Appendix D.5 Cultural Heritage Report

Environmental Review Report

East Windsor Generation Facility Expansion

Capital Power Corporation

SLR Project No.: 241.030524.00024

July 2024

Cultural Heritage Report:
Existing Conditions and Preliminary Impact Assessment

East Windsor Generation Facility Expansion Project

City of Windsor
Essex County, Ontario

Final Report

Prepared for:

SLR Consulting Limited
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Archaeological Services Inc. File: 23CH-102

October 2023 (Revised December 2023 and March and June 2024)

Executive Summary

Archaeological Services Inc. (A.S.I) was contracted by SLR Consulting (Canada) Limited, on behalf of Capital Power Corporation (Capital Power), to conduct a Cultural Heritage Report as part of the East Windsor Generation Facility Expansion Project (the Project) the City of Windsor. This report has been prepared in support of the Environmental Review Report (E.R.R.) to meet the requirements of the Environmental Screening Process for Electricity Projects (E.S.P.).

Capital Power, through its affiliate East Windsor (Expansion) L.P., is proposing the East Windsor Generation Facility Expansion (the Project) in the City of Windsor, Ontario. The Project is responsive to the Independent Electricity System Operator's (I.E.S.O.'s) call for additional natural gas generation capacity and would provide up to approximately 107 Megawatts (M.W.) of additional gross generation capacity to the Windsor-Essex area and provincial electricity grid. The proposed Project is being designed to provide dependable capacity at peak times when Ontario's other generation sources are not capable of meeting demand.

The Project consists of the construction and operation of a new simple cycle natural gas generation facility located adjacent to the existing East Windsor Cogeneration Centre (E.W.C.C.)[1]. The Project will make use of some existing infrastructure, including tying into the existing E.W.C.C. high-voltage interconnection line to avoid the need for a new connection to the provincial electricity grid. Ancillary project components include an equipment building, storage building, stormwater management system and site servicing. Additional

[1] The E.W.C.C. is located on the land leased from Ford Motor Company of Canada Ltd. E.W.C.C., in addition to generating electricity, the facility used to provide steam to the neighbouring Ford Motor company for their Ford Windsor engine plant. Since the closure of the engine plant in 2018, Ford has terminated the Steam Supply Agreement with E.W.C.C., and E.W.C.C. now operates in simple cycle mode as a peaking plant.

areas for temporary staging and laydown will be required during the construction phase.

The Project will be located within the existing E.W.C.C. fenceline, primarily on lands owned by Capital Power. These lands represent a series of parcels, municipally known as 228 to 276 Cadillac Street (hereby referred to as the Project Site). These parcels, along with others on the west side of Cadillac Street, were formerly residential properties that were acquired, and residences removed, as part of the original development of the E.W.C.C. The Project Site is approximately 0.61 hectares (1.49 acres) in size and is currently used for site access, parking, mowed and landscaped areas, and storage. The project study area consists of the Project site, existing E.W.C.C. building and surrounding property, as well as industrial, residential, and commercial areas that are located within the bounds of the Detroit River to the north, Walker Road to the west, Whelpton Street and Wyandotte Street East to the south, and Strabane Avenue to the east.

The purpose of this report is to present an inventory of known and potential built heritage resources (B.H.R.s) and cultural heritage landscapes (C.H.L.s), identify existing conditions of the project study area, provide a preliminary impact assessment, and propose appropriate mitigation measures.

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with an industrial history dating back to the mid-nineteenth century. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there are 13 known B.H.R.s and one known cultural heritage landscape (C.H.L.) in the project study area. An additional three potential B.H.R.s, three potential C.H.L.s, and one commemorative feature (C.F.) were identified during background research and field review.

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

1. Construction activities and staging should be suitably planned and undertaken to avoid unintended negative impacts to identified B.H.R.s and C.H.L.s. Avoidance measures may include, but are not limited to: erecting temporary fencing, establishing buffer zones, issuing instructions to construction crews to avoid identified features, etc. No adverse direct or indirect impacts are anticipated for any identified B.H.R., C.H.L., or C.F.

2. As B.H.R. 7 (2879 Riverside Drive East) is Designated under Part IV of the *Ontario Heritage Act* and construction activities are planned across the street from the property, a resource-specific Built Heritage Impact Study (B.H.I.S.) may be required in fulfillment of the *City of Windsor's Official Plan* clause 9.3.7.1 c(i) (City of Windsor, 2013). However, there are no direct adverse impacts anticipated. Potential impacts are anticipated to be temporary, and will be confined to both the duration of construction and to the adjacent property at 224 Cadillac Street. Therefore, it is recommended that the City of Windsor consider waiving the requirement for a B.H.I.S. in this case given that suitable mitigation measures can be employed as part of the Site Plan Control process (clause 9.3.7.1 c (ii)). To ensure that all potential impacts to this B.H.R. were identified and mitigated in the Project, a B.H.I.S. was prepared for B.H.R. 7 by A.S.I. at the direction of Capital Power in March 2024 (finalized June 2024) (A.S.I. 2024). Planning staff at the City of Windsor provided feedback on this report following their review on 23 May 2024, which included confirmation that they were in agreement with the mitigation recommendations and conclusions in the B.H.I.S.

3. As B.H.R. 5 (3001 Riverside Drive East / 3150 Wyandotte Street East) is Listed in the Municipal Heritage Register and the property is anticipated to be adjacent to the Project Site, a B.H.I.S. may also be required for this property. However, as there are no direct adverse impacts anticipated and the impacts are anticipated to be temporary and confined to the duration of construction, it is recommended that the City of Windsor consider waiving the requirement for a B.H.I.S. in

this case given that suitable mitigation measures can be employed as part of the Site Plan Control process (City of Windsor Official Plan clause 9.3.7.1 c(ii)). Email communication from the City of Windsor on 23 May 2024 confirmed that the requirement for a B.H.I.S. for B.H.R. 5 would be waived if suitable mitigation measures were employed.

4. Vibration during construction may impact four B.H.R.s (B.H.R. 5, B.H.R. 7, B.H.R. 8, and B.H.R. 9,) given they are located within 50 metres of the Project Site. To ensure the B.H.R.s are not adversely impacted, a baseline vibration assessment should be undertaken as early as possible during detail design or during the Site Control Plan process.

5. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm any potential impacts of the proposed work on B.H.R.s, C.H.L.s, or C.F.s within the study area.

6. This report should be submitted to the City of Windsor, the M.C.M., and any other local heritage stakeholders who may have an interest in the project for review and comment. The final report and comments from M.C.M. should be submitted to the City of Windsor and to the M.C.M. for their records.

Report Accessibility Features

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

Project Personnel

- **Senior Project Manager**: Lindsay Graves, M.A., C.A.H.P., Senior Cultural Heritage Specialist, Assistant Manager - Cultural Heritage Division
- **Project Coordinator:** Katrina Thach, B.A. (Hon), Associate Archaeologist, Project Coordinator - Environmental Assessment Division
- **Project Manager**: John Sleath, M.A., Cultural Heritage Specialist, Project Manager - Cultural Heritage Division
- **Report Production**: Lindsay Parsons, M.M.St., M.P.L., Cultural Heritage Technician, Technical Writer and Researcher – Cultural Heritage Division and John Sleath
- **Graphics Production**: Andrew Clish, B.E.S., Senior Archaeologist - Planning Assessment Division
- Peter Bikoulis, P.h.D., Archaeologist, Geomatics Technician – Operations Division
- **Report Reviewer(s)**: Lindsay Graves and John Sleath

Qualified Persons Involved in the Project

Lindsay Graves, M.A., C.A.H.P.
Senior Cultural Heritage Specialist, Assistant Manager - Cultural Heritage Division

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

John Sleath, M.A.
Cultural Heritage Specialist, Project Manager - Cultural Heritage Division

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

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

Lindsay Parsons, M.P.L., M.M.St.
Cultural Heritage Technician, Technical Writer and Researcher - Cultural Heritage Division

The Cultural Heritage Technician for this project is **Lindsay Parsons** (M.P.L., M.M.St.), who is a Cultural Heritage Technician and Technical Writer and Researcher within the Cultural Heritage Division. She was responsible for preparing and contributing to research and technical reporting. Lindsay's work as a cultural heritage professional has focused on historical and archival research, interpreting the built environment, and cultural heritage landscape studies. Lindsay holds a M.P.L. from Toronto Metropolitan University, where she focused her studies on understanding the values that guide heritage conservation practices and how these values influence what and whose heritage is conserved. Lindsay also graduated with an M.M.St., where she focused her studies on collections management, as well as interpretation and story-telling with a particular focus on the built environment. Lindsay's experience in and

understanding of both the museum and planning worlds has given her a holistic understanding of built heritage resources and cultural heritage landscapes, the many challenges they face in ever-evolving environments, and best practices in their conservation and interpretation.

Glossary

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

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

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

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

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

Potential Built Heritage Resource or Cultural Heritage Landscape
Definition: A potential built heritage resource or cultural heritage landscape is a property that has the potential for cultural heritage value or interest. This can include properties/project area that contain a parcel of land that is the subject of a commemorative or interpretive plaque, is adjacent to a known burial site and/or cemetery, is in a Canadian Heritage River Watershed, or contains buildings or structures that are 40 or more years old (Ministry of Citizenship and Multiculturalism, 2016).

Significant
Definition: With regard to cultural heritage and archaeology resources, significant means “resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act.*

While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation" (Ministry of Municipal Affairs and Housing, 2020, p. 51).

Vibration Zone of Influence

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

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1.0 Introduction

Archaeological Services Inc. (A.S.I) was contracted by SLR Consulting (Canada) Limited, on behalf of Capital Power Corporation (Capital Power), to conduct a Cultural Heritage Report as part of the East Windsor Generation Facility Expansion Project (the Project) in the City of Windsor. The purpose of this report is to present an inventory of known and potential built heritage resources and cultural heritage landscapes, identify existing conditions of the project study area, provide a preliminary impact assessment, and propose appropriate mitigation measures. This report has been prepared in support of the Environmental Review Report (E.R.R.) to meet the requirements of the Environmental Screening Process for Electricity Projects (E.S.P.).

1.1 Project Overview

Capital Power, through its affiliate East Windsor (Expansion) L.P., is proposing the East Windsor Generation Facility Expansion (the Project) in the City of Windsor, Ontario. The Project is responsive to the Independent Electricity System Operator's (I.E.S.O.'s) call for additional natural gas generation capacity and would provide up to approximately 107 Megawatts (M.W.) of additional gross generation capacity to the Windsor-Essex area and provincial electricity grid. The proposed Project is being designed to provide dependable capacity at peak times when Ontario's other generation sources are not capable of meeting demand.

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The Project will be located within the existing E.W.C.C. fenceline, primarily on lands owned by Capital Power. These lands represent a series of parcels, municipally known as 228 to 276 Cadillac Street (hereby referred to as the Project Site). These parcels, along with others on the west side of Cadillac Street, were formerly residential properties that were acquired, and residences removed, as part of the original development of the E.W.C.C. The Project Site is approximately 0.61 hectares (1.49 acres) in size and is currently used for site access, parking, and mowed and landscaped areas. The project study area consists of the Project site, existing E.W.C.C. building and surrounding property, as well as industrial, residential, and commercial areas that are located within the bounds of the Detroit River to the north, Walker Road to the west, Whelpton Street and Wyandotte Street East to the south, and Strabane Avenue to the east.

1.2 Description of Study Area

This Cultural Heritage Report will focus on the identified Project site and any proposed staging area with an additional 50 metre buffer (Figure 1). SLR

[2] The E.W.C.C. is located on the land leased from Ford Motor Company of Canada Ltd. E.W.C.C., in addition to generating electricity, the facility used to provide steam to the neighbouring Ford Motor company for their Ford Windsor engine plant. Since the closure of the engine plant in 2018, Ford has terminated the Steam Supply Agreement with E.W.C.C., and E.W.C.C. now operates in simple cycle mode as a peaking plant.

Consulting (Canada) Limited provided a larger Project study area to inform an understanding of known and potential B.H.R.s and C.H.L.s that may surround the Project site, however, field review was confined to a more limited area that included the Project site and proposed staging areas with an additional 50 metre buffer (Figure 7). For the purposes of this report, the larger area is called the Desktop Study Area, while the refined area is called the Project Study Area. As the proposed Project work is anticipated to be confined to the Project site, restricting the field review to the Project site plus a 50 metre buffer was determined to be an adequate scope to ensure all known and potential B.H.R.s and C.H.L.s that may be impacted by the proposed works would be captured in this report. Properties within the Desktop Study Area are in the City of Windsor.

