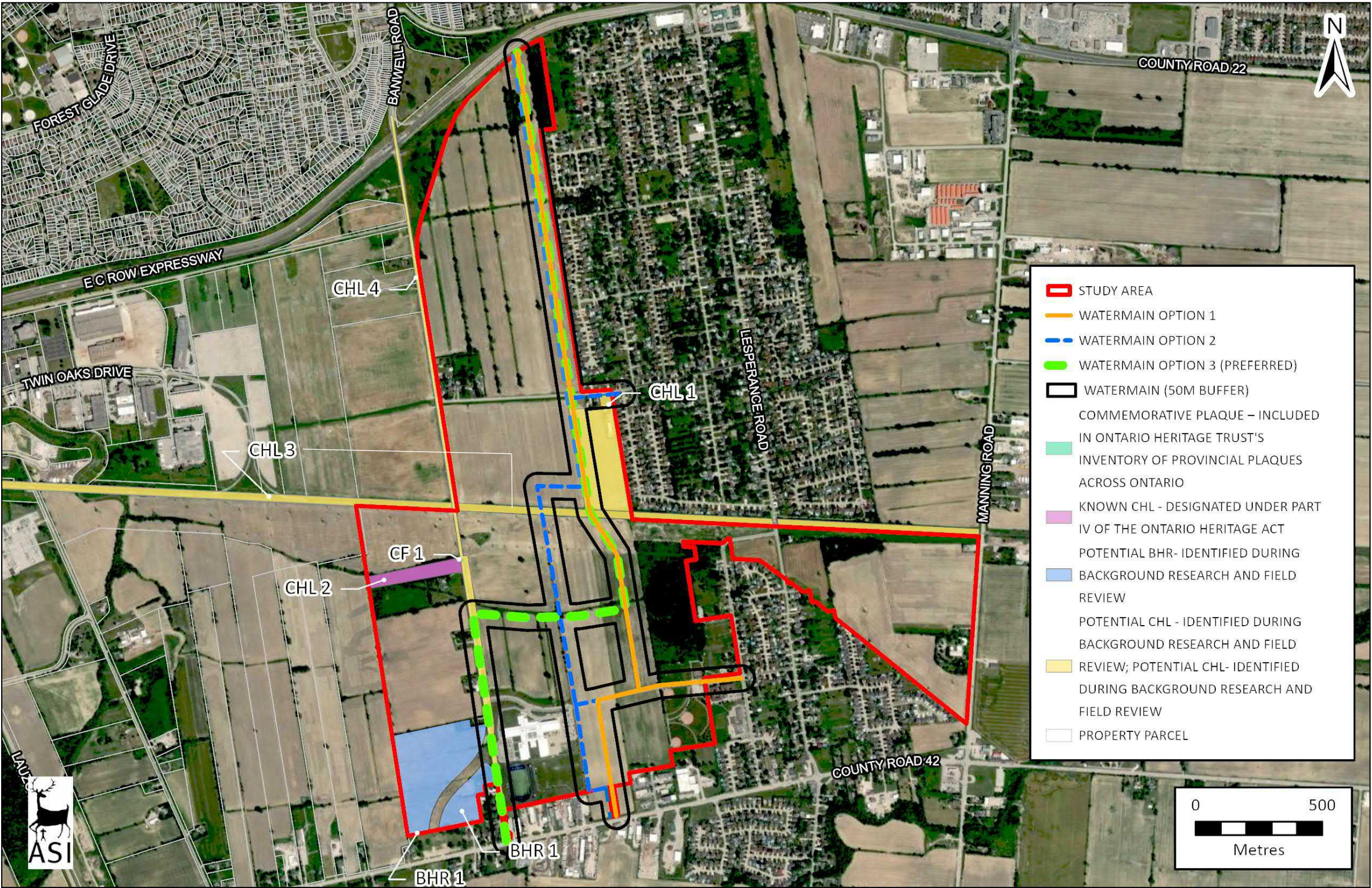


Figure 9: The proposed watermain improvements for Tecumseh Hamlet Study Area



Table 3: Preliminary Impact Assessment and Recommended Mitigation Measures Watermain Options

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.L. 1	11945 Intersection Road  Lachance Farm	Potential C.H.L. – Identified for inclusion by Municipality in Public Information Session (April 13, 2023)	<p>No direct, permanent, adverse impacts are anticipated as a result of New Trunk Watermain Alternative Design Concepts 1, 2, or 3. The proposed work falls within the western boundary of the property which will result in temporary disruptions to the setting but are not anticipated to result in any permanent adverse impacts to the identified heritage attributes if suitable post-construction rehabilitation is employed.</p> <p>Indirect adverse impacts from construction related vibration are anticipated if New Trunk Watermain Alternative Design Concept 2 is selected, as the structures on the property are located within 50 metres of the proposed work.</p> <p>No additional indirect, permanent, adverse impacts are anticipated if post-construction rehabilitation is employed to return the property to its agricultural function.</p>	<p>To address temporary disruptions to the setting as a result of the proposed work within the limits of the C.H.L., the project should include implementing post-construction rehabilitation with sympathetic plantings where disruptions to vegetation and/or tree removals are required in order to return the site to its previous state.</p> <p>To address the potential for indirect impacts due to construction related vibration from New Trunk Watermain Alternative Design Concept 2, undertake a baseline vibration assessment during detail design to determine potential vibration impacts.</p> <p>Suitable mitigation measures may also include establishing no-go zones with fencing, and issuing instructions to construction crews to avoid the identified heritage attributes of the C.H.L.</p>
C.H.L. 2	Part Lot 143, Concession 3 Petite Cote	Known CHL - Designated under Part IV of the <i>Ontario Heritage Act</i>	No direct or indirect adverse impacts are anticipated as it is understood that the proposed work for New Trunk Watermain Alternative Design Concepts 1, 2, and 3 will not be within 50 metres of the C.H.L.	No further work required.





Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.L. 3	Canadian Pacific Rail Line	Potential CHL - Identified during background research and field review	<p>No direct adverse impacts to the railway are anticipated as a result of New Trunk Watermain Alternative Design Concepts 1, 2, or 3 as it is assumed that the work will be completed by tunneling under the rail line. Rail service is not anticipated to be impacted by the proposed undertaking.</p> <p>While the railway is within the 50-metre vibration buffer for the proposed work, construction-related vibration is not anticipated to be significant enough to impact the structure of the railway. As railways are constructed to endure heavy loads and vibrations, the relative intensity of adjacent construction-related vibrations is considered to be minor.</p>	No further work required.
C.H.L. 4	Banwell Road	Potential CHL - Identified during background research and field review	<p>No direct or indirect adverse impacts to the roadway are anticipated if New Trunk Watermain Alternative Design Concepts 1 or 2 are selected as the preferred alternative as the proposed work will not be within 50 metres of the proposed work.</p> <p>Direct, temporary, construction-related disturbance is anticipated to C.H.L. 4 if New Trunk Watermain Alternative Design Concept 3 is selected as the preferred alternative due to grading and excavation within the road right-of-way.</p>	<p>No further work required if New Trunk Watermain Alternative Design Concepts 1 or 2 are selected as the preferred alternative.</p> <p>If New Trunk Watermain Alternative Design Concept 3 is selected as the preferred alternative, construction impacts and grading limits should be minimized to the extent practical to limit impacts to the roadway. Where feasible, vegetation removal should be limited. Further, post-construction rehabilitation, including sympathetic plantings where vegetation removals are required, should be completed.</p>



Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 1	2551 Banwell Road	Potential BHR- Identified during background research and field review	<p>No direct or indirect adverse impacts to B.H.R. 1 are anticipated if New Trunk Watermain Alternative Design Concepts 1 or 2 are selected as the preferred alternative as the proposed work will not be within 50 metres of the proposed work.</p> <p>No direct impacts are anticipated to the property at 2551 Banwell Road if New Trunk Watermain Alternative Design Concept 3 is selected as the preferred alternative as it is understood that the proposed work will be limited to the Banwell Road right of way.</p> <p>Indirect impacts from construction related vibration are possible if New Trunk Watermain Alternative Design Concept 3 is selected as the preferred alternative as the structure is within 50 metres of the proposed work.</p>	<p>No further work required if New Trunk Watermain Alternative Design Concept 1 or 2 are selected as the preferred alternative.</p> <p>To address the potential for indirect impacts due to construction related vibration if New Trunk Watermain Alternative Design Concept 3 is selected as the preferred alternative, undertake a baseline vibration assessment during detail design to determine potential vibration impacts</p> <p>Suitable mitigation measures may also include establishing no-go zones with fencing, and issuing instructions to construction crews to avoid the identified heritage attributes of the B.H.R. if New Trunk Watermain Alternative Design Concept 3 is selected as the preferred alternative.</p>
C.F. 1	West side of Banwell Road, south of rail line (Smith Cemetery)	Commemorative Plaque – Included in Ontario Heritage Trust's Inventory of Provincial Plaques Across Ontario	No direct or indirect adverse impacts to this commemorative feature are anticipated in any of the New Trunk Watermain Alternative Design Concepts as the proposed work will not be within 50 metres of the proposed work.	No further work required.





