

Appendix E

Cultural Environment

Screening for Impacts to Built Heritage and Cultural Heritage Landscapes

This checklist is intended to help proponents determine whether their project could affect known or potential cultural heritage resources. The completed checklist should be returned to the appropriate Heritage Planner or Heritage Advisor at the Ministry of Tourism and Culture.

Step 1 – Screening for Recognized Cultural Heritage Value

YES	NO	Unknown	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1. Is the subject property designated or adjacent* to a property designated under the <i>Ontario Heritage Act</i> ?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2. Is the subject property listed on the municipal heritage register or a provincial register/list? (e.g. Ontario Heritage Bridge List)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Is the subject property within or adjacent to a Heritage Conservation District?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	4. Does the subject property have an Ontario Heritage Trust easement or is it adjacent to such a property?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	5. Is there a provincial or federal plaque on or near the subject property?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6. Is the subject property a National Historic Site?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	7. Is the subject property recognized or valued by an Aboriginal community?

Step 2 – Screening Potential Resources

YES	NO	Unknown	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Built heritage resources
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1. Does the subject property or an adjacent property contain any buildings or structures over forty years old[†] that are:
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	▪ Residential structures (e.g. house, apartment building, shanty or trap line shelter)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	▪ Farm buildings (e.g. barns, outbuildings, silos, windmills)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	▪ Industrial, commercial or institutional buildings (e.g. a factory, school, etc.)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	▪ Engineering works (e.g. bridges, water or communications towers, roads, water/sewer systems, dams, earthworks, etc.)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	▪ Monuments or Landmark Features (e.g. cairns, statues, obelisks, fountains, reflecting pools, retaining walls, boundary or claim markers, etc.)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2. Is the subject property or an adjacent property associated with a known architect or builder?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Is the subject property or an adjacent property associated with a person or event of historic interest?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	4. When the municipal heritage planner was contacted regarding potential cultural heritage value of the subject property, did they express interest or concern?
YES	NO	Unknown	Cultural heritage landscapes
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	5. Does the subject property contain landscape features such as:
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	▪ Burial sites and/or cemeteries
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	▪ Parks or gardens
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	▪ Quarries, mining, industrial or farming operations
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	▪ Canals
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	▪ Prominent natural features that could have special value to people (such as waterfalls, rocky outcrops, large specimen trees, caves, etc.)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	▪ Evidence of other human-made alterations to the natural landscape (such as trails, boundary or way-finding markers, mounds, earthworks, cultivation, non-native species, etc.)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6. Is the subject property within a Canadian Heritage River watershed?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	7. Is the subject property near the Rideau Canal Corridor UNESCO World Heritage Site?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Is there any evidence from documentary sources (e.g., local histories, a local recognition program, research studies, previous heritage impact assessment reports, etc.) or local knowledge or Aboriginal oral history, associating the subject property/ area with historic events, activities or persons?

Note:

If the answer is "yes" to any question in Step 1, proceed to Step 3.

The following resources can assist in answering questions in Step 1:

Municipal Clerk or Planning Department – Information on properties designated under the Ontario Heritage Act (individual properties or Heritage Conservation Districts) and properties listed on a Municipal Heritage register.

Ontario Heritage Trust – Contact the OHT directly regarding easement properties. A list of OHT plaques can be found on the website: [Ontario Heritage Trust](#)

Parks Canada – A list of National Historic Sites can be found on the website: [Parks Canada](#)

Ministry of Tourism and Culture – The Ontario Heritage Properties Database includes close to 8000 identified heritage properties. Note while this database is a valuable resource, it has not been updated since 2005, and therefore is not comprehensive or exhaustive. [Ontario Heritage Properties Database](#)

Local or Provincial archives

Local heritage organizations, such as the municipal heritage committee, historical society, local branch of the Architectural Conservancy of Ontario, etc.

Consideration should also be given to obtaining oral evidence of CHRs. For example, in many Aboriginal communities, an important means of maintaining knowledge of cultural heritage resources is through oral tradition.

If the answer is "yes" to any question in Step 2, an evaluation of cultural heritage value is required. If cultural heritage resources are identified, proceed to Step 3.

If the answer to any question in Step 1 or to questions 2-4, 6-8 in Step 2, is "unknown", further research is required.

If the answer is "yes" to any of the questions in Step 3, a heritage impact assessment is required.

If uncertainty exists at any point, the services of a qualified person should be retained to assist in completing this checklist. All cultural heritage evaluation reports and heritage impact assessment reports must be prepared by a qualified person. Qualified persons means individuals (professional engineers, architects, archaeologists, etc.) having relevant, recent experience in the identification and conservation of cultural heritage resources. Appropriate evaluation involves gathering and recording information about the property sufficient to understand and substantiate its heritage value; determining cultural heritage value or interest based on the advice of qualified persons and with appropriate community input. If the property meets the criteria in Ontario Regulation 9/06 under the Ontario Heritage Act, it is a cultural heritage resource.

[†] The 40 year old threshold is an indicator of potential when conducting a preliminary survey for identification of cultural heritage resources. While the presence of a built feature that is 40 or more years old does not automatically signify cultural heritage value, it does make it more likely that the property could have cultural heritage value or interest. Similarly, if all the built features on a property are less than 40 years old, this does not automatically mean the property has no cultural heritage value. Note that age is not a criterion for designation under the *Ontario Heritage Act*.

Step 3 – Screening for Potential Impacts

YES	NO	Will the proposed undertaking/project involve or result in any of the following potential impacts to the subject property or an adjacent* property?
<input type="checkbox"/>	<input type="checkbox"/>	Destruction, removal or relocation of any, or part of any, heritage attribute or feature.
<input type="checkbox"/>	<input type="checkbox"/>	Alteration (which means a change in any manner and includes restoration, renovation, repair or disturbance).
<input type="checkbox"/>	<input type="checkbox"/>	Shadows created that alter the appearance of a heritage attribute or change the exposure or visibility of a natural feature or plantings, such as a garden.
<input type="checkbox"/>	<input type="checkbox"/>	Isolation of a heritage attribute from its surrounding environment, context or a significant relationship.
<input type="checkbox"/>	<input type="checkbox"/>	Direct or indirect obstruction of significant views or vistas from, within, or to a built or natural heritage feature.
<input type="checkbox"/>	<input type="checkbox"/>	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.
<input type="checkbox"/>	<input type="checkbox"/>	Soil disturbance such as a change in grade, or an alteration of the drainage pattern, or excavation, etc.

* For the purposes of evaluating potential impacts of development and site alteration "adjacent" means: contiguous properties as well as properties that are separated from a heritage property by narrow strip of land used as a public or private road, highway, street, lane, trail, right-of way, walkway, green space, park, and/or easement or as otherwise defined in the municipal official plan.

FISHER ARCHAEOLOGICAL CONSULTING

**ENVIRONMENTAL ASSESSMENT - 6TH CONCESSION/
NORTH TALBOT ROAD, CITY OF WINDSOR, ESSEX
COUNTY, ONTARIO**

Archaeological Stage 1: Background Study

**Final Report
Original**

P359-0009-2013
5th February 2014



**ENVIRONMENTAL ASSESSMENT - 6TH CONCESSION/NORTH TALBOT ROAD
CITY OF WINDSOR, ESSEX COUNTY, ONTARIO**

ARCHAEOLOGICAL STAGE 1: BACKGROUND STUDY

FINAL REPORT

Original

Property Location:

Fronting Part Lots 306, 307 and 308 North of the Talbot Road
& Part Lots 12, 13, 14, and 15 Concessions 5 & 6, geographic Township of East Sandwich

Submitted to:

The Ontario Ministry of Tourism, Culture and Sport

&

Paula Neto

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(PIF is valid)

5th February 2014

TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
1.0 INTRODUCTION	1
1.1 Development Context	1
1.2 Archaeological Context	2
1.2.1 Physiographic Features	2
1.2.2 Bedrock and Soils	3
1.2.3 Water Sources and Vegetation	3
1.2.4 Lithic Sources	4
1.2.5 Archaeological Sites	4
1.2.6 Previous Archaeological Work	5
1.3 Historical Context	5
1.3.1 Aboriginal History	5
1.3.2 Euro-Canadian History	7
1.3.3 Land Use of the Study Area	9
2.0 FIELD METHODS	14
3.0 ANALYSIS AND CONCLUSION	15
4.0 RECOMMENDATIONS	18
5.0 ADVICE ON COMPLIANCE WITH LEGISLATION	18
REFERENCES	20
PROJECT PERSONNEL	23
NPD Table	23

APPENDIX A - 6th Concession/North Talbot Road Stage 1, Field Inspection Photographic Catalogue

APPENDIX B - Summary of Directory of Sandwich East Township 1881& 1891 Relevant to the Study Area

LIST OF TABLES

Table 1: Summary of Maps & Aerial Images Relevant to the Study Area	9
Table 2: Archaeological Potential of the Study Area	16

LIST OF FIGURES

Figure 1: Location of Archaeological Study Area

Figure 2: Overall Project Area

Figure 3: Aerial View of the Study Area

Figure 4: Soil Map of Study Area, 1947

Figure 5: Historic Atlas of Essex & Kent Counties, 1880-1881, Portion of East and West Sandwich Townships

Figure 6a-c: NTS Maps of Study Area from 1909, 1930, 1940, and 1957

Figure 6d-f: NTS Maps of Study Area from 1962, 1976, 1978, and 1986

Figure 7: Stage 1 Potential Results - North Talbot Road

Figure 8: Stage 1 Potential Results - 6th Concession Rd

LIST OF PLATES

Plate 1: North Talbot Road, southern ROW showing ditch and gas line across from Pioneer Ave.; looking east.

Plate 2: Looking west at the intersection of North Talbot Road and Howard Avenue; commercial business in the south ROW, residential lawns in the north.

Plate 3: Looking east along North Talbot Road from the current 6th Concession Road intersection, showing the paved shoulder & water main but no ditching.

Plate 4: Looking east across Old West Avenue to North Talbot Park in the northern ROW of North Talbot Road.

Plate 6: 6th Concession and Cabana Road intersection, showing ditching and residential buildings on east side; looking south.

Plate 7: Looking south at the ditching along the 6th Concession Road western ROW from Cabana Road.

Plate 8: North Talbot Road, northern ROW west of Goldenwood Drive, showing gravel shoulder, & intermittent ditching by residential lawns; facing west.

Plate 9: Ditching along 6th Concession Road across from Wallace Avenue; looking north.

Plate 10: Looking across 6th Concession Road between Cabana Road East and Provincial Road to the eastern ROW and the space between the ditch and the fence.

Plate 11: Looking north at the western ROW of 6th Concession Rd from its intersection with Socrates Cres.

Plate 12: Looking south along the western ROW of 6th Concession Road from Holburn Street to the Dougall Pkwy overpass.

**ENVIRONMENTAL ASSESSMENT - 6TH CONCESSION/NORTH TALBOT ROAD
CITY OF WINDSOR, ESSEX COUNTY, ONTARIO**

ARCHAEOLOGICAL STAGE 1: BACKGROUND STUDY

EXECUTIVE SUMMARY

Fisher Archaeological Consulting (FAC) was retained by Dillon Consulting Limited, to undertake the Archaeological Stage 1: Background Study for the Corporation of the City of Windsor Improvements Project as part of the Class Environmental Assessment (EA). The overall project area includes an approximately 370 metre wide corridor straddling 6th Concession Road from North Talbot Road to Cabana East and an approximately 200 metre wide corridor, centred on North Talbot Road from Howard Avenue to Highway 401 (this corridor widening to approximately 350 metres at Highway 401). The purpose of the EA is to “provide an improved transportation corridor” (Windsor RFP).

The archaeological Study Area consists solely of the current right-of-way (ROW) for North Talbot Road and 6th Concession Road within the overall project area (see **Figures 1** and **2**). The North Talbot Road portion of the Study Area is a 1.9 kilometre corridor, from Howard Avenue to the east city limits at Highway 401, fronting Lots 306, 307 and 308 NTR (North of the Talbot Road). The 6th Concession Road corridor is from Cabana Road East to North Talbot Road, a total of 2.1 kilometres fronting Lots 12, 13, 14, and 15, Concessions 5 and 6, geographic Township of East Sandwich, City of Windsor, Essex County.

Environmental factors such as soil type, drainage, distance to water, and lithic sources were examined in conjunction with various cultural factors such as registered sites and the general development and history of East Sandwich Township. All of these factors aided in placing the Study Area within a cultural context. A field inspection was conducted to check and document the current land use, if the land has been extensively disturbed, current structures and physiographic features.

The Stage 1 background research determined that there is low potential for Aboriginal sites within the archaeological Study Area based on the distance from water and other environmental or cultural features. However, there is high potential for historic Euro-Canadian sites, due to the mid-19th century construction of both 6th Concession and North Talbot Roads, unless the ROW has been extensively disturbed in modern times. The field inspection confirmed that while much of the archaeological Study Area has been disturbed by infrastructure (ditching, utilities, *etc.*) and adjacent subdivisions, there are sections of minimal to no apparent disturbance that may retain high archaeological potential. Therefore, FAC recommends the following:

- 1) That Stage 2: Assessment be conducted on the sections of the archaeological Study Area which may retain high potential as depicted on **Figures 7** and **8**, with the understanding that potential may be reduced during the assessment due to high levels of modern disturbance;
- 2) That the locations within the Study Area deemed to be of low potential (also on **Figures 7** and **8**) require no further archaeological work.

**ENVIRONMENTAL ASSESSMENT - 6TH CONCESSION/NORTH TALBOT ROAD
CITY OF WINDSOR, ESSEX COUNTY, ONTARIO**

**ARCHAEOLOGICAL STAGE 1: BACKGROUND STUDY
FINAL REPORT**

1.0 INTRODUCTION

The following is a Stage 1 report, prepared for review by the Ontario Ministry of Tourism, Culture and Sport (MTCS). Archaeological consultants, licensed by MTCS, are required to follow the Standards and Guideline for Consulting Archaeologists (MTCS 2011) during land use planning as part of the evaluation of cultural heritage resources. This includes reporting all findings to MTCS. There are four stages for archaeological work — Stages 1 to 4.