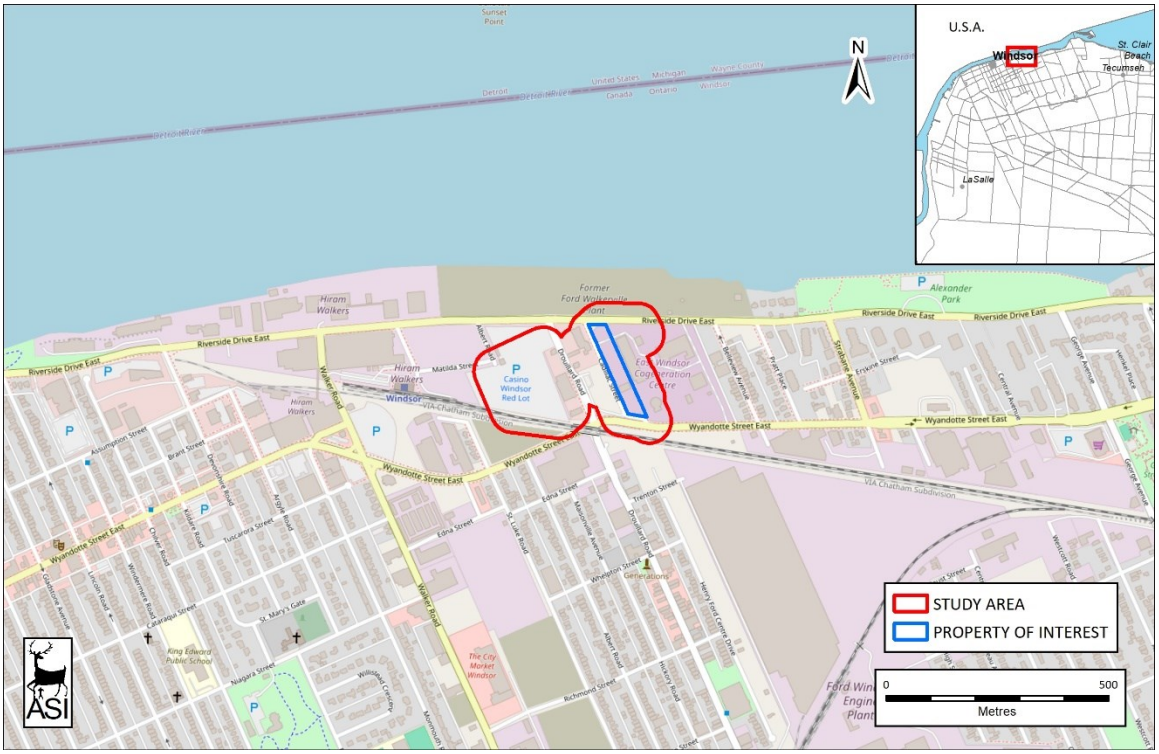


Figure 1: Location of the study area (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (C.C.-By-S.A.))

2.0 Methodology

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

2.1 Regulatory Requirements

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

- The *Planning Act* (Planning Act, R.S.O. 1990, c. P.13, 1990), which states that "conservation of features of significant architectural, cultural, historical, archaeological or scientific interest" is a "matter of provincial interest". The *Provincial Policy Statement* (Ministry of Municipal Affairs and Housing, 2020), issued under the *Planning Act*, links heritage conservation to long-term economic prosperity and requires municipalities and the Crown to conserve significant built heritage resources and cultural heritage landscapes.

- The *Environmental Assessment Act* (Environmental Assessment Act, R.S.O. c. E.18, 1990), which defines "environment" to include cultural conditions that influence the life of humans or a community. Cultural heritage resources, which includes archaeological resources, built heritage resources and cultural heritage landscapes, are important components of those cultural conditions.

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

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

2.2 Municipal/Regional Heritage Policies

The study area is located within the City of Windsor, in Essex County. Policies relating to built heritage resources and cultural heritage landscapes were reviewed from the following sources:

- *City of Windsor Official Plan* (City of Windsor, 2013)
- *Ford Powerhouse District Community Improvement Plan* (Dillon Consulting Limited, 2007)

- *Ford City Community Improvement Plan* (City of Windsor Planning and Building Department, 2018)

2.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes

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

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

Background historical research, which includes consultation of primary and secondary source research and historical mapping, is undertaken to identify early settlement patterns and broad agents or themes of change in a study area. This stage in the data collection process enables the researcher to determine the presence of sensitive heritage areas that correspond to nineteenth and twentieth-century settlement and development patterns. To augment data collected during this stage of the research process, federal, provincial, and municipal databases and/or agencies are consulted to obtain information about specific properties

that have been previously identified and/or designated as having cultural heritage value. Typically, resources identified during these stages of the research process are reflective of particular architectural styles or construction methods, associated with an important person, place, or event, and contribute to the contextual facets of a particular place, neighbourhood, or intersection.

A field review will then be undertaken to confirm the location and condition of previously identified B.H.R.s and C.H.L.s. The field review is also used to identify potential B.H.R.s and C.H.L.s that have not been previously identified on federal, provincial, or municipal databases or through other appropriate agency data sources.

During the cultural heritage assessment process, a property is identified as a potential B.H.R.s and C.H.L. based on research, the Ministry screening tool, and professional expertise and best practice. In addition, use of a 40-year-old benchmark is a guiding principle when conducting a preliminary identification of B.H.R.s and C.H.L. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this benchmark provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from having cultural heritage value or interest.

2.4 Background Information Review

To make an identification of previously identified known or potential B.H.R.s and C.H.L.s within the study area, the following sections present the resources that were consulted as part of this Cultural Heritage Report.

2.4.1 Review of Existing Heritage Inventories

A number of resources were consulted in order to identify previously identified B.H.R.s and C.H.L.s within the study area. These resources, reviewed on 14 June 2023, include:

- The City of Windsor's Municipal Heritage Register (City of Windsor, 2022);
- Historical maps (including historical atlases, topographic maps, and aerial photography);
- The *Ontario Heritage Act Register* (Ontario Heritage Trust, n.d.b);
- The *Places of Worship Inventory* (Ontario Heritage Trust, n.d.c);
- The inventory of Ontario Heritage Trust easements (Ontario Heritage Trust, n.d.a);
- The Ontario Heritage Trust's *An Inventory of Provincial Plaques Across Ontario*: a PDF of Ontario Heritage Trust Plaques and their locations (Ontario Heritage Trust, 2023);
- The Ontario Heritage Trust's *An Inventory of Ontario Heritage Trust-owned properties across Ontario*: a PDF of properties owned by the Ontario Heritage Trust (Ontario Heritage Trust, 2019b);
- Inventory of known cemeteries/burial sites in the Ontario Genealogical Society's online databases (Ontario Genealogical Society, n.d.);
- Canada's Historic Places website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels (Parks Canada, n.d.a);
- Directory of Federal Heritage Designations: a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses (Parks Canada, n.d.b);
- Canadian Heritage River System: a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage (Canadian Heritage Rivers Board and Technical Planning Committee, n.d.); and,
- United Nations Educational, Scientific and Cultural Organization (U.N.E.S.C.O.) World Heritage Sites (U.N.E.S.C.O. World Heritage Centre, n.d.).

2.4.2 Review of Previous Heritage Reporting

No additional cultural heritage studies are known to have been undertaken within the study area and so none were reviewed as part of this assessment.

2.4.3 Community Information Gathering

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

- Tracy Tang, Planner II, City of Windsor (email communication 18 July and 24 July 2023). Email correspondence confirmed the addresses and heritage status of listed and designated properties within the Desktop Study Area. Staff also provided clarification regarding the heritage status of properties within the 1950 – 2072 Riverside Drive East complex. Relevant Official Plan policies, the *Ford City Community Improvement Plan* (City of Windsor Planning and Building Department, 2018), and the *Ford Powerhouse District Community Improvement Plan* (Dillon Consulting Limited, 2007) were also shared by staff. Email communication on 23 May 2024 confirmed that the City of Windsor agreed to waive the requirement for a B.H.I.S. for 3001 Riverside Drive East/3150 Wyandotte Street East (B.H.R. 5) if suitable mitigation measures were employed.
- The Ministry of Citizenship and Multiculturalism (M.C.M., email communication 18 and 19 July 2023). Email correspondence confirmed that to date there are no properties designated by the Minister and they are not aware of any Provincial Heritage Properties within or adjacent to the Desktop Study Area.
- The Ontario Heritage Trust (email communications 18, 24, 27 and 28 July 2023). Email correspondence confirmed that 2879 Riverside Drive East is on the Ontario Heritage Trust's Places of Worship inventory. Staff confirmed that the Trust does not own or protect via heritage conservation easement

agreements any properties within the Desktop Study Area. Staff also confirmed that an Ontario Heritage Trust plaque is located on the southeast corner of Drouillard Street and Riverside Drive East, but is currently recast due to damage that occurred to the plaque. Staff noted that the plaque should be installed by the end of summer 2023, however it was not found to be present during the October 2023 site visit.

- At project start-up in June 2023, A.S.I. made a request to the proponent that any engagement with Indigenous communities undertaken as part of this project include a discussion about known or potential built heritage resources or cultural heritage landscapes that are of interest to the respective communities. At the time of this report no information had been shared by Indigenous communities during the Project's consultation and engagement process.

2.4.4 Community Engagement

Community engagement for this project during report preparation was completed through consultation with planning staff at the City of Windsor. Additional community engagement was also undertaken through submission of this report for review and comment to municipal heritage staff, the M.C.M., and any other relevant stakeholder with an interest in this project. This report was submitted to planning staff at the City of Windsor on 26 April 2024 and to the M.C.M. on 29 April 2024 for review and comment. The M.C.M. provided their concurrence that the report was compliant with best practices and offered minor comments to this report on 29 May 2024, which were incorporated into the final report in June 2024. Planning staff at the City of Windsor provided feedback on this report following their review on 23 May 2024, which included confirmation that they were in agreement with the mitigation recommendations and conclusions in the report. Email communication on 23 May 2024 also confirmed that the City of Windsor agreed to waive the requirement for a B.H.I.S. for 3001 Riverside Drive East/3150 Wyandotte Street East (B.H.R. 5) if suitable mitigation measures were employed. Engagement was also undertaken through public meetings conducted as part of the Project as described in the Environmental Review Report (July

2024). No specific feedback related to cultural heritage resources was received. If any changes are made to this Cultural Heritage Report as a result of feedback from Indigenous communities and/or other interested parties, a final copy of the report will be provided to M.C.M. and the City of Windsor.

2.5 Preliminary Impact Assessment Methodology

To assess the potential impacts of the undertaking, identified B.H.R.s and C.H.L.s are considered against a range of possible negative impacts, based on the *Ontario Heritage Tool Kit Info Sheet #5: Heritage Impact Assessments and Conservation Plans* (Ministry of Tourism Culture and Sport, 2006). These include:

Direct impacts:

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

Indirect impacts:

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

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

Where potential construction related vibrations impacts to B.H.R.s and C.H.L.s are anticipated, a qualified engineer or vibration consultant should be retained to prepare a vibration mitigation plan during detailed design or the Site Plan Control process to prevent unintended vibration impacts to identified B.H.R.s and C.H.L.s. If identified B.H.R.s or C.H.L.s are determined to be within the vibration zone of influence, a condition assessment of the structure and baseline vibration monitoring should be completed, with instructions issued to construction crews to cease work if the established vibration threshold is reached. Further, the Contractor must make a commitment to repair any damages caused by vibrations.

Several additional factors are also considered when evaluating potential impacts on identified B.H.R.s or C.H.L.s. These are outlined in a document set out by the Ministry of Culture and Communications (now Ministry of Citizenship and Multiculturalism; the Ministry) and the Ministry of the Environment (now the Ministry of the Environment, Conservation and Parks) entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992). While this document has largely been superseded in some respects by more current policies and legislation, the guidance provided that

continues to be of relevance to this specific project includes the following definitions:

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

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

Various works associated with infrastructure improvements have the potential to affect B.H.R.s or C.H.L.s in a variety of ways, and as such, appropriate mitigation measures for the undertaking need to be considered.

3.0 Summary of Historical Development Within the Study Area

This section provides a brief summary of historical research. A review of available primary and secondary source material was undertaken to produce a contextual

overview of the Desktop Study Area, including a general description of physiography, Indigenous land use, and Euro-Canadian settlement.

3.1 Physiography

The Desktop Study Area is situated within the St. Clair Clay Plains physiographic region of southern Ontario (Chapman & Putnam, 1984). This region is characterized by extensive low-lying clay plains between Lake St. Clair in Essex and Kent Counties and the St. Clair River in Lambton County, except for a moraine at Ridgetown and Blenheim. Deposits are deep except near Amherstburg, where a dome of limestone comes to the surface. Part of this limestone comes to the surface in Kent County, but the majority of bedrock is black shale. The very flat tract of land east of Lake St. Clair was submerged after the disappearance of Glacial Lake Warren in a correlative of Early Lake Algonquin and received a deeper covering of stratified clay and silt. The study area contains regions of sand and clay plain. Historically, this area supported a swamp forest of elm, black ash, white ash and silver or red maple (Chapman & Putnam, 1984). The drainage in the area generally flows into Lake St. Clair, and includes three major rivers, the St. Clair, the Sydenham and the Thames Rivers.

The St. Clair Clay Plains is divided into three unique regions: Essex Clay Plain, Lambton Clay Plain, and Chatham Flats. The Desktop Study Area is located within the Essex Clay Plain. This area has similar summer conditions to that of the United States Corn Belt due to its location between Lake Erie and Lake St. Clair. This position ensures long frost-free periods of between 160 to 170 days and a reduced daily range in temperature. The most important crop in this area is corn, as well as grain, soybean, hay and soft winter wheat (Chapman & Putnam, 1984).

3.2 Indigenous Land Use and Settlement

Current archaeological evidence indicates humans were present in southern Ontario approximately 13,000 years before present (B.P.) (Ferris, 2013). Populations at this time would have been highly mobile, inhabiting a boreal-

parkland similar to the modern sub-arctic. By approximately 10,000 B.P., the environment had progressively warmed (Edwards & Fritz, 1988) and populations now occupied less extensive territories (C. J. Ellis & Deller, 1990).

Moving into the Archaic period (c. 9,000 B.C.E. to 1,000 B.C.E.), many of the same roles and responsibilities continued as they had for millennia, with groups generally remaining small, nomadic, and non-hierarchical. The seasons dictated the size of groups (with a general tendency to congregate in the spring/summer and disperse in the fall/winter), as well as their various sustenance activities, including fishing, foraging, trapping, and food storage and preparation. There were extensive trade networks which involved the exchange of both raw materials and finished objects such as polished or ground stone tools, beads, and notched or stemmed projectile points. Furthermore, mortuary ceremonialism was evident, meaning that there were burial practices and traditions associated with a group member's death (C. J. Ellis et al., 2009; C. J. Ellis & Deller, 1990).

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

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

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

3.3 Historical Euro-Canadian Township Survey and Settlement

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

water routes and would have been in locations with good soil and suitable topography to ensure adequate drainage.