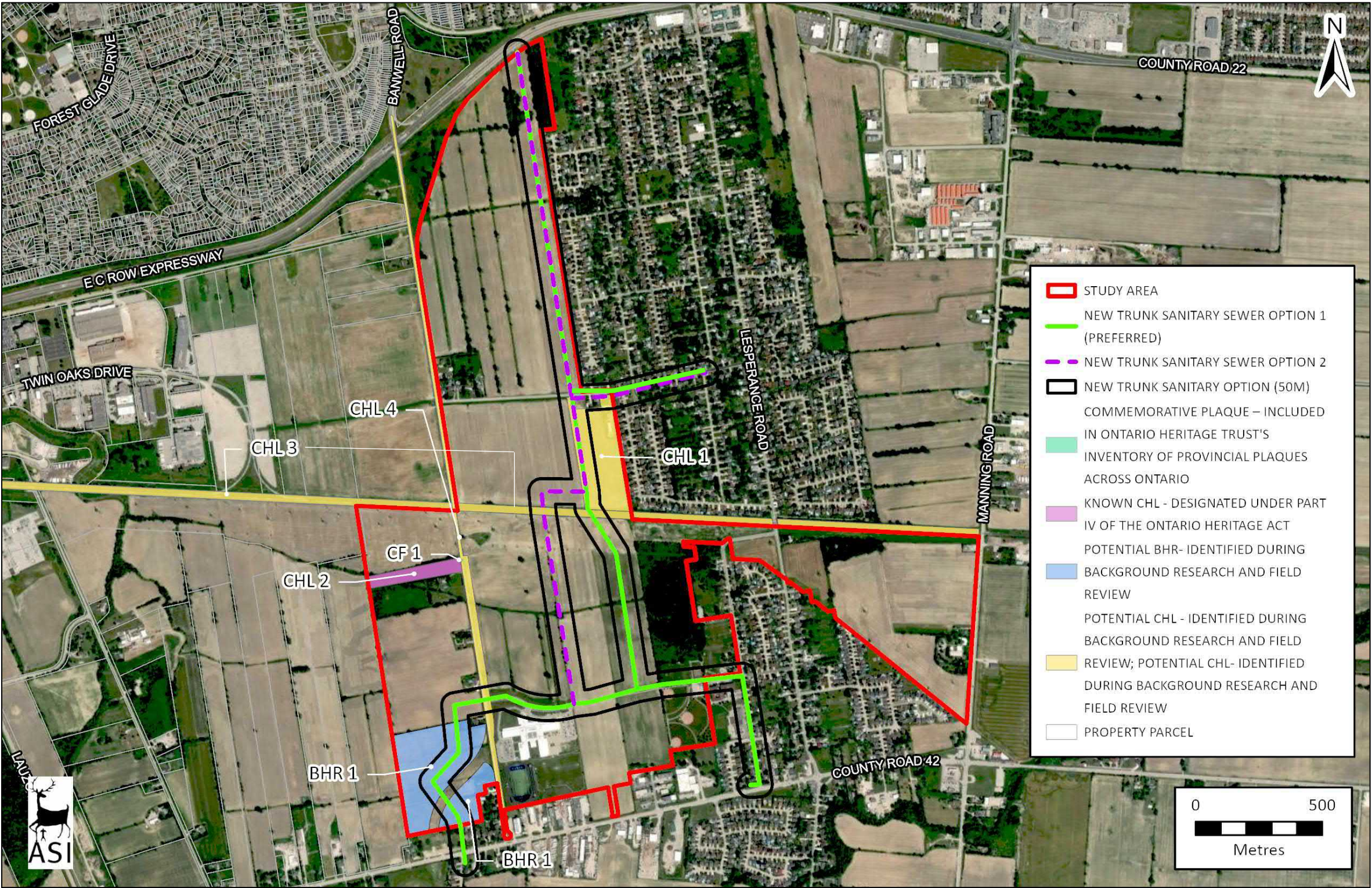


Figure 10: The proposed wastewater improvements for Tecumseh Hamlet Study Area



Table 4: Preliminary Impact Assessment and Recommended Mitigation Measures Wastewater Improvements

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.L. 1	11945 Intersection Road  Lachance Farm	Potential C.H.L. – Identified for inclusion by Municipality in Public Information Session (April 13, 2023)	<p>No direct, permanent, adverse impacts are anticipated as a result of the New Trunk Sanitary Sewer Alternative Design Concepts 1 or 2. The proposed work falls within the western boundary of the property which will result in temporary disruptions to the agricultural setting but are not anticipated to result in any permanent adverse impacts to the identified heritage attributes is suitable post-construction rehabilitation is employed.</p> <p>Indirect adverse impacts from construction related vibration are anticipated in New Trunk Sanitary Sewer Alternative Design Concept 2 is selected, as the structures on the property located within 50 metres of the proposed work.</p> <p>No additional indirect, permanent, adverse impacts are anticipated if post-construction rehabilitation is employed to return the property to its agricultural function.</p>	<p>To address temporary disruptions to the setting as a result of the proposed work within the limits of the C.H.L., the project should include implementing post-construction rehabilitation with sympathetic plantings where disruptions to vegetation and/or tree removals are required in order to return the site to its previous state.</p> <p>To address the potential for indirect impacts due to construction related vibration from New Trunk Sanitary Sewer Alternative Design Concept 2, undertake a baseline vibration assessment during detail design to determine potential vibration impacts.</p> <p>Suitable mitigation measures may also include establishing no-go zones with fencing, and issuing instructions to construction crews to avoid the identified heritage attributes of the C.H.L.</p>
C.H.L. 2	Part Lot 143, Concession 3 Petite Cote	Known CHL - Designated under Part IV of the <i>Ontario Heritage Act</i>	No direct or indirect adverse impacts are anticipated as it is understood that New Trunk Sanitary Sewer Alternative Design Concepts 1 and 2 will not be within 50 metres of the C.H.L.	No further work required.



Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.L. 3	Canadian Pacific Rail Line	Potential CHL - Identified during background research and field review	<p>No direct adverse impacts to the railway are anticipated in New Trunk Sanitary Sewer Alternative Design Concepts 1 or 2 as it is assumed that the work will be completed by tunneling under the rail line. Rail service is not anticipated to be impacted by the proposed undertaking.</p> <p>While the railway is within the 50-metre vibration buffer for the proposed work, construction-related vibration is not anticipated to be significant enough to impact the structure of the railway. As railways are constructed to endure heavy loads and vibrations, the relative intensity of adjacent construction-related vibrations is considered to be minor.</p>	No further work required.
C.H.L. 4	Banwell Road	Potential CHL - Identified during background research and field review	<p>No direct adverse impacts to C.H.L. 4 are anticipated in New Trunk Sanitary Sewer Alternative Design Concept 1 as it is assumed that the work will be completed by tunneling under the roadway. If open-cut excavation is completed, temporary construction disturbance including excavating, grading, and removal of vegetation is anticipated. While the roadway is within the 50-metre vibration buffer for the proposed work, construction-related vibration is not anticipated to be significant enough to impact the structure of the road.</p> <p>No direct or indirect adverse impacts to C.H.L. 4 are anticipated in New Trunk Sanitary Sewer Alternative Design Concept 2 the proposed work will not be within 50 metres of the C.H.L.</p>	<p>To address temporary disruptions to the setting if New Trunk Sanitary Sewer Alternative Design Concept 1 is selected and open-cut excavation is required, the project should include implementing post-construction rehabilitation with sympathetic plantings where disruptions to vegetation and/or tree removals are required. Suitable post-construction rehabilitation would return the roadway to its historical context.</p> <p>No further work is required if New Trunk Sanitary Sewer Alternative Design Concept 2 is selected as the preferred alternative.</p>



Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 1	2551 Banwell Road	Potential BHR- Identified during background research and field review	No direct or indirect adverse impacts are anticipated as New Trunk Sanitary Sewer Alternative Design Concepts 1 and 2 will not be within 50 metres of the structure.	No further work required.
C.F. 1	West side of Banwell Road, south of rail line (Smith Cemetery)	Commemorative Plaque – Included in Ontario Heritage Trust's Inventory of Provincial Plaques Across Ontario	No direct or indirect adverse impacts are anticipated as New Trunk Sanitary Sewer Alternative Design Concepts 1 and 2 will not be within 50 metres of the C.F.	No further work required.