Stage 1 Background Study and Property Inspection. The purpose of the Stage 1 archaeological assessment is two-fold. Firstly, it is to determine the potential for the presence of as yet undocumented cultural heritage resources, and secondly, to determine whether known cultural heritage resources are extant on the subject land(s).

Stage 2 Field work. Stage 2 is the actual field examination of high potential areas, and involves either surface survey of ploughed fields or shovel testing in areas that are undisturbed or cannot be cultivated.

Stage 3 Testing. The purpose of the Stage 3 is to ascertain the dimensions of the site, its cultural affiliation (if possible), and to evaluate its significance. If the site in question is determined to be archaeologically significant, then appropriate mitigation measures will be decided upon.

Stage 4 Mitigation. Stage 4 involves the mitigation of the development impacts to the archaeological site through either site excavation or avoidance (preservation).

Stage 1 determines the amount of Stage 2 work required. Stage 2 determines if Stage 3 is warranted, and Stage 3, in turn, determines if the archaeological resources are significant and warrant a full excavation (Stage 4) or if the site may be preserved.

All work was conducted under archaeological licence P359. The Stage 1: Background Study pertains to project information form number P359-0009-2013.

1.1 Development Context

Fisher Archaeological Consulting (FAC) was retained by Dillon Consulting Limited, to undertake the Archaeological Stage 1: Background Study for the Corporation of the City of Windsor Improvements Project as part of the Class Environmental Assessment (EA). The overall project area includes an approximately 370 metre wide corridor straddling 6th Concession Road from North Talbot Road to Cabana Road East and an approximately 200 metre wide corridor, centred on North Talbot Road from

Howard Avenue to Highway 401 (this corridor widening to approximately 350 metres at Highway 401). The purpose of the EA is to “provide an improved transportation corridor” (Windsor RFP).

The archaeological Study Area consists solely of the current right-of-way (ROW) for North Talbot Road and 6th Concession Road within the overall project area (see **Figures 1** and **2**). The North Talbot Road portion of the Study Area is a 1.9 kilometre corridor, from Howard Avenue to the east city limits at Highway 401, fronting Lots 306, 307 and 308 NTR (North of the Talbot Road). The 6th Concession Road corridor is from Cabana Road East to North Talbot Road, a total of 2.1 kilometres fronting Lots 12, 13, 14, and 15, Concessions 5 and 6, geographic Township of East Sandwich, City of Windsor, Essex County (**Figures 1** and **2**). The alignment of 6th Concession Road between Dougall Parkway and North Talbot Road has been altered since 2000, and the former 6th Concession Road ROW currently consists of partially being residential lots and partially is within the Pioneer Avenue ROW. This study follows the current ROW, which is also termed Silverdale Drive at its junction with North Talbot Road.

The archaeological research is part of the Class Environmental Assessment for the project. No fieldwork was conducted apart from a property inspection, conducted on November 29th, 2013, to determine the current conditions of the Study Area. This was conducted from the public ROW only. FAC had permission from the proponent on behalf of the Corporation of the City of Windsor as land owner, to conduct the property inspections utilizing the public ROW.

1.2 Archaeological Context

The Study Area consists of two extant road corridors, both of which are 19th century rural roads that are now within the City of Windsor limits and part of its growing suburban neighbourhoods. There are still two rural fields adjacent to the 6th Concession Road corridor, north of Dougall Parkway, however the overall project area is primarily residential, with some commercial or industrial businesses at the northern end (**Figure 3**).

The expansion of infrastructure and subdivision development within the past century has required the re-alignment of the southern end of 6th Concession Road, but apart from that, its ROW is primarily the standard 20 metre (66') corridor and contains ditches, utilities, sidewalks or gravel shoulders and the road footprint. The ROW of North Talbot Road has been expanded from that standard, and now varies between 23 and 31 metres (County of Essex 2013). The road footprint is closer to the southern edge of its ROW, leaving a substantially wider ROW north of the road that extends beyond the sidewalks and roadside utilities onto the residential lawns.

The following brief discussion details the environmental and cultural setting of the research area, providing a framework for conducting the archaeological potential survey of the Study Area. The environment section provides a physiographic background for the property, placing it in a geographic context.

1.2.1 Physiographic Features

The topography of southern Ontario is primarily due to glacial and post-glacial action. Glacial Lake Whittlesey and Lake Warren, which covered Essex County, left most if it “smoothed by shallow deposits of lacustrine clay which settled in the depressions while the knolls were being lowered by wave action”

(Chapman & Putnam 1984:147). These shallow deposits were laid on the clay till that overlies the limestone or shale base. This whole area, encompassing most of Essex County is known as the St. Clair Clay Plains (*ibid*). The St. Clair Clay Plains region has little relief, lying between 172.5 and 210 metres a.s.l., with the exception of a moraine at Ridgetown (*ibid*). Within this larger region is the Essex Clay Plain, between the basins of Lake Erie and Lake St. Clair.

1.2.2 Bedrock and Soils

The underlying bedrock of the Study Area is Devonian, of the Norfolk Formation (Caley 1945: Map 828A). The *Quaternary Geology Map P.3253* indicates that the only glacial feature in the vicinity of the Study Area is an iceberg keel mark east of 6th Concession Road, crossed by Dougall Parkway (MNDM 1984).

The Study Area is in a naturally level to almost level region of the Essex Clay Plain and consists of two varieties of the Brookston Clay soil series: Brookston clay loam and Brookston clay sand spot phase. Brookston clay loam is a “dark clay loam over mottled blue-grey gritty clay and clay loam”, with few stone inclusions, and is almost level with poor natural drainage (Richards *et al.* 1949: soil map). Its sand spot phase is found in “mixed areas of shallow sand knolls less than three feet over clay intermixed with Brookston clay and clay loam” on “almost level” terrain with poor natural drainage (*ibid*). The west half of the North Talbot Road corridor is composed of the sand spot phase, while the remainder of the North Talbot Road corridor and the 6th Concession Road corridor is of Brookston Clay (see **Figure 4**).

Burford loam, shallow phase, is a well draining gravelly loam, present on the former beach ridge to the east and northeast of the Study Area, and is the same soil type found in the ridge of the Talbot Road between Essex and Point Pelee (Richards *et al.* 1949: soil map).

The Brookston series clay soils developed under a “swamp forest of elm, black and white ash, silver maple, and other moisture loving trees” (Chapman & Putnam 1984:149). Due to the flat topography and poor drainage of the region man-made ditches, dredge cuts and tile underdrains have been constructed throughout the county to aid in drainage to improve the productivity of the land (Richards *et al.* 1949: 14).

Generally, a preference for settlement sites would be on well-drained soils, rather than poor ones such as clay or muck soils. However, the soil type cannot be used as a sole criterion for predictive modelling of site locations, as has been observed through archaeological survey and excavation.

1.2.3 Water Sources and Vegetation

The distance to a water source is a major factor in determining an area's archaeological potential. Other factors include soil, vegetation and landscape features. Generally, areas within 200 to 300 metres to a seasonal or year round source of running water are considered to be of high archaeological potential.

The most prominent water source in the region of the Study Area is the Detroit River. For thousands of years, the river has facilitated the movement of both peoples and goods throughout the interior of the continent, providing a route between Lake Erie, Lake St. Clair and northwards to Lake Huron. In addition, the rich resources found in the water and the surrounding lands encouraged intensive

Aboriginal and early European settlement along its banks. The Detroit River is between seven and nine kilometres west and northwest of the Study Area.

A branch of the Canard River, which feeds into the Detroit River south of Windsor, historically was located approximately two kilometres south of the Study Area, while Turkey Creek is located four kilometres to the north. There are also two small channelized watercourses between 400 and 700 metres east/northeast and south of the Study Area (County of Essex 2013). It is possible that the southern channelized watercourse is completely artificial.

The predominant natural vegetation of this region, as previously mentioned, was a swamp forest. The forest was extensively cleared by the Euro-Canadian settlers, working around the wetter areas and eventually introducing artificial drainage. Windsor is in the Deciduous or Carolinian Forest Region, below the Great Lakes-St. Lawrence Forest Region, and therefore would have been home to a wider variety of deciduous trees, such as the tulip tree, sassafras, hickory, and walnut, as well as a wide variety of oaks, maples, beech, elm, basswood, ash and butternut (Hosie 1979:21).

1.2.4 Lithic Sources

Sources of siliceous stone, specifically chert, for making tools were often focal areas for pre-contact Aboriginal peoples. There are no immediate primary sources of chert in the area. The nearest primary chert sources are the Kettle Point Formation found off the southern shore of Lake Huron and Bayport chert in Michigan. Further afield sources would have included the Onondaga Formation found along the northeast shore of Lake Erie (Eley and von Bitter 1990:4). The till chert load is not known for this specific section of Windsor, but in general, there is a fairly high load, and Aboriginal people would have utilized this type of chert source.

1.2.5 Archaeological Sites

Due to the limited extent of archaeological research undertaken in the Windsor area, the complexity of its archaeological heritage is poorly understood. Traces of Windsor's significant cultural and historical legacy have been evident in the relatively small number of archaeological sites that have been identified within or immediately adjacent to the city. Aboriginal peoples have inhabited Southern Ontario for over 11,000 years, and there is potential to find evidence of the earliest groups (Early and Late Paleo-Indian) through to the post-European contact period in the Windsor area (CRM *et al.* 2002:5-16). Known Aboriginal sites within the Windsor area include Archaic period camps (1,800 to 1,500 B.C.) and Late Woodland period villages (*ca.* A.D. 1100). Of particular sensitivity are the various ossuaries (burial sites) and isolated burials relating to both pre-contact and historic period Aboriginal settlements in the Windsor area. Euro-Canadian period sites include a wide range of domestic, military, commercial and industrial features (CRM *et al.* 2002:5-16).

Historic research and known archaeological sites provide a cultural background in which to place the Study Area and any archaeological resources that might be found during an assessment. FAC requested a search of the Ontario Archaeological Sites Database (OASD) by the Ministry of Tourism, Culture and Sport (MTCS) to determine the number of registered sites within one kilometre of the Study Area. There are no registered archaeological sites within one kilometre of the Study Area.

1.2.6 Previous Archaeological Work

There have been a number of previous Environmental Assessments that overlap the Study Area, and two of those included Stage 1 Archaeological Background Studies:

Archaeological Assessment (Stage 1), Cabana Road Corridor, Walker Road to Huron Church Road, City of Windsor, Essex County, Ontario, Archaeologix Inc. 2001, CIF 2001-002-050; prepared as part of the *Cabana Road - Division Road Schedule C Class Environmental Assessment Road Study Report* (Marshall Macklin Monaghan Limited 2005)

The Cabana Road - Division Road EA included the northern end of 6th Concession Road from the rail line to Cabana Rd E. The archaeological study however consisted of a 30 metre wide corridor along Cabana - Division Road, expanding to 100 metres at major intersections (MMM Limited 2005: 40). Therefore, the archaeological study overlap extends 100 metres south of Cabana along 6th Concession Road. Section 5.7.1 of the overall EA report presents the Stage 1 results, and these did not identify any potential within the overlap with the current Study Area (*ibid* and Archaeologix Inc. 2001: Figure 12).

Howard Avenue Class Environmental Assessment Study Report (HGS & MRC *et al* 2003)

The Howard Avenue Study Corridor overlaps the current Study Area at the intersection of North Talbot Road and Howard Avenue. Section 3.5.1 of the EA report presents a summary of the archaeology findings (HGS & MRC *et al* 2003: 3-8). No registered sites were present, however, the report indicated that there are “vacant properties remaining within the Study Area, as well residential frontages for which more intensive inspection may be required to confirm disturbance” (*ibid*). The recommendations state that “where land disturbance (due to road widenings, alignment changes, temporary detours, etc.) is proposed beyond the limits of the existing disturbed right-of-ways within any area identified as having archaeological potential, a Stage 2 archaeological assessment will be undertaken during the detail design stage” (*ibid*: 5-23). A formal Stage 1 report was not conducted, the information being presented in a summary of “existing archaeological conditions” (HGS & MRC *et al* 2003: Appendix J).

The *Windsor Archaeological Master Plan* (CRM *et al*. 2002) was also reviewed and that document places the Study Area within a low archaeological potential zone (CRM *et al*. 2002: Archaeological Potential Mapping). It should be noted however, that the Euro-Canadian potential layer was based on pre-1850s cultural features (such as roads or mills) as was the industry standard when the plan was written, and neither North Talbot nor 6th Concession Road were included. The new Standards and Guidelines indicate that domestic sites which date primarily to pre-1870 are significant (MTCS 2011: 59), and therefore both these roads are now considered relevant cultural features in assigning archaeological potential.

1.3 Historical Context

1.3.1 Aboriginal History

Aboriginal peoples have inhabited Southern Ontario for over 11,000 years, and there is potential to find evidence of the earliest groups (Early and Late Paleo-Indian) through to the post-European contact period in the general Windsor area (CRM *et al*. 2002:5-16). After the final retreat of the glaciers and the opening up of the Great Lakes basin, people moved into the area. We know that Ontario has been inhabited by Aboriginal peoples for at least the last 11,000 years. What follows is a brief synopsis of the

peoples who came before the European settlers — from Paleo-Indians to Late Woodlands people when first contact was made.¹

During the geological time frame of Lake Algonquin there is direct evidence that people were inhabiting southern Ontario (Ellis & Deller 1990:39). These people are known to researchers as Paleo-Indians who were non-agriculturalists and depended upon hunting and foraging of wild foods to survive. They would have moved their camps on a regular basis to the areas that would have provided resources as they became available. The size of the groups of people would in part depend upon the size and nature of those resources available at a particular location (Ellis & Deller 1990:52). People would have gathered or dispersed through the year depending on the availability of resources and social constraints. The environmental conditions of spruce parkland/woodland to pine forests would have necessitated frequent moves and a large range of territory in order to acquire adequate resources.

While the Paleo-Indian period lasted for a millennium, the Archaic horizon lasted for approximately seven times that length spanning from 8,000 B.C. to 850 B.C. It would appear that the Archaic peoples in Southern Ontario were subsisting in smaller territories than the former Paleo-Indians, thereby becoming more regionalized. Their population was increasing, probably due to the more reliable food resources as well as greater biodiversity in these resources. The broad divisions in the Archaic may be broken down into the Early, Middle and Late Archaic. The Early Archaic peoples continued with some characteristics from the Paleo-Indians, but developed some of their own, as any culture is never static.