Throughout the period of initial European settlement, Indigenous groups continued to inhabit Southern Ontario, and continued to fish, gather, and hunt within their traditional and treaty territories, albeit often with legal and informal restrictions imposed by colonial authorities and settlers. In many cases, Indigenous peoples acted as guides and teachers, passing on their traditional knowledge to Euro-Canadian settlers, allowing them to sustain themselves in their new homes. Indigenous peoples entered into economic arrangements and partnerships, and often inter-married with settlers. However, pervasive and systemic oppression and marginalization of Indigenous peoples also characterized Euro-Canadian colonization, with thousands being displaced from their lands, denied access to traditional and treaty hunting, fishing, and collecting grounds, and forced to assimilate with Euro-Canadian culture through mandatory attendance at Day and Residential Schools (Ray, 2005; Rogers & Smith, 1994).

Historically, the Desktop Study Area is located in the Former Township of East Windsor, Essex County in part of Lots 99 and 100, Concession 1 Petite Cote.

3.3.1 Essex County

Among the counties of Ontario, Essex was one of the first to be settled. The early settlers were French, who initially settled in Detroit at an area which grew around Fort Ponchartrain. The soldiers began to work the land and grow their own food under the protection of the fort settlement on both sides of the Detroit River (Mika & Mika, 1977). On the east side of the river, now Essex County, numerous land grants were offered in the 1730's to prospective French settlers and ex-soldiers, who were either disbanded or discharged, who remained to become farmers, minor officials, craftsmen and merchants, or fur traders The soldiers were for the most part directly from old France (Mika & Mika, 1977).

When the British conquered Canada in 1763, settlement in the County had already reached several hundred inhabitants. The next wave of settlers arrived

around the time of the American Revolution. They were United Empire Loyalists who had been granted free land by the British within the County (Mika & Mika, 1977). Detroit remained under British control until 1796, when it was handed over to the Americans under the terms of the Jay's Treaty. To replace their former military post, a fort, known as Fort Malden, was built at once on the site of present day Amherstburg. The fort was strengthened during the War of 1812 and the naval force stationed there allowed the army to retain control of the area (Mika & Mika, 1977).

By 1824, the county's population had reach 4,274. The completion of the Erie Canal and the Talbot Road further opened the county to future Euro-Canadian settlers and entrepreneurs. By the late 1820's the county's population had increased significantly (Mika & Mika, 1977).

Talbot Road, a former Indigenous trail and now Highway 3, was survey by Mahlon Burwell and work on the road began in 1809. The first section of road, in Elgin County, was completed in 1811, but was interrupted by the War of 1812. The road finally reached Essex County in 1818, following a natural ridge of glacial moraine which stretched from Windsor to Point Pelee. It was termed a "corduroy" road for in areas of swampy land, three inch planks, flattened on the upward side, were laid downside by side across the road. Stagecoach service was finally introduced in the 1830's between Leamington and Windsor (Langlois 1984:4-5). Responsibility for road maintenance at this time rested with adjacent land-owners, usually farmers, but by the 1890s the Talbot Road has been leased to a Mr. Cameron who agreed to gravel the road and keep is passable for travel. Once the road was deemed "repaired", the owner was then allowed to erect toll gates at various points along the way. However, Cameron and his "Talbot Street Gravel Road Company" collected more tolls than he made repairs and the Talbot Road, riddled with holes and often slick with swamp water was soon dubbed "Cameron's Creek: Too dirty for bathing, too shallow for navigation" (Langlois: 1984: 6).

3.3.2 City of Windsor

The area formerly known as Sandwich, including the City of Windsor and the town and townships of Sandwich, were settled by Europeans in the mid-1700s. Until 1748, most formal Euro-Canadian settlement remained on the Detroit side of the river, then the Jesuit mission to the Huron-Wendat formed the Parish of L'Assumption. The mission is estimated to have been located north of what is now Riverside Drive at the end of Huron Church Road by the Ambassador Bridge (Culture Resource Management Group Limited et al. 2005:16). Sandwich remained largely a French agricultural settlement even under British rule in Upper Canada after 1763. After the British ceded Detroit to the United States in 1794, many Loyalists moved across the river and in 1797, the townsite of Sandwich was established to accommodate their settlement (Mika & Mika, 1983, pp. 658–659).

In 1851, The Voice of the Fugitive newspaper was founded by abolitionists Henry and Mary Bibb who reported on the Underground Railroad, which connected enslaved Americans to Windsor. The Bibb's also led the Refugee Home Society for many people who crossed the Detroit River to Sandwich Township in the early nineteenth century, offering support by means of land ownership and self-sufficiency in the surrounding township and areas of southwestern Ontario (Ontario Heritage Trust, 2019a).

In 1854, Windsor, which had been the primary port on the river, became a village, then in 1858, a town, surpassing the original Sandwich settlement. The Great Western Railway was built in 1854 to Windsor, initiating a long period of industrialization and growth. In 1857, Hiram Walker constructed a distillery along the river at the railway terminus, including a complete town plan which became known as Walkerville, east of the historic centre of Windsor. In 1904, the Ford Motor Car Company was established in Windsor, which boomed after the First World War. Windsor became a city in 1935, amalgamating the former Sandwich Township, nearby villages and towns, and reaching a population of over 100,000 in the mid-twentieth century (Culture Resource Management Group Limited et al., 2005; Mika & Mika, 1983, pp. 344–345).

3.3.3 Ford City / East Windsor

To the east of the growing Town of Windsor, a small French parish developed known as Notre Dame du Lac on land donated by Francois Drouillard, a wealthy farmer whose farm was in the general location of present-day Drouillard Road (Windsor Architectural Conservation Advisory Committee, 1997). The village was founded in 1884 with the construction of a Catholic Church named after the settlement near the corner of Drouillard Road and Riverside Drive East. The village grew with a commercial main street forming along Drouillard Road and a number of small industries throughout the area, including a shipyard, a pork-processing plant, a blacksmith's shop, and a sugar manufacturer (Price & Kulisek, n.d.; Windsor Architectural Conservation Advisory Committee, 1997). Census figures and the presence of French institutions, such as schools and Catholic churches, demonstrate that this area remained predominantly French until the early twentieth century (Price & Kulisek, n.d.).

William McGregor was a prolific businessman in the community, owning real estate, a bank, a mill, and establishing the Walkerville Wagon Works company. His son, Gordon McGregor, would take over as president of the Walkerville Wagon Works after his father's death in 1896 (City of Windsor, 2023; Windsor Architectural Conservation Advisory Committee, 1997). In 1904, Gordon McGregor accomplished a deal with automobile maker Henry Ford, who had established the quickly growing Ford Motor Company in Detroit, to bring automobile parts to Walkerville Wagon Works to lower the duty that completed cars paid. The company, which had 17 employees, produced 117 finished automobiles (Price & Kulisek, n.d.; Windsor Architectural Conservation Advisory Committee, 1997). The Walkerville Wagon Works quickly developed into a Canadian branch of the Ford Motor Company, which built its first building in the village in 1910. By 1913, the Ford Motor Company employed 1400 people in the village. That same year the settlement was incorporated as a village known as Ford City. By 1915, Ford City became a town (City of Windsor, 2023; Windsor Architectural Conservation Advisory Committee, 1997).

The town of Ford City grew rapidly around the Ford Motor Company plants. Worker's housing was constructed on neighbouring streets, a town hall was built on the corner of Drouillard Road and Riverside Drive, and the Ford Motor Company built its landmark power plant in 1923, designed by industrial architect Albert Kahn. By the late 1920s, Ford City had 16,000 residents, many of whom had immigrated from Eastern and Central Europe, and featured six schools and a fully developed structure of municipal services. In 1928, Ford City was incorporated as a city and changed its name to the City of East Windsor. In 1935, East Windsor amalgamated with the City of Windsor, Walkerville, and Sandwich to form the City of Windsor (City of Windsor, 2023; Price & Kulisek, n.d.; Windsor Architectural Conservation Advisory Committee, 1997) .

The Ford Motor Company flourished during World War Two by producing machinery for the European front. However, the end of the war brought great labour unrest which resulted in a major strike in 1945 that lasted 99 days. The strike resulted in the Rand Formula which set the standard for union formulation in Canada moving forward. In 1953, Ford Motor Company moved its headquarters to Oakville and closed the Riverside Drive plant in 1960, leaving thousands of people unemployed and sending the community into rapid decline. Through the 1960s and 1970s, social and cultural rehabilitation efforts were made to revitalize the East Windsor community (City of Windsor, 2023; Price & Kulisek, n.d.; Windsor Architectural Conservation Advisory Committee, 1997).

3.4 Review of Historical Mapping

The 1877 *Tremaine Map of Essex County* (Walling, 1877) and the 1881 *Illustrated Historical Atlas of Essex County* (Belden, 1881) were examined to determine the presence of historical features within the study area during the nineteenth century (Figure 2 and Figure 3). Historically, the study area is located on Lot 99 and 100, Concession 1 Petite Cote in the Township of East Windsor, Essex County.

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases. For instance, they were

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

The 1877 Tremaine Map shows the study area within a developing industrial area consisting of a number of long, narrow lots running in a general north-south direction (Figure 2). The study area is shown as being located within the community of Walkerville with the Walkerville Post Office depicted slightly to the east of the study area. Two distilleries, labelled as Distillery No. 1 and Distillery No. 2, are depicted on the shore of the Detroit River both consisting of a number of buildings. These distilleries would have been owned by Hiram Walker whose lots they are located on. The Detroit River runs to the north of the study area. The Great Western Railway runs in a general east-west direction south of the study area. Several buildings are shown along Riverside Drive East and the railway to the west and east of the study area. The Town of Windsor can be seen developing more densely further west of the study area. Riverside Drive East is shown as a historically surveyed roadway, running parallel to the Detroit River. The 1881 Historical Atlas shows the developing community of Walkerville now to the west of the study area with densely formed street patterns and the post office now situated to the west of the study area (Figure 3). Distillery No. 2 is no longer depicted north of the study area on the edge of the Detroit River. The only structure depicted within the study area is on the lot owned by E.X. Drouillard. Further west of the community of Walkerville is the developed Town of Windsor. The Great Western Railway continues to run through the south of the study area.

In addition to nineteenth-century mapping, historical topographic mapping and aerial photographs from the twentieth century were examined. This report presents maps and aerial photographs from 1923/1931, 1954, and 1994 (Figure 4 to Figure 6).

The 1923/1931 topographic map is combination of the 1923 Windsor and 1931 Belle River topographic maps as the study area straddles the two areas and the maps were produced at different times (Figure 4). The historical topographic maps depict the surrounding area as a built-up area with several large industrial buildings to the west of the study area. Walkerville, located to the west of the study area, has a developed street network with several industrial buildings. A triangulation station is depicted to the west of the Project site on the north side of Riverside Drive East. A post office is noted to the north of the Project site. The Essex Terminal Railway, which connects Windsor and Detroit, runs south of the study area and intersects with the Great Western Railway to the east of the study area. A number of buildings are depicted to the east of the study area, suggesting some residential development existed at the time. The 1954 aerial photograph depicts further residential development to the east, southwest, and west of the study area (Figure 5). Some residential development appears to have occurred in the western portion of the study area, including within the Project site. The Ford Powerhouse is visible to the east of the study area. The area to the west and northwest remains industrial, with some industry to the south of the study area as well.

The 1994 topographic map depicts the surrounding area as a mix of built-up (likely residential) and industrial areas (Figure 6). In the surrounding area, several industrial uses are labelled including a reservoir, plants, tanks, automobile, and water. A label in the north of the study area notes ‘Res’, which could indicate another reservoir in the area. Large industrial buildings dot the surrounding area, particularly to the southeast and northwest of the study area. The church at 2879 Riverside Drive East is depicted in the northwest of the study area. The residential area to the south and east and the study have become more developed.

Figure 2: The study area overlaid on the 1877 Tremaine Map of Essex County (Walling, 1877).

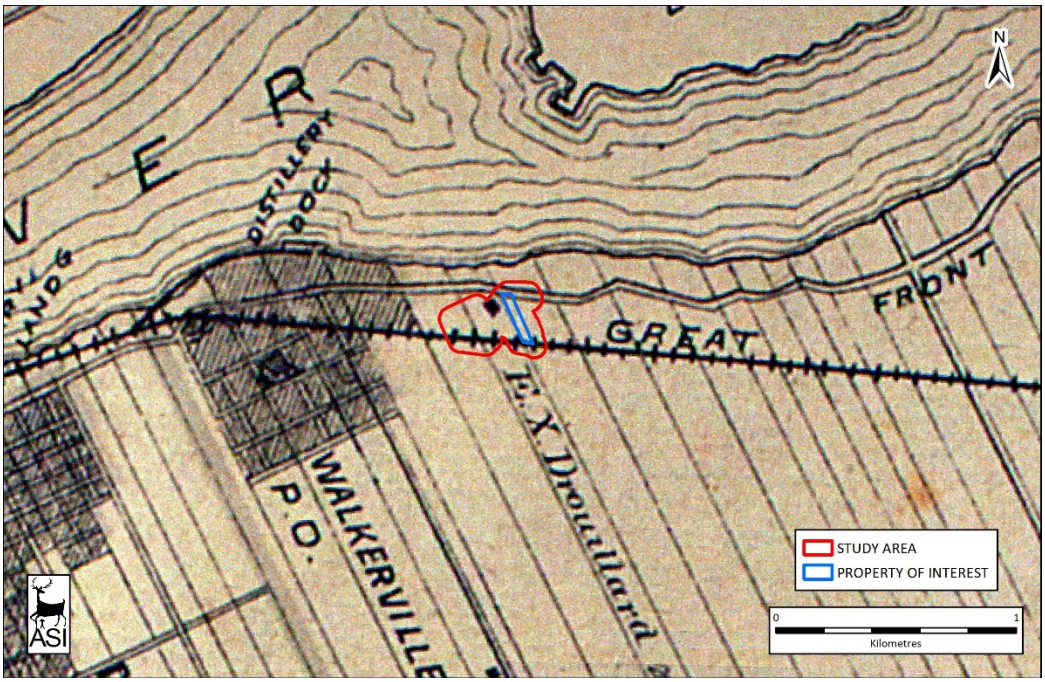


Figure 3: The study area overlaid on the 1881 Illustrated Historical Atlas of Essex County (Belden, 1881).