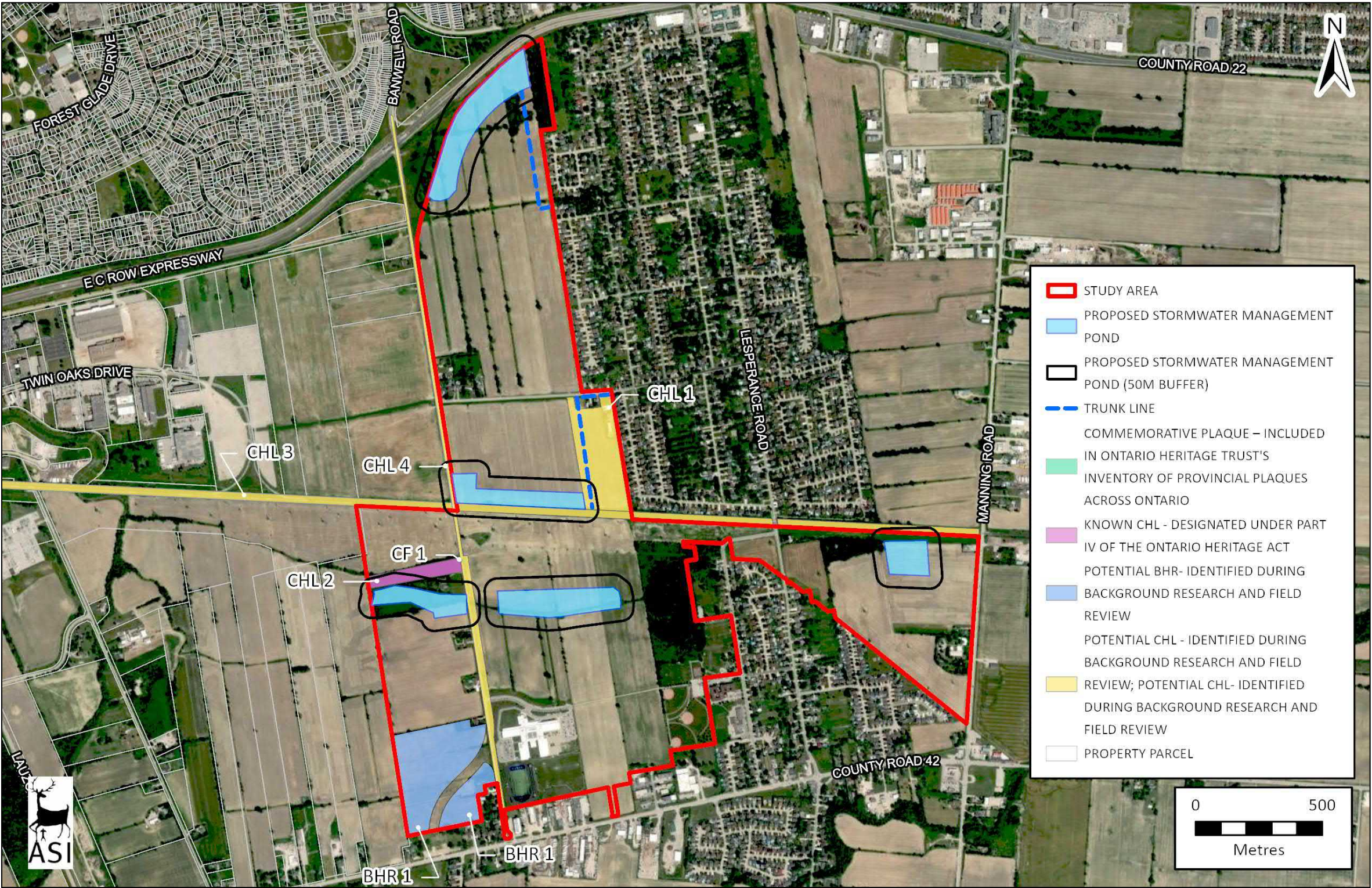


Figure 11: The proposed stormwater improvements for Tecumseh Hamlet Study Area



Table 5: Preliminary Impact Assessment and Recommended Mitigation Measures Stormwater Management Improvements

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
C.H.L. 1	11945 Intersection Road  Lachance Farm	Potential C.H.L. – Identified for inclusion by Municipality in Public Information Session (April 13, 2023)	No direct, adverse, permanent impacts are anticipated as a result of the proposed undertaking. The proposed drainage tunnel falls within the Intersection Road ROW and the western boundary of the property which will result in temporary disruptions to the agricultural setting but are not anticipated to result in any permanent adverse impacts to the identified heritage attributes if suitable post-construction rehabilitation is employed.  Indirect adverse impacts from construction related vibration are possible as the structures are within 50 metres of the proposed work.	To address temporary disruptions to the setting as a result of the proposed work within the limits of the C.H.L., the project should include implementing post construction rehabilitation with sympathetic plantings where disruptions to vegetation and/or tree removals are required in order to return the site to its previous state.  Suitable mitigation measures may also include establishing no-go zones with fencing, and issuing instructions to construction crews to avoid the identified heritage attributes of the C.H.L.
C.H.L. 2	Part Lot 143, Concession 3 Petite Cote	Known CHL - Designated under Part IV of the <i>Ontario Heritage Act</i>	Direct adverse impacts are not anticipated as the proposed work for the Desjardin Pond West will be limited to the area directly south of the cemetery property.  Indirect adverse impacts from construction related vibration are possible as the identified heritage features are within 50 metres of the proposed for the Desjardin Pond West.	Where feasible, the proposed work should be designed in a manner that avoids all impacts to C.H.L. 2.  As C.H.L. 2 is designated under Part IV of the <i>Ontario Heritage Act</i> , a resource-specific Heritage Impact Assessment (H.I.A.) is required as per section 3.4 of the Town of Tecumseh’s Official Plan (Town of Tecumseh, 2021). The H.I.A. should be completed by a qualified heritage professional with recent and relevant experience as early in preliminary or detailed design as possible and be sent for review and comment to the Ministry of Citizenship and Multiculturalism (M.C.M.), the Town of Tecumseh, and any other interested parties.  Other mitigation measures may include establishing no-go zones with fencing, issuing instructions to construction crews



Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
				<p>to avoid the C.H.L., and implementing post construction rehabilitation where vegetation and/or tree removals are required.</p> <p>To address the potential for indirect impacts due to construction related vibration, undertake a baseline vibration assessment during detail design to determine potential vibration impacts.</p>
C.H.L. 3	Canadian Pacific Rail Line	Potential CHL - Identified during background research and field review	<p>No direct adverse impacts are anticipated as it is understood that the proposed work will be limited to the area directly north of the C.H.L, east of Banwell Road, and directly south of the C.H.L., west of County Road 19/Manning Road.</p> <p>While the railway is within the 50-metre vibration buffer for the proposed work, construction-related vibration is not anticipated to be significant enough to impact the structure of the railway. As railways are constructed to endure heavy loads and vibrations, the relative intensity of adjacent construction-related vibrations is considered to be minor.</p>	No further work required.
C.H.L. 4	Banwell Road	Potential CHL - Identified during background research and field review	<p>Direct adverse impacts are not anticipated as it is understood that the proposed work will be limited to the area west of the Banwell Road right of way.</p> <p>While the roadway is within the 50-metre vibration buffer for the proposed work, construction-related vibration is</p>	No further work required.



Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
			not anticipated to be significant enough to impact the structure of the road.	
B.H.R. 1	2551 Banwell Road	Potential BHR- Identified during background research and field review	No direct or indirect adverse impacts are anticipated as it is understood that the proposed work will not be within 50 metres of the B.H.R.	No further work required.
C.F. 1	West side of Banwell Road, south of rail line (Smith Cemetery)	Commemorative Plaque – Included in Ontario Heritage Trust's Inventory of Provincial Plaques Across Ontario	No direct or indirect adverse impacts are anticipated as it is understood that the proposed work will not be within 50 metres of the C.F.	No further work required.



The preliminary alternatives for the proposed transportation, watermain, wastewater, and stormwater management infrastructure improvements are anticipated to have a range of direct and indirect impacts on identified C.H.L.s, B.H.R., and C.F. A summary of the potential impacts of each proposed alternative is included below.

### **5.2.1 Summary of Transportation Improvements**

The following potential impacts to identified properties are anticipated (full description is included in Table 2).

No direct or indirect impacts to the identified C.H.L.s, B.H.R., or C.F. are anticipated as a result of the proposed extension to Gouin Street.

The following potential impacts to identified C.H.L.s, B.H.R., or C.F. are anticipated as a result of the Maisonneuve Street extension (full description and proposed mitigation measures are included in Table 2):

- Direct impacts are anticipated to C.H.L. 4 (Banwell Road)
- No direct or indirect impacts are anticipated for C.H.L. 1 - C.H.L. 3, B.H.R. 1, or C.F. 1.

The following potential impacts to identified C.H.L.s, B.H.R., or C.F. are anticipated as a result of the Intersection Road improvements (full description and proposed mitigation measures are included in Table 2):

- Direct impacts are anticipated to C.H.L. 1 (11945 Intersection Road) and C.H.L. 4 (Banwell Road)
- Potential construction vibration impacts are anticipated for C.H.L. 1 (11945 Intersection Road)
- No direct or indirect impacts are anticipated for C.H.L. 2, C.H.L. 3, B.H.R. 1, or C.F. 1.



The following potential impacts to identified C.H.L.s, B.H.R., or C.F. are anticipated as a result of the Shields Street extension (full description and proposed mitigation measures are included in Table 2):

- Direct impacts are anticipated to C.H.L. 4 (Banwell Road)
- No direct or indirect impacts are anticipated for C.H.L. 1 - C.H.L. 3, B.H.R. 1, or C.F. 1.

### **5.2.2 Summary of Watermain Alternative Design Concepts**

If New Trunk Watermain Alternative Design Concept 1 is selected as the preferred option, the following potential impacts to identified C.H.L.s, B.H.R., or C.F. are anticipated (full description and proposed mitigation measures are included in Table 3):

- Temporary, direct impacts to C.H.L. 1 (11945 Intersection Road)
- No direct or indirect impacts are anticipated for C.H.L. 2-C.H.L. 4, B.H.R. 1, or C.F. 1

If New Trunk Watermain Alternative Design Concept 2 is selected as the preferred option, the following potential impacts to identified C.H.L.s, B.H.R., or C.F. are anticipated (full description and proposed mitigation measures are included in Table 3):

- Temporary, direct impacts to C.H.L. 1 (11945 Intersection Road)
- Potential construction vibration impacts are anticipated for C.H.L. 1
- No direct or indirect impacts are anticipated for C.H.L. 2 - C.H.L. 4, B.H.R. 1, or C.F. 1

If New Trunk Watermain Alternative Design Concept 3 is selected as the preferred option, the following potential impacts to identified C.H.L.s, B.H.R., or C.F. are anticipated (full description and proposed mitigation measures are included in Table 3)



- Temporary, direct impacts to C.H.L. 1 (11945 Intersection Road), and C.H.L. 4 (Banwell Road)
- Potential construction vibration impacts are anticipated for B.H.R. 1
- No direct or indirect impacts are anticipated for C.H.L. 2, C.H.L. 3, or C.F. 1

### **5.2.3 Summary of Wastewater Alternative Design Concepts**

If New Trunk Sanitary Sewer Alternative Design Concept 1 is selected as the preferred option, the following potential impacts to identified C.H.L.s, B.H.R., or C.F. are anticipated (full description and proposed mitigation measures are included in Table 4):

- Temporary, direct impacts to C.H.L. 1 (11945 Intersection Road), C.H.L. 4 (if completed by open-cut excavation)
- Potential construction vibration impacts are anticipated for C.H.L. 1,
- No direct or indirect impacts are anticipated for C.H.L. 2 - C.H.L. 4 (if completed by tunnelling), B.H.R. 1, or C.F. 1

If New Trunk Sanitary Sewer Alternative Design Concept 2 is selected as the preferred option, the following potential impacts to identified C.H.L.s, B.H.R., or C.F. are anticipated (full description and proposed mitigation measures are included in Table 4):

- Temporary, direct impacts to C.H.L. 1 (11945 Intersection Road)
- No direct or indirect impacts are anticipated for C.H.L. 2 -C.H.L. 4, B.H.R. 1, or C.F. 1