The water levels of the Great Lakes by the end of the Late Archaic were essentially modern, so there would have been no restrictions concerning habitation because of this factor. Windsor would have been a prime area for Late Archaic Aboriginal people, and there would have been movement from Michigan and Ohio to up around the shores of Lake Huron.

One of the major differences between the Late Archaic and Early Woodland (800 B.C. to *ca.* 0 B.C.) in the archaeological record of southern Ontario was the appearance of pottery. By the time of the Middle Woodland, there was a major shift in the way people settled the landscape and procured foods. It is at this time (500 B.C. to A.D. 700) that people were making fish a more important aspect of their diet, although hunting and foraging were done as well. As a consequence, rich and large sites began to appear on river valley floors. The sites were inhabited periodically for sometimes hundreds of years, and represented a warm season macroband base camp, to take advantage of spawning fish. People kept returning to particular fish spawning grounds, and became more reliant on this resource. People were becoming more sedentary and had a restricted band territory, compared to the people of the Archaic.

When exactly the Late Woodland began and the Middle Woodland ended has been debated by archaeologists, but the designation has been based on a number of materially distinct differences from the Middle Woodland. Differences include things such as new settlement and subsistence strategies, a new type of pottery construction, different pottery decorating techniques, and a variety of projectile point

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The following discussion of the general Paleo-Indian, Archaic and Woodland history of Aboriginal peoples in southwestern Ontario is taken directly from the CRM group 2002 report, as the author of the cultural section in the 2002 report is the author of this section of this current report.

forms. Based on these characteristics, it is generally felt that the Late Woodland period began at around 800 A.D. and continued until A.D. 1650, after which the time frame is designated as post-contact period.

The Detroit-Windsor area has long been inhabited by various Aboriginal groups. Archaeological work has shown that Aboriginal peoples in the Windsor area include Archaic period camps dating back to 1,800 to 1,500 B.C. and people continued to live in the area in villages with sites dating to *ca.* A.D. 1100. The arrival of Europeans brought extensive changes to the Aboriginal groups in the area. Populations were decimated and social upheaval ensued, including re-location and re-organization. Conflict between the Algonquians and the Neutral that had started in the 15th century, continued into the 16th century, and by the mid-1500s, the Algonkian groups shifted out of southwestern Ontario (CRM *et al.* 2002:2-13).

The earliest historic references to Aboriginal villages in the Windsor area are drawn from mid-17th century French explorers, who indicated a Neutral village and a mixed Neutral/Wenro village present (Lajeunesse 1960:xxx). Across the river on the Detroit side, there was a mixed Huron (Wendat/Wyandot) and Tionontati village established near Detroit in 1679. Once Fort Pontchartrain du Détroit was established in 1701, the Odawa moved to its vicinity since the area had been a summering ground for them at least since the 1680s (CARF 1990:3). Due to an uprising by the Fox people in 1712, many Aboriginal groups abandoned their settlements around Detroit (CARF 1990:12). The two main Aboriginal groups to establish permanent settlements in the Windsor area during the 1700s were the Odawa and the Hurons (de Léry 1752 in CRM *et al.* 2002:2-14).

It was not until 1790 that a formal cession of Aboriginal lands was drafted by Alexander McKee (an Indian Department agent) and 27 chiefs of the Ottawa, Poutouatamis, Huron, and Chippewa at Detroit. McKee had “been instructed to purchase all the shoreline between Long Point on Lake Erie and the Chenal Ecarté River...which empties into the St. Clair River” (Surtees 1994:108). The chiefs agreed to the lands on the eastern side of the Detroit River to be surrendered, and retained two specific parcels of land – the Huron Reserve and the Huron Church Reserve (Surtees 1994:108; Lajeunesse 1960:171 [full transcript]), both of which are west the Study Area. Today, the nearest First Nation on the Ontario side is Bkejwanong (Walpole Island), some 70 kilometres to the northeast around Lake St. Clair.

1.3.2 Euro-Canadian History

The Detroit River shoreline comprises the earliest continuous European settlement in Ontario. The European influx began in the early 18th century with French settlement that grew up around Fort Ponchartrain (later Fort Detroit) on the north side of the river. In the mid 18th century, French families were encouraged, by the governor of Québec, to settle and farm the land by the river in order to promote trade in Detroit (CRM *et al.* 2002:16). The French settlements lined the waterfronts of both the Detroit River and Lake St. Clair. With the American Revolution, United Empire Loyalists began moving into the region, and, in the late 18th and early 19th centuries, the British re-surveyed the area, gradually moving inland and encouraging settlement in the interior.

The Constitutional Act of 1791 divided Quebec into two areas: the east portion was called Lower Canada, and the west, Upper Canada. Districts were created within Upper Canada. Hesse District, including the later Essex County, was created in 1788 (prior to the official naming of Upper Canada), and renamed Western District in 1792. In 1798, the counties of Essex and Kent were created, and in

1849 the Western District was abolished. By the 1790s British settlement of the area was well underway, and although the interior of Essex County was gradually surveyed, the population remained concentrated along the lakes and river shores for many decades.

The Township of Sandwich was surveyed in phases, the section along the Detroit River and Lake St. Clair being part of the earlier French survey. The British then began surveying the interior in 1791. Between 1809 and 1818, the Talbot Road (located 1.35 kilometres south of the Study Area) was constructed following “a natural ridge of glacial moraine” that extended northwest from Point Pelee to Essex (County of Essex 2010 and Richards *et al.* 1949: soil map). Talbot Road, like many of the earliest roads, followed an established Aboriginal trail (Lajeunesse 1960: xxxix & Figure 3). Middle Road was also constructed by Colonel Talbot, and was completed in 1823 (*ibid*). Lots were surveyed extending out either side of these roads, and the North Talbot Road marks the northern boundary of the ‘North of the Talbot Road’ lots. “Standard British two-hundred-acre lots oriented to the compass [*ie* Concessions 5 and 6] were overlaid later,...[and] became another layer in the sequence of survey patterns” (Douglas 2002: 135). The Study Area is at the confluence of the multiple survey patterns (see **Figure 5**). In the early to mid-20th century, the section of North Talbot Road within the Study Area was considered an extension of Middle Road (see **Figures 4 and 6**).

The Village of Windsor and the Town of Sandwich, on the Detroit River, were incorporated in 1854 and 1858 respectively, and in 1861, the remaining township was subdivided into West, South and East Sandwich (Neal 1909: 9). The *Historic Atlas* indicates that in 1880, East Sandwich Township is bounded on the north by Lake St. Clair, on the east by Maidstone Township, on the south by Anderdon and Colchester Townships and on the West by West Sandwich Township. At that time, East Sandwich consisted of 43,000 acres of fertile land worth three quarters of a million dollars (Historic Atlas of Essex and Kent Counties 1880:10).

East Sandwich, the interior of the county, was not populated as early as the water fronts, however the population increased rapidly during the 1830s to 50s due to a number of factors. There was an influx of Irish emigrants from the Potato Famine, amongst others, and the construction of the Talbot Roads and other roadways enabled access to the both the township land and the town and port markets. Both the government and land speculators such as Colonel Talbot were encouraging settlement. The government also altered the patent rules in the late 1830s and 40s, and pushed people to acquire their patents on land they had been working or they would be forfeit (Clarke 2001: 191). This last implies that there were many residents in the township prior to the patent dates.

However, in 1881 the population of East Sandwich Township was still merely 3,837 with most of the population settled in the area along the water front, with a scattering of homesteads throughout the rest of the Township (Historic Atlas of Essex and Kent Counties 1880:10). The growth of Essex County and Windsor in particular were boosted by the introduction of railways in the latter half of the 1800s. With the arrival of the Great Western Railway and later the Canada Southern Rail Line, vast amounts of the interior of Essex County was cleared of its forests (Morrison, 1954:7) and ready to be settled. The Canadian National (CN) rail line that passes through the Study Area began as the Windsor, Essex & Lakeshore Electric Railway, chartered in 1901 and opened in 1907 (Hilton and Due, 2000: 415). This railway company collapsed in 1932 with the Depression, however its line was taken over and has been

used by the Michigan Central and the Canada Southern Railways prior to the Canadian National and Canadian Pacific Railways taking control in the late 20th century (*ibid* and NTS mapping) .

By the late 19th century Windsor was becoming an industrial city, important for international trade and shipping, a trend which expanded rapidly in the twentieth century with the influx of automobile plants and other manufacturing complexes. Windsor was incorporated as a city in 1892, and in 1935, the cities of Windsor, Walkerville, East Windsor and Sandwich merged to form the Greater City of Windsor. In 1966, part of East Sandwich Township was annexed by the City of Windsor along with parts of South and West Sandwich (City of Windsor 2014).

1.3.3 Land Use of the Study Area

In documenting the previous and current land-use of the Study Area, FAC examined a number of historical visual images, including, but not limited to, historic maps, superceded and current National Topographic Series (NTS) maps and aerial images. The following table summarizes the information gleaned from these sources regarding the Study Area and its vicinity. There are no historic plaques concerning the Study Area or its immediate environs.

Table 1
Summary of Maps & Aerial Images Relevant to the Study Area

Image	Year	Comments
McNiff's Survey not to scale Section included in <i>Lajeunesse 1960</i> , Figure 9	1791	- Indicated that the interior of Essex County had many marshes and swamps, with "a Plain Indian Path" crossing in roughly the alignment of the Talbot Road and ending in the northwest at a "Grand Marsh" that was probably the drainage of Little River and Turkey Creek; - settlements present along the Detroit River .
Map of E&W Sandwich Townships (Figure 5) Scale 10 Chains per Inch <i>Historic Atlas of Essex and Kent Counties</i> (p24)	1880- 1881	- 6 th Concession Rd intersected North Talbot Rd in a straight line (not as today); - there were no structures or names associated with Lots 12 to 15 on Concessions 5 or 6; - owners of Lots 306 to 308 NTR listed (Whiteside, Lyons and Jessop respectively), and structures were indicated fronting Talbot Road (south of the Study Area); -community centres near the Study Area were at Old Castle, on Talbot Road to the southeast, and at the junction of Talbot Road and Concession 5 (Howard Avenue), to the south.
NTS 40 J/7 Belle River (Figure 6a) N1/2 of Study Area	1909	- Windsor, Essex & Lakeshore Electric Railway/Michigan Central Railway indicated crossing the Study Area; - Provincial Rd and Dougall Pkwy were not yet constructed; - one structure fronting 6 th Concession Rd adjacent to the Study Area; - whole region of Study Area appears rural, no woods indicated; - community of Jackson's Corners labelled at the intersection of Howard Ave and Cabana Rd.

Image	Year	Comments
NTS 40 J/2 Essex (Figure 6a) S1/2 of Study Area	1930	- Four structures fronting 6 th Concession Rd and one fronting North Talbot Rd adjacent to Study Area; - 6 th Concession Rd still maintained original alignment; -North Talbot Rd called Middle Rd.
NTS 40 J/7 Belle River (Figure 6b) N1/2 of Study Area	1908 original, 1940 reprinted	- Woods were indicated in the vicinity of the Study Area, particularly in the northern end; -Provincial Road had been constructed parallel to and north of the Michigan Central Railway; -same structure present adjacent to the Study Area as on 1909 NTS map; -Jackson's Corners has been re-named Roseland.
NTS 40 J/2 Essex (Figure 6b) S1/2 of Study Area	1909 original, 1940 reprinted	- The structures indicated on the 1930 map were still present in 1940, and an additional two have been constructed on 6 th Concession Rd.
Soil Survey Map of Essex County Ontario (Figure 4) <i>Soil Survey Report No. 11</i> One inch to one mile	1949	- The clay soils of the Study Area indicated; - the base map is the same as the 1940 NTS topo.
NTS 40 J/7 Belle River (Figure 6c) N1/2 of Study Area	1953- 1957	- Depicted the increased development of the region: - motels at the intersection of Cabana Rd & Provincial Rd; - the growth of the Roseland suburb; - increase in structures fronting 6 th Concession Rd, & the depiction of barns with some of the farm houses.
NTS 40 J/2 Essex (Figure 6c) S1/2 of Study Area	1957	- Hwy 401 had been constructed & North Talbot Rd crossed it via an overpass; - Dougall Parkway had been constructed as an extension of Hwy 401; 6 th Concession Rd had been raised as an overpass over Dougall Pkwy; - increase in structures fronting North Talbot Rd from one to more than 20;
NTS 40 J/7 Belle River (Figure 6d) N1/2 of Study Area	1962	- Roseland continued to expand but remained on the west side of the 6 th Concession Rd & north of Dougall Pkwy; - number of farms on the east side of 6 th Concession Rd were decreasing, but remained agricultural.
NTS 40 J/2 Essex (Figure 6d) S1/2 of Study Area	1976	- Similar to 1957, but with orchards indicated north of the structures fronting the north side of North Talbot Rd; - Windsor City Limits extended to Hwy 401 south of North Talbot Rd; - banking of North Talbot Rd on the approach to the Hwy 401 overpass depicted.