Figure 4: The study area overlaid on the 1923 City of Windsor and the 1931 Belle River topographic map (Department of Militia and Defence, 1923; Department of National Defence, 1931).

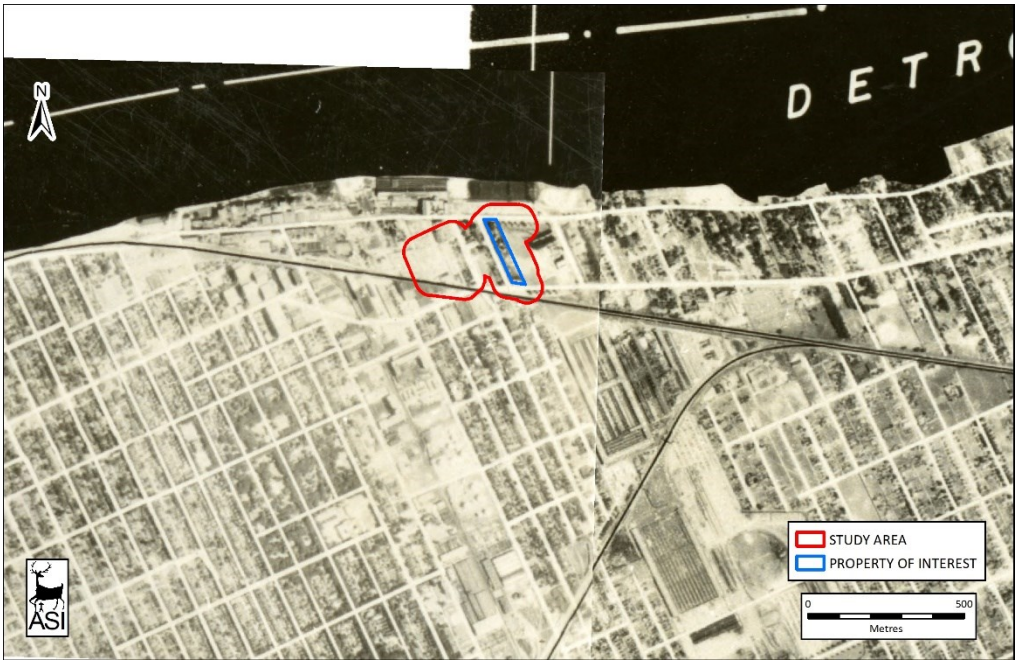


Figure 5: The study area overlaid on a 1954 aerial photograph of Southern Ontario (Ontario Department of Lands and Forests, 1954).

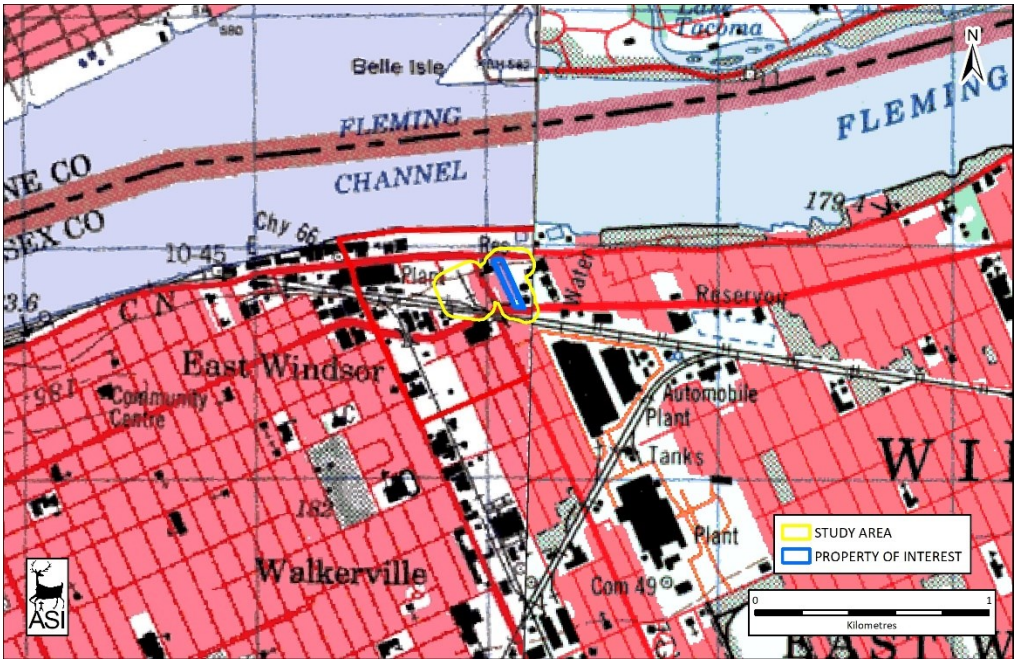


Figure 6: The study area overlaid on a 1994 topographic map (Ministry of Natural Resources, 1994).

4.0 Existing Conditions

A field review of the study area was undertaken by Lindsay Parsons on 11 July 2023 and by Lindsay Graves on 25 October 2023, both of A.S.I, to document the existing conditions of the study area. Permission to enter the Project site was granted by Capital Power, while adjacent lands were reviewed from the publicly-accessible right-of-way and no permission to enter was required. The existing conditions of the study area are described below and captured in Plate 1 to Plate 8.

4.1 Description of Field Review

The study area is in a primarily industrial context with a residential community to the east, the historical Great Western Railway tracks to the south, and the Detroit River to the north. The study area includes the Project site and associated laydown and staging areas, as well as the adjacent property parcel where the

E.W.C.C. is located. An additional 50 metre buffer was also reviewed during fieldwork.

The study area is accessed through a controlled entrance on Cadillac Street (Plate 1). The western property parcel is mostly a narrow grass lawn which previously contained a one-storey metal garage/storage structure near the southern portion of the parcel (Plate 2), but was removed at the City's request. To the east of the western property parcel is the existing E.W.C.C. building. The building sits in the northern portion of the property with additional industrial buildings and equipment to the east and south of the E.W.C.C. building. The early twentieth century Ford Powerhouse is located adjacent to the east of the E.W.C.C. building and is visible from the site (Plate 3). The E.W.C.C. building is a two-storey structure, with the north portion clad in brick with large windows and the southern portion clad in grey vinyl siding. The E.W.C.C. property is bound by a secure metal fence.

Cadillac Street is at the west limit of the Project site (Plate 4). Cadillac Street consists of a small park and paved parking lot in the southern portion of the street. At the corner of Cadillac Street and Riverside Drive East sits the early twentieth century Our Lady of the Rosary church and adjoining paved parking lot. Riverside Drive East, which sits north of the Project site, is a paved main roadway that carries one lane of traffic east and one lane west (Plate 5). There is a paved sidewalk on the southern side of the roadway. To the north of the roadway is undeveloped land that extends to the Detroit River and which is fenced off. To the south of the Project site is Wyandotte Street East and the railway tracks. Wyandotte Street East carries two lanes of traffic west and two lanes east and has sidewalks on either side (Plate 6). The road begins to decline to the south of the E.W.C.C. as it passes under the rail overpass.

Proposed staging areas that are anticipated to be required to store equipment, heavy machinery, and construction supplies were also subject to a 50 metre buffer and included in the project area for field review. The three staging areas reviewed during the site visits include: the Albert Street Parking Lot

(approximately 1.4 hectares) west of Drouillard Road, south of Riverside Drive East in the north, and the rail corridor in the south; a small grass area north of Cadillac Street Park to the immediate west of Cadillac Street; and a grass section north of the existing E.W.C.C. adjacent to Riverside Drive East. Access between these three potential staging areas will be from Riverside Drive East, with the Cadillac Street used to access the proposed Project site. Mapping showing the location of the proposed staging areas is included in Figure 9.

Plate 1: East Windsor Co-Generation Centre main building, looking southeast (A.S.I., 2023).

Plate 2: Project site with metal storage structure (removed at City's request), looking north (A.S.I., 2023).

Plate 3: East side of the East Windsor Co-Generation Centre property adjacent to the Ford Powerhouse building, at left, looking south (A.S.I., 2023).

Plate 4: Cadillac Street, looking north. Capital Power fenced property runs along the eastern side of the street (A.S.I., 2023).

Plate 5: Riverside Drive East, looking east towards Cadillac Street, with Our Lady of the Rosary Church at right (A.S.I., 2023).

Plate 6: Wyandotte Street East and Cadillac Street, looking west (A.S.I., 2023).

Plate 7: Southwest corner of Riverside Drive East and Belleview Avenue, looking southwest, with Ford Powerplant at right (A.S.I., 2023).

Plate 8: Ford Powerplant, looking north from Wyandotte Street East (A.S.I., 2023).

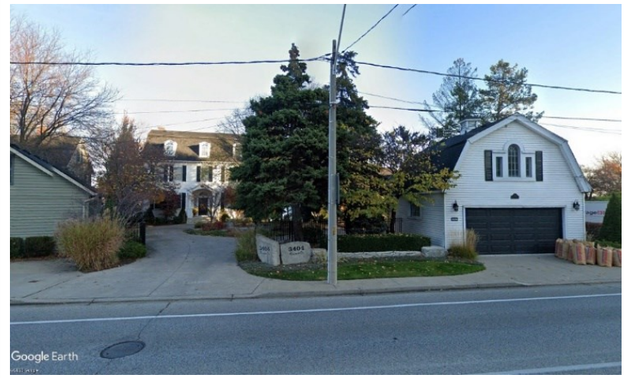
4.2 Identification of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes

Based on the results of the background research and field review, 13 known B.H.R.s, two potential B.H.R.s, one known C.H.L., two potential C.H.L.s and one C.F. were identified within the study area. For the desktop review, SLR Consulting Limited provided an expanded study area to understand the known and potential B.H.R.s and C.H.Ls that may surround the E.W.C.C. property and Capital Power owned property, however, field review was conducted for a more limited area that included the Project site with a 50 metre buffer (Figure 7). For the purposes of this report, the larger area is called the Desktop Study Area, while the refined area is called the Project Study Area. As the proposed Project work is anticipated to be confined to the Project site, restricting the field review to the Project site plus a 50 metre buffer was determined to be an adequate scope to ensure all known and potential B.H.R.s and C.H.L.s that may be impacted by the proposed works would be captured in this report. Within the 50 metre buffer of the refined Project Study Area, five known and potential B.H.R.s (B.H.R.s 5, 6, 7, 8, and 9), one

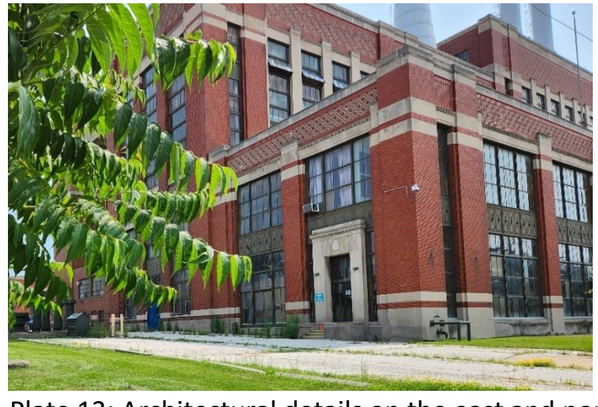
potential C.H.L. (C.H.L. 1), and one C.F. (C.F. 1) were identified. The remaining known and potential B.H.R.s and C.H.L.s are located outside of the 50 metre buffer within the expanded Desktop Study Area.

A detailed inventory of known and potential B.H.R.s and C.H.L.s within the Desktop Study Area is presented below in Table 1. See Figure 7 for mapping showing the location of identified B.H.R.s, C.H.L.s., and C.F.

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

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
C.H.L. 1	Residential	3404 Riverside Drive East Located in the Desktop Study Area	Known B.H.R. - Listed on Municipal Heritage Register	This known B.H.R. is located on the north side of Riverside Drive East to the west of Strabane Avenue, and backs on to the Detroit River. The two-and-a-half storey residence was constructed circa 1983 in the Georgian Revival style and is known as the Cruickshank House (City of Windsor, 2022). The adjoining garage is also listed on the Municipal Heritage Register. The residence features a side hipped gambrel roof with three semi-circular dormers. The residence features a chimney on the west and east elevation. The front façade is symmetrical with a centered entrance with a shaped transom and a decorative porch cover. The residence is clad in vinyl. The one-and-a-half storey garage also features a hipped gambrel roof, has a Palladian window on the front façade, and a cupola. The residence appears on the 1931 topographic map (Figure 4). Potential heritage attributes include the hipped gambrel roof, the symmetrical façade, size and massing, the placement of residence and garage, and shaped transom above the entrance way.	 Plate 8: Residence and garage at 3404 Riverside Drive East (Google Streetview, 2022).
B.H.R. 2	Residential	3368 Riverside Drive East Located in the Desktop Study Area	Known B.H.R. - Listed on Municipal Heritage Register	This known B.H.R. is located on the north side of Riverside Drive East to the west of Strabane Avenue, and backs on to the Detroit River. The two-and-a-half storey residence was constructed circa 1910 and is known as the Charles Pratt House (City of Windsor, 2022). The residence features a high side gable roof with a centre dormer, a symmetrical façade with rectangular windows, and a centered entrance with an open porch supported by columns. The residence has a rectangular footprint with a long front façade and features two brick chimneys. The residence is clad in vinyl and appears to have a finished stone foundation. The residence is set back from Riverside Drive East and has a one-storey garage located closer to the roadway. The residence appears on the 1931 topographic map (Figure 4). Potential heritage attributes include the size and massing, the symmetrical façade, and the placement of the residence and garage.	 Plate 9: Residence and garage at 3368 Riverside Drive East (Google Streetview, 2022).