### **5.2.4 Summary of Stormwater Management Improvements**

The following potential impacts to identified C.H.L.s, B.H.R., or C.F. are anticipated in stormwater management improvements (full description and proposed mitigation measures are included in Table 5):



- Temporary, direct impacts to C.H.L. 1 (11945 Intersection Road) are anticipated due to tunneling to connect LaChance Drain to the proposed Lachance Pond
- Potential construction vibration impacts are anticipated for C.H.L. 1, due to tunneling to connect Lachance Drain to the proposed Lachance Pond
- Potential construction vibration impacts are anticipated for C.H.L. 2 as it is directly adjacent to the proposed Desjardin Pond West. As C.H.L. 2 is designated under Part IV of the *Ontario Heritage Act*, a resource-specific Heritage Impact Assessment (H.I.A.) is required as per section 3.4 of the Town of Tecumseh's Official Plan (Town of Tecumseh, 2021). The H.I.A. should be completed by a qualified heritage professional with recent and relevant experience as early as possible during preliminary or detailed design and be sent for review and comment to the Ministry of Citizenship and Multiculturalism (M.C.M.), the Town of Tecumseh, and any other interested parties.
- No impacts are anticipated for the proposed Gouin Pond, Southeast Hamlet Pond, Desjardins Pond East, or associated tunnels and drains.

### **5.2.5 Summary of Mitigation Measures for the Preferred Alternative Design Concepts**

The following section provides a summary of mitigation measures that should be completed for the general project, and for the preferred design concepts in particular. If the proposed transportation and stormwater management improvements, New Trunk Watermain Option 3 (preferred), and New Trunk Sewer Option 1 (preferred) are carried forward to detailed design, the following mitigation measures should be considered and employed, where feasible.

Construction activities and staging should be suitably planned and undertaken to avoid impacts to identified C.H.L.s., B.H.R., and C.F. Suitable mitigation including establishing no-go zones with fencing and issuing instructions to construction crews to avoid identified C.H.L.s., B.H.R., and C.F. should be considered to mitigate any unintended impacts during construction.



Where soil excavation, grading, and tree removals are anticipated, post construction rehabilitation including planting with sympathetic plant species should be considered to mitigate any impacts. In this respect, post-construction rehabilitation is required for C.H.L. 1 (11945 Intersection Road) in New Trunk Watermain Option 3 (preferred); New Trunk Sewer Option 1 (preferred); drainage tunnel construction associated with the Lachance Pond; and due to the proposed improvements to Intersection Road. Further, post-construction rehabilitation is required for C.H.L. 4 (Banwell Road) due to the proposed Maisonneuve Street extension and the improvements to Intersection Road.

As the proposed Desjardins Pond West construction is directly adjacent to C.H.L. 2 (Banwell Cemetery), which is designated under Part IV of the *Ontario Heritage Act*, a resource-specific Heritage Impact Assessment (H.I.A.) is required as per Section 3.4 of the Town of Tecumseh's Official Plan (Town of Tecumseh, 2021). The H.I.A. should be completed by a qualified heritage professional with recent and relevant experience as early in preliminary or detailed design as possible. and be sent for review and comment to the M.C.M., the Town of Tecumseh, and any other interested parties.

Indirect impacts from construction-related vibration from the proposed work are possible to:

- C.H.L 1 (11945 Intersection Road) for the transportation improvements to Intersection Road, for New Trunk Sanitary Sewer Alternative Design Concept 1 (preferred), and due to drainage tunnel construction associated with the Lachance Pond;
- B.H.R. 1 (2551 Banwell Road) for New Trunk Watermain Alternative Design Concept 3 (preferred); and
- C.H.L. 2 (Banwell Cemetery) from the proposed stormwater management improvements.

To ensure the structures and other identified heritage features are not adversely impacted during construction, a baseline vibration assessment should be undertaken during preliminary or detailed design. As the proposed





undertaking is anticipated to be completed in stages, with portions of improvements being completed at different times, vibration assessment can be similarly staged to ensure the appropriate timing of vibration studies. Should this advance assessment conclude that the any structures will be subject to vibrations, a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction.

## 6.0 Results and Mitigation Recommendations

The results of background historical research and a review of secondary source material, including historical mapping, indicate a Study Area with a rural land use history dating back to the mid eighteenth century. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there is one known cultural heritage landscape (C.H.L.) in the Tecumseh Hamlet Infrastructure Improvements Study Area. An additional one potential built heritage resource (B.H.R.), three C.H.L.s, and one commemorative feature (C.F.) were identified during the background information review and fieldwork.

### 6.1 Key Findings

A total of four C.H.L.s, one B.H.R., and one C.F. were identified within the Study Area:

- Of the six identified B.H.R.s, C.H.L.s, and C.F., one (C.H.L. 2) is designated under Part IV of *The Ontario Heritage Act*.
- Identified B.H.R.s and C.H.L.s are historically, architecturally, and contextually associated with land use patterns in the Town of Tecumseh and more specifically representative of the early settlement and land use patterns in the former Township of Sandwich.

### 6.2 Results of Preliminary Impact Assessment

The proposed transportation improvements are anticipated to result in the following impacts:



- Direct impacts to C.H.L. 4 (Banwell Road) and C.H.L. 1 (11945 Intersection Road) are anticipated
- Indirect impacts from vibration are possible for C.H.L. 1 (11945 Intersection Road)
- No direct or indirect adverse impacts are anticipated for C.H.L. 2, C.H.L. 3, B.H.R. 1, or C.F. 1.

The proposed watermain Alternative Design Concepts are anticipated to result in the following impacts:

- Temporary direct impacts to C.H.L. 1 (11945 Intersection Road) and C.H.L. 4 (Banwell Road) are anticipated
- Indirect impacts from vibration are possible for C.H.L. 1 (11945 Intersection Road) and B.H.R. 1 (2551 Banwell Road)
- No direct or indirect adverse impacts are anticipated for C.H.L. 2, C.H.L. 3, and C.F. 1.