Image	Year	Comments
NTS 40 J/7 Belle River (Figure 6e) N1/2 of Study Area	1978	<ul style="list-style-type: none"> - Rural residential lots depicted on fronting the east side of 6th Concession Rd; - commercial buildings, such as motels, increase at the intersections of 6th Concession & Cabana Rds & Cabana & Provincial Rds; - a track indicated east of 6th Concession Rd & north of Provincial.
NTS 40 J/2 Essex (Figure 6e) S1/2 of Study Area	1978	<ul style="list-style-type: none"> - Orchards off North Talbot Rd no longer depicted; - the banking for the 6th Concession Rd overpass of Dougall Parkway depicted.
NTS 40 J/7 Belle River (Figure 6f) N1/2 of Study Area	1986	<ul style="list-style-type: none"> - Michigan Central Railway labelled the Canada Southern Railway; - a gas pipeline present parallel to the southern edge of the railway; - increased development at the north end of 6th Concession Rd in the triangle between 6th Concession, Cabana and Provincial Rds; - track east of 6th Concession Rd no longer depicted; - open land shown between Roseland and Dougall Pkwy, and rural or rural residential on the east side of 6th Concession Rd.
NTS 40 J/2 Essex (Figure 6f) S1/2 of Study Area	1986	<ul style="list-style-type: none"> - The south end of 6th Concession Rd was altered and was bent slightly at the Dougall Pkwy overpass (not the North Talbot Rd intersection alteration); - a tree nursery indicated where the 1976 map had an orchard, north of North Talbot Rd; - infilling of residential development fronting either side of North Talbot Rd.
NTS 40 J/7 Belle River (Figure 1) N1/2 of Study Area	1994	<ul style="list-style-type: none"> - Similar to 1986, and an additional building on the west side of 6th Concession Rd between the train tracks and Provincial Rd.
NTS 40 J/2 Essex (Figure 1) S1/2 of Study Area	1994	<ul style="list-style-type: none"> - Same as 1986.
NTS 40 J/2 Essex S1/2 of Study Area	1999	<ul style="list-style-type: none"> - Subdivision development on the south side of North Talbot Rd, and on the northwest corner of the North Talbot and 6th Concession Rd intersection.

Image	Year	Comments
Aerial Base Map County of Essex <i>Interactive Mapping</i>	2000	<ul style="list-style-type: none"> - The Roseland suburb had expanded to completely fill the area between 6th Concession Rd, Howard Ave., Cabana Rd and North Talbot Rd; - east of 6th Concession Rd, between Dougall Pkwy and the rail line, depicted as rural agricultural land with farmsteads fronting 6th Concession; - east of 6th Concession Rd, between Provincial and Cabana Rds, a subdivision has been constructed with house lots backing onto 6th Concession Rd; - houses fronted both sides of North Talbot Rd, with some open spaces towards the east edge of the Study Area; - appears to be some open space on the south end of 6th Concession Rd near the intersection with North Talbot Rd; note that this intersection was still on its original alignment.
Aerial Base Map County of Essex <i>Interactive Mapping</i>	2004	<ul style="list-style-type: none"> - The alignment of 6th Concession Rd at the North Talbot Rd intersection has been altered to its current state; - a subdivision has been constructed on the east side of 6th Concession Rd, north of Dougall Pkwy, however there is still a large section of agricultural land between the subdivision and the rail line, which includes farmsteads and some rural residential house lots fronting 6th Concession Rd, as well as three open fields; - there remains open spaced fronting North Talbot Rd towards the eastern end of the Study Area, as well as in the northeast corner of the new intersection with 6th Concession Rd; - from the rail line to Cabana Rd, the north end of 6th Concession Rd is lined primarily with commercial and industrial buildings, with possibly some residential structures on the east side.
Aerial Base Map County of Essex <i>Interactive Mapping</i>	2006	<ul style="list-style-type: none"> - A subdivision is under construction on the east side of 6th Concession Rd, south of the rail line, and the ground is stripped in preparation, including the former field fronting 6th Concession Rd; - there are still two agricultural fields fronting the east side of the 6th Concession Rd, however these are now completely surrounded by subdivisions; - the remainder of the Study Area vicinity is similar to the 2004 aerial image.
Satellite Imagery, Google Earth 2013 Imagery Date 2007 Figure 3	2007	<ul style="list-style-type: none"> - No significant changes to the Study Area since 2006.

Image	Year	Comments
Aerial Base Map County of Essex <i>Interactive Mapping</i>	2008	- The subdivision east of 6 th Concession Rd that was under construction in 2006 is still under construction; - there are no significant changes.
Aerial Base Map County of Essex <i>Interactive Mapping</i>	2010	- No significant changes to the Study Area since 2006.
Ontario Base Mapping 1:10,000	2013	- No significant changes to the Study Area or details not visible on the other documents.
Aerial Base Map County of Essex <i>Interactive Mapping</i>	2013	- No significant changes to the Study Area since 2006.

The background research indicates that the Study Area was within the marshy interior of Essex County, between a sand ridge and a large marsh, and north of the former Aboriginal trail that became the Talbot Road. Settlement by Euro-Canadians along the Talbot Road began in the early to mid 1800s, and building was kept along the road frontage. North Talbot Road was constructed later, as was 6th Concession Road, and development along these roads probably began in the mid to late 1800s. The 1880-1881 *Historic Atlas of Essex and Kent Counties*, East and West Sandwich map (**Figure 5**), indicates one structure each on Lots 306, 307 and 308 NTR, two of which front Talbot Road and one fronts the 5th Concession Road (Howard Avenue). There are no structures indicated fronting either North Talbot Road or the 6th Concession Road, although both roads are depicted as through roads at that time.

The *Historic Atlas of Essex and Kent Counties* is part of a series of Historic Atlases that were produced on a subscription basis, and frequently only the names and dwellings of subscribers were displayed on the maps. However, most of the primary residents (*ie* head of a household or adult male) would have been listed in the directory. **Appendix B** presents a summary of the Directory from the 1880-1881 *Historic Atlas of Essex and Kent Counties* and also of the Directory of Sandwich East Township in 1891. The 1881 Directory does not distinguish the Talbot Road (TR) lots as North or South (NTR or STR), however a comparison to the map confirms that the TR designation can mean either North or South. By 1891, the directional indicator appears to have been in common usage, and the lots are labelled NTR or STR. In 1881, there were 22 names from 12 families and only Lot 14, Concession 6, did not have an associated resident. Families usually settled near each other to help with clearing lands, building homes and everyday work. When the children of farmers were old enough to have their own families, small portions of land would often be severed from the original farms to provide farms for the adult children. The majority of the residents were freeholders, owning their own property, but there were two tenants listed in 1881 and one in 1891. The 1891 listing indicates a change of ownership for some properties, but the total figures are similar with 25 names from 12 families, and only Lot 12, Concession 5 did not have an associated name.

The directory information indicates that many of the lots were already subdivided by the late 1800s, and that, contrary to the image presented in the 1880 mapping, there were residents on most of the lots. When this information was compared to the 1909 and 1930 National Topographic Series (NTS) maps

(**Figure 6a**), it would appear that most of the residents were fronting Howard Avenue, Cabana Road, and Talbot Road, as there are only five houses fronting 6th Concession Road and one fronting North Talbot Road adjacent to the Study Area corridor.

The suburban growth in the Study Area region increased dramatically in the prosperity of the post-World War II era, as can be seen by comparing the 1940 and 1957 NTS maps (**Figures 6b and 6c**). Farmers started subdividing tracts of land along North Talbot Road and 6th Concession Road. Attracted by the lower taxes of the rural region, young people with children started to buy small homes along the main roads and housing developments spread beyond the City limits (Morrison 1954:300). Provincial Road and Dougall Parkway are both 20th century arterial roads. The construction of Dougall Parkway and the 6th Concession Road overpass of the Parkway, between 1940 and 1957, required alteration to 6th Concession Road and probably extensive alteration to its ROW at that point. Similar land disturbance would have occurred at the approach to the North Talbot Road overpass of Highway 401.

Throughout the next 50 years, the expansion of the suburbs in the vicinity of the Study Area continued at a steady pace (see **Figures 1 and 6d to 6f**). The subdivisions off 6th Concession Road typically were entered from a side street, with back yards adjacent to the main road, while the housing developments along North Talbot Road fronted that road with subdivisions in behind. The land on the east side of 6th Concession Road, between Dougall Parkway and Provincial Road, remained agricultural until *ca* 2000, and over the past decade much of this land has also become subdivisions. There are currently only two agricultural fields left adjacent to 6th Concession Road within the Study Area, although there are other green spaces or open land (*ie* not residential lawns) still present adjacent to both 6th Concession Road and North Talbot Road within the Study Area. Between 2000 and 2004, 6th Concession Road was redesigned at its intersection with North Talbot Road, curving 6th Concession to the southwest. The former 6th Concession Road ROW at this point is now partially subdivision and partially Pioneer Avenue (see **Figure 3**).

In summary, while both 6th Concession Road and North Talbot Road were of mid-19th century construction, settlement along these roads was minimal until the mid-20th century. Since then, the region has seen substantial growth both in residential and commercial/industrial zones (such as at the north end of 6th Concession Road). This growth will have been accompanied by the usual infrastructure projects, such as gas lines, water mains, storm and sanitary sewers, hydro and telephone or cable, many of which will be located within the ROWs.

Twentieth century additions to the transportation network associated with or crossing the Study Area includes the construction of the railway, the two arterial roads (Dougall Parkway and Provincial Road) and Highway 401, the 6th Concession and North Talbot Road overpasses, and the re-alignment of 6th Concession Road at its intersection with North Talbot Road.

2.0 FIELD METHODS

The Stage 1 included a property inspection to assess the level of visible disturbances and current conditions. The property inspection was conducted on November 29, 2013 and the ground conditions

were visible, dusted with light snow. Aside from the property inspection, no field work was conducted for this study. Information about the archaeological potential of the Study Area was gathered from various sources. The archaeological potential for pre-contact/historic Aboriginal settlement has been assessed using the data collected from the Ontario Sites Database (OSD) and environmental data collected from geological, soils, NTS topographic and historic maps. Historic Euro-Canadian site potential has been assessed using data from the OSD system, from primary sources such as historic maps, 20th century mapping and aerial photography, and from secondary historic sources.

3.0 ANALYSIS AND CONCLUSION

The Study Area is within a region of Ontario rich in both Aboriginal and Euro-Canadian history. Prior to the settlement of the region by Euro-Canadians and subsequent clearing of forests, the Study Area would have been part of the swamp forest that covered much of Essex County. While sand ridges and knolls are found in the Windsor/Essex region, the Study Area itself consists of the level to almost level clay topography that typifies the Essex Clay Plain. The nearest major water source historically would have been approximately two kilometres distant, and today the closest is almost four kilometres away, while smaller channelized watercourses are 400 metres or more from the Study Area. An Aboriginal trail was documented in the late 1700s approximately 1.3 kilometres to the south of North Talbot Road, and in the early 1800s, that trail, or an approximation thereof, became the Talbot Road, one of the earlier settlement roads. Both North Talbot and 6th Concession Roads were established afterwards, in the mid-19th century, and appear to have had sparse settlement until the second half of the 20th century.

During the 20th century, the rail line, Provincial Road and Dougall Parkway were constructed crossing 6th Concession Road, and Highway 401 crossing North Talbot Road at the east end of the Study Area. Dougall Parkway and Highway 401 required substantial alteration of 6th Concession Road and North Talbot Road respectively in the construction of overpasses. Between 2000 and 2004, the south end of 6th Concession Road was extensively re-aligned. These events, in addition to the expansion of the adjacent and adjoining subdivisions and their associated infrastructure, have impacted the Study Area to varying degrees.

Archaeological potential for Aboriginal sites and material is based on environmental factors, such as distance to water and soil type, and proximity to known sites and features (such as trails or specific resources). There are no registered sites within a kilometre of the Study Area, and the Study Area is over a kilometre from the assumed location of an Aboriginal trail (Talbot Road). The Study Area is also not in close proximity to watercourses and it is completely within the low-relief, poorly draining, clay soils of the clay plain. Therefore, based on these factors, the Study Area has low potential for Aboriginal archaeological resources.

The potential for historic Euro-Canadian material is based on similar factors, with the addition of historic transportation routes such as roads and railways, and of homes, industries or institutions identified in the documentary record. A distance of 100 metres from an historic road or railway is generally considered high potential. The Study Area consists of the ROW of two historic roads, North Talbot Road and 6th Concession Road, and therefore is considered to have high potential for historic Euro-Canadian material.

The current alignment of the south end of 6th Concession Road is not an historic road, however that portion of it within 100 metres of North Talbot Road retains high potential.

The archaeological potential has been reduced by modern disturbances to the ROW, including cross-streets and driveways, ditching, utilities, and extensive grading. The following table displays the potential results in consideration of these factors as observed during the field inspection. Portions of the ROW that could be definitively termed low potential through visual inspection alone are indicated in the table and on **Figures 7** and **8**. The sections that appear to be undisturbed, or where disturbance cannot be confirmed through visual inspection alone, are recommended for Stage 2 Assessment. Either judgemental or five metre interval shovel testing are recommended for these sections, depending on the level of suspected disturbance, and this is also indicated on **Figures 7** and **8**. Should extensive disturbance be found in areas recommended for Stage 2 Assessment at a five metre interval, then the methodology will change to judgemental shovel testing to confirm levels of disturbance.

Table 2
Archaeological Potential of the Study Area

Section of Study Area	Potential Rating	Comments
North Talbot Road, Northern ROW – Note ROW is wider on the north side than the south side		
Howard Ave to 6 th Concession Rd	High Potential	ROW extends past the sidewalk onto the residential lawns with only intermittent ditching; possibility of natural soils beyond or between the utilities, ditching and sidewalk. Stage 2 recommended.
6 th Concession Rd to Pioneer Ave	High Potential	An undeveloped lot (with an early to mid 20 th C house on the corner of Pioneer Ave) borders the Study Area, and due to the ROW width, there is potential beyond the paved shoulder & utilities. Stage 2 recommended.
Pioneer Ave to Old West Ave	High Potential	ROW abuts fenced yards of a newer subdivision and appears to have been graded with utilities, however the level of disturbance cannot be confirmed visually. Stage 2 judgemental shovel testing recommended.
Old West Ave to Highway 401 overpass	Low Potential	ROW is narrower & completely ditched by North Talbot Park; east of the park the grading for the overpass begins, with ditching and banking in the ROW; therefore this section has been extensively disturbed in modern times.
North Talbot Road, Southern ROW		
Howard Ave to Highway 401 overpass	Low Potential	ROW is ditched with a gas line and other utilities on the outside of the ditch. In the section between a small wood and Southwood Lakes Blvd, by Stoneybrook Park, the road is raised and the ROW banked. This whole ROW has therefore been extensively disturbed in modern times.