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
B.H.R. 3	Residential	3336 Riverside Drive East Located in the Desktop Study Area	Known B.H.R. - Listed on Municipal Heritage Register	This known B.H.R. is located on the north side of Riverside Drive East to the west of Strabane Avenue, and backs on to the Detroit River. The two-and-a-half storey residence was constructed circa 1902 and is known as the Damase Pratt House (City of Windsor, 2022). The residence features a hipped roof with double gable dormers. The residence features a polygonal two-storey front entrance and a centred front door with a decorative stone pediment above. The lower level features symmetrical round windows, and the upper levels feature rectangular and square windows with stone lintels. Google Streetview images show alterations occurring to the original brick building between 2015 and 2017. These alterations include the stone polygonal addition to the northwest elevation of the property, the stone chimney, the stone three car garage, and the stone entrance gateway to the property. The residence appears on the 1931 topographic map (Figure 4). Potential heritage attributes include the polygonal entrance, the round windows, the red brick façade, and the size and massing.	 Plate 10: Residence and garage at 3336 Riverside Drive East (Google Streetview, 2022).
B.H.R. 4	Residential	243 Pratt Place Located in the Desktop Study Area	Known B.H.R. - Listed on Municipal Heritage Register	This known B.H.R. is located on the west side of Pratt Place. The one-and-a-half storey residence was constructed circa 1921 (City of Windsor, 2022) and is of the Craftsman Bungalow style. The residence features a broad gable roof with overhanging eaves, a rectangular floorplan, and an enclosed porch. The majority of the residence is clad in brick with the upper level clad in vinyl. A chimney is located on the north elevation. The residence features a centred entrance and the windows on the front façade are grouped in twos (upper level) and threes (lower level). The residence likely appears in the 1931 topographic map (Figure 4) and is visible in the 1954 aerial photograph (Figure 5). Potential heritage attributes in the open verandah, the Craftsman Bungalow architecture, and the overhanging eaves.	 Plate 11: Residence at 243 Pratt Place (Google Streetview, 2022).

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
B.H.R. 5	Industrial Ford Powerhouse	3001 Riverside Drive East / 3150 Wyandotte Street East Located in the Project Study Area	Known B.H.R. - Listed on Municipal Heritage Register	This known B.H.R. is located on the south side of Riverside Drive East, to the west of Belleview Avenue. This structure was constructed to be the Powerhouse for the Ford Motor Company in 1923 by architect Albert Kahn (City of Windsor, 2022). The building features an irregular footprint and is of varying heights. The building generally features a flat roof. A raised enclosed walkway connects the main building to the southern portion of the building, which may have been a later addition. The building features early Art Deco style influences, including: lavish low-relief ornamentation seen in the decorative brick banding and decorative metal tiles, as well as the decorative stone entrance way. The building is primarily clad in red brick with some decorative stone accents. The building features large multi-storey windows in steel frames. The building appears on the 1923 topographic map (Figure 4). Potential heritage attributes include the significance of this building in the development of Ford City and the Ford Motor Company of Canada, the Art Deco influences, such as decorative brick and stone details, the size and massing, and the large rectangular windows.	 Plate 12: East elevation of the Ford Powerhouse building (A.S.I., 2023).  Plate 13: Architectural details on the east and north elevation of the Ford Powerhouse (A.S.I., 2023).

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
B.H.R. 6	Industrial	3150 Riverside Drive East Located in the Project Study Area	Known B.H.R. - Listed on Municipal Heritage Register	This known B.H.R. is located on the north side of Riverside Drive East, to the west of Belleview Avenue, and sits north of the main Powerhouse building (B.H.R. 5). This structure was constructed to be the Powerhouse Screen House for the Ford Motor Company in 1922 by architect Albert Kahn (City of Windsor, 2022). The Screen House is a single-storey building with a flat roof and a square footprint. The entrance is located on the east elevation. The building is clad is brick with decorative stone detailing. The building features large rectangular windows in steel frames with stone lintels. The building appears in the 1954 aerial photograph (Figure 5). Potential heritage attributes include the size and massing, decorative stone detailing, and the potential connection to the development of the Ford City community and Ford Motor Company of Canada.	 Plate 14: Ford Powerhouse Screen House building (A.S.I., 2023).
B.H.R. 7	Church	2879 Riverside Drive East Located in the Project Study Area	Known B.H.R. – Designated under Part IV of the Ontario Heritage Act (By-law 209 - 2008)	This known B.H.R. is located on the southwest corner of Riverside Drive East and Cadillac Street. The church was constructed circa 1907 to replace the original building which had been lost to fire. The building features both Renaissance Revival and Classical Revival details. Twin bell towers flank the gabled entrance of the church. The stone steps that lead to the entrance slightly curve to the west, and split into two staircases to wrap around a small stone balcony. The building is clad in red brick with buffed brick decorative details. Varying window shapes are seen throughout the church, including a large rose window over the front entrance and semi-circular windows. Known heritage attributes include: its association with early French settlement, its association with Ford City and the Ford Motor Company, its involvement in the Ford City riot of 1917, its symmetrical front façade with bell towers, Renaissance style staircase, red brick and white brick trim, the copper dome atop both bell towers, and the rose window over the entranceway. The church appears on the 1923 topographic map (Figure 4).	 Plate 15: Our Lady of the Rosary church (A.S.I., 2023).

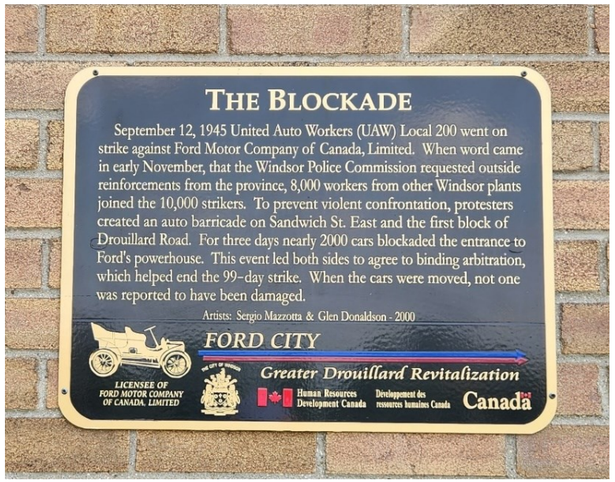
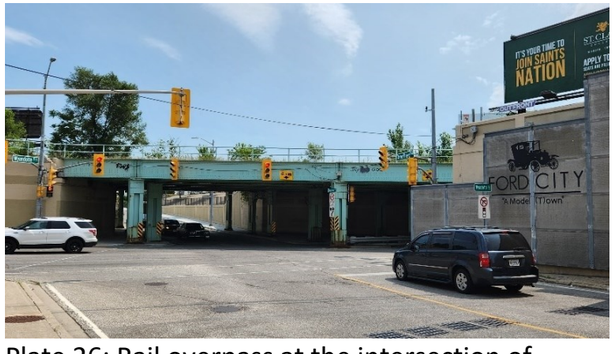
Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
B.H.R. 8	Commercial	232 Drouillard Road Located in the Project Study Area	Potential B.H.R. – Identified during field review/desktop research	This potential B.H.R. is located on the east side of Drouillard Road, south of Riverside Drive East. The has Modernist style influences, including the flat roof, rectangular footprint, concrete foundation, and simple geometric forms. The building is a one-storey commercial building clad is brick with stone accents under the windows and following the roofline. The building features long, rectangular windows. The off-centred main entrance is on the west elevation and has a similar design to the windows, creating a consistent geometric pattern. Due to the location of the property, which sits on the edge of two mapping areas, it is difficult to see a structure in the extant location. However, given its architectural style, the structure was likely constructed in the mid-twentieth century. Potential heritage attributes include: its Modernist architecture, size and massing, and decorative brick and stone details.	 Plate 16: Commercial building at 232 Drouillard Road (A.S.I., 2023).
B.H.R. 9	Residential	240 - 244 Drouillard Road Located in the Project Study Area	Potential B.H.R.– Identified during field review/desktop research	This potential B.H.R. is located on the east side of Drouillard Road, south of Riverside Drive East. The residence is an example of the Foursquare architectural style with square footprint, hipped roof with centred hipped dormer, and symmetrical front façade. The residence features a verandah with flat roof. The lower level is clad in stone veneer and the upper level clad in vinyl siding. The residence has a concrete block foundation and a paved pedestrian pathway to the front entrance. Due to the location of the property, which sits on the edge of two mapping areas, it is difficult to see a structure in the extant location. However, given its architectural style and the general history of the neighbourhood and development of workers housing, the residence was likely constructed in the 1920s or 1930s. Potential heritage attributes include its Foursquare architecture, symmetrical front façade, and the residences connection to the growth of Ford City and potentially the Ford Motor Company.	 Plate 17: Residence at 240 – 244 Drouillard Road (A.S.I., 2023).

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
B.H.R. 10	Industrial	2744 Edna Street / 2601 Wyandotte Street East Located in the Desktop Study Area	Known B.H.R. - Listed on Municipal Heritage Register	This known B.H.R. is located on the southwest corner of Wyandotte Street East and Drouillard Road. This large industrial building is one to - two storeys, and was constructed circa 1922 as a manufacturing site for Ford Motor Company (City of Windsor, 2022). The building is clad in red brick and features a flat roof. The building features large square and rectangular windows, which are generally glass block. Potential heritage attributes include its size and massing, the red brick exterior, and the connection to the development of the Ford City community and the Ford Motor Company of Canada. The building appears on the 1954 aerial photograph (Figure 5).	 Plate 18: West and south elevation of 2744 Edna Street (A.S.I., 2023).
B.H.R. 11	Commercial	953 - 959 Drouillard Road Located in the Desktop Study Area	Known B.H.R. - Listed on Municipal Heritage Register	This known B.H.R. is located on the west side of Drouillard Road, south of Edna Street. This building was constructed in 1950 and was occupied by East Windsor Auto Part and Essex Linen Supply (City of Windsor, 2022). The building a two-storey brick commercial building with a one-storey wing on the north elevation. The building features a flat roof. The upper-level windows are rectangular with stone lintels. Decorative brick accents outline the lower level. Much of the lower-level façade has been stuccoed over, likely covering up windows. The one-storey wing has a centred entrance and two large square windows with metal grates over them. A sign, likely from the mid-to-late twentieth century, extends from the one-storey wing. The building appears on the 1954 aerial photograph (Figure 5). Potential heritage attributes include the size and massing, decorative brick detailing, and potential connection to the development of the Ford City community.	 Plate 19: Commercial building at 953 – 959 Drouillard Road (A.S.I., 2023).

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
B.H.R. 12	Commercial	993 Drouillard Road Located in the Desktop Study Area	Known B.H.R. - Listed on Municipal Heritage Register	This known B.H.R. is located on the west side of Drouillard Road, north of Whelpton Street. This building was constructed circa 1920 to 1930 and the City of Windsor's Municipal Heritage Register notes the building as 'Temple Hotel/ Tavern' (City of Windsor, 2022). The building is a two-storey commercial building. The building features a low hipped roof. The building is clad is brick and has several areas where the brick is in decorative patterns. Four decorative tiles are located beside each of the three windows on the upper level. The entrance is centred on the front façade and the doorway features a flat transom and sidelights. The two square windows on the lower level have been covered in wood slates. Buildings are in the extant location in the 1923 topographic map (Figure 4). Potential heritage attributes include the size and massing, decorative brick detailing, and potential connection to the development of the Ford City community.	 Plate 20: Commercial building at 993 Drouillard Road (A.S.I., 2023).
B.H.R. 13	Commercial	999 Drouillard Road Located in the Desktop Study Area	Known B.H.R. - Listed on Municipal Heritage Register	This known B.H.R. is located on the west side of Drouillard Road, north of Whelpton Street. The building was constructed circa 1923 by architect Gilbert J.P. Jaques and was the location of the Provincial Bank of Canada (City of Windsor, 2022). The building has a rectangular footprint, a flat roof, and is clad in brick. Between the rectangular windows are slightly raised brick columns with a decorative stone topper. The main entrance is off-centre on the east façade and features a decorative frame that has been painted. A secondary entrance is on the south elevation. A decorative wooden band frame the upper portion of the building. Buildings are in the extant location in the 1923 topographic map (Figure 4). Potential heritage attributes include the size and massing, decorative brick and stone detailing, and potential connection to the development of the Ford City community.	 Plate 21: Commercial building at 999 Drouillard Road (A.S.I., 2023).

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
B.H.R. 14	Commercial	994 - 998 Drouillard Road Located in the Desktop Study Area	Known B.H.R. - Listed on Municipal Heritage Register	This known B.H.R. is on the east side of Drouillard Road, north of Whelpton Street. The building was constructed circa 1931 and is known as the Dubensky Building (City of Windsor, 2022). The two-storey brick commercial building has a rectangular footprint and a flat roof. The storefront entrance on the lower level has likely been altered, the windows replaced, and the brick painted. Entrances on the west and south elevations have decorative brick arches framing them. The upper level of the building maintains unpainted brick. The brick has decorative designs throughout and decorative tiles are spaced evenly between each window. The building is extant in the 1954 aerial photograph (Figure 5). Potential heritage attributes include the size and massing, decorative brick detailing, and potential connection to the development of the Ford City community.	 Plate 22: Commercial building at 994 – 998 Drouillard Road (A.S.I., 2023).
B.H.R. 15	Commercial	530 Walker Road Located in the Desktop Study Area	Known B.H.R. – Listed on Municipal Heritage Register	This known B.H.R. is located on the east side of Walker Road, south of the railway tracks. The building was constructed circa 1904 and was used as the Studebaker Offices (City of Windsor, 2022). The building is a two-storey brick commercial building with a plain parapet, a flat roof, and decorative brick detailing along the front façade. The brick has been painted. A two-storey addition wing is located on the front façade. The wing has brick corner columns while the remains of the exterior walls are clad in stucco. The area of this building is shown as a built-up area in the 1923 topographic map although no structure is depicted in this location (Figure 4). The building appears in the 1954 aerial photograph (Figure 5). Potential heritage attributes include the size and massing, decorative brick detailing, and potential connection to the development of the Ford City community.	 Plate 23: Commercial building at 530 Walker Road (A.S.I., 2023).