The proposed wastewater Alternative Design Concepts are anticipated to result in the following impacts:

- Temporary direct impacts to C.H.L. 1 (11945 Intersection Road) and C.H.L. 4 (Banwell Road) are anticipated
- Indirect impacts from vibration are possible for C.H.L. 1 (11945 Intersection Road), and B.H.R. 1 (2551 Banwell Road)
- No direct or indirect adverse impacts are anticipated for C.H.L. 2, C.H.L. 3, B.H.R. 1, and C.F. 1.

The proposed stormwater management improvements are anticipated to result in the following impacts:

- Temporary direct impacts to C.H.L. 1 (11945 Intersection Road) are anticipated
- Indirect impacts from vibration are possible for C.H.L. 1 (11945 Intersection Road) and C.H.L. 2 (Banwell Cemetery)



- As C.H.L. 2 is designated under Part IV of the *Ontario Heritage Act* and is within 50 metres of the stormwater pond construction, a resource-specific Heritage Impact Assessment (H.I.A.) is required as early in preliminary or detailed design as feasible as per section 3.4 of the Town of Tecumseh's Official Plan (Town of Tecumseh, 2021). The H.I.A. should be completed by a qualified heritage professional with recent and relevant experience as early as possible during preliminary or detailed design and be sent for review and comment to the Ministry of Citizenship and Multiculturalism (M.C.M.), the Town of Tecumseh, and any other interested parties.
- No direct or indirect adverse impacts are anticipated for C.H.L. 3, C.H.L. 4, B.H.R. 1, and C.F. 1.

## 6.3 Recommendations

Based on the results of the assessment, the following recommendations have been developed:

1. Construction activities and staging should be suitably planned and undertaken to avoid impacts to identified C.H.L.s., B.H.R., and C.F.
2. Suitable mitigation including establishing no-go zones with fencing and issuing instructions to construction crews to avoid identified C.H.L.s., B.H.R., and C.F. should be considered to mitigate any unintended impacts during construction.
3. Where soil excavation, grading, and tree removals are anticipated, post-construction rehabilitation including planting with sympathetic plant species should be considered to mitigate any impacts. In this respect, post-construction rehabilitation is required for:
  - a. C.H.L. 1 (11945 Intersection Road) for the transportation improvements, as well as in New Trunk Watermain Alternative Design Concepts 1, 2, and 3; New Trunk Sewer Alternative Design Concepts 1 and 2; and drainage tunnel construction associated with



the Lachance Pond if any of these are carried forward as the preferred.

- b. C.H.L. 4 (Banwell Road) for the transportation improvements, in New Trunk Watermain Alternative Design Concept 3, and New Trunk Sewer Alternative Design Concept 1.
  - c. C.H.L. 2 (Banwell Cemetery) following construction associated with the South Hamlet Pond.
4. As the proposed South Hamlet Pond construction is directly adjacent to C.H.L. 2 (Banwell Cemetery), which is designated under Part IV of the *Ontario Heritage Act*, a resource-specific Heritage Impact Assessment (H.I.A.) is required as per section 3.4 of the Town of Tecumseh's Official Plan (Town of Tecumseh, 2021). The H.I.A. should be completed by a qualified heritage professional with recent and relevant experience as early in preliminary or detailed design as possible and be sent for review and comment to the Ministry of Citizenship and Multiculturalism, the Town of Tecumseh, and any other interested parties.
5. To ensure the structures and other identified heritage features are not adversely impacted during construction, a baseline vibration assessment should be undertaken during preliminary or detailed design (timed appropriately to the relevant segment if construction is completed in stages). In this respect, baseline vibration assessment should be carried out for the following properties:
- a) C.H.L. 1 (11945 Intersection Road) for the transportation improvements to Intersection Road, for New Trunk Sanitary Sewer Alternative Design Concept 1 (preferred), and due to drainage tunnel construction associated with the Lachance Pond;
  - b) B.H.R. 1 (2551 Banwell Road) for New Trunk Watermain Alternative Design Concept 3 (preferred); and





- c) C.H.L. 2 (Banwell Cemetery) from the proposed stormwater management improvements
- 6. Should future work require an expansion of the Study Area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on B.H.R.s, C.H.L.s, and C.F.
- 7. This report should be submitted by the proponent to heritage staff at the Town of Tecumseh, the Ministry of Citizenship and Multiculturalism, and any other relevant stakeholder with an interest in this project.

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## Appendix A



An agency of the Government of Ontario



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The Corporation of the

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Tecumseh, ON  
N8N 1W9



Phone (519) 735-2184  
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www.tecumseh.ca

Town of Tecumseh  
Staff Services/Clerk

June 3, 2013

Registered Mail

THE BRITISH METHODIST EPISCOPAL CHURCH  
c/o General Superintendent  
33 Cedar Brae Blvd.  
Scarborough, ON M1J 2K4

ONTARIO HERITAGE TRUST

JUN 06 2013

RECEIVED

Dear Sir / Madame:

**Re: Designation of Smith Cemetery,  
Ontario Heritage Act**

By way of registered letter dated March 26, 2013, Notice of intention to designate the Smith Cemetery to be of cultural heritage value or interest, was served upon the British Methodist Episcopal Church.

No objection was served upon the Clerk for the Town of Tecumseh in relation to the designation.

The Council of the Town of Tecumseh, at its regular meeting held Tuesday, May 14, 2013, gave third and final reading to By-law Number 2013-20, *being a by-law to designate the Smith Cemetery to be of cultural heritage value or interest under the provisions of the Ontario Heritage Act.*

Enclosed is a copy of By-law No. 2013-20 which is being served upon the British Methodist Episcopal Church in accordance with Section 29(6) of the *Ontario Heritage Act*.