Section of Study Area	Potential Rating	Comments
6th Concession Road, Eastern ROW		
North Talbot Rd to Dougall Pkwy	Low Potential	<p>The section of 6th Concession Rd from North Talbot to approximately 170 metres north is the recent re-alignment with Silverdale Drive; the eastern ROW by the vacant lot contains the sidewalk, a slight berm, and the gas main, while north of the vacant lot grading for a modern subdivision is evident amongst the sidewalk, water main and front yards.</p> <p>The sidewalk ends where the grading and banking for the Dougall Parkway overpass begins. Therefore, this whole section has been extensively disturbed in modern times.</p>
Dougall Pkwy to Provincial Rd	Low Potential	The ROW is extensively disturbed from grading and banking at the Dougall Pkwy overpass, and from ditching along the rest of the corridor. Gravel shoulders and driveways are also present in the Study Area.
Provincial Rd to Cabana Rd E	High to Low Potential	The ROW at both intersections has been extensively disturbed through ditching and grading/banking and is low potential; however there is an approximately 130 M section between these two roads where there is approximately 5 M between the ditching and the fenced back yards of a newer subdivision that retains potential unless it has been extensively disturbed through either the ditching or the subdivision construction. Stage 2 judgemental shovel testing is recommended for this section to confirm the level of disturbance (see <i>Figure 8</i>).
6th Concession Road, Western ROW		
North Talbot Rd to Dougall Pkwy	High to Low Potential	This section with the new alignment of 6 th Concession Rd, adjacent subdivision, and approach to the Dougall Pkwy overpass, has been extensively disturbed through grading and utilities; however there are two sections at either end of the subdivision, where Stage 2 judgemental shovel testing is recommended to confirm the level of disturbance (see <i>Figure 8</i>).
Dougall Pkwy to the railway line	High Potential	There is no ditching in the western ROW and the ground is generally level from the road to the yards of the adjacent subdivisions; while utilities are present, the level of disturbance from the utilities and any previous grading cannot be confirmed visually, therefore Stage 2 judgemental shovel testing is recommended .
Railway line to Cabana Rd E	Low Potential	The ROW is extensively disturbed by ditching, utilities, and grading for the railway and cross roads.

4.0 RECOMMENDATIONS

The Stage 1 background research determined that there is low potential for Aboriginal sites within the archaeological Study Area, based on the distance from water and other environmental or cultural features. However there is high potential for historic Euro-Canadian sites, due to the mid-19th century construction of both 6th Concession and North Talbot Roads, unless the ROW has been extensively disturbed in modern times. The field inspection confirmed that while much of the archaeological Study Area has been disturbed by infrastructure (ditching, utilities, *etc.*) and adjacent subdivisions, there are sections of minimal to no apparent disturbance that retain high archaeological potential. Therefore, FAC recommends the following:

- 1) That Stage 2: Assessment be conducted on the sections of the archaeological Study Area which retain high potential as depicted on **Figures 7 and 8**, with the understanding that potential may be reduced during the assessment due to high levels of disturbance;
- 2) That the locations within the Study Area deemed to be of low potential (also on **Figures 7 and 8**) require no further archaeological work.

5.0 ADVICE ON COMPLIANCE WITH LEGISLATION

- 1) This report is submitted to the Minister of Culture as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Tourism and Culture, a letter will be issued by the minister stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.
- 2) It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has complete archaeological fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.
- 3) Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with sec. 48(1) of the *Ontario Heritage Act*.

- 4) The Cemeteries Act, R.S.O. 1990 c. C.4 and the *Funeral, Burial and Cremation Services Act*, 2002, c.33 (when proclaimed in force) requires that any person discovering human remains must notify the police or coroner and the Registrar of cemeteries, Ministry of Consumer Services (416 326-8406).

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PROJECT PERSONNEL

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Licence Holder: "Tuth Macdougall (P359)

Property Inspection: Amanda Black (R375)
Barbara Johnson

Background Research: Amanda Black
Emma Gordon

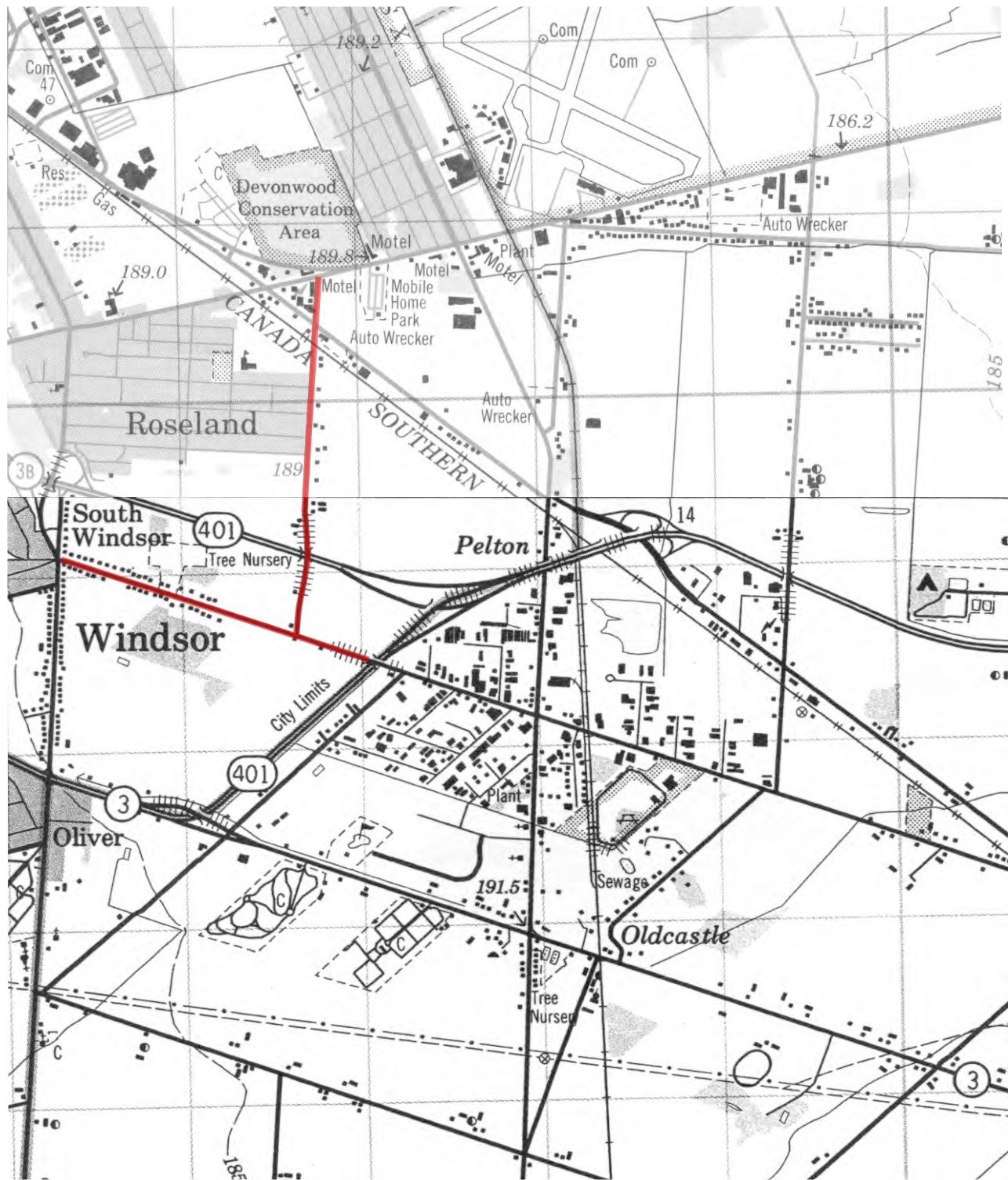
Report Authors: Amanda Black
Ruth Macdougall
Jacqueline Fisher

Report Editors: Ruth Macdougall
Jacqueline Fisher

Graphics: Emma Gordon

NPD Table for Town of Tecumseh Sanitary Sewage Collection Improvements Archaeological Stage 1: Background Study

Permission was obtained to enter the property described in the above report		Yes
The licensee had permission to remove any archaeological objects recovered during the scope of the above named project		NA
The archaeological record will be curated at FAC's facilities		
Property Inspection Dates	Weather	Ground Conditions
29 November, 2013	Sunny, 8°C	Light dusting of snow, terrain fully visible



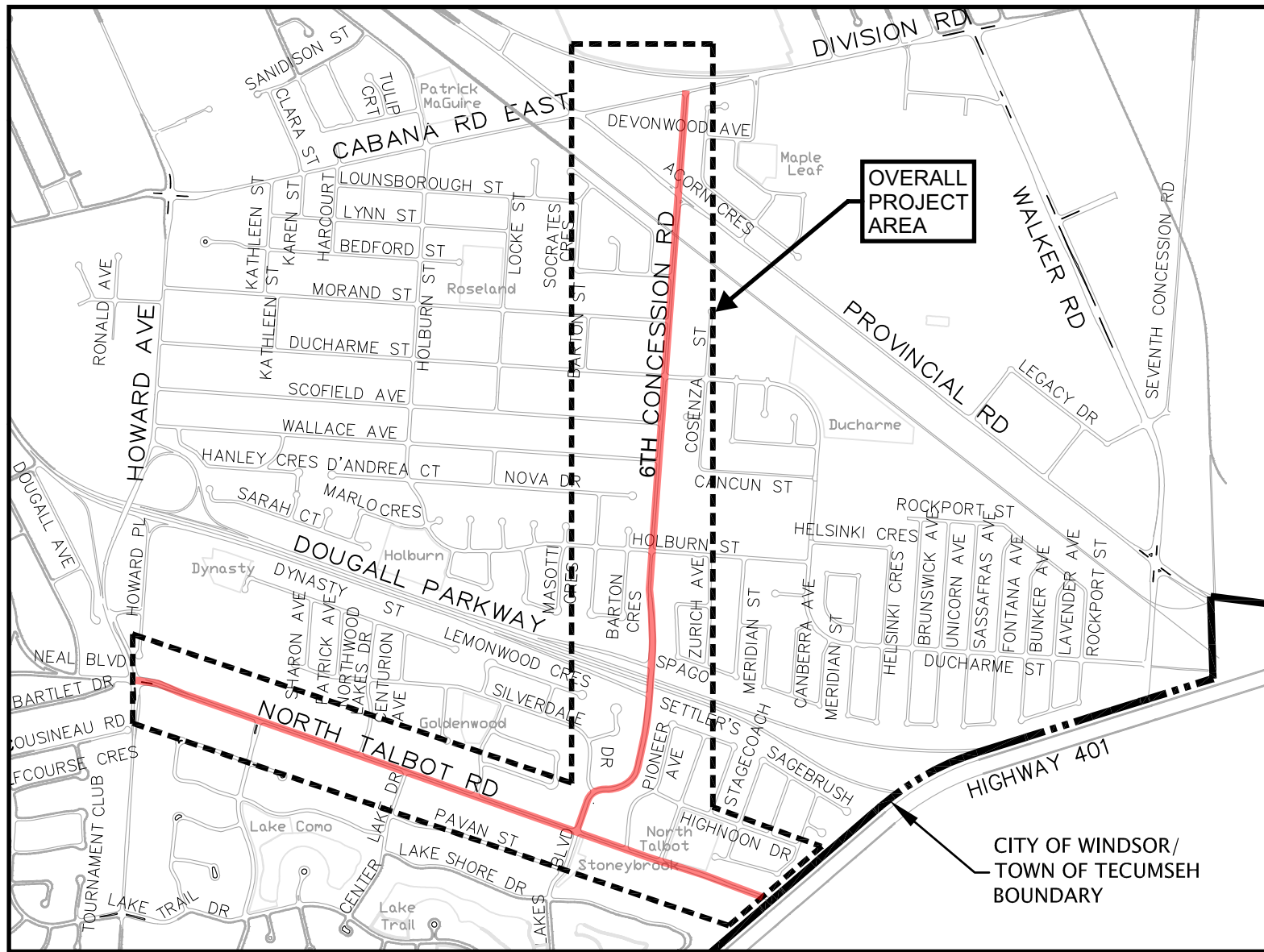
NTS 40 J/7 (top) & 40 J/2 (bottom), 1994.

— Archaeological Study Area



0 1km

Figure 1: Location of Archaeological Study Area



Base mapping provided by Dillon Consulting Limited

Fisher Archaeological Consulting

ENVIRONMENTAL ASSESSMENT - 6TH CONCESSION/NORTH TALBOT ROAD, CITY OF WINDSOR, ESSEX COUNTY, ONTARIO
Dillon Consulting Limited