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
B.H.R. 16	Residential Former Hospital	3117 Riverside Drive East Located in the Desktop Study Area	Potential B.H.R. – Identified during field review/desktop research	The potential B.H.R. is a three storey yellow brick residential apartment building with elements of Art Deco architectural style. The structure has an irregular footprint composed of two large rectangular sections connected by a smaller three-storey section. The north portion was originally constructed in 1931 as a hospital and long-term care facility and known as the East Windsor Hospital. The southern portion was constructed in the early 1950s in a complementary architectural style and was known as the William Joseph Morgan Memorial Annex, in honour of a World War Two pilot from Windsor that was killed in action. In 1954 the hospital was re-named Riverview, at which time it had approximately 250 beds. It closed in 1994, and was later converted to residential apartments (Windsor Architectural Conservation Advisory Committee, 1997; Windsor Star, 1975) The brickwork features slight projections and buttresses, and concrete banding below the roofline and above the second floor. The windows feature concrete lintels and sills. Decorative concrete panels in the top corners of the west elevations depicting the caduceus (staff with snakes) indicates the former medical use of the structure. A carved panel on the west elevation of the southern structure reads ‘William Joseph Morgan Memorial Annex’.	 Plate 24: North and east elevation of B.H.R. 16 at 3117 Riverside Drive East (A.S.I., 2023).

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
C.F. 1	Plaque	Located on north elevation of 232 Drouillard Road Located in the Project Study Area	Commemorative Feature	This C.F. is located on the north elevation of 232 Drouillard Road near the intersection of Drouillard Road and Riverside Drive East. The plaque speaks to the Blockade that took place on September 12, 1945 when workers of the Ford Motor Company of Canada went on strike. The plaque has an adjoining mural to the east of it. The plaque and mural appear to be a joint effort by the Greater Drouillard Revitalization efforts, City of Windsor, Federal Government, and Ford Motor Company of Canada, Limited. Several other plaques and murals are found in the Desktop Study Area on Drouillard Road south of Wyandotte Street East.	 Plate 25: Plaque on elevation of 232 Drouillard Road (A.S.I., 2023).
C.H.L. 1	Rail Corridor	Historical Rail Corridor Located in the Project Study Area	Potential C.H.L. – Identified during field review/desktop research	This potential C.H.L. follows the former rail corridor of the Great Western Railway that traverses generally east-west through the Project Study Area. The tracks continue to be active. Potential heritage attributes include the historical rail infrastructure, particularly the overpass at the intersection of Drouillard Road and Wyandotte Street East, and the connection to the industrial growth of Windsor and the communities of Ford City and Walkerville. The railway is depicted in the 1877 Tremaine Map (Figure 2).	 Plate 26: Rail overpass at the intersection of Wyandotte Street East and Drouillard Road (A.S.I., 2023).

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
C.H.L. 2	Industrial	1950 – 2072 Riverside Drive East Located in the Desktop Study Area	Potential C.H.L. – Identified during field review/desktop research	This potential C.H.L. forms the Hiram Walker and Sons Distillery complex. The complex is located on the north side of Riverside Drive East between Montreuil Avenue and Devonshire Road. The complex consists of several buildings that form the distillery complex, including a reception centre, office buildings, and grain silos. Only a portion of the complex falls within the bounds of the Desktop study area. Within the complex, a number of individual properties are designated under Part Iv of the Ontario Heritage or Listed on the City of Windsor's Heritage Register: Listed properties: • 1950 Riverside Drive East – Hiram Walker Grain Silos • 2072 Riverside Drive East – Hiram Walker Building #26 Properties designated under Part IV of the Ontario Heritage Act: • 1950-2072 Riverside Drive East – Hiram Walker and Sons Office Addition (By-law 5895) • 2072 Riverside Drive East – Hiram Walker and Sons Office Building (By-law 5895) • 2072 Riverside Drive East – Wiser's Reception Centre (By-law 88 - 2016) The distillery complex can be seen forming in the 1877 Tremaine Map (Figure 2). Much of the current building stock is visible in the 1954 aerial photograph (Figure 5).	 Plate 27: The portion of the complex which falls within the study area, looking west to Walker Road (A.S.I., 2023).

Feature I.D.	Type of Property	Address or Location	Heritage Status and Recognition	Description of Property and Known or Potential C.H.V.I.	Photographs/ Digital Image
C.H.L. 3	Waterway	Detroit River Located in the Desktop Study Area	Known C.H.L. – Designated to the Canadian Heritage Rivers System	This known C.H.L. flows along the northern edge of the Desktop Study Area. The Detroit River was designated to the Canadian Heritage Rivers System database in 2001, and has also been designated an American Heritage River. It is the only North American River with dual designation (Canadian Heritage Rivers System, 2017). The Detroit River is 51 kilometres long and links the upper and lower Great Lakes from Lake St. Clair to Lake Erie. The Detroit River has been designated for its natural and cultural heritage value, and recreational value. The River is managed by the Essex Region Conservation Authority (Canadian Heritage Rivers System, 2017).	 Plate 28: The Detroit River, looking west towards Downtown Windsor. The Ford Powerhouse is visible in the background (Google Streetview, 2017).
C.H.L. 4	Streetscape	253-293 Belleview Avenue Located in the Desktop Study Area	Potential C.H.L. – Identified during field review/desktop research	This potential streetscape C.H.L. includes a group of primarily early twentieth-century residences on the west side of Bellevue Avenue. The streetscape is bound by the Ford Powerhouse (B.H.R. 5, 3001 Riverside Drive East / 3150 Wyandotte Street East) to the west, an apartment building at 3117 Riverside Drive East (B.H.R. 16) to the north, and Wyandotte Street East to the south. Residences on the streetscape feature a modest setback from the roadway, are typically two storey frame structures, and are constructed in a variety of architectural styles. Bellevue Avenue is a two-lane road with a north-south orientation and features narrow boulevards with trees separating the road from the sidewalks	 Plate 29: Representative view of residences on Bellevue Avenue, looking north towards Riverview Drive East (A.S.I. 2023).

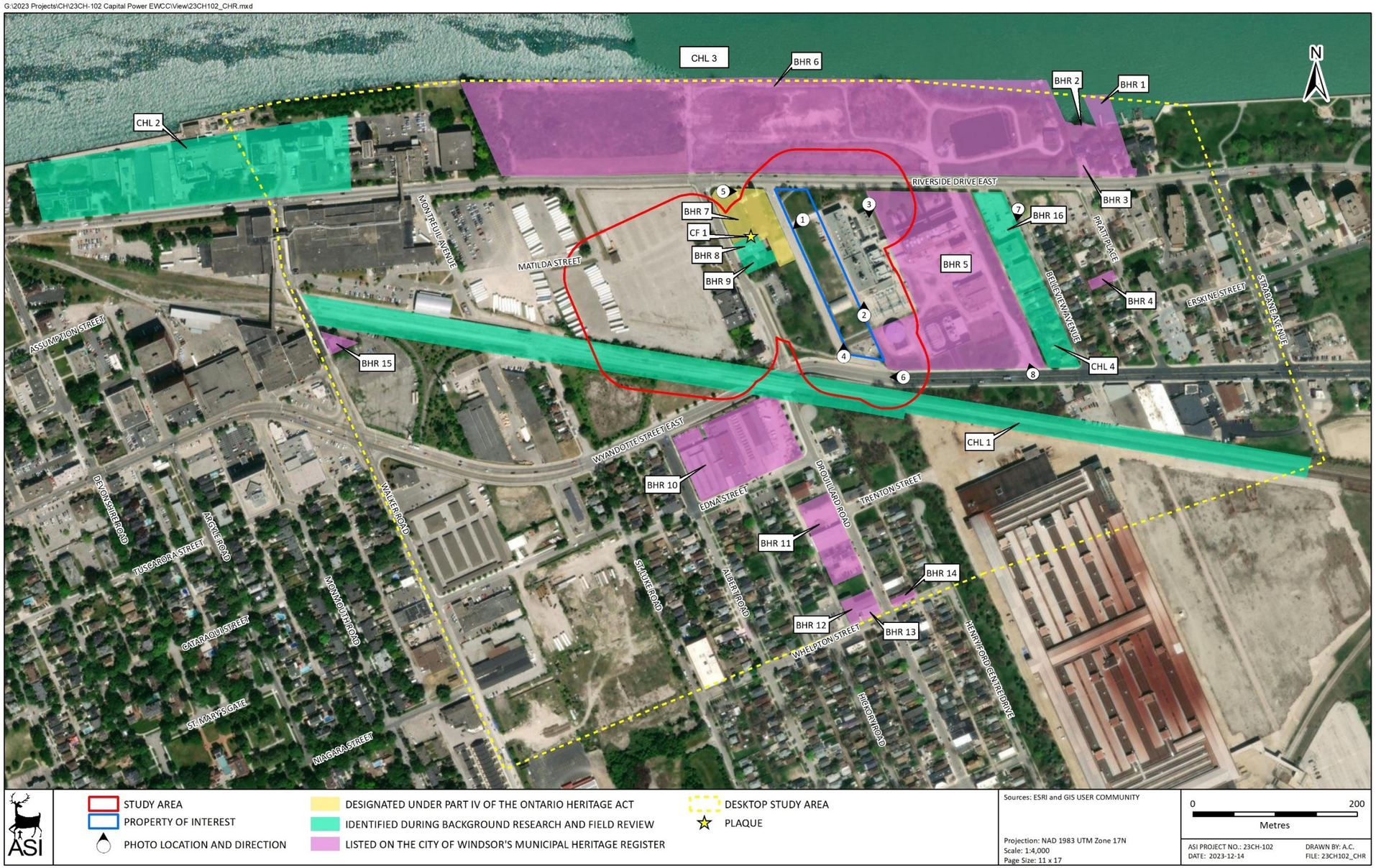


Figure 7: Location of Identified Built Heritage Resources (B.H.R.), Cultural Heritage Landscapes (C.H.L.), and Commemorative Feature in the Study Area

5.0 Preliminary Impact Assessment

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

5.1 Description of Proposed Undertaking

The Project is responsive to the I.E.S.O.'s call for additional natural gas generation capacity and would provide up to approximately 107 M.W. of additional gross generation capacity to the Windsor-Essex area and provincial electricity grid. The proposed Project is being designed to provide dependable capacity at peak times when Ontario's other generation sources are not capable of meeting demand.

The Project consists of the construction and operation of a new simple cycle natural gas generation facility located adjacent to the existing E.W.C.C.[3]. The Project will make use of some existing infrastructure, including tying into the existing E.W.C.C. high-voltage interconnection line to avoid the need for a new connection to the provincial electricity grid. Ancillary project components include an equipment building, storage building, stormwater management system and site servicing. Additional areas for temporary staging and laydown will be required during the construction phase.

The Project will be located within the existing E.W.C.C. fenceline, primarily on lands owned by Capital Power. These lands represent a series of parcels, municipally known as 228 to 276 Cadillac Street (hereby referred to as the Project Site). These parcels, along with others on the west side of Cadillac Street, were formerly residential properties that were acquired, and residences removed, as

[3] The E.W.C.C. is located on the land leased from Ford Motor Company of Canada Ltd. E.W.C.C., in addition to generating electricity, the facility used to provide steam to the neighbouring Ford Motor company for their Ford Windsor engine plant. Since the closure of the engine plant in 2018, Ford has terminated the Steam Supply Agreement with E.W.C.C., and E.W.C.C. now operates in simple cycle mode as a peaking plant.

part of the original development of the E.W.C.C. The Project Site is approximately 0.61 hectares (1.49 acres) in size and is currently used for site access, parking, and mowed and landscaped areas. The project study area consists of the Project site, existing E.W.C.C. building and surrounding property, as well as industrial, residential, and commercial areas that are located within the bounds of the Detroit River to the north, Walker Road to the west, Whelpton Street and Wyandotte Street East to the south, and Strabane Avenue to the east. The Project will be located in an area that was formerly a row of twentieth-century residences that were demolished with the construction of E.W.C.C. building in 2009. The Project will be located within the existing fenced boundary of the E.W.C.C. facility and will have an approximate footprint of 0.31 hectares in size (Capital Power, 2023). A conceptual layout for the Project is shown in Figure 8. The work will be located in the southwestern portion of the property parcel away from Riverside Drive East. The components of the proposed work include (Capital Power, 2023):

- A new high-voltage transformer with the output power connecting to the power grid via the existing E.W.C.C. substation yard;
- Electrical components, including medium voltage transformers, switchgears, cabling, fuel gas compressors, instrumentation and control systems, and other electrical protection equipment;
- Stormwater management system; and
- Landscaping or tree plantings for visual aesthetic purposes.