Yours very truly,  
**TOWN OF TECUMSEH**

  
LAURA MOY, A.M.C.T.  
Director, Staff Services / Clerk

LM/sk  
Encl. – By-law No. 2013-20

Cc: **Ontario Heritage Trust**, via Registered Mail



# THE CORPORATION OF THE TOWN OF TECUMSEH

## BY-LAW 2013-20

Being a By-law to designate the Smith Cemetery to be of cultural heritage value or interest under the provisions of the *Ontario Heritage Act*

**WHEREAS** *Part IV, Section 29 of the Ontario Heritage Act, R.S.O. 1990* and amendments thereto, provides that the Council of a municipality may, by by-law, designate a property within the municipality to be of cultural heritage value or interest, where criteria for determining whether property is of cultural heritage value or interest have been prescribed by regulation, the property meets the prescribed criteria and the designation is made in accordance with the process set out in this section;

**AND WHEREAS** the British Methodist Episcopal Church currently owns property legally described as Concession 3, North Part Lot 143, Plan 65, Pt Lot 10, in the Town of Tecumseh, County of Essex and Province of Ontario [municipally known as the 'Smith Cemetery'], located on the west side of Banwell Road, south of the CP Rail;

**AND WHEREAS** upon consideration of the recommendation by the Tecumseh Heritage Committee, the Council of The Corporation of the Town of Tecumseh [Corporation] deems it desirable to designate Concession 3, North Part Lot 143, Plan 65, Pt Lot 10, in the Town of Tecumseh, County of Essex and Province of Ontario [municipally known as the 'Smith Cemetery'], located on the west side of Banwell Road, south of the CP Rail, to be of cultural heritage value or interest, for reasons stated in Schedule 'A' annexed hereto and forming part of this By-law;

**AND WHEREAS** notice of intention to so designate the subject property was served on the owner of the subject property, the British Methodist Episcopal Church, and upon the Ontario Heritage Trust, and such notice was published in the Shoreline Week on Thursday, March 28, 2013, being a newspaper having general circulation in the municipality;

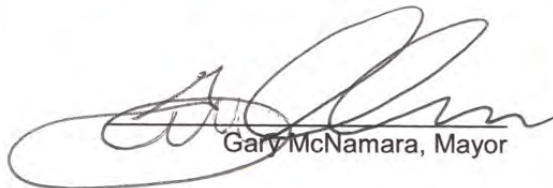
**AND WHEREAS** no notice of objection was served on the Clerk of the Corporation;

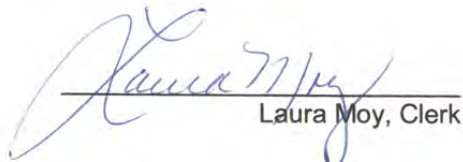
**NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF TECUMSEH ENACTS AS FOLLOWS:**

1. **THAT** Concession 3, North Part Lot 143, Plan 65, Pt Lot 10, in the Town of Tecumseh, County of Essex and Province of Ontario [municipally known as the 'Smith Cemetery'], located on the west side of Banwell Road, south of the CP Rail is hereby designated to be of cultural heritage value or interest;
2. **AND THAT** this By-law shall come into full force and effect upon the registration of this By-law in the Land Registry Office for Essex (No. 12);

**READ** a first, second and third time and finally passed this 14<sup>th</sup> day of May, 2013.



  
Gary McNamara, Mayor

  
Laura Moy, Clerk



## **SCHEDULE 'A'** **By-law No. 2013-20**

### **Legal Description:**

The property legally described as Concession 3, North Part Lot 143, Plan 65, Pt Lot 10, in the Town of Tecumseh, in the County of Essex and Province of Ontario, [municipally known as the 'Smith Cemetery' located on the west side of Banwell Road, south of the CP Rail].

### **Description of Property:**

The Smith Cemetery comprises 4.77 acres of land, immediately west of Banwell Road, abutting the CP Rail and Hydro Lands to the north.

Five original headstones from the early 1900's and a re-dedication marker are set on a small, grassed area facing Banwell Road. A watercourse runs through the western portion of the land. The remainder of the landscape consists of a naturalized woodlot; one of a few amid the farm and grass lands of the area.

### **Statement of Cultural Heritage Value or Interest:**

In 1850, Josette Berthelette sold approximately 200 acres, including the Smith Cemetery land, to the African Methodist Episcopal Church. Between 1852 and 1853 the Church conveyed the easterly 33 feet to the Township of Sandwich to construct Banwell Road and subdivided the remaining land into 20, ten acre lots and a single five acre lot which became the Smith Cemetery. The 1871 Canada Census confirms that four of the settlers who purchased the ten acre church lots were of African origin, born in the USA.

In 1877 the British Methodist Episcopal Church appointed three trustees to replace those who had died or moved away, being Henry Harvey, Elijah T. Patterson and Washington Smith. Again the census indicates all three were born in the USA, and of African origin, confirming that this was indeed a settlement for people of African descent. Many of the original settlers are believed to have returned to the USA after the Emancipation Proclamation of 1863.

The Smith Cemetery is the remainder of a settlement of escaped slaves or otherwise free blacks and their descendants seeking refuge from the USA in Canada. Town folklore claims that a church was built on the property; though the only evidence of activity on the lands is that of a cemetery. Today all that remains are five original headstones; four marking the deaths of descendants of Washington Smith. The fifth headstone, and the oldest recorded burial in the cemetery, displays James F. Ross 1908 (Husband). A re-constructed marker has pieces of broken headstones reading Alonzo and Israel. There are also an unknown number of sunken headstones and crosses buried in the overgrown bush of the woodlot.

In a 1967 publication on the Smith Cemetery, Mr. Clarence Ouellette, the former clerk of Sandwich East, stated, "Here lie some of the old settler's of Windsor's coloured community. There are many graves here; some are sunken and many have been overgrown. The stone work on many of these markers is a work of art... Other headstones are marked 1877, 1865, and 1870 but the names are illegible."

In 1977 the Township of Sandwich South passed a By-law to maintain the Smith Cemetery. Soon after, a fence was erected and the monuments were arranged to be visible from the road. In 1978 the Town of Sandwich South and Robert C. Smith, a descendant of Washington Smith, cooperatively erected a new re-dedicated headstone listing the names of the burials that are recorded with the Ontario Archives.