Figure 2: Overall Project Area



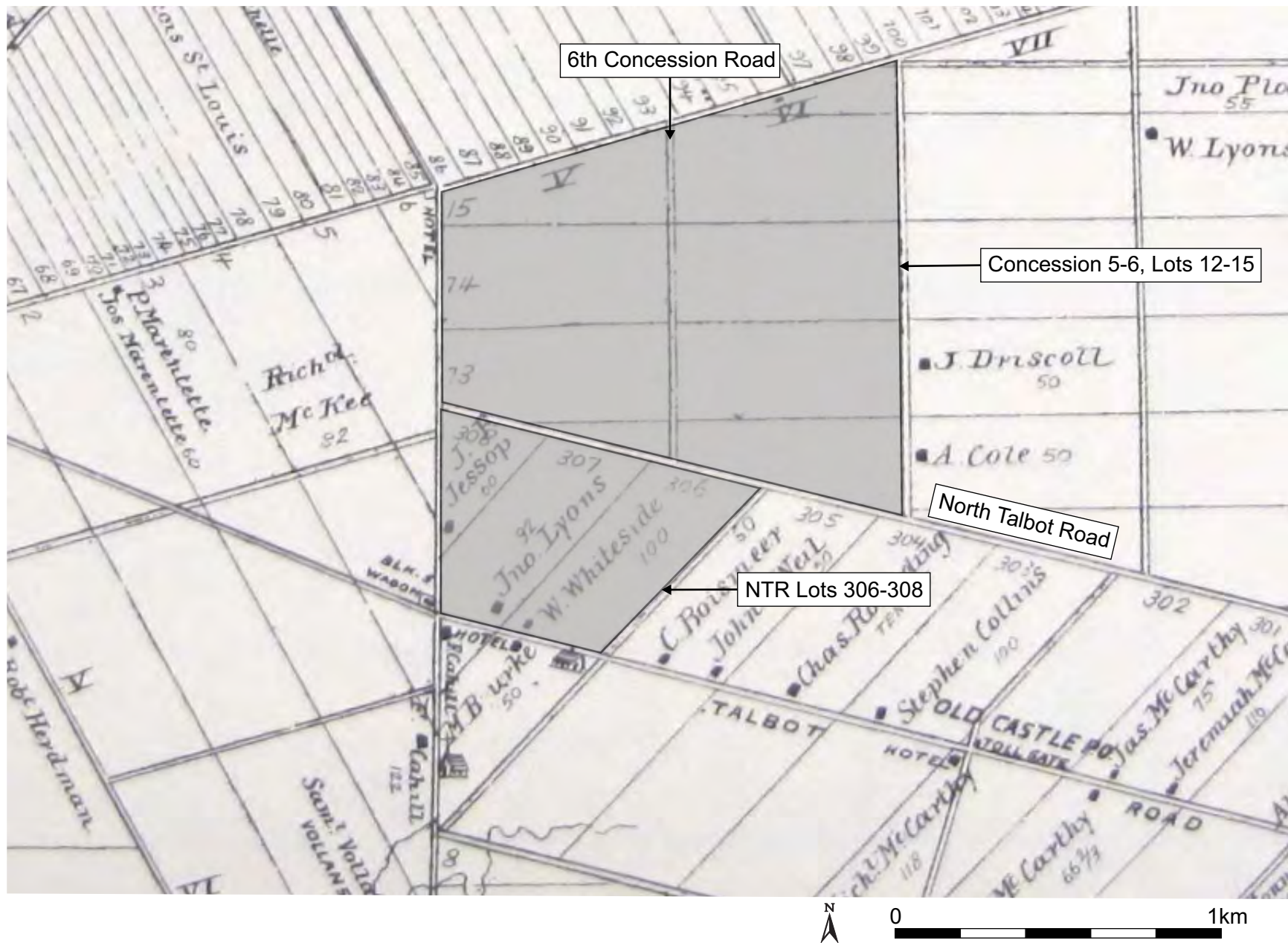
Fisher Archaeological Consulting

ENVIRONMENTAL ASSESSMENT - 6TH CONCESSION/NORTH
TALBOT ROAD, CITY OF WINDSOR, ESSEX COUNTY, ONTARIO
Dillon Consulting Limited

Figure 3: Aerial View of the Study Area



Figure 4: Soil Map of Study Area, 1947



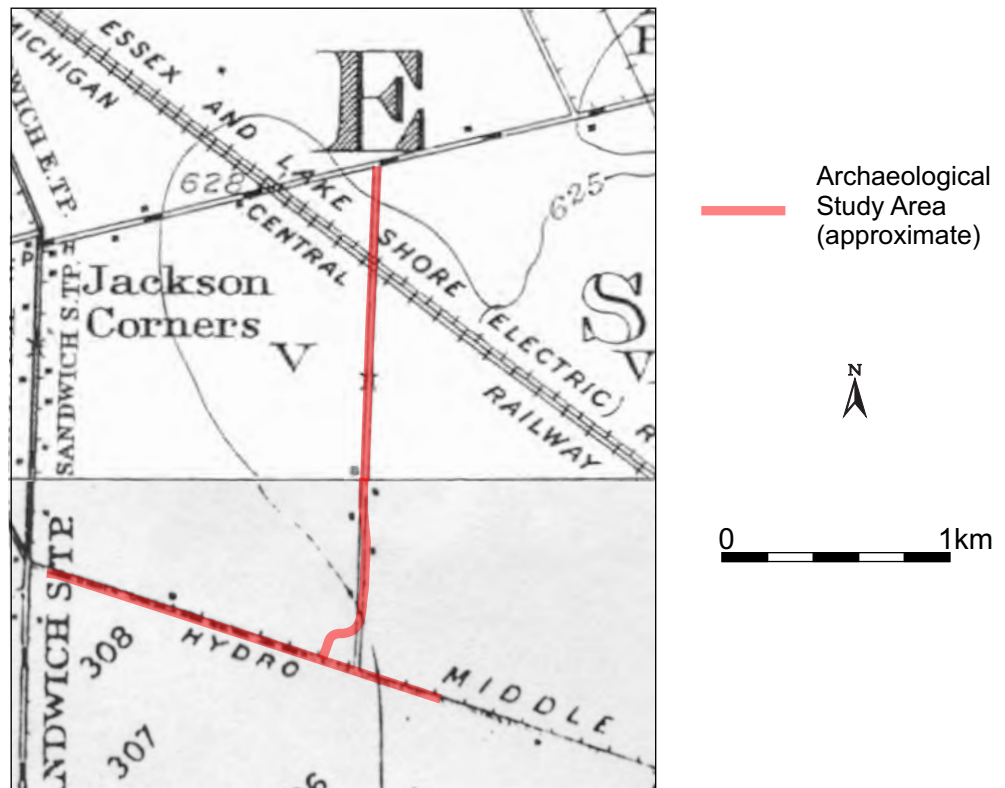


Figure 6a: NTS 40 J/7, 1909 (top); NTS 40 J/2, 1930 (bottom).

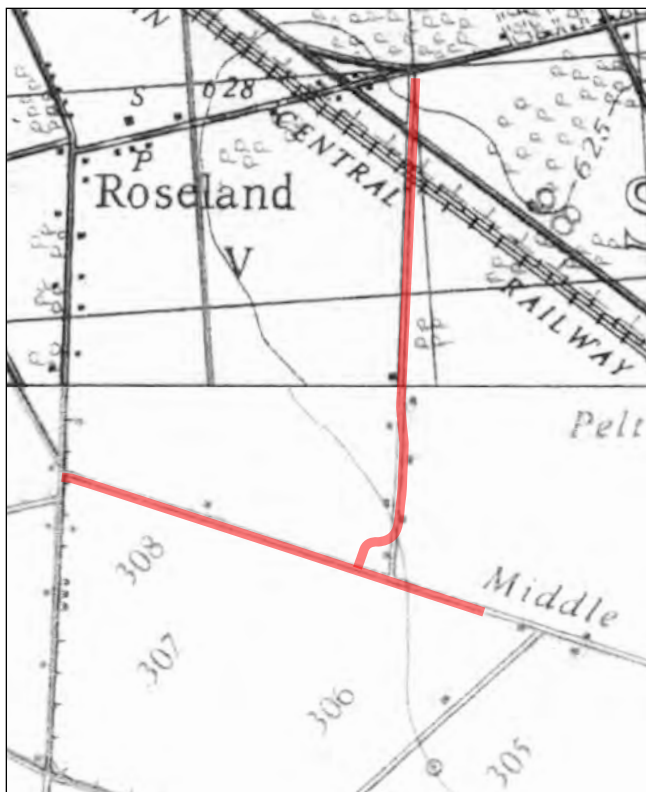


Figure 6b: NTS 40 J/7 (top) & 40 J/2 (bottom), 1940.

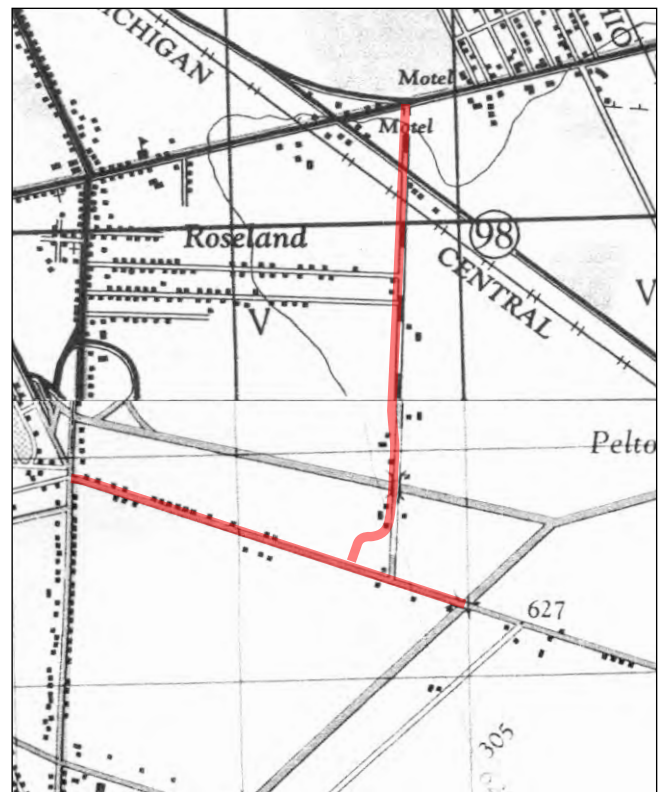


Figure 6c: NTS 40 J/7 (top) & 40 J/2 (bottom), 1957.

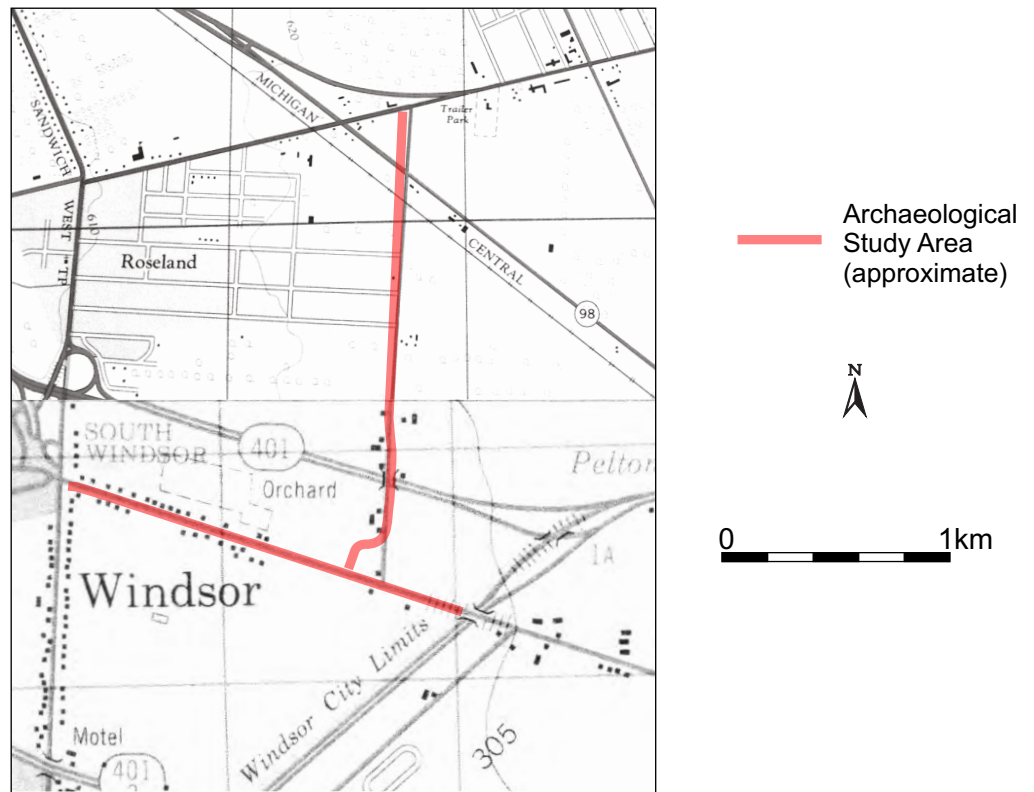


Figure 6d: NTS 40 J/7, 1962 (top) & 40 J/2, 1976 (bottom).

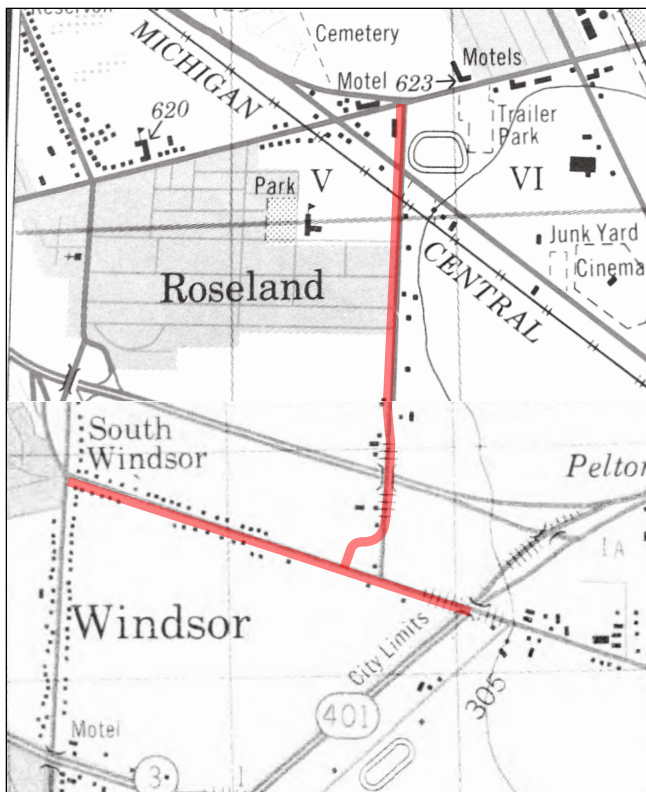


Figure 6e: NTS 40 J/7 (top) & 40 J/2 (bottom), 1978.