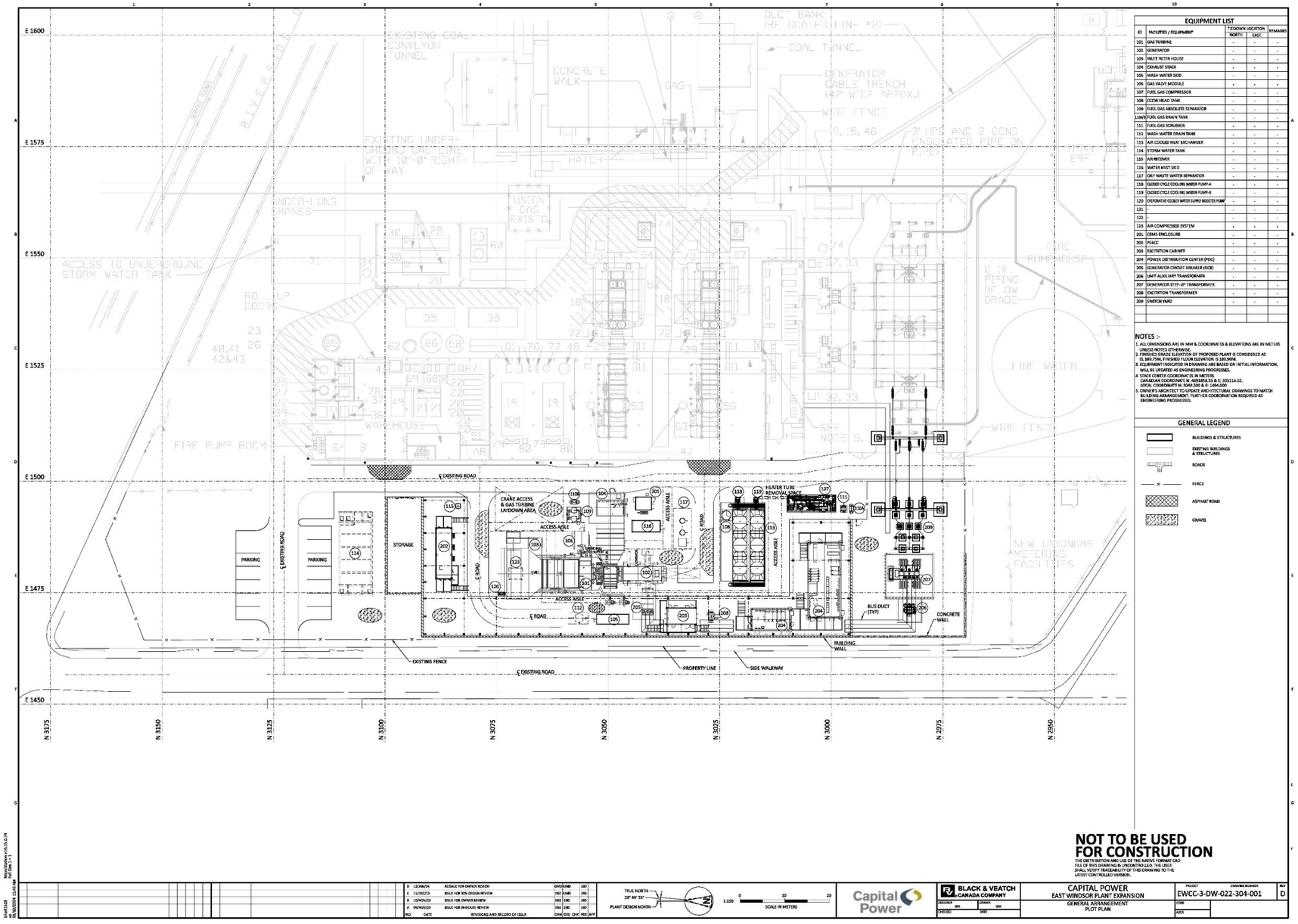


Figure 8: Conceptual layout of the new natural gas power plant on the parcel adjacent to (west of) the East Windsor Co-Generation Centre

5.2 Analysis of Potential Impacts

Table 2 outlines the potential impacts on all identified B.H.R.s, C.H.L.s, and the C.F. within the Project Study Area. An annotated map of the proposed project staging, laydown, parking, and fenced work areas is included in Figure 9.

Figure 9: Overview map depicting the proposed staging and laydown areas for the E.W.C.C. Expansion Project (Google Earth)

Table 2: Preliminary Impact Assessment and Recommended Mitigation Measures

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 1	3404 Riverside Drive East	Known B.H.R. - Listed on Municipal Heritage Register	It is understood that the limits of the proposed Project are not adjacent to this B.H.R. No direct or indirect adverse impacts to this structure are anticipated. As the proposed work is located more than 50 metres from this B.H.R., no vibration-related impacts are anticipated. No impacts to significant views, no change in land use, and no isolation of any heritage attributes on the property are anticipated as a result of the proposed undertaking.	No further work required.
B.H.R. 2	3368 Riverside Drive East	Known B.H.R. - Listed on Municipal Heritage Register	It is understood that the limits of the proposed Project are not adjacent to this B.H.R. No direct or indirect adverse impacts to this structure are anticipated. As the proposed work is located more than 50 metres from this B.H.R., no vibration-related impacts are anticipated. No impacts to significant views, no change in land use, and no isolation of any heritage attributes on the property are anticipated as a result of the proposed undertaking.	No further work required.
B.H.R. 3	3336 Riverside Drive East	Known B.H.R. - Listed on Municipal Heritage Register	It is understood that the limits of the proposed Project are not adjacent to this B.H.R. No direct or indirect adverse impacts to this structure are anticipated. As the proposed work is located more than 50 metres from this B.H.R., no vibration-related impacts are anticipated. No impacts to significant views, no change in land use, and no isolation of any heritage attributes on the property are anticipated as a result of the proposed undertaking.	No further work required.

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 4	243 Pratt Place	Known B.H.R. - Listed on Municipal Heritage Register	It is understood that the limits of the proposed Project are not adjacent to this B.H.R. No direct or indirect adverse impacts to this structure are anticipated. As the proposed work is located more than 50 metres from this B.H.R., no vibration-related impacts are anticipated. No impacts to significant views, no change in land use, and no isolation of any heritage attributes on the property are anticipated as a result of the proposed undertaking.	No further work required.
B.H.R. 5	3001 Riverside Drive East / 3150 Wyandotte Street East	Known B.H.R. - Listed on Municipal Heritage Register	The limits of the proposed Project are anticipated to be confined to the adjacent property parcel at 224 Cadillac Street, and demarcated by fencing from this B.H.R. No direct or indirect adverse impacts are anticipated if the proposed mitigation and avoidance measures including fencing around the construction area are implemented. No impacts to significant views, no change in land use, and no isolation of any heritage attributes on the property are anticipated as a result of the proposed undertaking. Potential temporary construction-related impacts including the introduction of noise, heavy machinery, and construction activities are not considered to represent a significant impact as the B.H.R. is an industrial powerhouse located in an historical automotive manufacturing context. As such, loud noises and industrial activities with heavy machinery are in keeping with the historical context of the B.H.R. as part of it's daily use by the Ford Motor Company of Canada.	The feasibility of installing temporary construction fencing between the Project Site and the subject property should be investigated and implement if feasible to ensure there are no accidental collisions with machinery. Further, instructions should be issued to the constructor to avoid the subject property, with no-go zones established. As the property is Listed on the Municipal Heritage Register and construction activities are planned adjacent to the property, a resource-specific Built Heritage Impact Study (B.H.I.S.) may be required in fulfillment of the City of Windsor's Official Plan clause 9.3.7.1 c(i) (City of Windsor, 2013). However, as there are no direct, permanent, adverse impacts anticipated and potential impacts are anticipated to be temporary and confined to the duration of construction, it is recommended that the City of Windsor consider waiving the requirement for a B.H.I.S. in this case if suitable mitigation measures can be employed. Email communication from the City of Windsor on 23 May 2024

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
			Adverse impacts due to construction related vibration are possible as structures on this property sit within 50 metres from the proposed work.	confirmed that the requirement for a B.H.I.S. for B.H.R. 5 would be waived if suitable mitigation measures were employed. To reduce or eliminate the potential for indirect impacts due to construction related vibration, a qualified engineer or vibration consultant should be retained to prepare a vibration mitigation plan prior during detailed design or the Site Plan Control process to prevent unintended vibration impacts to this B.H.R. If B.H.R. 5 is determined to be within the vibration zone of influence, a condition assessment of the structure and baseline vibration monitoring should be completed, with instructions issued to construction crews to cease work if the established vibration threshold is reached.
B.H.R. 6	3150 Riverside Drive East	Known B.H.R. - Listed on Municipal Heritage Register	It is understood that the limits of the proposed Project are anticipated to be confined to the south of Riverview Drive East, adjacent to this B.H.R. No direct adverse impacts to this structure are anticipated. No impacts to significant views, no change in land use, and no isolation of any heritage attributes on the property are anticipated as a result of the proposed undertaking. While a portion of the property is within 50 metres of the proposed work, no structure or potential cultural heritage attributes in this B.H.R. are within 50 metres of a proposed laydown and parking area, and no vibration impacts are anticipated.	No further work required.

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 7	2879 Riverside Drive East	Known B.H.R. – Designated under Part IV of the Ontario Heritage Act	It is understood that the proposed construction work for the Project will be confined to the property known municipally as 224 Cadillac Street, which is adjacent to B.H.R. 7 on the opposite (east) side of Cadillac Street. The portion of B.H.R. 7 that is within the proposed perimeter fencing is existing commercial/office space and associated parking lot that will be leased and used as construction offices. No construction-related impacts or heavy equipment staging is anticipated on the property at 2879 Riverside Drive East. Further, the use of the existing commercial/office space and passenger vehicle parking does not represent a change in land use for this portion of the property, which was an aesthetic salon at the time of field review. No direct adverse impacts are anticipated. No impacts to significant views are anticipated as the proposed Project will be confined to the south portion of the property at 224 Cadillac Street. As B.H.R. 7 has established views of the existing East Windsor Co-Generation Centre Facility, the proposed Project is not anticipated to significantly change available views to or from the property. As construction fencing that will limit access to the southern commercial/office portion of this property is anticipated to be temporary and will be removed following construction, no permanent isolation of any heritage attributes on the property are anticipated as a result of the proposed undertaking. Potential temporary construction-related impacts including the introduction of noise, heavy machinery, and construction activities adjacent to the property are not considered to represent a significant impact as the B.H.R. was constructed in	As the property is Designated under Part IV of the *Ontario Heritage Act*, a portion of the property is within the fenced work area, and construction activities are planned adjacent to the property, a resource-specific Built Heritage Impact Study (B.H.I.S.) may be required in fulfillment of the *City of Windsor's Official Plan* clause 9.3.7.1 c(i) (City of Windsor, 2013). To ensure that all potential impacts to this B.H.R. were identified and mitigated in the Project, a B.H.I.S. was prepared for B.H.R. 7 by A.S.I. at the direction of Capital Power in March 2024 (finalized June 2024) (A.S.I. 2024). Planning staff at the City of Windsor provided feedback on this report following their review on 23 May 2024, which included confirmation that they were in agreement with the mitigation recommendations and conclusions in the B.H.I.S. As a portion of B.H.R. 7 is within the proposed construction fencing for the project, and the north and east portions of the property are directly adjacent to the proposed access route of heavy machinery from the Large Equipment Laydown Area to the property at 224 Cadillac Street, consideration should be given to installing fencing or plywood hoarding on the east limit of the property at 2879 Riverside Drive East to ensure there are no accidental collisions with machinery. Further, instructions should be issued to the constructor to avoid the subject property, with no-go zones established. To reduce or eliminate the potential for indirect impacts due to construction related vibration, a qualified engineer or vibration consultant should be retained to prepare a vibration mitigation

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
			an area that would have been historically subject to loud noises and industrial activities with heavy machinery as part of it's daily use by the adjacent Ford Motor Company of Canada. Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 metres from the proposed work.	plan prior during detailed design or the Site Plan Control process to prevent unintended vibration impacts to this B.H.R. If B.H.R. 7 is determined to be within the vibration zone of influence, a condition assessment of the structure and baseline vibration monitoring should be completed, with instructions issued to construction crews to cease work if the established vibration threshold is reached.
B.H.R. 8	232 Drouillard Road	Potential B.H.R. – Identified during field review/desktop research	It is understood that the proposed work for the Project will be confined to the property known municipally as 224 Cadillac Street, which is on the east side of Cadillac Street, approximately 50 metres from the B.H.R. No direct adverse impact is anticipated. The proposed work area fenceline is adjacent to the subject property, however as the portion of the site area adjacent to the subject property is anticipated to be used as office space and associated passenger vehicle parking, no significant vibrations or ground disturbance is anticipated directly adjacent to the property. Indirect adverse impacts due to construction related vibration are possible as the structure sits approximately 50 metres from the proposed work to the east of Cadillac Street.	To reduce or eliminate the potential for indirect impacts due to construction related vibration, a qualified engineer or vibration consultant should be retained to prepare a vibration mitigation plan prior during detailed design or the Site Plan Control process to prevent unintended vibration impacts to this B.H.R. If B.H.R. 8 is determined to be within the vibration zone of influence, a condition assessment of the structure and baseline vibration monitoring should be completed, with instructions issued to construction crews to cease work if the established vibration threshold is reached.
B.H.R. 9	240 - 244 Drouillard Road	Potential B.H.R. – Identified during field review/desktop research	It is understood that the proposed work for the Project will be confined to the property known municipally as 224 Cadillac Street, which is on the east side of Cadillac Street, approximately 50 metres from the B.H.R. No direct adverse impact is anticipated. The proposed work area fenceline is adjacent to the subject property, however as the portion of the site area	To reduce or eliminate the potential for indirect impacts due to construction related vibration, a qualified engineer or vibration consultant should be retained to prepare a vibration mitigation plan prior during detailed design or the Site Plan Control process to prevent unintended vibration impacts to this B.H.R.