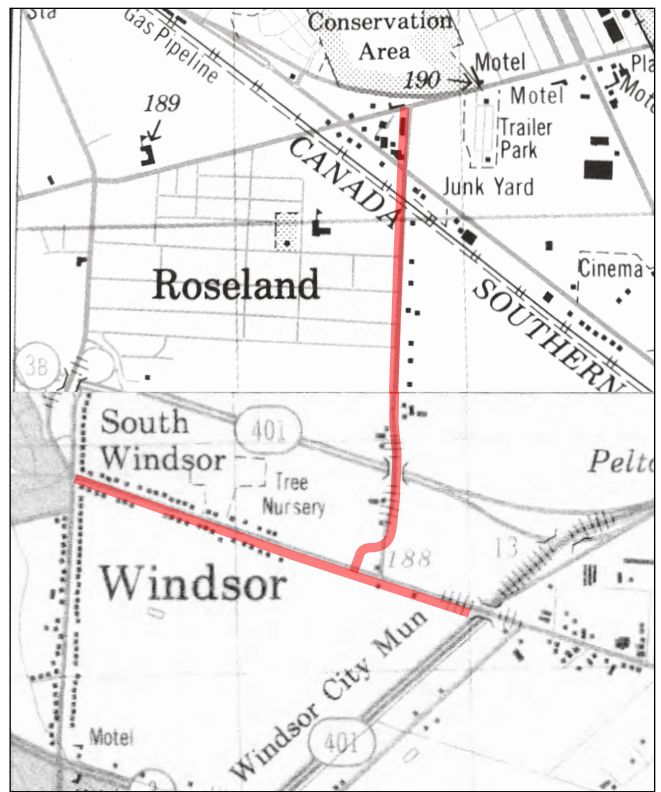
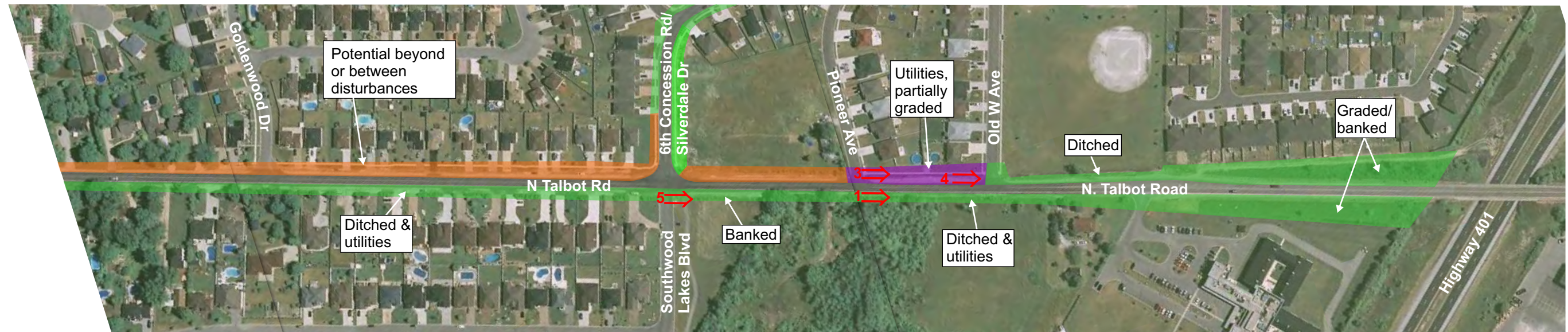
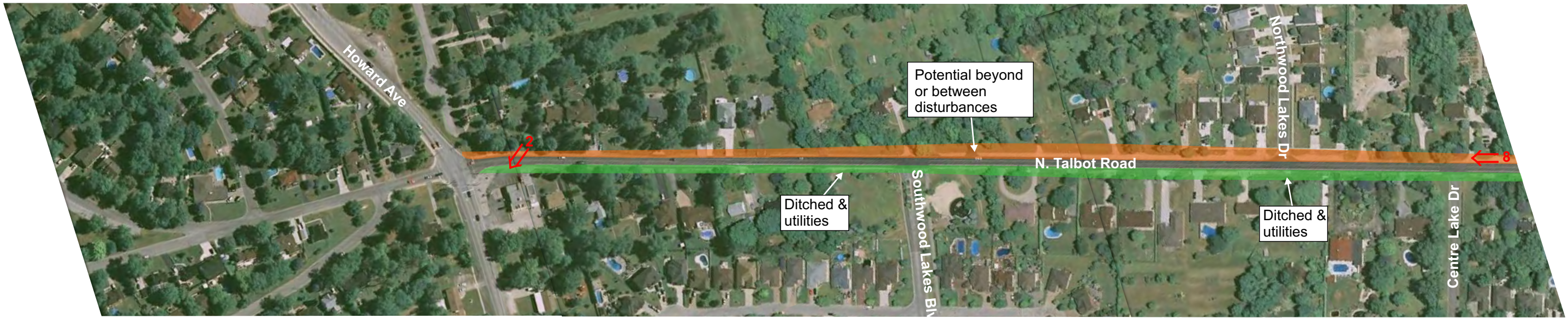


Figure 6f: NTS 40 J/7 (top) & 40 J/2 (bottom), 1986.



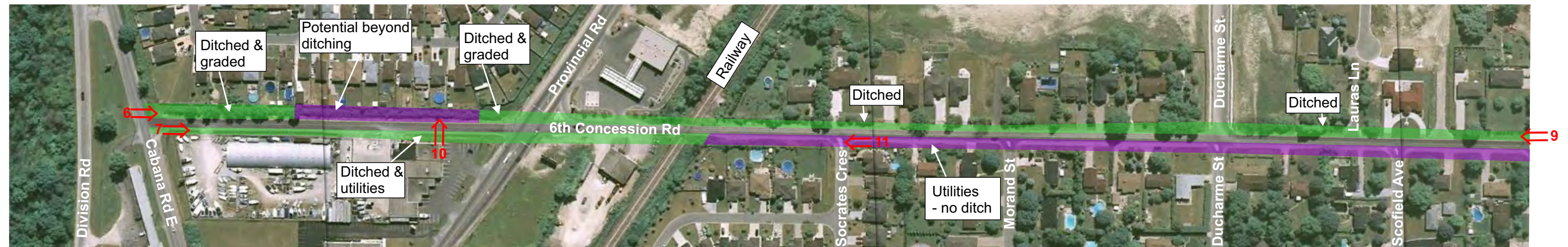
Key

- Low Potential
- High Potential, Stage 2 Recommended (5M interval shovel testing)
- High Potential, Stage 2 Recommended (judgemental shovel testing)

↔ ² Location & Direction of Photographic Plates



Note: Width of the marked corridor is an approximation of the ROW for demonstration purposes only; all potential pertains to within the ROW beyond the current road footprint.



Key

- High Potential, Stage 2 Recommended (5M interval shovel testing)
- High Potential, Stage 2 Recommended (judgemental shovel testing)

- Low Potential
- Location & Direction of Photographic Plates



Note: Width of the marked corridor is an approximation of the ROW for demonstration purposes only; all potential pertains to within the ROW beyond the current road footprint.



Plate 1: North Talbot Road, southern ROW showing ditch and gas line across from Pioneer Ave.; looking east.



Plate 2: Looking west at the intersection of North Talbot Road and Howard Avenue; commercial business in the south ROW, residential lawns in the north.



Plate 3: Looking east along North Talbot Road from the current 6th Concession Road intersection, showing the paved shoulder & water main but no ditching.



Plate 4: Looking east across Old West Avenue to North Talbot Park in the northern ROW of North Talbot Road.



Plate 5: The southern ROW of North Talbot Road at Stoneybrook Park; note the paved and gravel shoulder banked down to the park; looking south.



Plate 6: 6th Concession and Cabana Road intersection, showing ditching and residential buildings on east side; looking south.



Plate 7: Looking south at the ditching along the 6th Concession Road western ROW from Cabana Road.



Plate 8: North Talbot Road, northern ROW west of Goldenwood Drive, showing gravel shoulder, & intermittent ditching by residential lawns; facing west.



Plate 9: Ditching along 6th Concession Road across from Wallace Avenue; looking north.



Plate 10: Looking across 6th Concession Road between Cabana Road East and Provincial Road to the eastern ROW and the space between the ditch and the fence.



Plate 11: Looking north at the western ROW of 6th Concession Rd from its intersection with Socrates Cres.



Plate 12: Looking south along the western ROW of 6th Concession Road from Holburn Street to the Dougall Pkwy overpass.

APPENDIX A

6th Concession/North Talbot Road Stage 1, Field Inspection Photographic Catalogue

29 November 2013

Photo No.	Description	Direction
3685	6th Con. and Holburn, farm field and ditch	N
3686	6th Con. and Holburn, over growth	N
3687	6th Con. and Holburn	N
3688	6th Con. and Holburn (Far shot)	N
3689	6th Con. and Holburn, condition in over growth	N
3690	6th Con. and Holburn, condition in over growth	N
3691	6th Con. looking at Holburn and ditch	S
3692	6th Con. looking at Holburn and ditch	S
3693	6th Con., east side looking at ditch	N
3694	6th Con., west side looking at utilities and grading	S
3695	6th Con., west side looking at utilities and grading	S
3696	6th Con., west side looking at utilities and grading	N
3697	6th Con., east side looking at ditching and filled in ditch	N
3698	6th Con., east side looking at driveways and filled in ditch	N
3699	6th Con. looking at west side grading	W
3700	6th Con. and Provincial intersection, commercial buildings	N
3701	6th Con. and Cabana intersection, commercial buildings (west side)	S
3702	6th Con. and Cabana intersection, commercial buildings and ditching (west side)	S
3703	6th Con. and Cabana intersection, commercial buildings and ditching (west side)	S
3704	6th Con. and Cabana intersection, ditching and residential buildings (east side)	S
3705	6th Con. and Cabana intersection, ditching and residential buildings (east side)	S
3706	6th Con. and Cabana intersection, ditching and residential buildings (east side)	S
3707	6th Con. and Cabana intersection, ditching and residential buildings (east side)	S
3708	6th Con. and Cabana intersection, ditching and residential buildings (east side)	SE
3709	6th Con. and Cabana intersection, ditching and commercial buildings (west side)	SW
3710	6th Con. and Cabana intersection, commercial buildings and ditching (west side)	W
3711	6th Con. and Cabana intersection, commercial buildings and ditching (west side)	S
3712	6th Con. and Cabana intersection, ditching and residential buildings (east side)	E
3713	6th Con. and Provincial intersection, commercial buildings and ditching (west side)	S
3714	6th Con. and Provincial intersection, residential buildings and ditching (east side)	E
3715	6th Con. and Provincial intersection, commercial buildings and ditching	N
3716	6th Con. and Provincial intersection, commercial buildings and ditching (west side)	N
3717	6th Con. and Provincial intersection, commercial buildings and ditching (west side)	N
3718	6th Con. and Provincial intersection, residential buildings and ditching (east side)	NE
3719	6th Con. and Provincial intersection, commercial buildings, ditching, and train track (west side)	S
3720	6th Con. and Provincial intersection, commercial buildings, ditching, and train track (west side)	S
3721	6th Con. approach to train track (west side)	S
3722	6th Con. approach to train track (east side)	S
3723	6th Con. south of train tracks (west side)	N
3724	6th Con. south of train tracks (west side)	N
3725	6th Con. south of train tracks (east side)	N

Photo No.	Description	Direction
3726	6th Con. looking south at ditching (east side)	S
3727	6th Con. looking south at ditching (east side)	S
3728	6th Con. looking at porkchop in the in road, utilities (west side)	S
3729	6th Con. looking at porkchop in the in road, utilities (west side)	S
3730	6th Con. looking at grading and utilities (west side)	N
3731	6th Con. grading and utilities (west side)	N
3732	6th Con. grading and utilities (west side)	S
3733	6th Con. grading and ditches (east side)	N
3734	6th Con. grading and ditches (east side)	S
3735	6th Con. grading and ditches (east side)	S
3736	6th Con. grading and utilities (west side)	N
3737	6th Con. grading (west side)	N
3738	6th Con. grading and utilities	N
3739	6th Con. grading and utilities (west side)	S
3740	6th Con. grading and utilities (west side)	N
3741	6th Con. grading and utilities (west side)	N
3742	6th Con. grading and utilities (west side)	S
3743	6th Con. utilities (Corner of Holburn)	E
3744	6th Con. ditching (east side, south corner of Holburn)	S
3745	6th Con. ditching (east side)	S
3746	6th Con. ditching and grading for Dougall Pkwy (east side)	SE
3747	6th Con. ditching, gravel shoulder and grading for Dougall Pkwy (east side)	S
3748	6th Con. ditching and grading for Dougall Pkwy (west side)	S
3749	6th Con. ditching and grading for Dougall Pkwy (west side)	S
3750	6th Con. ditching and grading for Dougall Pkwy (west side)	S
3751	6th Con. grading for Dougall Pkwy (east side)	S
3752	6th Con. grading for Dougall Pkwy (west side)	S
3753	6th Con. south of Dougall Pkwy, grading (west side)	N
3754	6th Con. south of Dougall Pkwy, grading (west side)	N
3755	6th Con. south of Dougall Pkwy grading (east side)	N
3756	6th Con. south of Dougall Pkwy (east side) side walk, transformer, residential area	S
3757	6th Con. modern residential area, front yards (east side)	SW
3758	6th Con. modern residential area, front yards (east side)	SW
3759	6th Con. modern residential area, front yards (west side)	SW
3760	6th Con. modern residential area, front yards (east side)	W
3761	6th Con. modern residential area, front yards (east side)	W
3762	6th Con. end modern residential area, looking at vacant field and North Talbot Road	S
3763	6th Con. end modern residential area, looking at vacant field and North Talbot Road. Gas line and sidewalk	S
3764	6th Con. end modern residential area, looking at vacant field and North Talbot Road. Gas line and sidewalk current condition	SE
3765	6th Con. end modern residential area, looking at vacant field and North Talbot Road. Gas line and sidewalk current condition	S
3766	Conc. modern residential area (west side) front yards, sidewalk and utilities	S
3767	North Talbot Road at Hwy 401 (south side)	E
3768	North Talbot Road at Hwy 401 (south side)	E