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
			adjacent to the subject property is anticipated to be used as office space and associated passenger vehicle parking, no vibrations or ground disturbance is anticipated directly adjacent to the property. Indirect adverse impacts due to construction related vibration are possible as the structure sits approximately 50 metres from the proposed work to the east of Cadillac Street, and machinery laydown and staging is anticipated greater than 10 metres away.	If B.H.R. 9 is determined to be within the vibration zone of influence, a condition assessment of the structure and baseline vibration monitoring should be completed, with instructions issued to construction crews to cease work if the established vibration threshold is reached.
B.H.R. 10	2744 Edna Street / 2601 Wyandotte Street East	Known B.H.R. - Listed on Municipal Heritage Register	It is understood that the limits of the proposed Project are anticipated to be confined to the north of the former Great Western Railway, adjacent to this B.H.R. No direct adverse impacts to this structure are anticipated. No impacts to significant views, no change in land use, and no isolation of any heritage attributes on the property are anticipated as a result of the proposed undertaking. As the proposed work is located more than 50 metres from this B.H.R., no vibration-related impacts are anticipated.	No further work required.
B.H.R. 11	953 - 959 Drouillard Road	Known B.H.R. - Listed on Municipal Heritage Register	It is understood that the limits of the proposed Project are not adjacent to this B.H.R. No direct or indirect adverse impacts to this structure are anticipated. As the proposed work is located more than 50 metres from this B.H.R., no vibration-related impacts are anticipated.	No further work required.

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 12	993 Drouillard Road	Known B.H.R. - Listed on Municipal Heritage Register	It is understood that the limits of the proposed Project are not adjacent to this B.H.R. No direct or indirect adverse impacts to this structure are anticipated. As the proposed work is located more than 50 metres from this B.H.R., no vibration-related impacts are anticipated.	No further work required.
B.H.R. 13	999 Drouillard Road	Known B.H.R. - Listed on Municipal Heritage Register	It is understood that the limits of the proposed Project are not adjacent to this B.H.R. No direct or indirect adverse impacts to this structure are anticipated. As the proposed work is located more than 50 metres from this B.H.R., no vibration-related impacts are anticipated.	No further work required.
B.H.R. 14	994 - 998 Drouillard Road	Known B.H.R. - Listed on Municipal Heritage Register	It is understood that the limits of the proposed Project are not adjacent to this B.H.R. No direct or indirect adverse impacts to this structure are anticipated. As the proposed work is located more than 50 metres from this B.H.R., no vibration-related impacts are anticipated.	No further work required.
B.H.R. 15	530 Walker Road	Known B.H.R. - Listed on Municipal Heritage Register	It is understood that the limits of the proposed Project are not adjacent to this B.H.R. No direct or indirect adverse impacts to this structure are anticipated. As the proposed work is located more than 50 metres from this B.H.R., no vibration-related impacts are anticipated.	No further work required.

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
B.H.R. 16	3117 Riverview Drive East	Potential B.H.R. – Identified during field review/desktop research	It is understood that the proposed staging area for the Project will be confined to the property known municipally as 3001 Riverside Drive East / 3150 Wyandotte Street East, adjacent to this B.H.R. No direct adverse impact is anticipated. As the proposed work is located more than 50 metres from this B.H.R., no vibration-related impacts are anticipated.	No further work required.
C.F. 1	Located on north elevation of 232 Drouillard Street	Commemorative Feature	It is understood that the limits of the proposed Project are not adjacent to this C.F. While the C.F. is within 50 metres of the proposed staging area, no direct or indirect adverse impacts to this commemorative plaque are anticipated.	No further work required.
C.H.L. 1	Historical Rail Corridor	Potential C.H.L. – Identified during field review/desktop research	It is understood that the proposed work for the Project will be confined to the property known municipally as 224 Cadillac Street, which is adjacent to this C.H.L. No direct adverse impact is anticipated. While the railway is within the 50-metre vibration buffer for the Project site, vibration from construction and heavy equipment storage and movement is not anticipated to be significant enough to impact the structure of the railway. As railways are constructed to endure heavy loads and vibrations, the relative intensity of adjacent construction staging -related vibrations is considered to be minor.	No further work required.
C.H.L. 2	1950 - 2072 Riverside Drive East	Potential C.H.L. – Identified during field	It is understood that the limits of the proposed Project are not adjacent to this C.H.L. No direct or indirect adverse impacts to this structure are anticipated.	No further work required.

Feature I.D.	Location/Name	Heritage Status and Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Strategies
		review/desktop research	As the proposed work is located more than 50 metres from this C.H.L., no vibration-related impacts are anticipated.	
C.H.L. 3	Detroit River	Known C.H.L. – Designated as a Canadian Heritage Rivers System	It is understood that the limits of the proposed Project are not adjacent to this C.H.L. No direct or indirect adverse impacts to this structure are anticipated. As the proposed work is located more than 50 metres from this C.H.L., no vibration-related impacts are anticipated.	No further work required.
C.H.L. 4	Belleview Avenue	Potential C.H.L. – Identified during field review/desktop research	It is understood that the proposed staging area for the Project will be confined to the property known municipally as 3001 Riverside Drive East / 3150 Wyandotte Street East, adjacent to this C.H.L. No direct adverse impact is anticipated. As the proposed work is located more than 50 metres from this B.H.R., no vibration-related impacts are anticipated.	No further work required.

Based on the preliminary plans for the Project, and as presented in Table 2, indirect impacts to B.H.R.s 5, 7, 8, and 9 may occur as a result of their location adjacent to the proposed temporary construction work. To ensure the structures on the properties at 3001 Riverside Drive East / 3150 Wyandotte Street East (B.H.R. 5), 2879 Riverside Drive East (B.H.R. 7), 232 Drouillard Road (B.H.R. 8), and 240 -244 Drouillard Road (B.H.R. 9), are not adversely impacted during construction, a qualified engineer or vibration consultant should be retained to prepare a vibration mitigation plan prior during detailed design or the Site Plan Control process to prevent unintended vibration impacts to identified B.H.R.s and C.H.L.s. If identified B.H.R.s or C.H.L.s are determined to be within the vibration zone of influence, a condition assessment of the structure and baseline vibration monitoring should be completed, with instructions issued to construction crews to cease work if the established vibration threshold is reached. Further, the Contractor must make a commitment to repair any damages caused by vibrations.

Further, as B.H.R. 5 (3001 Riverside Drive East / 3150 Wyandotte Street East is adjacent to the Project Site and B.H.R. 7 (2879 Riverside Drive East) is directly adjacent to a heavy machinery access road, the feasibility of installing temporary construction fencing between all staging areas/access roads and adjacent structures on these properties should be investigated and implement if feasible to ensure there are no accidental collisions with machinery. Further, instructions should be issued to the constructor to avoid structures on the properties, with no-go zones established.

As B.H.R. 7 (2879 Riverside Drive East) is Designated under Part IV of the *Ontario Heritage Act* and construction activities are planned adjacent to the property, a resource-specific Built Heritage Impact Study (B.H.I.S.) may be required in fulfillment of the *City of Windsor's Official Plan* clause 9.3.7.1 c(i) (City of Windsor, 2013). However, as there are no direct adverse impacts anticipated, potential impacts are anticipated to be temporary and confined to the duration of construction, and construction activities are anticipated to be confined to the adjacent property at 224 Cadillac Street, it is recommended that the City of

Windsor consider waiving the requirement for a B.H.I.S. in this case given that suitable mitigation measures can be employed as part of the Site Plan Control process (City of Windsor Official Plan clause 9.3.7.1 c(ii)). To ensure that all potential impacts to this B.H.R. were identified and mitigated in the Project, a B.H.I.S. was prepared for B.H.R. 7 by A.S.I. at the direction of Capital Power in March 2024 (finalized June 2024) (A.S.I. 2024). Planning staff at the City of Windsor provided feedback on this report following their review on 23 May 2024, which included confirmation that they were in agreement with the mitigation recommendations and conclusions in the B.H.I.S.

Similarly, as B.H.R. 5 (3001 Riverside Drive East / 3150 Wyandotte Street East) is Listed in the Municipal Heritage Register and the property is adjacent the Project Site, a B.H.I.S. may also be required for this property. However, as there are no direct adverse impacts anticipated, and potential impacts resulting from adjacent construction activities are anticipated to be temporary and confined to the duration of construction, it is recommended that the City of Windsor consider waiving the requirement for a B.H.I.S. in this case given that suitable mitigation measures can be employed as part of the Site Plan Control process (City of Windsor Official Plan clause 9.3.7.1 c(ii)). Email communication from the City of Windsor on 23 May 2024 confirmed that the requirement for a B.H.I.S. for B.H.R. 5 would be waived if suitable mitigation measures were employed. Potential temporary construction-related impacts including the introduction of noise, heavy machinery, and construction activities are not considered to represent a significant impact as B.H.R. 5 is an industrial powerhouse located in an historical automotive manufacturing context. As such, loud noises and industrial activities with heavy machinery are in keeping with the historical context of the B.H.R. as part of it's daily use by the Ford Motor Company of Canada.

No adverse direct impacts to any identified B.H.R.s, C.H.L.s, or the C.F., including B.H.R. 5, B.H.R. 6, B.H.R. 7, B.H.R. 8, or B.H.R. 9 are anticipated.

The additional identified B.H.R.s, C.H.L.s, and C.F. are located outside of the 50 metre buffer around the Project site. No vibration-related impacts are

anticipated. Further, no identified properties are anticipated to be isolated from any potential heritage attribute, and none will experience a change in land use as a result of the proposed undertaking. No adverse indirect impacts to B.H.R. 1-4, B.H.R.s 10-16, C.H.L. 1-4, or C.F. 1 are anticipated.

6.0 Results and Mitigation Recommendations

The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with an industrial land use history dating back to the mid-nineteenth century. A review of federal, provincial, and municipal registers, inventories, and databases revealed that there are 13 known B.H.R.s and one known C.H.L. in the Project study area. An additional three potential B.H.R.s, three potential C.H.L.s, and one C.F. were identified during the background information review and fieldwork.

6.1 Key Findings

A total of 16 B.H.R.s, four C.H.L.s, and one C.F. were identified within the study area:

- Of the 16 identified B.H.R.s, one is designated under Part IV of the Ontario Heritage Act (B.H.R. 7), 13 are listed on the City of Windsor's Municipal Heritage Register (B.H.R. 1 to 6 and B.H.R. 10 to 15), and three were identified during field review (B.H.R. 8, B.H.R. 9, and B.H.R. 16).

- Of the four identified C.H.L.s, one (C.H.L. 2) has several designated and listed properties within the property parcel. C.H.L. 1 and 4 were identified during background research and field review. C.H.L. 3 is a designated Canadian Heritage Rivers System.

- Identified B.H.R.s and C.H.L.s are historically, architecturally, and contextually associated with land use patterns in the City of Windsor and more specifically representative of the industrial, residential, and

commercial development of the community of Ford City in the early twentieth century.

6.2 Recommendations

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

1. Construction activities and staging should be suitably planned and undertaken to avoid unintended negative impacts to identified B.H.R.s and C.H.L.s. Avoidance measures may include, but are not limited to: erecting temporary fencing, establishing buffer zones, issuing instructions to construction crews to avoid identified features, etc. No adverse direct or indirect impacts are anticipated for any identified B.H.R., C.H.L., or C.F.

2. As B.H.R. 7 (2879 Riverside Drive East) is Designated under Part IV of the *Ontario Heritage Act* and construction activities are planned across the street from the property, a resource-specific Built Heritage Impact Study (B.H.I.S.) may be required in fulfillment of the *City of Windsor's Official Plan* clause 9.3.7.1 c(i) (City of Windsor, 2013). However, there are no direct adverse impacts anticipated. Potential impacts are anticipated to be temporary, and will be confined to both the duration of construction and to the adjacent property at 224 Cadillac Street. Therefore, it is recommended that the City of Windsor consider waiving the requirement for a B.H.I.S. in this case given that suitable mitigation measures can be employed as part of the Site Plan Control process (clause 9.3.7.1 c (ii)). To ensure that all potential impacts to this B.H.R. were identified and mitigated in the Project, a B.H.I.S. was prepared for B.H.R. 7 by A.S.I. at the direction of Capital Power in March 2024 (finalized June 2024) (A.S.I. 2024). Planning staff at the City of Windsor provided feedback on this report following their review on 23 May 2024, which included confirmation that they were in agreement with the mitigation recommendations and conclusions in the B.H.I.S.

3. As B.H.R. 5 (3001 Riverside Drive East / 3150 Wyandotte Street East) is Listed in the Municipal Heritage Register and the property is anticipated to be adjacent to the Project Site, a B.H.I.S. may also be required for this property. However, as there are no direct adverse impacts anticipated and the impacts are anticipated to be temporary and confined to the duration of construction, it is recommended that the City of Windsor consider waiving the requirement for a B.H.I.S. in this case given that suitable mitigation measures can be employed as part of the Site Plan Control process (City of Windsor Official Plan clause 9.3.7.1 c(ii)). Email communication from the City of Windsor on 23 May 2024 confirmed that the requirement for a B.H.I.S. for B.H.R. 5 would be waived if suitable mitigation measures were employed.

4. Vibration during construction may impact four B.H.R.s (B.H.R. 5, B.H.R. 7, B.H.R. 8, and B.H.R. 9,) given they are located within 50 metres of the Project Site. To ensure the B.H.R.s are not adversely impacted, a baseline vibration assessment should be undertaken as early as possible during detail design or during the Site Control Plan process.

5. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm any potential impacts of the proposed work on B.H.R.s, C.H.L.s, or C.F.s within the study area.

6. This report should be submitted to the City of Windsor, the M.C.M., and any other local heritage stakeholders who may have an interest in the project for review and comment. The final report and comments from M.C.M. should be submitted to the City of Windsor and to the M.C.M. for their records.

7.0 References

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