Photo No.	Description	Direction
3769	North Talbot Road at Hwy 401 (north side)	E
3770	North Talbot Road at Hwy 401 (north side)	W
3771	North Talbot Road at Hwy 401 (south side)	W
3772	North Talbot Road (House # 1185) wells (south side)	S
3773	North Talbot Park, gravel shoulder, utilities and grading	E
3774	North Talbot Road (across from NTP) gravel shoulder, ditching and utilities (south side)	E
3775	Amanda 5m from North Talbot Road (south side) standing near pipe line sign	W
3776	North Talbot Road (south side) field conditions: ditch, gas line, tall grass and thistles	E
3777	Amanda 5m from North Talbot Road (south side) standing near pipe line sign	W
3778	North Talbot Road (south side) field conditions: ditch, gas line, tall grass and thistles	E
3779	Amanda standing by sewer (south side) North	S
3780	North Talbot 1185 barn, ditch, utilities (south side)	SE
3781	North Talbot Road west of Old W residential, sidewalk and gravel shoulder (north side)	W
3782	North Talbot Road vacant field looking at house, paved shoulder and utilities (north side)	E
3783	North Talbot Road vacant field looking at house, paved shoulder and utilities (north side)	E
3784	North Talbot Road residential area, paved shoulder and utilities (north side)	W
3785	Stoneybrook Park, North Talbot Road (south side) gravel shoulder and grading	E
3786	Stoneybrook Park, North Talbot Road Amanda standing 5m from edge of road	E
3787	Corner of North Talbot Road and Southwood Lakes Blvd	E
3788	Corner of North Talbot Road and Southwood Lakes Blvd looking at residential area (south side)	W
3789	Corner of North Talbot Road and 6th Con. looking at residential area, gravel shoulders, driveways and utilities (north side)	W
3790	Corner of North Talbot Road and 6th Con. looking at residential area, sidewalk and gas pipe line (north side)	N
3791	North Talbot Road (north side) looking at gravel shoulder, sidewalk and utilities	E
3792	North Talbot Road (south side) looking at gravel shoulder and filled in ditch	E
3793	North Talbot Road (south side) looking at gravel shoulder and filled in ditch	W
3794	North Talbot Road (north side) looking at gravel shoulder	W
3795	North Talbot Road (north side) looking at gravel shoulder	E
3796	North Talbot Road (north side) looking at gravel shoulder, and ditches	W
3797	North Talbot Road (south side) looking at ditching and utilities	E
3798	North Talbot Road (south side) looking at gravel shoulder	W
3799	North Talbot Road (north side) looking at gravel shoulder	E
3800	North Talbot Road (north side) looking at gravel shoulder, grading and sewer	W
3801	North Talbot Road (south side) looking at paved shoulder and ditching	E
3802	North Talbot Road (south side) looking at gravel shoulder	W
3803	North Talbot Road (north side) looking at gravel shoulder, grading and sewer	W
3804	North Talbot Road (south side) looking at gravel shoulder, utilities and grading	E
3805	North Talbot Road (south side) looking at gravel shoulder, utilities, grading, and start of sidewalk	E

Photo No.	Description	Direction
3806	North Talbot Road (south side) looking at sidewalk and sewer	W
3807	North Talbot Road (north side) looking at ditches and driveways	E
3808	North Talbot Road (north side) looking at grading and utilities, Howard Ave	W
3809	North Talbot Road looking at Howard Ave	W
3810	North Talbot Road (north side) looking at Howard Ave	W
3811	North Talbot Road (south side) looking at Howard Ave, commercial building	SW
3812	North Talbot Road (south side) looking at Howard Ave, commercial building	SW
3813	North Talbot Road (north side) looking at Howard Ave,	NW
3814	North Talbot Road (north side) looking at Howard Ave,	NW
3815	North Talbot Road (north side) looking at House on Corner of Howard	N

APPENDIX B

Summary of Directory of Sandwich East Township 1881 Relevant to the Study Area

Concession	Lot	Name	Comments
TR*	306	Burke, Edward Sr	Windsor, Free holder
TR	306	Burke, Martin	Old Castle, Free holder. Farmer and Machine agent. 51 acres worth 2,500\$. Native of Country born 1843
TR	306	Cahill, Francis	Windsor, Tenant. Hotel keeper and owner. 47 acre plus 75 acres lot 3 Conc. 6 W Sandwich. Born 1843
TR	307	Cahill, Wm	Windsor, Free holder
6	12	Cole, Thomas	Old Castle, Free holder
6	15	Collins, James	Windsor Tenant
5	13	Denisson, James	Windsor, Free holder
5	13	Denisson, J	Windsor, Free holder
5	14	Denisson	Windsor, Free holder
5	15	Dumouchelle, I	Windsor, Free holder
TR	308	Jessop, John	Windsor, Free holder
TR	307	Lyons, Edward	Windsor, Free holder
6	12	Lyons, John	Windsor, Free holder
TR	307	Lyons, John	Windsor, Free holder
TR	307	Lyons, Michael	Old Castle, Free holder
6	13	Lyons, Laurence	Old Castle, Free holder
6	13	Lyons, Thomas	Windsor, Free holder
TR	307	Lyons, Wm	Windsor, Free holder. Farmer, 92 acres worth 4,000\$. Born 1844
5	12	Moore, Chas	Windsor, Free holder
6	13	Robinson, John	Old Castle, Free holder
TR	306	Stapleton, John	Windsor, Tenant
TR	306	Whiteside, Wm	Windsor, Free holder. Farmer, 100 acres worth 6,000\$. From Denmark.

*The 1881 Directory does not distinguish the Talbot Road (TR) lots as North or South (NTR or STR), however a comparison to the map confirms that the TR designation can mean either North or South.

Summary of Directory of Sandwich East Township 1891 Relevant to the Study Area

Concession	Lot	Name	Comments
6	15	Beahan, Denis	Old Castle, Tenant
5	12	Cloutier T Mrs	Windsor, Free holder
6	12	Cole, Thomas	Windsor, Free holder
6	14	Crawford, Jacob	Windsor, Free holder
NTR	308	Curry, John	Windsor, Free holder
5	15	Dumouchelle, Henry	Windsor, Free holder
5	15	Dumouchelle, Ign'ce	Windsor, Free holder
5	14	Dumouchelle, Luc	Windsor, Free holder
5	14	Dumouchelle, Napol'n	Windsor, Free holder
6	14	Hanely, James	Windsor, free holder
NTR	307	Jessop, Frank	Windsor, Free holder
NTR	308	Jessop, JJP	Windsor, Free holder
NTR	308	Jessop, Wm	Windsor, Free holder
NTR	307	Lyons, Edward	Windsor, Free holder
6	12	Lyons, John	Old Castle, Free holder
6	13	Lyons, Lawrence	Old Castle, Free holder
NTR	307	Lyons, Michael	Windsor, Free holder
6	13	Lyons, TJ	Old Castle, Free holder
6	14	McCarthy, Edward	Old Castle, Free holder
5	13	Moore, C Mrs	Windsor, Free holder
5	13	Moore, CW	Windsor, Free holder
5	13	Moore, JH	Windsor, Free holder
6	15	Reaume, Edward	Windsor, Free holder
NTR	306	Whiteside, Jm	Old Castle, Free holder
NTR	306	Whiteside, NR	Old Castle, Free holder
NTR	306	Whiteside, Wm	Old Castle, Free holder

**Additional Information Request from the City of Windsor Planning Department, regarding
Archaeological Site Identification**

(Pertains to Stages 2 to 4)

In addition to the submission of standard documentation (Contract Information Form, archaeological assessment reports and Ministry Site Record Forms) to the OMC for the purpose of licensing and development approvals, the Consultant Archaeologist will submit if applicable the following documentation to the City of Windsor:

1. 1:10,000 scale Ontario Base Map clearly delineating the limits of the area under study and the location of any sites found as a result of that study;
2. A completed copy of an Archaeological Site Record form for each site found or further investigated as a result of that study;
3. Notice pertaining to the short and long term curation of artifact collections and documentation; and,
4. A copy of all relevant reports.

(Email communication, 31 January 2014)



FISHER ARCHAEOLOGICAL CONSULTING

452 Jackson St. W.,
Hamilton, Ontario,
L8P 1N4

Tel: (905) 525-1240

Fax: (905) 525-4683

JACQUELINE FISHER, M.A., A.P.A.

Principal Archaeologist

Administrative Co-ordinator
Ministry of Tourism, Culture and Sport
Culture Programmes Unit
401 Bay Street, Suite 1700
Toronto, Ontario, M7A 0A7

5th February 2014

**RE: ENVIRONMENTAL ASSESSMENT - 6TH CONCESSION/NORTH TALBOT ROAD
CITY OF WINDSOR, ESSEX COUNTY, ONTARIO
ARCHAEOLOGICAL STAGE 1: BACKGROUND STUDY, FINAL REPORT (Original)
PIF# P359-0009-2013; Licensee: Ruth Macdougall (P359), (PIF is valid)**

Dear Administrative Co-ordinator,

Please find enclosed the Ministry of Tourism, Culture and Sport's (MTCS) one electronic copy of the above named final report, original.

The following points address MTCS report submission requirements:

- 1) the archaeological work was conducted as part of a Class EA;
- 2) the currently available mapping is attached;
- 3) no avoidance schedules are required as this work encompasses a Stage 1: Background Study only;
- 4) the results of the Stage 1 work have been discussed with the proponent;
- 5) there is one previous archaeological report that overlaps the Study Area of this project, for full details see the following Cover Letter.

Sincerely

Jacqueline Fisher
(President, FAC)
cc: Paula Neto, Dillon Consulting Limited.

COVER LETTER

1) Licensee Information:

Name: Ruth Macdougall Company Name: Fisher Archaeological Consulting
Licence #: P359
Contact Information: 452 Jackson St. West
Hamilton, Ontario, L8P 1N4.
Tel.: 905 525-1240; Fax: 905 525-4683
Email: r.macd@acanac.net or jacquie.fisher@sympatico.ca

2) Project Information:

PIF: P359-0009-2013
PIF is valid
Archaeological
fieldwork stages: Stage 1
Development Name: Environmental Assessment, 6th Concession/North Talbot Road, City of Windsor,
Essex County, Ontario
Property Location: Fronting Part Lots 306, 307 and 308 North of the Talbot Road & Part Lots 12, 13,
14, and 15 Concessions 5 & 6, geographic Township of East Sandwich.

3) Proponent Information:

Proponent: Dillon Consulting Limited
Contact Name: Paula Neto
130 Dufferin Avenue, Suite 1400, London, Ontario, N6A 5R2
Contact Information: Tel.: 519 438-6192; Fax: 519 672-8209 ; Email: pneto@dillon.ca
Project No.: 13-8295

4) Approval Authority:

Name: City of Windsor
1266 McDougall Ave, Windsor, ON N8X 3M7
Contact Name: Jennifer Leitzinger
Contact Information: Tel.: 519-255-6247 x6002; Fax: N/A;
Email: jleitzinger@city.windsor.on.ca
Regulatory Process: Class Environmental Assessment

5) Reporting Information

Date Report Filed: original version 5th February 2014

6) Previous Reports that are pertinent to report:

Archaeological Assessment (Stage 1), Cabana Road Corridor, Walker Road to Huron Church Road, City of Windsor, Essex County, Ontario, Archaeologix Inc. 2001, CIF 2001-002-050

List of Supplementary
Information:

Currently available mapping included;
Additional information request from City of Windsor re: Stages 2-4

Borden Registration Form: Not Applicable

I the undersigned hereby declare that, to the best of my knowledge, the information in this report and submitted in support of this report is complete and accurate in every way, and I am aware of the penalties against providing false information under section 69 of the *Ontario Heritage Act*.

A handwritten signature in cursive script, reading "R Macdougall". The signature is written in a dark ink and is positioned above the printed name and title.

Ruth Macdougall
Field Director, FAC

Ministry of Tourism, Culture and Sport

Culture Programs Unit
Programs and Services Branch
Culture Division
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
ArchaeologyReports@ontario.ca

Ministère du Tourisme, de la Culture et du Sport

Unité des programmes culturels
Direction des programmes et des services
Division de culture
401, rue Bay, bureau 1700
Toronto ON M7A 0A7
ArchaeologyReports@ontario.ca



Apr 1, 2015

Ruth Macdougall (P359)
Fisher Archaeological Consulting (FAC)
6 - 170 Florence Hamilton ON L8R 1W9

**RE: RE: Entry into the Ontario Public Register of Archaeological Reports:
Archaeological Assessment Report Entitled, "ENVIRONMENTAL ASSESSMENT -
6TH CONCESSION/NORTH TALBOT ROAD, CITY OF WINDSOR, ESSEX COUNTY,
ONTARIO ARCHAEOLOGICAL STAGE 1: BACKGROUND STUDY, FINAL REPORT ",
Dated Feb 5, 2014, Filed with MTCS Toronto Office on Feb 11, 2014, MTCS Project
Information Form Number P359-0009-2013**

Dear Ms Macdougall:

The above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c 0.18 has been entered into the Ontario Public Register of Archaeological Reports without technical review.¹

Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Should you require further information, please do not hesitate to send your inquiry to ArchaeologyReports@Ontario.ca.

cc. Archaeology Licensing Officer
Paula Neto, Dillon Consulting Limited
Jennifer Leitzinger, City of Windsor

¹In no way will the ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.



Horvath, Kimberly <khorvath@dillon.ca>

Fwd: REPORT IN REGISTER: Your report has been entered into the register - PIF(s) P359-0009-2013 / *

1 message

Neto, Paula <pneto@dillon.ca>

Thu, Apr 2, 2015 at 10:39 AM

To: John Zangari <jzangari@dillon.ca>, Kimberly Horvath <khorvath@dillon.ca>, 138295 <138295@dillon.ca>

FYI and this is to be filed with the ESR appendices for archaeology.

**Paula Neto, MScPI, MCIP RPP**

Associate

Dillon Consulting Limited

130 Dufferin Avenue, Suite 1400

London, Ontario, N6A 5R2

T - 519.438.1288 ext. 1245

M - 226.980.5714

PNeto@dillon.ca

www.dillon.ca

*Please consider the environment before printing this email*

----- Forwarded message -----

From: **pastport** <pastport@ontario.ca>

Date: Wed, Apr 1, 2015 at 11:27 AM

Subject: REPORT IN REGISTER: Your report has been entered into the register - PIF(s) P359-0009-2013 / *

To: r.macd@acanac.net

Cc: jleitinger@city.windsor.on.ca, pneto@dillon.ca

Dear Ruth Macdougall,

The Original report for PIF P359-0009-2013, submitted by you as a condition of your licence, has been entered into the Ontario Public Register of Archaeological Reports without technical review.
Please refer to the attached letter.

Note: the ministry makes no representation or warrant as to the completeness, accuracy or quality of reports in the register.

Please **do not** reply to this e-mail. The message **will** be undeliverable and we are unable to respond from this address.

If you have any questions about this report email us at:

ArchaeologyReports@ontario.ca

REPORT IN REGISTER: Your report has been entered into the register - PIF(s) P359-0009-**2013.pdf**

47K